

# PORT CALL

Harbor of Hospitality



Seafarers International House

Winter 2015

## Looking Ahead:

### Setting the Course

Annual Awards Banquet

Thursday, April 23, 2015  
New York Athletic Club

Honoring

**Anthony Chiarello**

Tote, Inc.

and

**Stephen Knott**

International Longshoremen's  
Association

For reservations or more information:

212-677-4800 (ext. 1203)

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### Special Reception

Meet

Capt. Joshua Bhatt, US CAPRICE

Narrating

"Rescue of Migrants at Sea"

Sunday, March 22, 2015, 2:30 PM  
J. Gordon Swanson Conference Center  
Seafarers International House  
123 East 15<sup>th</sup> Street, New York, NY

RSVP

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Seafarers International House

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Seafarers International House serves seafarers and immigrants with pastoral care, hospitality, social assistance, advocacy and prayer in the ports in Baltimore, Philadelphia, New Jersey, New York, Connecticut and Rhode Island, and in an 84-room guesthouse in Manhattan.

## Rescuing Migrants at Sea

Britain will not support future migrant search and rescue operations. The British Foreign Minister acknowledged that "by withdrawing this rescue cover we will be leaving innocent children, women and men to drown . . . but they will think twice about making the journey. And so eventually, over time, more lives will be saved".<sup>1</sup>

Will they really "think twice"?

Many of these migrants are fleeing ISIS massacres in Syria and Iraq; many are escaping lawlessness in Libya; and many are terrified of kidnapping and slavery by Boko Haram in Nigeria. There's no "thinking"! These migrants are driven by sheer terror.

While rescue at sea is a time-honored tradition among all mariners, it's application to migrants has a checkered past, going back to 1939, when the German passenger ship SS ST. LOUIS, carrying 907 Jewish refugees from Nazi Germany was refused entry into the United States. The ST. LOUIS was forced to return to those parts of Europe that were eventually overtaken by the Nazis, and almost half of the refugees perished in gas chambers.

Many years later, in 2001, the captain of the M/V TAMPA, a Norwegian-flagged auto carrier en

route to Singapore, got a call from the Australian government to assist a wooden ferryboat 75 miles off the coast of Christmas Island, carrying 440 Afghan asylum seekers. But when TAMPA approached Christmas Island with the rescued Afghans onboard, the Australian Navy refused to allow the ship to enter port. The Navy forcibly boarded and took control of the ship. Only after Australia

then required to ensure that assistance is provided to any person in distress at sea, regardless of nationality, status or circumstances."<sup>3</sup>

Exacerbating the problem is the growing and vile business of smuggling human beings. On December 31, 2014, the Italian authorities rescued 736 Syrian refugees, including 60 children, crowded aboard the Moldova-flagged cargo ship M/V

BLUE SKY M at a fare of \$5,000 USD per passenger. The ship had sailed from Turkey, abandoned by the crew mid-voyage and left on autopilot on a collision course with the Italian coast.<sup>4</sup> Being an FOC ship<sup>5</sup>, there's little chance of identifying the owners, but they made off with a tidy \$3.7 million.

On January 2, 2015, the M/V EZADEEN, a Sierra Leone-flagged cargo ship, was found abandoned and locked on auto pilot near the Italian coast, carrying 359 Syrian refugees.

Both these cargo ships were very old and unsafe (built in 1976 and 1966, respectively), and each could be purchased for \$100,000-\$150,000.<sup>6</sup> The profit margin is staggering.

The International Office for Migration has stated that dealing with these "mother ships" used by smugglers in the Mediterranean Sea may require (to page 2)



This is not a pleasure cruise, not a lark. These are desperate people calling for humanitarian assistance.

persuaded New Zealand and the tiny nation of Nauru to accept the asylum seekers, did it release the Tampa, allowing it to continue its voyage to Singapore, albeit well behind schedule and above budgeted costs.<sup>2</sup>

The International Convention on Maritime Search and Rescue was adopted in 1979. It establishes a system of international cooperation for the search and rescue services. "Parties are

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## Rescuing Migrants at Sea (from page 1)

a response like the multinational task force used in the Gulf of Aden to combat piracy.<sup>7</sup> The overriding question, however, is how will national immigration laws and regulations interface with international conventions on rescue at sea.

