

CHART **AND** COMPASS

www.sailors-society.org
WINTER 2013

THE MAGAZINE OF THE SAILORS' SOCIETY

KEEPING THE FAITH

When situations get desperate, where do seafarers turn?

Those in peril
on the sea

Strength
through
the storm

Uncharted
waters



CONTENTS

INDUSTRY NEWS

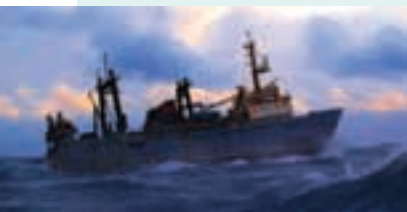
3 A round-up of events and announcements

THOSE IN PERIL ON THE SEA

4 A seafarer aboard the stranded *A Whale* tells the crew's story

IN REVIEW

6 Rose George charts her 39-day experience aboard *Maersk Kendal*



FAITH THROUGH THE STORM

8 Finding peace of mind at sea

SEASON'S GREETINGS

10 We remember seafarers this Christmas

LIFE ON THE QUAYSIDE

12 Enjoy our chat with a chaplain and learn more about their work

SPIRITUAL SUPPORT

14 Faith is both a comfort and a protection

CHRISTMAS APPEAL

16 Donate to help connect seafarers and their families during the festive season

COVER IMAGE: WARREN GOLDSWAIN / SHUTTERSTOCK



WELCOME

FROM THE EDITOR, STUART RIVERS

The Sailors' Society's chief executive celebrates the achievements we have made, while remembering those at sea this festive season

Welcome to the winter 2013 edition of *Chart & Compass*. We have so much to share with you – our work over the past year, our plans for the future, and many important milestones to celebrate.

World Maritime Day, Merchant Navy Day and our Sailors' Society Anniversary Service and Chaplains' Conference are all being squeezed into the few months before Christmas, and have given us plenty to think about and be thankful for.

This year has seen some huge changes for the Sailors' Society – new staff, new projects and new horizons. As we move into 2014, we have been working hard to establish our vision and what drives us to keep doing what we do – to help seafarers and their families when they need us most.

Since I last wrote, I have had the privilege to visit Latin America and Asia to meet our chaplains and see firsthand the tremendous work they do to care for seafarers. I was particularly affected by a visit to a village in Andhra Pradesh, India, where the vast majority of men work at sea.

While this seafaring connection brings obvious economic benefits, it also reminded me of the dependency families have on the industry and on

their fathers, husbands and sons who faithfully send home their wages each month. As a charity, we are committed both to increasing our provision of care for these families at home, and the welfare of those at sea.

As you will see in the pages of this issue, we have achieved some great things this year, from assisting with the stranded oil tanker, *A Whale*, in Suez, to helping one critically-ill seaman connect with his family more than 6,000 miles away.

Wherever we have found need, we have met it with generosity and understanding, doing everything we can for the good of the seafarers affected. With our focus and drive, we hope to achieve even more in the coming months. I hope that you will join us and help us to be there for all seafarers who need us.

Lastly, it is important to remember that this time of year can be especially hard for those who are at sea, many miles from their loved ones. We all want to spend the festive season with the people who matter most, but this often doesn't happen for the men and women who work on merchant ships and sacrifice so much to bring us the things that we need to make our Christmases sparkle.

So, I wish you a very happy Christmas, wherever you are during the festive season.

“Wherever we have found need, we have met it with generosity and understanding, doing everything we can for the good of the seafarers affected”

Registered Charity No. 237778
A company limited by guarantee
Registered in England No. 86942
Patron: Her Majesty the Queen
Editor: Stuart Rivers
Assistant editor: Jane Crowley
Published by the Sailors' Society,
350 Shirley Road, Southampton,
Hampshire, SO15 3HY, England
Tel: +44 (0)23 8051 5950
Email: admin@sailors-Society.org

INTERNATIONAL SAILORS' SOCIETIES
Canada: Secretariat:
Chamber of Shipping,
100-1111 West Hastings Street,
Vancouver BC,
V6E 2J3, Canada
New Zealand
National Secretary:
Larry Robbins OBE RNZN (RTD)
42 Knights Road, Rothesay Bay,

