

Letter from the President by the Rev. Jim Von Dreele



The transfer of P&O operations to UAE owned DPW has created a huge firestorm in the United States. Many politicians have been pondering this issue and do not even know the difference

between a port and a terminal. There is a great deal of ignorance regarding the maritime industry, its importance to the US and world economy and how security is done at the local port/terminal level.

For the last three years I have served on the Area Maritime Security Committee for the Ports of the Delaware River, its Managing Board and chair of its Facilities Subcommittee. I am keenly aware of the vulnerability of our ports and the lack of public understanding regarding the importance of the maritime industry and its security. The general public simply does not understand how products they purchase get to them or the problems of protecting our ports. Perhaps the silver lining in this controversy is that Washington and the public at large will take more seriously the need to invest greater resources to protect maritime trade and our ports.

There is perhaps a paradigm for us in maritime ministry: we continue to lack a visibility in the industry and the public at large. In the midst of this controversy, we have an opportunity to educate people anew about our work. I remember after 9/11 and the clamp down on shore leave, a number of maritime chaplains suggested that this would be an opportune time to promote maritime ministry. Many of us have engaged our local port communities to deal with the humanitarian needs of seafarers with great success. On a national level we made a major contribution to the USCG's 2004 security regulations regarding access and shore leave. When I speak at churches and civic associations, inevitably I am asked questions about this controversy. I use this opportunity to teach people about how ports work and what we do in maritime ministry. That is a special gift you and I have because of our access to many different communities.

Part of NAMMA's strategic plan is to have a stronger working relationship with the maritime industry. In this way, we magnify our voice throughout the industry and gain support for our ministry. Recently, we met with some members of NAMMA's Industry Advisory Board to explore areas of collaboration and support. The Advisory Board is most supportive of NAMMA, its goals and mission, and is ready to search out new sources of funding for NAMMA. This is a great development for the future of NAMMA, a first step towards educating the maritime industry about NAMMA.

No Quick Fix

This morning's news reported on the anger expressed by residents of New Orleans 9th Ward which remains in darkness six months after Katrina and the floods. The folks fear that it's going to take 40 years to rebuild their devastated neighborhoods. From what my wife and I saw from our tour of the Gulf Coast from Galveston eastward to Mobile in early February, 60 years or longer may be more realistic.

Yet amid the devastation and destruction, we saw many evidences that God is still at work. The work of our ports and port chaplains and their agencies is continuing with his blessing. Altogether we were able to visit on behalf of NAMMA, 15 ports and to encourage the chaplains whom we met with our presence and our prayers for their ministries.

What astounded us was the range of devastation inflicted by Katrina and then Rita. There was minor but visible damage to homes from eastern Houston TX to Mobile AL. That's some 700 miles. We had no idea of the storm's extent; television and newspapers just don't convey a total picture.

What encouraged us was the cheerfulness of port chaplain Adrian Turner (SBC) in Pascagoula, MS, as we saw both of his two centers: one being a new double-wide trailer, elevated from the original location and the second one which was not water-damaged. Despite the total loss of his center in Gulfport,

Charles Corey (SBC) was rejoicing in the renovation of the second floor space in the U.S. Post Office, just a block or so from the pier where his former center stood. The Dole ships are back in business, and we visited with him as he drove a Romanian crew back to their ship. They were happy to be ashore, but complained about a lack of phone booths on the dock. Sound familiar?



Shrimp boats at Sabine Pass



Site of winter, 2005, board meeting, Gulfport

In New Orleans, Phillip Vandercook (SBC) is very pleased with his new center, the construction of which was begun before the hurricanes, and now looks to be completed by the end of March, 2006. Ernie Elfer (AOS) was busy making multicolored cookies for the then-upcoming feast of St. Joseph.