A consortium of international agencies has published an updated guide on the rescue of refugees and migrants at sea which addresses this question:<sup>8</sup>

1. "Governments have to coordinate and cooperate to ensure that Masters of ships providing assistance by embarking persons in distress at sea are released from their obligations with minimum further deviation from the ship's intended voyage, and have to arrange disembarkation as soon as practicable";
2. "... screening and status assessment of rescued persons that go beyond rendering as-

sistance to persons in distress should not be allowed to hinder the provision of such assistance or unduly delay disembarkation;

3. "Care should therefore be taken to ensure that arrangements for the disembarkation of rescued persons do not result in their return to a place where they risk persecution or ill-treatment and personal information regarding possible asylum-seekers or refugees is not shared with the authorities of their country of origin or any country from which they have fled or in which they claim a risk of harm."

Rescue at sea is a time-honored tradition among all mariners, but if coastal states and other authorities do not give them their full cooperation, ships masters will become reluctant to divert their ships to assist those in need. As it is, ship masters are already under tremendous

pressure to operate their ships within severe, sometimes impractical constraints. Bringing the ship in late and over budget is a career risk. Captains have been fired for less.

1. "Migrant Rescue: All at Sea?", *AANYL JAZEERA*, October 31, 2014, *Yahoo News*

2. Jessica E. Tauman, "Rescued at Sea, But Nowhere to Go: The Cloudy Legal Waters of the Tampa Crisis", *PACIFIC RIM LAW & POLICY JOURNAL*, 2002

3. *Id* at page 471

4. "IOM Staff in Italy Report on Ghost Ship Trend, Meet with Rescued Migrants", *INTERNATIONAL ORGANIZATION FOR MIGRATION*, January 6, 2015

5. *Flag of Convenience*

6. *Id* at 4

7. *Ibid*

8. "Rescue at Sea: A Guide to Principles and Practices as Applied to Refugees and Migrants", *INTERNATIONAL MARITIME ORGANIZATION, THE UNITED NATIONS HIGH COMMISSIONER ON REFUGEES AND THE INTERNATIONAL CHAMBER OF SHIPPING*, January 15, 2015

Christopher V. Roehrer, Director  
Development and Communications

## MLC 2006 Update

In its first year, MLC 2006<sup>1</sup> accounted for 17.4% of all ship detentions in the North Atlantic, reported by the Paris MOU.<sup>2</sup> The Convention, which came into effect in August 2013, is regarded as the "seafarer bill of rights", protecting the world's seafarers from poor living and working conditions aboard ships.

Of the ships detained, nearly 40% pertained to non-payment of wages, nearly 30% related to insufficient manning levels, 15% related to food quality, 10% related to unsuitable accommodations and 43% related to health, safety and accident risks.<sup>3</sup>

The Paris MOU and the Tokyo MOU<sup>3</sup> launched a joint inspection

campaign to assure that ship watch-keepers are given the required hours of rest.<sup>4</sup>

Nevertheless, the expectation that flag states would step-up and assume responsibility for MLC 2006 compliance has not been realized. Flag states are expected to thoroughly inspect their ships and issue "certificates of maritime compliance.

Last September, the M/V VEGA AURIGA, a container ship registered in Liberia, was barred from entering Australian ports for three months for repeated MLC 2006 violations, including improper payment of wages, inadequate living and working conditions and inadequate maintenance.<sup>5</sup>

While the Liberian Registry

has reportedly strengthened its team of flag state inspectors qualified to undertake MLC 2006 inspections, the effort did not reach the M/V VEGA AURIGA.<sup>6</sup>

1. *Maritime Labour Convention 2006*

2. *An Association of 27 port states self-regulating the operation of sub-standard ships in the North Atlantic through a harmonized system of port State control.*

3. *Ibid*

4. "Launch of Joint Concentrated Inspection Campaign on STCW Hours of Rest", *Paris and Tokyo MOU Press Release*, July 28, 2014 (*The Tokyo MOU is an association of port states in the Asia-Pacific area*).