Auckland 1311, New Zealand
Southern Africa
CEO: Revd J D (Boet) Van Schalkwyk
PO Box 18148 Dalbridge 4014
Durban
Written, designed and produced by
CPL (Cambridge Publishers)
www.cpl.co.uk
ISSN: 1759-1317



MARINE DISTRESS SIGNALS



PainsWessex

www.painswessex.com

INDUSTRY NEWS

A ROUND-UP OF THE LATEST EVENTS AND ANNOUNCEMENTS IN THE SHIPPING TRADE



The Maritime Labour Convention has boosted protection for seafarers

MLC NOW BINDING INTERNATIONAL LAW

The Maritime Labour Convention (MLC) 2006 came into force in August this year and now exists as binding international law.

The convention, widely known as the 'seafarers' bill of rights', sets minimum working and living standards for all seafarers working on ships flying the flags of ratifying countries. It covers all aspects of seafarers' onboard lives, including minimum age, hours of work and rest, employment agreements and accommodation.

Seven years in the making, the convention has been rigorously examined to avoid it becoming a 'paper tiger', ensuring that real sanctions are in place for breaches of the conditions set down.

The International Labour Organisation – the body behind MLC, 2006 – is keen to point out its importance as a global reference for maritime labour issues, simplifying diverse international requirements, with the potential to have a positive impact on both safety at sea and the environmental effect of shipping.

Some 30 countries have ratified MLC 2006 and are bound by its laws.

Those nations that have not yet done so will still be subject to inspections into onboard conditions when docking in ports of ratifying countries.

The measure has been heralded as a great step forward in provision of seafarers' rights while on board ship, and the Sailors' Society is adding its voice to the many who are welcoming its full implementation.

NEW SOCIETY MOBILE APP TO REVOLUTIONISE MARITIME MINISTRY

The Sailors' Society is working to develop a new mobile application for ship visitors, based on Marine Traffic's geo-location software. The service will see chaplains and lay visitors able to check port arrivals and departures in advance, and log visits and notes about the ships they minister to, ensuring a joined-up service between port visits.

Future incarnations of the app hope to open up a

request-a-chaplain-style service, where seafarers can call ahead to make requests before arriving at the dockside, helping to combat short turn-around times in port. There is even the potential to initiate a 'virtual chaplaincy' service for seafarers while at sea.

The app is intended to be the first step towards increasing the availability and effectiveness of welfare visitors to ships in ports with short-stay berths.

NEWS IN BRIEF



QUEEN APPROVES MERCHANT NAVY MEDAL

Merchant seafarers who have shown distinguished service will be honoured with an official Merchant Navy Medal, it has been announced.

The fully recognised State Award will replace the existing, unofficial Merchant Navy Medal, and will pay tribute to the vital work of merchant sailors in keeping the country afloat.

Further reflections on Merchant Navy Day can be found on page 14 in Mark Warner's column.

ATTACKS TO CONTINUE IN THE SUEZ CANAL

Following assaults on cargo ships in the Suez canal in July and August, security firms are warning seafarers not to drop their guard while moving through the area.

Al Furqan, the terrorist group that claimed responsibility for the attacks, has threatened further aggression, continuing with greater intensity in the coming months.

The Egyptian military has put in place safeguarding measures – including motion-sensitive night-vision cameras – to combat potential threats in the Suez area.

SEAFARERS FLOCK TO CREWTOO.COM

Crewtoo has announced that more than 90,000 seafarers have joined its social media site, as well as having 50,000 followers on Facebook. **Crewtoo.com** aims to be 'the home of seafarers online'. Its broad membership highlights the demand among seafarers for greater interaction, which is often difficult because of poor or no access to the internet, mobile phones and emails, as well as language barriers between crew members.

Crewtoo is expected to announce plans to further develop its mission to support seafarers soon.



