

# GANGWAY

THE NEWSLETTER LINKING THE GALVESTON SEAFARERS CENTER TO THE WORLD

Serving Mariners From All Nations

October 2011

## Wild Week Summer Camp

### THANK YOU

Board of Directors  
for your dedicated  
support of the  
Galveston Seafarers  
Center

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Majewski

On July 11 we were privileged to have a *fantastic* youth group from North Hills Community Church in Austin, TX visit our facility to help us with a major project—Scraping the walls!

After several phone calls over an 8 to 10 week time period it was all set. Seventeen young men and women ranging in age from 13 to 17, two youth counselors, and Pastor Keith Abbott showed up shortly after lunch to help us with this arduous task. As a reward they would

receive a guided tour of the docks, compliments of Chaplain Karen Parsons. Everyone was intrigued with the thought of touring the docks and learning what a port city is all about.

Ten were selected to take the first tour while ten stayed behind to begin work on the task at hand. Under the guidance of Dave Casale, Vice President of building operations, those who stayed behind received a brief overview of what we hoped to accomplish and began

work.

It was challenging to say the least! And these kids rose to the challenge. They were awesome! There was no complaining or negativity, only work. Work to help us make a better place for the seafarers who visit our center, day after day, year after year.

Upon return from the docks, each group had a new appreciation for the shipping industry and the men and women who work at sea.

(Continued on p.2)

### Changes in the Board of Directors—Meetings are held the 4th Monday of each month

*Welcome new Board  
Member:  
Dana Hall*

*Exiting member:  
Rev. David Green  
Thank you for your  
service!*

*Pat Bumpus &  
Bill McMullen, Ph.D.  
requested to be moved to the  
Advisory Committee.*

At the end of the day we all gathered together in our Chapel for a prayer of thanksgiving, for our new found friends, and for their kindness in helping us accomplish our mission.

On occasion, we are in need of youth groups or organizations to help us with specific projects during the year. In turn, we maximize on the opportunity to help educate those who are unaware of how important the shipping industry is, and what it means to each of us in our daily lives.

Thanks again to 'North Hills Community Church' group and may God bless you and keep you in His care. *Melissa*

**Arrival and prep work**



**Work in progress**



**Time left over for play!**





## The ICMA World Conference Hamburg, Germany

On August 19, 2011, the Tenth ICMA World Conference convened in Hamburg, Germany. The International Christian Maritime Association (ICMA) is a free association of 28 Christian not-for-profit organizations working worldwide for the welfare of seafarers. Each member organization retains its independence and autonomy. Through its members ICMA currently represents 526 seafarers' centers and 927 port chaplains in 126 countries. To read more about ICMA you may go their website at [www.icma.as](http://www.icma.as).

I attended as an Apostleship of the Sea member, U.S. delegate. The ICMA World Conference brought together over 200 delegates from 47 countries. The importance of port chaplains from all over the world coming together is great. We are able to share ideas and resources, get updated on crucial maritime legislation, trends and crisis, receive training, learn how better to work with each other ecumenically, and get to know one another to better utilize the worldwide network.

We spent a considerable amount of time on the International Labor Organization Convention of 2006. This is an international treaty that, once ratified by 30 member nations of the International Labor Organization representing 30% of the world's gross tonnage will become international law. The International Labor Organization (ILO) is the international organization responsible for drawing up and overseeing international labor standards. It is the only "tripartite" United Nations agency that brings together representatives from governments, employers, and workers to shape policies and programs promoting Decent Work for all.

As of August 2011, the gross tonnage requirement has been met by 18 countries, leaving only 12 more to ratify before the convention becomes the

standard worldwide. The 18 countries that have ratified ILO Convention 2006 are: Antigua and Barbuda, Bahamas, Benin, Bosnia/Herzegovina, Bulgaria, Canada, Croatia, Denmark, Gabon, Latvia, Liberia, Marshall Islands, Norway, Panama, Saint Vincent and the Grenadines, Singapore, Spain and Switzerland.