The most poignant visit was made to Heinz Neumann (GSM) with whom we spent most of the

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from page one

day. His loss was his home of 30 years which was flooded when the 175th Street levee broke. The German Seamen's Mission was located on the first floor, which was flooded to the ceiling and above and remained under water for three weeks! The drying out process and mold clean-up will take a long time. The once beautiful swimming pool now breeds mosquito larvae which we could see cavorting in the water. And if flooding was not enough, the home was hit again by the tornado that struck New Orleans on February 2, 2006! Yet Heinz is encouraged that something can be rebuilt from this loss.

Doreen Badeaux (AOS) made sure we saw the effects the storm had on the shrimp fisheries at Sabine Pass. Where the boats were not destroyed or damaged, the processing facilities were. We also saw the damage to Fr. Sinclair Oubre's (AOS) mission church in Port Arthur even as we enjoyed his cooking of a fresh shrimp pasta. He's a marvelous cook; maybe he should sign on as a traveling chaplain/chief cook!

In Lake Charles we visited the crew of a ship whose shore passes had expired while waiting for their contaminated rice cargo to be off-loaded. This discovery wasn't made till the ship was loaded. Now they have to remain on-ship while the cargo is offloaded, the holds cleaned and new cargo loaded. They are unhappy, and with good reason. But the center run by Patrick LaPoint (AOS) and Lloyd Nelson (SBC) was mostly undamaged.

We were able to make contact but not visit the PMI ministries in Baton Rouge and Port Gonzalez. In Galveston, Karen Lai (AOS) explained that her port has become much busier since the hurricanes by ships which were diverted from ports farther east.

We drove by the site of the beautiful ANAMMA church in Gulfport, now in ruins, where the NAMMA board met in January, 2005 for its winter board meeting. Earlier, we visited with Bill Peterson (UMC) in Beaumont. His center experienced no damage, but he struggles to run his center and visit ships with no assistance from volunteers whatsoever.

So while our port ministries suffer setbacks, God remains ever faithful and good. That gives us hope and confidence that these various works will continue with his blessing as seafarers are served in his name. Thanks be to God!



New center, Pascagoula



Charles Coray in U.S. Post Office at Gulfport Pg.3 (M) Sinclair Oubre's mission church in Port Arthur



Phil Vandercook and Heinz Neumann in new Baptist center, New Orleans



Sinclair Oubre's mission church in Port Arthur



Heinz Neumann in New Orleans showing tornado damage to his back fence



AOS center, New Orleans

Mission Statement

NAMMA is an ecumenical Christian Association of individuals and organizations in maritime ministry. NAMMA assists with spiritual, moral, justice and physical concerns of seafarers and all others in the maritime community. NAMMA is open to inter-faith religious cooperation and dialog.

The Goals of NAMMA's Strategic Plan:

1. To promote maritime ministry locally and nationally to ports, maritime businesses, churches, civic groups, political entities and the public at large.
2. To promote advocacy for the maritime workforce locally, nationally and internationally.
3. To provide for the professional growth of chaplains and their staffs through organized training opportunities
4. To look for new sources of income to provide for its ongoing operations and assist the new initiatives in this strategic plan.
5. To encourage mutual respect and cooperation among chaplains and mariners in their differing religious traditions.
6. To upgrade its secretariat to a professional level.

ILO adopts sweeping new charter for maritime sector

New convention will guarantee worldwide “Quality Shipping”

News through my port hole by Lloyd Burghart



We normally think of a port hole as a window through which seafarers or passengers can see out of a ship or a place for light and ventilation, but I'm using it in the sense of a small window through which we

can view the port ministries we serve.

I recently had to send some information on the St. Lawrence/Great Lakes ministries, that are currently providing services to seafarers, to a woman in Ohio who was writing an article for the Great Lakes/Seaway Review Magazine. I was quite surprised to find that there are 20 ports listed in our database. If you count the agencies in those ports there are even more. I count at least 34 chaplains at work in those ports!