5. "Unions Welcome Evidence that Inspections are Starting to Combat Ships Flouting 'Bill of Rights'", *INTERNATIONAL SEAFARERS' WELFARE AND ASSISTANT NETWORK*, October 2, 2014

6. *Liberia Welcomes MLC Code*, *MarineLink.com*, August 27, 2012

# Seafarer Access Rule Proposed



Rev. Marsh Luther Drege  
Pastor and Executive Director

Did you know that seafarers, when arriving at many US ports, often have to pay for transportation to get from their ship gangway to the front gate of the terminal - usually a distance of a mile or less? Sometimes the cost is minimal, but sometimes it is also very exorbitant - \$300 per person.

This steep price is intended to dissuade seafarers from disembarking their ships. Because the fewer the people crossing

between the gangway and the gate, the easier the terminal's security steps become. The seafarers who can pay these steep fees, effectively subsidize the terminal's port security obligations.

In some ports, even maritime missions get into the act, charging smaller fees.

That is why Seafarers International House's seven vans are operating at all hours of the day and night to help transport these seafarers. What price? None. It's free (and voluntary donations from seafarers are discouraged).

Even though we are able to transport thousands of seafarers

from the ship to the gate and beyond each year (last year over 14,000), we still can't be in all terminals at all times. That is why I am encouraged by the potential implementation of a new regulation by the United States Coast Guard: Under this proposed new rule, port facility operators would be required to offer unimpeded access between the vessel and the facility's security gate at no charge to the seafarer.

If this proposed rule were in place and seafarers had timely, free access to the gate provided by the facility, they could better match their work schedules with their shore leave options. And they would be able to keep their hard-earned money to send back to their families for education and household bills rather than paying an absurd price to get from one end of the terminal to another - usually less than a mile and under five minutes.

Seafarers International House

fully supports this proposed Coast Guard Regulation and is partnering with NAMMA (North American Maritime Ministry Association, of which I serve as President) to advocate for this regulation in Washington. You can advocate as well: Comments on the proposals (which can be found online at <http://www.regulations.gov/>) are welcome. When you get to the site, be sure to enter "USCG-2013-1087" and when viewing the results of the search, be sure that "Public Submission" document type is chosen so that you see the list. You can comment until this February 27<sup>th</sup>.

This is a way to make your voice matter for the sake of seafarers from all over the world who come to our ports and need to be welcomed and not robbed blind.

Blessings,

*Marsh Luther Drege*

## Christmas-at-Sea

The folks on the left and folks on the right have never met and are not likely to in the future. But they share a bond of hospitality at Christmas. It's the tradition of Christmas-



Folks at St. John Lutheran Church in Poughkeepsie NY filling satchels

at-Sea. The folks on the right know only too well the loneliness of being away from family and friends during the holidays.

The folks on the left know only too well the warmth of family and friends, exchanging gifts nearly all of which are imported from around the world. Indeed, 90% of everything we have in this country comes to us from overseas aboard merchant ships.

Most of the folks on the right are aware that port chaplains will bring gifts to their ship in the weeks before Christmas, but it is still somewhat of a mystery to them. Why?

Even for the folks on the left, the Christmas-at-Sea tradition can be a little

difficult to explain. Altruism often is. But it does exemplify the "Spirit of Christmas". Over 2,000 satchels! Thank you all for being messengers of the Spirit.



Seafarers aboard the M/V DIANA ISLAND with their gift-filled satchels

The M/V F. D. ANGELICA, a bulk carrier, was brand new. Its maiden voyage saw it leave Singapore in November 2014 for Indonesia where it loaded coal, then sailed around South



Seafarers waving goodbye to a pastor and port chaplain who disembarked the ship using the Jacob's Ladder seen at the stern.

## Grieving a Loss at Sea

flawless, except that along the way, one of the crew suffered a heart attack and died.

Seafarers are prone to being superstitious, and the fact that the ANGELICA left Singapore without a blessing was disturbing. The death aboard ship only exacerbated the crew's fears.

Upon the ship's arrival in New Haven, our port chaplain received a

call from the ship agent, asking for a pastoral visit and funeral mass.

So our port chaplain, Ruth Setaro, and her pastor from Trinity Lutheran Church in New Haven, Rev. Ryan Mills, boarded the launch and motored to the ANGELICA which was at anchorage in Long Island Sound. For the next few hours, the two of them led a full funeral mass with communion, and then spoke with the seafarers individually offering pastoral care and grief counseling.