Heading home... the stranded seafarers show their appreciation of the help given by the Sailors' Society

THOSE IN PERIL ON THE SEA

When Indian and Bangladeshi seafarers were stranded off Suez for more than six months, it was the support of the Sailors' Society – from its head office thousands of miles away in Southampton, UK – which offered a vital glimmer of hope

As seasoned seafarers, the crew of oil skimmer *A Whale* were used to tough conditions at sea. But nothing could have prepared them for the situation they faced in the spring and summer of 2013.

Today Makes Tomorrow (TMT) – the Taiwanese company that employed them and owned the Liberian-registered ship – was experiencing complex financial difficulties, and

effectively abandoned the *A Whale* and its crew, leaving them stranded at sea with no pay and critically low supplies of fuel, food and drinking water.

As complex legal battles were played out with bankruptcy lawyers and TMT's creditors, the crew on board had little choice but to wait for news of when they would be relieved of their duties and repatriated.

In May, TMT responded to the criticism of its failure to pay those on board *A Whale*, saying: 'This is an isolated incident due to a series of unforeseen events. TMT will pay the crew's salary imminently and hopes that this will put an end to a situation that neither side wanted.'

But as weeks turned into months, it became apparent that their ordeal would not be short-lived. And it was not just the men on board who were suffering. Crew members' families were also going hungry, as salaries went unpaid for more than six months – the seafarers simply had no money to send home.

By June, the situation was desperate, recalls shipmaster Captain Khan Jubair Niaz.

'Two of the crew had very difficult situations financially. One had a wife who was about

“
The Sailors’ Society
is helping humanity,
regardless of colour
or distance”

to deliver a baby, and another had an elderly mother, both of whom were depending on [the crew members] to send money home.

‘There was a shortage of bunkers [fuel containers], and our supplies of water and food were running low. Fighting was also breaking out among the crew as tensions were so high.’

When the Sailors’ Society heard of the seafarers’ plight, the charity immediately began to offer as much help and support as it could.

‘I was trying to get help from every source, including the media, lawyers and trade unions,’ said Capt Niaz, ‘but it was the Sailors’ Society that gave us something very important – it gave us hope.’

‘Once it learned of our situation, we no longer felt abandoned. Thanks to it, we could see a light at the end of the tunnel.’

Capt Niaz was especially grateful for the daily email contact he had with the Society’s director of fundraising, Jan Webber.

‘Jan was really taking care of us,’ he said. ‘Every morning I had at least one email from her asking how best the Society could help. I was really amazed by the kindness of this lady, and the fact that she was praying for us every day.’

But it wasn’t just spiritual and emotional support that the Society offered. It was also practical advocacy and financial help for the most needy seafarers. Having assessed the need, crisis payments were made and the Society’s chief executive Stuart Rivers, who happened to be in the region, visited the



The stranded seafarers’ pleas for help during their near-seven-month ordeal

TRINITY OF SUPPORT

An outline of the help the Sailors’ Society was able to offer to the crew:

- **Financial** – crisis payments to two families severely affected by unpaid wages
- **Practical** – providing contact details for lawyers and media, raising awareness and advocating on the crew’s behalf
- **Emotional** – offering comfort and prayer from a distance, keeping in regular contact with the crew to replace isolation with belonging, and provide hope

seafarer’s village to offer support to one crew member’s mother (see box, ‘Stuart lends his support’, below).

Speaking about the crew’s desperate situation, Scot Bower, the Society’s director of media and advocacy, says: ‘These seafarers are real people with lives and concerns and worries. It’s our job to remind the industry of this when it seems the needs of the crew have been forgotten during a financial dispute.’

The Society was able to use its international connections to full advantage, and have a real impact in terms of accessing legal advice for the seafarers, and urging TMT to pay their wages and – more importantly – to get them home.

‘At some moments, the crew on board were telling me, “they don’t have to pay me. I don’t care about the money. What good is money, if I die here on this ship? I just want to go home”,’ said Capt Niaz.

Eventually, in mid-July, after being stranded for almost seven months, TMT arranged for additional fuel and supplies for the *A Whale* and some overdue wages were paid. By the end of the month – thanks in no small part to the intervention of the Society – all the crew were repatriated.