After NAMMAC 2005, my wife Karin and I were able to visit three of the very diverse Great Lakes ports. First was Green Bay, WI. You can find more than the Packers in Green Bay! Deacon and NAMMA Board member Glenn Teske (AOS) along with others visit the some 500 ships which visit this port with cargoes of wood products and iron. Most ships are domestic (US and Canadian); but many “salties” come as well. The ship visitors have no center, but offer on-board services and shopping trips.

Next we visited Burns Harbor, IN, where Marshal Burend (SBC) has served for many years. He has a very well-equipped center in the port itself, but virtually no seafarers as the port stays are so short; often only four hours. Yet ministry continues through a very active church supporting community, providing shopping trips, and when we were there, preparation for the giving of Christmas parcels. This port is devoted to one product only: steel and its related products.

Lastly, we visited Sarnia, ON, the center of Canada's petrochemical industry. Located on the St. Clair River which joins Lake Huron to Lake Erie, this is an important inland port. The participating churches in the area take a week each to visit the ships in port. Like Green Bay, they have no center, but they do have ITF funded vans and committed volunteers. One of their major problems is that there is no port authority or harbor master. Thus each terminal sets its own rules and regulations. The Vander Helms who were at NAMMAC 2005 were our tour hosts along this river port and in the evening I was privileged to attend their monthly board meeting to hear about their difficulties and to provide support from NAMMA.

We thank God for His faithfulness and the faithfulness of those chaplains and volunteers who so faithfully serve seafarers in these inland ports. (The reports on the 15 Gulf Coast ports we visited in February, 2006, are described in the article: “No Quick Fix”.)

GENEVA (ILO news) – The International Labour Organization today overwhelmingly adopted a comprehensive new labour standard for the world's maritime sector, in what ILO Director-General Juan Somavia called a landmark development in the world of work.

The new Maritime Labour Convention, 2006 was adopted by a vote of 314 for, with no votes against and four abstentions at the 94th International Labour Conference (Maritime), held here on 7-23 February. The vote marked overwhelming support by delegates from more than 100 countries representing seafarers, shipowners and governments.

“We have made maritime labour history today”, Mr. Somavia said. “We have adopted a Convention that spans continents and oceans, providing a comprehensive labour charter for the world's 1.2 million or more seafarers and addressing the evolving realities and needs of a sector that handles 90 per cent of the world's trade.”

“What's more, we have established a socio-economic floor to global competition in the maritime sector”, Mr. Somavia said. “This initiative can also provide the impetus and support for similarly innovative and balanced approaches to addressing the need to make globalization fair in other sectors of the world of work.”

The new Convention clearly sets out, in plain language, a seafarer's “bill of rights” while allowing a sufficient degree of national discretion to deliver those rights with transparency and accountability. The Convention also contains provisions allowing it to keep in step with the needs of the industry, and help secure universal application and enforcement.

Its provisions will help to meet the demand for quality shipping, which is crucial to the global economy. The Convention will apply to all ships engaged in commercial activities with the exception of fishing vessels and traditional ships (such as dhows and junks).

The Conference heard statements from four special guests: Mr. Efthimios Mitropoulos,

Secretary-General of the International Maritime Organization (IMO), Mr. Jacques Barrot, European Commission Vice-President responsible for Transport, Mr. Zuyuan Xu, Vice Minister, Ministry of Communications, China, and Ms Karin Yrvin, Deputy Minister of Trade and Industry, Norway.

Minimum requirements for decent work in the maritime industry

The new Convention is designed to encourage compliance by operators and owners of ships and strengthen enforcement of standards at all levels, including provisions for onboard and onshore complaint procedures for seafarers regarding the shipowners' and shipmasters' supervision of conditions on their ships, the flag States' jurisdiction and control over their ships.

The Convention sets minimum requirements for seafarers to work on a ship and contains provisions on conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

Among the novel features of the Convention are its form and structure with legally binding standards accompanied by directions given by guidelines. It departs significantly from that of traditional ILO Conventions. Its amendment procedures are rapid and, most importantly, it sets out a system for the certification of seafarers' labour conditions.