Lastly, Pastor Ryan provided the ship blessing which had been overlooked in Singapore. The bridge and the engine were blessed, as were the deceased seafarer's cabin, the exercise room where the seafarer suffered his heart attack, the sick bay where he died and the galley freezer where the body was kept. At each of these locations, prayers were said and water was sprinkled. The entire crew

followed Ruth and Pastor Ryan to all these locations. It was a very moving experience.

Edwin died on December 15, 2014. He was 43 years old, married only 2 years, the father of a one-year old and his wife was three months pregnant. The entire crew mentioned that he was a wonderful man, kind responsible, fun and full of life, in the exercise room every day.

His crew-mates explained that without this service, Edwin's soul would not be able to leave the ship and rest in peace.

Please keep Edwin's family in your prayers.

Ruth Setaro  
Port Chaplain, New England

Africa and arrived in New Haven in January 2015. The 47-day maiden voyage was

## MLC 2006 Amendments

The MV B LADYBUG, a Ro-Ro ship sailing under the Panamanian flag, and her crew were left to their own devices for over eight months after the ship's owner went bankrupt and stopped providing supplies, including fuel, food and water.<sup>1</sup>

Ship abandonment doesn't happen often, but when it does, the impact on the crews' health and financial well-being is disastrous. Negotiations between the shipowner and its creditors stretch over weeks and months, and the ship's crew is left to wonder when and even whether they will be paid and repatriated. Rarely, if ever, does the shipowner or the creditors communicate with the ship's crew. Their only hope and communication link is the ITF and the local port missions. Acting as the Special Tripartite

Committee established under MLC 2006, the International Shipping Federation (ISF), the International Transport Workers' Federation (ITF) and the International Labour Organization adopted amendments to the Convention to ensure the provision of financial security systems to assist seafarers in the event of their abandonment.

The amendments define "abandonment" to include the shipowner's failure (i) to cover the cost of repatriation, (ii) to provide the necessary maintenance and support (e.g. food, water and fuel and medical care) and (iii) to pay the seafarer's wages for two months or longer.

Flag states will be required to insist that ships registered by them post a certificate of financial security properly issued by

the bank, insurance company or other responsible financial institution. The certificate shall specify, in English, that, at the seafarers request, the provider will cover the cost of repatriation, maintenance, support and outstanding wages.

Prior to these amendments, there was very little the ITF or local port missions could do to help stranded seafarers. Obviously, they don't have the financial resources to mitigate the abandon-

ment. A ship without fuel in coastal waters might be towed or otherwise assisted by the port state to avoid an environmental disaster, but beyond that, the abandoned ship and its crew are left to their own.



The B Ladybug was a relatively new and well-operated ship, but without food and water, the seafarers would not survive, and without fuel, the ship would be dead in the water.

## Popular at Sea: Talented Cooks

Jayson Alcantara, 30, a father of two, likes to cook and travel. So it's not a surprise that he has found a seafaring career as the chief cook on cargo carriers since 2006.

It helps too that seafaring pays better than most jobs available to Filipinos in their homeland.

Alcantara shared a bit of his life during a shipboard visit made on a cold January day by Rev. William Rex and volunteer Mark Staples. Rev. Rex is Seafarers International House's port chaplain in the Port of Philadelphia, working closely with Seamen's Church Institute of Philadelphia and South Jersey. Mark Staples is a certified shipboard visitor for SCI. The men visit ships to offer hospitality, say thanks to the seafarers for the crucial role they play in serving American consumers, and

take crew members shopping when they have time for abbreviated shore leaves. (About 90 per cent of all consumer goods come to the U.S. by water – automobiles from overseas, pineapples, grapes, bananas, fertilizer, slab steel, cocoa beans, rock salt for highways and sidewalks to mention just a handful of goods.)

"I am under contract to serve at sea nine months at a time," Alcantara explains. "When I'm home I work buying and selling automobiles and motorcycles and basketball jerseys," he says with a smile, "but that work does not pay me as well." (Able bodied seamen earn about \$1,200 a month at sea. Higher-ranking crew members earn more.)