As you can see the United States has not ratified this important convention yet. It is interesting to note though, that once 12 more countries do ratify ILC 2006 it will become international law and all ships, including U.S. flag ships, must comply regardless if the U.S. has ratified the convention or not. The importance of the U.S. ratification comes more on the side of enforcement of foreign flag ships coming into our ports.

Many of the articles inside the convention are not new. The ILC 2006 actually came about from the desire of the ILO to create a single, coherent instrument embodying as far as possible all up-to-date standards of existing international maritime labor Conventions and Recommendations, as well as the fundamental principles to be found in the other international labor Conventions. (Taken from the Preamble of the MLC 2006).

Some of the subjects covered in this convention are minimum age, minimum safety, fair terms of employment, officers competency, certification of seafarers, ship owners' liability for sick and injured seafarers, seafarers work hours/rest, repatriation, and much more. As port chaplains being on the front lines of this industry we feel it is of vital importance for this convention to be ratified by as many countries as possible. Those who work in the maritime industry have had international protection for a very long time. This is another tool to help insure the safety and welfare of those who keep our economies flowing by manning the vessels that bring products to and from our shores while sacrificing time with their families to make our lives better.

Chaplain Parsons

## Pirate Update at ICMA World Conference

Delegates also spent some important time discussing and updating on the piracy crisis. Chaplains from nations from which seafarer hostages have been nationals expressed their frustrations with shipping companies not allowing them access to seafarer hostages once they were released or their families while still in captivity for pastoral care. Seafarers who have been held hostage by pirates receive no counseling or trauma care before they are put back out to sea. The trauma of piracy is taking its toll.

The statistics are staggering as pirates adapt to the response of the maritime community. The Somali pirates have been a successfully growing industry. Ships are hijacked for ransom. In 2008 the Somali pirates collected \$50 million in ransom money. In 2010 the number soared to \$110 million. As of August 2011 piracy numbers look like this: 157 attacks, 21 hijackings, 462 seafarers taken hostage, 7 seafarers killed, and 401 seafarers from 18 different vessels currently being held. Over 4100 seafarers have been held hostage by pirates since 2006.

Piracy has become big business not only for the pirates but insurance companies as well. The average cost of a piracy insurance policy for a ship travelling through known pirate territory is \$100,000 US per voyage for \$5 million of coverage. Ship owners spend approximately \$400 million per year on piracy insurance. Is that passed on to the consumer? You bet it is!

The trends in piracy have changed from small ships attacking near the coast to large mother ships operating in the open sea launching the small boats from their base. Violence is on the increase as well with rising incidents of torture and murder. Sixty-two seafarers have been killed since 2007 by pirates.

In 75BC Julius Caesar wrote the *Hostis Humani Generis*. Piracy is the Enemy of all Mankind. All countries have jurisdiction over pirates. Piracy is a universal crime affecting everyone. Although piracy is considered such a grievous crime by all governments it is one of the most difficult crimes to prosecute due to the high cost of investigation, witness interviewing and evidence gathering, where to incarcerate the guilty and the affects of capture and release. Currently eight out of ten pirates captured are released without prosecution.

Naval patrols from China, India, Malaysia, Korea, Russia, NATO and the European and U.S. Coalition currently operate in the pirate area near Somalia at a cost of \$2 billion a year. Naval personnel will not board a hijacked ship if there are hostages being used as human shields or if the ship has a citadel set up by the crew prior to attack.

Citadels have worked in foiling hijackings. Fourteen out of twenty-one attacks last year involving ships with citadels were foiled. A citadel is a safe room where a ship's

crew can hide in case there is a pirate attack on the ship or when pirates are already on board. A citadel must have sufficient food and water supplies and a means by which the crew can communicate with the outside world for help. It is also encouraged that inside the citadel there be a switch that can turn off the main and auxiliary engines. If a citadel is not secure enough or the seafarers are not drilled in getting to the safe room during an attack it could prove deadly.