Under the new Convention, ships that are larger than 500 GT and engaged in international voyages or voyages between foreign ports will be required to carry a “Maritime Labour Certificate” and a “Declaration of Maritime Labour Compliance”. The Declaration sets out shipowners' plans for ensuring that applicable national laws, regulations or other measures required to implement the Convention are complied with on an ongoing basis. Shipmasters will then be responsible for carrying out the ship-owners' stated plans

and keeping proper records to provide evidence of compliance with the Convention. The flag State will review the shipowners' plans and verify and certify that they are in place and being implemented. This will put pressure on shipowners that disregard the law, but will remove pressure from those that comply.

Other innovative features of the Convention include: accelerated amendment procedures to update its technical provisions to address changes in the sector; onboard and onshore complaint procedures to encourage rapid resolution of problems, if possible; a complaint and inspection system linked with the well-established ILO supervisory system; provisions ensuring that, should a flag State delegate certain inspection and enforcement functions to a recognized organization, such as a classification society, the organization will have to meet specific criteria for independence and expertise; and, a modernized management based approach to occupational safety and health.

The new Convention consolidates and updates 68 existing ILO maritime Conventions and Recommendations adopted since 1920. Countries that do not ratify the new Convention will remain bound by the previous Conventions that they have ratified, although those instruments will be closed to further ratification.

The Convention received strong support from representatives of the ILO's tripartite social partners. Brian Orrell, the Seafarer Vice-President of the Conference from the United Kingdom said “We believe that the agreement we have concluded will make a significant contribution to ensuring decent work at sea and making a real difference to the lives and life chances of many of the world's seafarers.”

Mr. Dierk Lindemann of Germany, the Conference Vice-President for the Shipowners said “it may have seemed a long road, but we have got to the end of it and we have made

history. We now have a single maritime labour standards Convention embracing virtually all we need in order to establish a uniform and acceptable regime for the world's seafarers.”

Mr. Bruce Carlton of the US, who chaired the Committee of the Whole said “This Convention is unique in that it has teeth. What is fundamentally different about this Convention is that it is about quality shipping. Beyond improving the working conditions of seafarers, it is also about further marginalizing the bad shipowners who end up costing the entire industry. This is a very sound economic benefit for the entire industry”.

Mr. Somavia said in conclusion that the Convention marked a new departure in the pursuit of a fair globalization by making “the rules of the game fair for everybody. At the same time, the market should have the necessary space to perform its key functions for the economy and for society. In the search for solutions it has become more and more evident that there can be no lasting success with purely national solutions to global problems”.

The next step will be the ratification of the Convention. Care has been taken through a blend of firmness and flexibility to make its provisions acceptable to all countries with an interest in the maritime sector, so that it becomes the “fourth pillar” of international maritime regulatory regime, at the side of the three key IMO Conventions, namely the International Convention for the Safety of Life at Sea (SOLAS), the Standards of Training, Certification and Watchkeeping Convention (STCW) and the International Convention for the Prevention of Pollution from Ships (MARPOL). The Convention will come into force after it has been ratified by 30 ILO member States with a total share of at least 33 per cent of world gross tonnage.

“What we now need to do is to work together to ensure that the next stages have the same dynamism and the same strength that you have given to the formulation of the Convention”, Mr. Somavia said.

A Second Generation in Maritime Ministry

The Rev. Marjorie Dawson Lindstrom (who likes to be called “Marge”) was ordained a priest in the Episcopal Church, Diocese of Newark, this past January. She has been working as a full-time port chaplain at SCI since July, 2005, following her graduation from General Theological Seminary and her ordination as a transitional deacon in June, 2005. However, no one was more surprised than Marge (and perhaps her father) to eventually discover that God was indeed calling her to the priesthood and to a chaplaincy at Seamen's Church Institute.