Interviewed during a recent trip to the Fairless Terminal, part of the 33-terminal Port of Phila-

delphia, Alcantara said the hardest part of the seafaring life is being away so much from his wife and two children – his daughter Jazzie, 11, and his son, Jamir, 3. "Because of the blessing of technology I get to talk with my family

every day, and I am grateful for that." Alcantara lives in Laguna, a Manila suburb. His ship, the TORM ANHOLT, flagged out of Singapore, is better equipped technologically than many vessels that come to the port, making daily family conversations easier. SCI's many services include renting WIFI connection equipment to seafarers aboard other ships and selling them modestly priced phone cards. On this visit, the TORM ANHOLT was delivering holds of sand to Philadelphia.

Another seafaring challenge? Imagine cooking in your home while it is moving around. "There was too much rolling on the trip to Philadelphia from Cardiff," Alcantara said. (Cardiff is the most significant commercial port city in Wales.) Seafarers often comment about the storm-tossed challenges of trans-Atlantic crossings in winter and the TORM ANHOLT encountered several storms during its most recent voyage.

A talented chief cook can be a popular member of any shipboard crew. Tasty meals do much to ease the hardship of serving on a ship away from home-cooked meals for nine



Preparing dinner for a party of twenty aboard a ship rolling on high seas has its challenges.

months or more at a time. He prepares all kinds of Filipino delicacies for the TORM ANHOLT's 19 seafarers, all of whom hail from the Philippines. (Filipinos comprise 35 to 40 per cent of seafarers visiting Philadelphia.) A favorite meal is roasting a pig over charcoal on the ship's stern when the opportunity arises. But he adds the crew also enjoys well-prepared European fare. An example? Egg plant stuffed with potatoes and beef. The ship's mess-man, Rommel Dela Torre Lagunsad, assists Alcantara with meal preparation. While aboard the ship, Rex and Staples enjoy an Alcantara treat – a fresh cinnamon donut covered with chocolate sauce.

Over the years Alcantara has served aboard 10 or 11 ships – bulk carriers like the TORM ANHOLT and container ships. He has been all over the world, visiting U.S. ports like Philadelphia and New Orleans, and many foreign ports in places like China, Australia and Durban in South Africa.

Mark A. Staples, Ship Visitor,  
SCI Philadelphia & South Jersey

## on Abandonment

It remains to be seen how effectively the MLC 2006 amended financial security provisions will work.

First, the amendments stipulate that the financial security shall not cease before the end of its stated term, unless "the financial security provider has given prior notification of at least thirty days to the competent authority of the flag State."<sup>2</sup> Many voyages take longer than 30 days, and a seafarer who has more than month left on his crew contract may find himself onboard a ship whose financial security has been terminated.

There is also the question of the depth and responsibility of the financial security provider. While the amendments provide that the flag state shall "ensure that a financial security system

meeting the requirements of [MLC 2006] is in place for ships flying its flag", there are no "stress test" or capital surplus requirements for the financial security providers. Moreover, the FOC states favored by most ship owners generally do not have a comprehensive scheme of government regulation of financial institutions. We're talking here about Cambodia, Georgia, Marshall Islands, Moldova, Mongolia, St. Vincent & the Grenadines and Vanuatu. There's a whole lot of wriggle room here for under-regulated, over-leveraged financial security firms.

1. "Abandoned Filipino Seafarers from M/V B Ladybug Finally Home", *WORLD MARITIME NEWS*, April 29, 2014.

2. A.2.5.2(11), *Amendments of 2014 to the Maritime Labour Convention, 2006*

## Volunteer Corp for Immigrants

*When did we see you . . . in prison and go to visit you?*

It started with a handful of parishioners from Gustavus Adolphus Church in Manhattan. It spread to Saint Peter's Church, Advent Lutheran Church and Christ Lutheran, all in Manhattan. Then it crossed the river into New Jersey with Good Shepherd Lutheran Church in Florham Park.

Now there are a few dozen folks who travel to the Elizabeth Detention Center to visit and offer just a little humanity to imprisoned immigrants.

Led by Seafarers International House's social work intern, Gabrielle Rizzuto and assisted by Rev. Marsh Luther Drege, teams of people travel to the Guesthouse to receive some orientation, and then they are driven to the Elizabeth Detention Center. Ms. Rizzuto and Rev. Drege guide these visitors through the Center's security processes (similar to airport security), assign the names and numbers of the detained immigrants whom they will visit, answer questions that either the

visitors or the security personnel may have, and then wait for them until the visit is over and drive them back to the Guesthouse for a small luncheon snack.