So what does piracy have to do with port chaplains? On any given day we can board a vessel and find a crew that has been traumatized by an attack. My "any given day" came on April 5 of this year when I boarded the bulk ship M/V LOPI Z at our grain elevator. The LOPI Z is a Marshall Islands flagged ship with Filipino officers and crew. As I walked into the mess and asked how everyone was doing the chief officer and 3<sup>rd</sup> officer began to tell me about the pirate attack.

This ship has a citadel and they spoke about how they fought off the pirates with their fire hoses and cut the lines of the pirates' grappling hooks before all the seafarers locked themselves in the citadel. The attack was thwarted and the LOPI Z was able to transit safely out of the pirate territory. Their retelling of the story was animated and filled with detail. The two officers eventually left the mess room and returned to duty. I was then alone in the mess with a young crew man. He had been quiet during the officers' story. I asked him if he was okay. He said quietly and quite shaken, "I saw their eyes, Mom." I asked him where he was during the attack. He answered, "On deck." He saw the pirates trying to climb up the side of the ship on ropes. He said again, "I saw their eyes."

I stayed with him in the mess as long as he was able before returning to duty. Their ship was due to sail to Egypt after loading grain here. He was scared. He said the officers were brave to fight off the pirates. He didn't feel brave even though he was part of the team on deck fighting. He closes his eyes at night and sees the eyes of the pirate that was so near to him.

Piracy is the enemy of all mankind.....Julius Caesar had it right.

**PLEASE PRAY FOR THE SAFETY OF ALL SEAFARERS TRAVELLING THROUGH THE PIRATE TERRITORIES AROUND THE WORLD.**

*Chaplain Karen Parsons*

# Memorial Service

Each year the Galveston Seafarers Center holds a memorial service in remembrance of deceased loved ones; seafarers, family and friends whom a donation has been made to the Center in their memory. This year's event will be held on NOVEMBER 13 AT 2pm. Please congregate at the Seafarers Center located at 221 20th Street for this beautiful ceremony.

A brief prayer service will be conducted, followed by the reading of names and a bell toll in each person's honor. A procession to pier 21, led by the USCG will follow for placement of the wreath in the harbor as we reflect on their lives here on earth.

Please mark your calendars and plan to share this spiritually uplifting event. Reception to follow. All are WELCOME. RSVP's appreciated, but not required.

409-762-0026 or email us at: [seafarerscenter@yahoo.com](mailto:seafarerscenter@yahoo.com)

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## Santa's for Seafarers

We are now accepting gift boxes or gift bags for delivery on board

Vessels during the holiday season.

For details please visit our website at: [galvestonseafarerscenter.org](http://galvestonseafarerscenter.org)



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# Mesdames et Messieurs

The Galveston Seafarers Center will host its 5<sup>th</sup> Annual Gala, An Evening in Paris, on Saturday, May 19, 2012 at the Davidson Ballroom at the Tremont House Hotel. Guests will be part of an exciting evening with continuous live entertainment followed by a culinary feast including cocktails and a French infused menu sure to stimulate one's palette. The Seafarers Center Gala has become a signature event in Galveston to promote and recognize the maritime industry along with the dedicated men and women and their significant importance to our economy. Individual tickets are available for \$125.00; table and corporate sponsorships as well as underwriting opportunities are also welcomed. Please contact Natalie Clarke 409.789.6951 or the Seafarers Center 409.762.0026, for further details. *Nous nous réjouissons de votre présence.*

# Where do cars and other stuff come from?



Any man would tell his son that cars come from Detroit, Japan and Germany. That statement is about as correct as saying that clean underwear comes from the drawer. The truth is cars are only assembled in

those locations.

There are a two reasons that cars come (or did come) from Detroit. One of them is the well-known fact that Henry Ford invented the car in Detroit and put it into production in Detroit. However to do so, he needed raw materials and notably steel.

Steel mills were founded in Duluth, Chicago, Gary, Indiana, Detroit, Cleveland and Buffalo. These mills were fed iron ore shipped from Minnesota via the Duluth and Superior port complex, once the largest port in the United States as well as coal from the coal rich mid-western states.