Upon her graduation from Ohio Wesleyan University in the early '70s, Marge perceived a slightly different calling. She found her niche as a teacher in the Community School of Bergen County, a private school for the learning disabled. Marge soon experienced the rich rewards of being able to teach non-readers how to read. During her thirty-year career with the school, she also discovered the importance of being an advocate not only for her students, but also for their often-times beleaguered parents who also needed support and understanding.

In the meantime, her father, the Rev. George R. Dawson, also an Episcopal priest in the Diocese of Newark, eventually became the Director and later, Senior Port Chaplain of SCI's International Seafarer's Center at Port Newark (1974-1988). Marge recalls that for her father, the ministry to the seafaring community was “where the rubber hits the road”, the epitome of what it means to follow our Lord in serving God and neighbor. This truly is a ministry of presence and action.

Despite her best efforts to resist, Marge began to feel a similar call. She explains, “My grandfather was an Episcopal priest in the Diocese of Newark, my father is an Episcopal priest, and when I was younger, I wanted nothing to do with any of it. . . . but God must have a good sense of humor and certainly does work in mysterious ways.”

While Marge was in seminary she volunteered as a part-time chaplain one summer, and in her last senior year semester completed an internship at Port Newark. “I became hooked: this ministry allowed me to meet people from all over the world. It touched my heart and soul in a way that took me by surprise.” Like father, like daughter, they both agree: this is where the “rubber” meets the road.

Marge and her husband Michael will celebrate their 32nd wedding anniversary this summer. They have two sons, Anders, 27 (recently married to his bride, Aleksandra) and Erik, 23.

(Note: Her father and mother sent a note letting the Executive Secretary know that their daughter had been ordained to the ministry as a port chaplain and it was evident they were mighty pleased that she had taken this step. Congratulations to all of them and to multi-generational port ministry wherever it occurs)



Pollution on the High Seas: Seafarers Caught in the Middle

by the Rev. Jim Von Dreele

Coming Events

April 28,
ICMA Board Meeting in Boston.

May 22,
National Maritime Day, Washington, DC. Join MARAD, the Propeller Club of DC, the King's Point Alumni of DC, Military Sealift Command and the North American Maritime Ministry Association in observances recognizing the contributions of all seafarers at various Washington locations. For details, check www.marad.dot.gov or our own website.

June 23,
Fairplay Cup Sailing Regatta on Long Island Sound. NAMMA is a sponsor. Check the website for further information.

September 19-22,
NAMMAC 2006 hosted by Seamen's Church International, Port Newark. Exact information will be sent out in due time.

September 29,
World Maritime Day

October 6-7,
ICMA general meeting in Berlin.

Those of us in maritime ministry deal with many problems that seafarers experience aboard ship. They may relate to work or living conditions, wage claims, repatriation, health or just personal concerns. But we now find seafarers getting caught in the middle of the conflict over enforcement of environmental regulations. This has led to increasing tension aboard ship to the detriment of seafarers.

Increasingly ships are being inspected by the US Coast Guard and other governments for oil pollution violations occurring at sea. Older vessels lacking proper technologies to deal with oily water are diverting the oil sludge directly into the ocean with the use of what seafarers call "magic pipes".

The shipping industry has become alarmed by the resulting ship detentions and criminal prosecutions. Some in the shipping industry are saying that seafarers are becoming whistle blowers because they stand to gain financially. In reality, when they expose these violations of international pollution laws, they do it for entirely different reasons. It is often dangerous personally and professionally for the seafarers to do this. The industry needs to be focusing on a solution to the technology problems rather than blaming seafarers. A monetary award is not their motivation, as the stories of the following three ships indicate.