Jan said: ‘It’s the duty and privilege of charities like ours to be able to meet the needs of seafarers, where and when they most need us. Of course, this is just one case of desperation and we hear of hundreds through our chaplains, who are on the ground listening to the worries and struggles of seafarers far from home for months at a time.’

Capt Niaz, for one, is exceptionally grateful for the response. ‘I really appreciated the help from the Sailors’ Society – it is a UK charity, but it was helping us in India. It is helping humanity, regardless of colour or distance.’

STUART LENDS HIS SUPPORT



Sailors’ Society chief executive Stuart Rivers visited the mother of one of the seafarers to offer his support. Stuart tells his story:

As the *A Whale* saga reached crisis point, I found myself in the region visiting our network of chaplains. The village of Koviripeta was a two-hour minibus ride from one of the Indian ports I was visiting, so the local chaplain and

I went to meet the family of the seafarer to offer support and let them know he was OK.

The villagers were incredibly hospitable and I was privileged to spend time with the family and friends of the seafarer we had helped and later passed on their greetings to him.

What struck me most was the dependence the villagers have on the men who are away at sea for so long, and how – when things go wrong – it’s these people that suffer most.

The memories from my visit to Koviripeta: drawing water from the well; sitting with new friends and sharing tea; the smiling faces – these will stay with me and drive me forwards as the Society looks to change the lives of seafarers and their families around the world.

UNCHARTED WATERS

Rose George spent 39 days aboard the *Maersk Kendal* as a supernumerary, travelling more than 9,000 nautical miles from Felixstowe to Singapore. Here is an extract from her new book charting that experience

This kind of heat sucks breath from bodies. We are in the Bab-el-Mandeb Strait, a narrow opening that marks the beginning of the Gulf of Aden. It is July now, and almost monsoon season. Monsoon weather is bad for nausea, but good for anyone scared of pirates – like me – because they travel in small boats that are upset by the Force 6 waves that *Kendal* dismissed with ease. We are taking precautions, but much of our protection is the weather.

On the internal email system, the captain transmits two daily news digests – Tagalog for the Filipinos, English for everyone else –

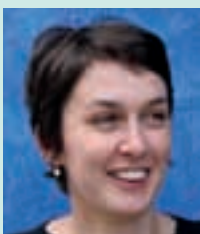
and a security alert from an agency named Securewest. By now, all the news is pirate news. The Yemeni Coast Guard has seen pirates move out of the Gulf of Aden and northwards into the Bab-el-Mandeb Strait and the lower Red Sea. In three weeks, pirates have attacked 10 Yemeni ships and one oil tanker. All the assaults were repelled by armed protection teams travelling on the ships. But we don't have armed guards. Maersk doesn't allow it.

Instead we have pirate watch. The ship has changed: the deck-door portholes on every floor of the accommodation house have been blocked with circular pieces of cardboard,

Felixstowe

“If you want a window into future geopolitics, the Indian Ocean has a good view”

ABOUT THE AUTHOR



Journalist Rose George joined the crew aboard the *Maersk Kendal* on a voyage through some of the world's most dangerous oceans to write her book, *Deep Sea and Foreign Going*, which paints a compelling picture of the fears, joys, trials and loneliness of life on the ocean waves. Her book is out now and was recently featured as BBC Radio 4's *Book of the Week* shortly before World Maritime Day in September.

obviously cut from cartons from the bond stores and Pinky's [the cook] supplies. One porthole is now blocked by Benson & Hedges, another by an image of rosy red apples. By sundown, all cabin windows must be covered with blackout blinds that are fastened into place with snaps, and a junior officer is assigned to patrol every evening at dusk, to monitor compliance. He does a lot of snapping.

Pirate watch will last until we reach our next port, Salalah, beyond the far end of the Internationally Recommended Transit Corridor (IRTC), a 492-mile dual-lane sea highway skirting Yemen's southern coast that ships are advised to take.