Minnesota eventually ran out of high grade iron ore in the 1950's forcing the closing of many steel mills and the creation of the Rustbelt. Steel mills in the Great Lakes region are today fed by Taconite ore, a low grade iron ore, being shipped from Two Harbors Minnesota. - It is the same presence of ore and coal that laid the foundation for the automobile and heavy industries in the Ruhr District of Germany and the Midlands in England.

We are however now living in a global economy. My American Chevrolet Impala was assembled in Oshawa, Ontario and my Japanese Honda Accord was assembled not too far south of there in Marysville, Ohio. These plants are not called "Automobile Manufacturing Plants" but are known by the modern term "Automobile Assembly Plants". The difference may seem trivial to the occasional observer but is in fact a tribute to the worlds shipping companies and the professionals who crew the ships. For those who mourn the demise of the U.S. auto manufacturing industry, take comfort in the fact that these assembly plants are making viable replacements. Also take comfort in the fact that the 1,000,000th BMW X5 built in BMW's Spartanburg, South Carolina plant was shipped to China.

The underlying principle that makes this possible is the principle of "Just in Time Inventory" and the reduction in the cost of shipping based on economy of scale and efficiency so that the microcosm of the auto industries in the Great Lakes, Germany and England are now on a world-wide scale.

Today iron ore is shipped in huge ships, bulk carriers that carry between 150,000 and 200,000 tons of cargo

from Brazil to Europe and the Far East. Coal is shipped from Australia and Columbia to the same destinations. It is a fact that it takes 1 ton of coal and 2 tons of iron ore to make 1 ton of steel. The volume of raw materials being transported in today's world is such that 80% of the world's seaborne commerce by weight is carried by only 40% of the total fleet. The steel manufactured around the world is then turned into parts for these cars (and a many other things) and shipped to the assembly plants that are then strategically located near the markets for the final product.

The parts are shipped from the manufacturing plants to the assembly plants in containers on container ships. The container shipping industry has in the last 20 years or so undergone nothing short of a revolution in terms of creating increased efficiency and cost control making the concept of "Just in Time Inventory" possible for not only manufacturers but also Big Box retailers. - Today's cash register does much more than just register a sale. When the item is scanned, the item is removed from the inventory list and an order for a new item placed. The store knows how much it will sell in a given time period and can then calculate when replacements are required. This data is eventually translated into an order for a container load of the item to be shipped to the distribution center supplying that store.

The container shipping industry achieved the efficiency that made all this possible by building ships that are highly automated and can carry containers only. The ships have grown in size from less than 1000 containers load capacity to over 14,000. Ships that can carry 18,000 containers are now on order and will be launched in 2014. At the same time, the transportation of containers to inland distribution points was revolutionized by running trains on a fixed scheduled synchronized with the ship's arrivals minimizing the ground time of a shipment. Among professionals referred to as throughput velocity. The capacity was also doubled with the so-called "Double stack cars" meaning containers can be stacked 2 high on a rail car. To clear bridges and tunnels, the cars are specially built so that the deck of the car is lowered in between the bogies to the level of the axles.

Here comes the rub. The U.S. rail gauge is the same as the European gauges, 1,435 mm (4 ft 8 1/2 in, begging the question why such an odd number. The answer is that the first roads in Europe were created by the Romans and were nothing more than ruts created by the wheels of the Romans' carts. - The gauge in turn came from the gladiators' carts that had to be as narrow as possible for the fights. The tracks for the first railroads were laid in the ruts. So, there you have it, the basic measurement dictating the capacities of our distribution systems are based on the rear end of a Roman horse.