On Good Friday 2005 the US Coast Guard in Philadelphia called me to seek emergency housing for two seafarers over the Easter weekend. They had left their ship, the MV Magellan Phoenix for the Gloucester City, NJ police station to file assault charges against the chief engineer for his violent attacks upon them. The local police had no jurisdiction. Arriving back at the gate they informed security that they would not return to the ship, fearing for their safety. Interviewed by the Coast Guard they also revealed the chief engineer had been dumping oily sludge over the side of the ship while at sea. In total 10 seafarers were held as material witnesses for grand jury proceedings. They spent 7 months cooped up in a motel in South Philadelphia during the investigation. The federal court recently sentenced the chief engineer to a jail term of one year and a day plus 3 years probation. The ship owner probably also has to pay a significant fine.

In mid December 2005, the MV Irene E.M. arrived at the breakwater in the southern end of Delaware Bay. This ship had no heat and temperatures were below freezing at night. I spoke with the captain while the ship was at anchorage to see if we could do something to help. He was quite indifferent to my offer. A later conversation with the river pilot revealed a captain totally detached from the crew and their physical needs. Of course, this ship came under intense scrutiny by the Coast Guard and, not surprisingly, it had likely been diverting oily sludge over the

side with a "magic pipe". Ten more seafarers have been held in detention at the local motel as material witnesses for grand jury proceedings. I asked them about the "whistler blower" reward program. They knew nothing of it and would not take any award if offered.

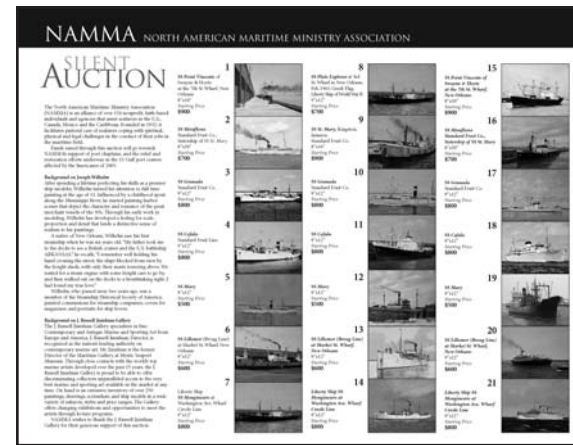
On New Years Eve the MV Sun New arrived in Camden. Two days later two Filipino seafarers came to SCI's center and reported being physically attacked by the Korean chief engineer. I sent a ship visitor aboard the ship to investigate. They confirmed the attacks and gave him photographs of the engine room of their ship allegedly showing the oily sludge being diverted by a magic pipe overboard several weeks before. Once again the Coast Guard investigated and is now holding the chief and second engineers for possible violations of international pollution laws.

The seven Filipinos began to worry about the possibility of retaliation by the Korean crew as there are recognizable racial tensions between these nationalities. They would not even eat the food from the galley because it was cooked by a Korean. All seven slept in one cabin and would walk around the ship only in threes. While we might pass this off as irrational paranoia, they were essentially trapped aboard ship without an escape. Based on prior experience they had justifiable fears. I impressed upon the Coast Guard the need for security guards to protect these Filipino seafarers.

In the middle of the investigation the manning agent in the Philippines sent a threatening fax warning them that they could be blacklisted and never sail again. Given the shortage of seafarer jobs, they understood the threat. This agent has a notorious reputation for providing crews for substandard flag state ships at wage levels 50-60% below international union contracts. Their monthly wage was only \$500. They do not know whether they will ever work again on a ship.

Four of the seven Filipino seafarers are now detained as material witnesses while the other three flew home. To add insult to injury, the captain did not pay the crew its remaining wages when they finally left the ship.

These common elements - older and substandard ships, substandard crew wages, physically dangerous conditions to one's life and person - have led crews to expose these criminal violations of international pollution laws. Seafarers have been forced to this for their own personal safety and security and not for some financial reward. These are acts of desperation, not attempts to get rich. Our foremost responsibility as a maritime ministry is to protect the seafarers and then provide them hospitality while they wait for the criminal justice system to take its course. They are most appreciative of our caring ministry.