What is the visit like?

It takes place in a large room with thirteen plastic tables. Each table has four plastic chairs, one reserved for the detained person, specially colored and facing the guard to make sure that no security lapses occur (which is sort of silly, given that the visitors and the detainees have each proceeded through airport security screens).

Each visitor or team of visitors carries a slip of paper with the name and number of the person they will visit. Showing the guard the slip of paper, they wait. Eventually, one or more detained immigrants are led into the visitation room and seated in a row of chairs at one end of the room. The guard then calls out a number (inside, detainees' identity is reduced to a number) and instructs the detainee to be seated at the table where his visitors are waiting.

The visit lasts about one hour. In that time, the detainee and the visitors get to know each other. From the visitor's perspective, it's sort of like a social gathering, knowing nobody but having no fear of rejection. Detained immigrants are delighted to have somebody interested in their name, their family, their humanity. Just one hour relieves the boredom and isolation these detained immigrants experience, day after day, month after month and even year after year.

As one asylum seeker stated, he lost most of his family in Somalia, and the volunteer visiting him weekly has become his family.

Seafarers International House collaborates with numerous



Many of these folks conducting a vigil are now able to visit the immigrants detained inside the Elizabeth Detention Center

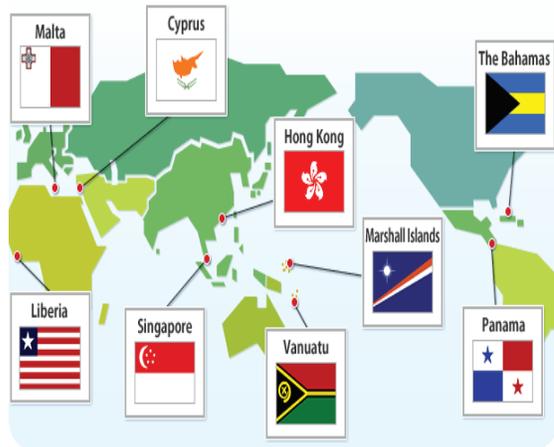
agencies to better serve asylum seekers and vulnerable immigrants. Most recently, the ELCA New Jersey Synod's Immigration Task Force is adding the immigrant detainee visits to their mission focus.

If you'd like to visit a detained immigrant, contact Gabrielle Rizzuto ([grizzuto@sihnyc.org](mailto:grizzuto@sihnyc.org)). Become an immigrant visitation volunteer!

*I will tell you the truth, whatever you did for the least of these brothers and sisters of mine, you did for me.*

Christopher V. Roehrer, Director Development and Communications

## Flag of Convenience - What Is It?



Nine of the top FOC registries

In international waters, ships are governed by the laws of the nation whose flag they fly.

A flag of convenience is one of a country other than the country of the shipowner. By flagging out, shipowners can take advantage

of (i) minimal regulation,

(ii) cheap registration fees, (iii) low or no taxes and (iv) freedom to employ cheap labour from the global labour market<sup>1</sup> offered by undeveloped nations with only modest bodies of law.

The ITF believes there should be a 'genuine link' between the real owner of a vessel and the flag the vessel flies, in accordance with the United Nations Convention on the Law of the Sea (UNCLOS).

FOC registries make it more difficult for unions, industry

stakeholders and the public to hold ship owners to account.

In many cases, the registries themselves are not even run from the country of the flag.

The enforcement of MLC 2006 by developed nations on whose ports merchant ships call should constrain substandard ship operations, but FOC will continue to provide cover for unscrupulous operators.

1. *Flags of Convenience, INTERNATIONAL TRANSPORTATION WORKERS' FEDERATION, [www.itfglobal.org](http://www.itfglobal.org) (Seafarers Section)*

## Impact Investments

Have you heard about “impact investing”? Ostensibly, it’s a melding of capitalism and conscience – investing in a venture that offers a societal benefit while still generating a financial return. It’s predicated on the belief that market-based approaches to solving critical social and environmental challenges are more effective than traditional philanthropy.