The corridor begins south of Aden near the island of Elephant's Back, ending just before Oman. The IRTC is patrolled by military ships from three coalition counter-piracy forces: one from the EU; one run by Nato; and the Combined Task Force (CTF-151), led by the United States, with a membership of nations that is described as 'fluid'. Besides the task forces, there are other navies acting independently of coalitions, including those of Russia, Korea, India, Japan and China. It is the first major deployment of the Chinese Navy since 1433, when Admiral Zheng came here, visited the Sultan of Malindi and took home a giraffe. The Chinese Navy is on piracy patrol, but it is also well placed to support its growing economic presence in Africa. If you want a window into future geopolitics, the Indian Ocean has a good view.

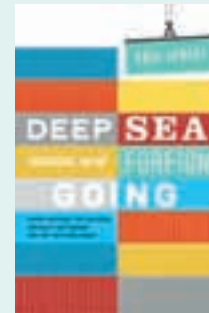
Since some Somalis took to piracy in the mid-1990s, their range and nerve has grown. At first staying close to the coastline of Somalia, they now operate across the Indian Ocean over

“
Monsoon weather is bad for nausea, but good for anyone scared of pirates – like me”

to India's southern tip and south of Tanzania's. This 'High Risk Area' is 2,200 nautical miles by 1,800. It includes the IRTC, and also the routes of 70 per cent of global oil traffic and 50 per cent of container ships. Of these, fewer than two per cent are successfully hijacked. But that is no comfort when my portholes are blocked by apples and my imagination is running as wild as the waves.

Until we reach Oman, no-one is allowed on deck without a radio. There are no radios spare for the supernumerary, so this means no more ocean-watching for me. For the cadets and crew, there is nothing but watching, because the risk means two men are needed to stand extra lookout duty on the bridge wings – day and night – and there aren't enough officers. It is a boring and overheated task, particularly for the ones who, for some reason, choose to stand in 40-degree heat in heavy, engine-room boiler suits. The captain allows the watches to come at reasonable intervals into the cool of the bridge. 'Within reason,' is how he defines such an interval, but he can hear when the bridge-wing door is opened and closed, and he knows that they have taken advantage. I'm not sure how useful the lookouts are, given the ship-sized blind spot caused by the containers, but I don't mind, because I am nervous.

OPINION



Deep Sea and Foreign Going: inside shipping, the invisible industry that brings you 90 per cent of everything
by Rose George
Portobello Books,
£14.99

Jane Crowley gives her view of *Deep Sea and Foreign Going*

From the very first page of Rose's book, it is clear that you are in for an education. Even people familiar with the shipping industry will find things in its pages that will shock and amaze. Incredible statistics about the size and impact of ships and shipping, heart-wrenching stories of past accidents, and frank testimonies from seafarers who have suffered at the hands of pirates or unscrupulous employers, are all wrapped up in elegant, spare prose that carries you along for the journey.

There is so much in *Deep Sea and Foreign Going* that it is difficult to know what to pick out as particularly impactful. The narrative sweeps from the history of shipping to the economic constraints on the industry and its human cost, and reads in places like a travel journal of an early explorer, uncovering strange new lands and, more importantly, seas.

The backdrop of all this, though, is the seafarer and the daily struggle of working in an increasingly pressured industry, with the fear of piracy and rough weather, turn-around times of less than 24 hours in some ports and a world that wants goods faster and in greater numbers – rarely thinking about the way they have to travel.

Perhaps some of the most powerful moments in the book come in the form of first-hand testimony from seafarers; one who survived a hijacking, another whose ship was sunk in a storm with a huge loss of life, and more from the crew of the *Kendal*, who experience – or have experienced – a long list of everyday privations on one ship or another, and say more than a hundred statistics ever could.

The stories are so clear, and so urgent, that even for someone who has never seen a cargo ship 'in the flesh', the world of the seafarer becomes knowable and relatable. This is the book that will begin to bring seafarers back into the public consciousness – if the world is ready to listen.

Singapore

FAITH THROUGH THE STORM

The tough conditions at sea are an experience unique to seafarers, but by keeping God close to your heart, you will have companionship in all weathers, says Jane Crowley



A flash of lightning, the rise and fall of the deck, the crack of thunder, the horizon hidden behind waves that rise higher than the ship. Unless you have experienced what it's like to sail through a storm, you can only imagine what it might be like. And yet for seafarers, it's an experience that most – if not all – share.