Niels Lyngso-WGMA

## Carnival Ecstasy Crew Surround “Volunteer Carl Haglund” Before Leaving Galveston

As the Carnival Ecstasy prepared to leave Galveston for Mobile Alabama where she would undergo an upgrade in dry-dock, many of the crew were concerned about temporary housing and how they would travel there to meet the ship. Carnival made no provisions for crew members who weren't needed for a specific task during the three week renovation so all travel and living expenses became the responsibility of the individual; thus better. All of the crew were from other parts of the world and were unfamiliar with leases, security deposits, utilities, and were concerned with the expense involved during their time off without pay.

We were able to guide the crew to affordable, temporary housing and provided information about the Seafarers Center - their final destination. Now the bigger question was how to get them to Mobile.

Budget minded as they were, they opted to take the bus; however, getting the tickets proved to be a monumental issue. They had not thought to book two weeks in advance so buying tickets online was not an option. It was ten days before they were to leave and the local bus terminal was closed. They were only in Galveston once more before they had to leave the ship and were frantically trying to conceive a plan.

Our volunteer driver, Carl Haglund, came to the rescue! He gave up a Saturday morning to drive the seafarers to the ticket agent, helped them purchase the tickets and returned the following Thursday evening to load their luggage and deliver them to the bus station. Unfortunately, their bus was very late but Carl remained with them at the station to secure their belongings for their (and our) peace of mind.

*We truly appreciate our volunteer drivers who are the connection between the ship and the center!*



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Thanking Captain Jack and Jerri Smith for their donation of a full size billiard table including delivery and set up by the Billiard Factory.

Can't get much better than this!



### Managers Report-3rd Quarter-2011

Welcomed 1,619 Seafarers into our Facility. 1344 from Cruise ships and 275 from other type vessels.

Accepted Monetary Donations totaling \$17,713; \$5000 of which came from the Galveston/Houston Archdiocese in support of our Chaplain's role in the AOS program.

Received various donations from 44 individuals

Called on volunteers 83 times for a total of 215 hours

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Ancillary Service Endorsement

## Drivers

**You are our life line to the docks!**

Thank you Dave Casale, Carl Haglund, Noreen Horton and Kevin Moran.

If you are interested in becoming a volunteer driver please call our office for details. 409.762.0026

(Must be at least 26, have a valid Texas drivers license, clean driving record and willing to take a 1 hour online drivers training course.)



### Thank You Donors - 3rd Qtr. 2011

**Organizations**-Galveston Houston Archdiocese, Galveston Maritime Club, Maximilian Kolbe Fraternity, Safeway-Good Neighbor Account

**Church's**-First Ev. Lutheran, First Presbyterian, West Isle Presbyterian

**Shippers**-Biehl, Crowley, Inchcape, Malin, Industrial Maritime Carriers, Leeward, Malin, Nord Sud, Norton Lilly, Pelican Island Storage, Wallenius Wilhelmsen Ship Services

**Individuals**-Caring Friends at First Lutheran, Donald Baumann, **Joe Butcher-El Lago Coffee**, Ellie Childs, Ann Clarke, Maxine Cooper, Rose Daniels, Jack Danner, Mo Del Basso, Carl Erickson, Doris Glanz, Mike Jozwiak, Tom Lasater, Wendy Majewski, Val Malone, Bill McMullen, Sean Moran, Jim Owens, William Pollack, Vickye Posey, Gordon Robinson, Capt. Jack & Jerri Smith, Barbara Stanley, Jim Sterling, Mary Frances Tannos

### Thank You Volunteers - 3rd Qtr. 2011

North Hills Community Church-Austin, TX,

Nancye Bright, Dave Casale, Albert Choate, Natalie Clarke, Melissa Clarke, Michael Culpepper, Crystal Dupuis, Fr. Dale Edwards, Carl Haglund, Dana Hall, Rev. Barrett Ingram, Niels Lyngso, Wendy Majewski, Kevin Moran, Gordon Robinson, Sherry Villere, Ray Wallace

**If you would like to be removed from our mailing list please call us at 409.762.0026 or email us at seafarerscenter@yahoo.com**

### Going Green?

You can read our newsletter online by visiting: [www.galvestonseafarerscenter.org](http://www.galvestonseafarerscenter.org)