NAMMA's First Art Auction

NAMMA, in cooperation with the J. Russell Jinishian Gallery of Fairfield, CT, sponsored a silent auction of 21 oil paintings by the late, Joseph Wilhelm. Wilhelm's painting depicted merchant vessels from the 1950s as he saw them in New Orleans and other Mississippi River ports. The auction was held at the Connecticut Maritime Association (CMA) annual convention in Stamford, CT, on March 20-22, 2006. The pictures themselves can be seen on our website.

The purpose of the auction was to raise funds for both NAMMA and for NAMMA's hurricane relief fund. The auction grossed \$25950 and NAMMA netted about \$6050. The exact amount will not be known until all the expenses have been tabulated, but for a first venture, it was enormously successful.

A special thanks goes to Carleen Lyden-Kluss, NAMMA's development consultant for masterminding this venture. Thanks also to those individuals who provided help by being present in the auction room at all times during the conference: Board members: Jim Von Dreele, Clint Padgitt, Maggie Whittingham-Lamont; Interim Executive Secretary Lloyd Burghart, and his wife, Karin; Carleen and her assistant, Tara Leiter.

"Stories of Hope"

The Gulf Coast Mission Relief Fund received \$1370 as a result of a benefit "Stories of Hope", a storytelling concert by Chaplain Bill Fleming, Boston Mission Director for Seafarer's Friend. The February 26 concert was sponsored by the Missions Committee of Second Congregational Church of Beverly, Massachusetts in collaboration with Seafarer's Friend.

Chaplain Fleming is an acclaimed Biblical storyteller and was joined for this concert by fellow Biblical storyteller, the Rev. Angela Menke, Associate Pastor of Second Church. Inspired by their efforts, the church has also designated the Relief Fund as one of four mission efforts to share in the special Lenten Offering project of the Church.

Your Help Is Needed

It is soon election time for NAMMA board members. The nominating committee has been working hard, but some input from you, the membership, would be helpful. The committee needs nominations for all four officers and four board members

Any NAMMA member whose dues were paid in full by March 31, 2006, is eligible for nomination.

Please send your suggestions to Jim Lindgren, chair of the nominating committee. You can reach him at jalindgren@yahoo.com or 510-893-3104.

Don't wait to make your nominations from the floor at NAMMAC 2006, because if you make your nominations now, then everyone can see the biographies of the nominees in the next issue of Waterlines.



Attentive students at the chaplains' school in Houston, 2006



A NINETY-NINE YEAR OLD STORY

In 1907, a seventeen year-old boy, in a desire to escape his dysfunctional family in Sweden, decided to join a ship. He convinced the captain that he was an excellent cook, but the first day at sea proved he wasn't. He was assigned to the lookout as his ship sailed around the world. After sailing around Cape Horn, the ship made its way to Philadelphia, where it stayed for quite a while. Each day, the young lad would go to the Seamen's Church Institute where he would sit alone, often crying. He was sick with loneliness, yet hesitated to go home.

One day a volunteer, who was also an architect, came and put his arms around him and invited him to his home for dinner. After hearing his story he suggested that he give up being a seafarer and become an architect.

At about the same time, while attending a Salvation Army meeting, this young Swedish lad met a young domestic Swedish girl. The two fell in love. They moved to San Francisco where they were married. While the young man didn't become an architect, he did enter the building trade. He and his wife were two of the founders of the Swedish Baptist Church in San Francisco. This church was instrumental in helping to found the Scandinavian Seamen's Mission which today is known as the Seafarers Ministry of the Golden Gate.

This story was told by the daughter of this young man. She had heard it many times while growing up, as her father credited this volunteer's friendship with changing his life. When asked why she hadn't written the story down she said, "I don't need to. I heard it so many times I know it by heart."

Do volunteers make a difference? We may never know how important volunteers are to seafarer's ministry. Sometimes we'll only know after 99 years.



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