The sea remains the most hostile environment on the planet – exposing and deadly in a storm. It pushes men and women to the edges of endurance, testing their faith to its limits.

Why is it that this terror drives some towards God and others away from Him?

'When we put out to sea, there are no non-believers, especially in a storm,' wrote a seafarer who visited one of our Ukrainian chaplains recently. 'Every time we put out to sea, I give myself up to the power of God.'

“The sea remains the most hostile environment on the planet – exposing and deadly in a storm”

But this feeling of faith is not universal. The worries and stresses of ocean-going life can be overwhelming. As one seafarer put it: 'You lose the ground under your feet and faith turns to trembling.'

The founder of modern seamen's missions,

Bo'sun George Charles Smith, experienced this fear first-hand, serving under Admiral Nelson more than 200 years ago.

He wrote: 'I kneeled down before the head of my foremast and, in my ignorance as an unconverted man, said, "O God, please let me not be killed in battle tomorrow. But please let me live and go home to see mother – and I'll never do anything bad again as long as I live"... Oh, the goodness of God, to [spare] a wretch like me!'

The shared experience of seafarers can set them apart from others who simply can't relate to the pressures of the industry – and that's nothing new. Bo'sun Smith noted that seamen felt unwelcome and excluded in churches onshore and this prompted him to set up the first 'floating chapel' in the ex-naval sloop *Speedy*, which was renamed *The Ark*.

The Ark provided an essential service to seafarers who had to face the dangers of the sea on a daily basis. It gave them a place to meet God and take on His peace before difficult voyages.

Today there are no floating chapels, and finding space for prayerful reflection can be difficult, but there are those who do manage to make time to practise their faith, even in the midst of a busy on-board life.

Ahmad Suleiman is 92. He served in the British Merchant Navy during World War II, and the story of his faithfulness at sea is astounding. A devout Muslim, he still reads the Qur'an every day at the Queen Victoria's Seamen's Rest (London) where he is now a resident.

He exudes an air of calm, quiet dignity and proudly recounts stories from his time at sea to anyone fortunate enough to find themselves in his company.

'I am from Somalia, from Aden. I joined the army when I was 15 and then – a year later – I realised I could make much more money sailing in the merchant convoys. I joined a ship that was carrying army personnel and ammunition. While I was on the ship, I read the Qur'an and prayed every day.

'I remember I was sailing past South Africa, and the sea was full of enemy submarines. They sunk all eight of the ships that passed through there that day. I was in the engine room on my own – the last man on the ship – when the torpedo hit us. By the time I got up on deck all the lifeboats, but one, had gone.

'We were in the lifeboat for two days and a night. The enemy usually machine-gunned lifeboats, but not ours. We got to shore and lived on fish for six days until someone picked us up.

'God saved me. God helped me so that I could help win the war.'

Though faith on the sea may be hard to maintain, there are ways to feel closer to God when on the ship. Reading the Bible, praying and talking to others can help all seafarers to make peaceful space in their hearts.

Today – just as in Bo'sun Smith's time – there are those who care and understand the life of a seafarer. Chaplains in ports around the world are on hand to talk and to listen, whether about matters of faith or more practical concerns. They will be the calm in the eye of the storm.

HOW DO YOU FIND PEACE AT SEA?

“Don't worry about anything; instead, pray about everything. Tell God what you need, and thank him for all he has done. Then you will experience God's peace, which exceeds anything we can understand. His peace will guard your hearts and minds as you live in Christ Jesus”

MARIO

“Smooth sailing at dawn on calm seas, watching the sun rise, while having coffee on the outside deck. You will see how beautiful the ocean is and feel better”

IAN

“Give a sailor reassurance that his family is fine and provided for and he will have achieved 95 per cent peace. The remaining five per cent stems from his work, his shipmates and his own health”

ANUPAM

“Smile!” AKO

“In this world you arrive alone and you have to leave alone – no partner, except your creator. Pray to the Almighty all the time so that he will be always with you, not only in good times, also bad”

HARUN

“Make the ship your home and the crew your family. Sleep with the satisfaction of knowing you spent one more hard day away from your family, but all for your family”