As some commentators have explained (some natural disasters aside), “there is a point—one

the “cultural expectation that the way you create good in the world is by giving your money away.”<sup>2</sup>

That is a little distressing.

There is very little likelihood that the seafarer visited by our port chaplain will, as a result, become a successful ship owner. There’s very little likelihood that the asylum seeker, assisted by our social worker while staying in our Guesthouse, will go on to become a hotel magnate. That hardly makes either the

seafarer, the asylum seeker or the mission that serves them any less deserving of support.

It may well be that to help the starving, one not only feeds them, but also teaches them how to farm and how to fish.

The impact goes further, however, proposing to develop a farming enterprise, hiring some malnourished locals and selling the food products to the community at a profit.

Then, after recouping the development costs, the impact investor would sell the enterprise to the community at a “fair” price. Rather than giving eyeglasses

to the sight-impaired in a community overseas, the impact investor would develop a methodology for providing low-cost eyeglasses that the community could purchase, ensuring mutual care of the product and providing jobs in the local community.<sup>3</sup>

Implicit in this argument is that, if the eye-glasses were simply given, the recipient wouldn’t take care of them. Apparently, sight is a less reliable indicator of care than finances.

Presumably the impact investor would recommend that seafarers pay for shore leave transportation in order to better appreciate that service and fund the mission. The impact investor might also recommend that an asylum seeker, staying at our Guesthouse after release from prison, do the laundry to better understand how lucky he or she is to have come to America.

The impact investor extols a new breed of poverty alleviation that will require “changes in mentality, changes in expectations of financial return, changes in governance structures and changes to our existing regulatory systems.”<sup>4</sup>

Not even a hint about giving and sharing. The impact investor is a rather pathetic figure.



Sharing a tin of home-baked cookies creates no dependencies.

that is hard to define, but we know it when we see it—where philanthropic support is paternalistic, creates dependencies, and becomes harmful.”<sup>1</sup>

What is the driver in this marriage? Will we limit charitable endeavor to that which generates a financial return? Or do we limit our economic enterprise to that which is fair and sustainable?

The answer for some wealthy philanthropists seems to be the former. “Don’t just give your money away” is the warning offered by the spouse of AOL founder Stephen M. Case. Mrs. Case has reportedly helped wealthy donors see beyond

### Want an Impact?

*Bake tins of cookies for seafarers. You won't solve poverty and you won't generate any financial return. But you will make a meal aboard ship a little more special for some seafarers. Call or email Chris Roehrer (212-677-4800 or [cvr@sihnyc.org](mailto:cvr@sihnyc.org)).*

1. Mary Kopczynski, Jesse Fripp, Katie Early, David Jeromin, & Topher Wilkins, “Philanthropy and Impact Investing—Stormy Seas, Rocky Shores”, *STANFORD SOCIAL INNOVATION REVIEW*, September 17, 2014

2. Alex Daniels, “Steve and Jean Case Tout ‘Impact Investments’ Instead of Giving Money Away”, *THE CHRONICLE OF PHILANTHROPY*, November 6, 2014

3. Mary Kopczynski, *op cit*.

4. *Ibid*

Christopher V. Roehrer, Director  
Development and Communications

### Mission Rationale

Within the shipping industry there is often little concern for seafarer welfare beyond recruitment and productivity, and within the government, any concern for their welfare is displaced by fear and homeland security.

Within the prison industry, there is little concern for the welfare of immigrants beyond very lucrative government contracts to warehouse people with little accountability and minimal cost. Again, within the government, any concern for their welfare is displaced by fear and homeland security.

### Mission Highlights

Our seven port chaplains visited over 22,400 seafarers last year. Our guesthouse was ready and able to offer accommodations to far more asylum seekers than the government was willing to release from private prisons, due in part to intense lobbying by the prison industry. So we have inaugurated a program of regular visitation of immigrants in their prisons and warehouses.

### Sleep Well By Doing Good

Our guesthouse accommodates not only seafarers and immigrants, but church gatherings, civic groups and individuals in need of safe, affordable lodging. It helps them accomplish their goals and missions, and their patronage helps us support our missions to seafarers and immigrants.

Book online at [www.sihnyc.org](http://www.sihnyc.org).

## PORT CALL Winter 2015

### 141 Years of Service



Harbor of Hospitality

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# Seafarers International House

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