ROHIT

“To engross yourself in work is the best thing to be at peace. Love your work and do it with the utmost integrity and dedication”

SHWETANSHU

“How peaceful it is to work at sea surrounded by only the gifts of nature and far from the chaos and pollution. The days and the nights spent so close to nature brings all the joys of life we live. This is the best life because it is blessed by the gifts of Almighty”

JOY

“There is peace at sea when it is calm, when there is a deafening silence and you think of your loved ones”

SKY

“I find peace by taking a warm bath, tucking myself up in bed and falling asleep while rocked by the waves”

PAUL

With thanks to Crewtoo.com, who supplied these quotes

SEASON'S GREETINGS

THE SAILORS' SOCIETY, CHAPLAINS AND COMPANIES FROM AROUND THE SHIPPING INDUSTRY REMEMBER SEAFARERS DURING THE FESTIVE PERIOD



THE JOURNEY OF A WOOLLY HAT

Every Christmas we give seafarers hand-knitted hats to help keep them warm in freezing conditions. Here we take a look at where those hats begin life and how they reach their destination

1. Our woolly hats are created at the end of the knitting needles of the lovely ladies and gentlemen who respond to our call for hats every year.
2. They arrive at the Society's head office in Southampton in giant boxes and bulging postbags.
3. Our glamorous assistant Hannah sorts them into three piles: one to go straight to our chaplains to give out to chilly seafarers; another to be wrapped and placed into Christmas parcels that get delivered in ports all over the UK; and a third that goes to a depot belonging to shipping company, GAC, in Slough.
4. Our fantastic supporters at GAC give us free shipping for hats destined for overseas ports, so they can be immediately distributed to the seafarers that need them.
5. Some more lovely people at our Guild then take all the hats in the Christmas parcel pile and wrap them in shiny paper with other essential items and some Christmas treats, which Hannah sends on to our chaplains in port.
6. Our chaplains then take the boxes of hats or parcels onto ships, where the seafarers are always very pleased to receive them.
7. This particular hat is working very hard to keep this poor seafarer's head warm. He is travelling the Northern Sea route, passing through the Arctic Circle.
8. And sometimes the seafarers send us a little something back!

A TIME FOR GIVING

This festive season, seafarers visiting UK and Belgian ports can look forward to a visit from the Sailors' Society's own Christmas elves.

The Society will be handing out 2,000 presents to seafarers docking at Antwerp, Cardiff, Dundee, Invergordon, Leith, Montrose, Port Talbot and Zeebrugge.

The parcels will contain small key welfare items and a few seasonal treats to spread some yuletide cheer.

For seafarers, Christmas is a difficult time and can exacerbate feelings of isolation.

Here seafarers and chaplains share their experience of the festive season aboard ship:

“ I visited one ship and asked what was being prepared for the Christmas celebration onboard. They answered, sadly, that there would be no celebration, as they would be at sea, on a run to China. I asked them about other Christmases and if they had spent them with their families. Of the seven seafarers I asked, only one had spent last Christmas at home. ”

**FERNANDO LOPES,
GUARAPARI, DECEMBER 2012**

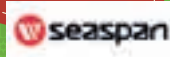
“ I opened the centre as usual on Christmas Day, much to the delight of several seafarers who were able to speak to their families on the internet and Skype. A Ghanaian oiler spoke to his children. He was grateful to get the chance, as his ship was sailing to Portugal and would be out of contact for some time. ”

**PETER DONALD,
DUNDEE, DECEMBER 2012**

“ I very much liked to have Christmas on the ship. I had lots of Christmases onboard. We always got a good Christmas meal. It was very tasty! ”

**CHRIS, AN EX-SEAFARER
AND MERCHANT NAVY
VETERAN OF WORLD WAR II**

Seaspan would like to thank the many dedicated seafarers who make shipping a safe, sustainable and thriving industry. Merry Christmas and best wishes for the new year



We value the contribution of all of our seafarers at the sharp end of our business. Wherever you are over the holiday season, having Christmas dinner or attending a celebration, please take a moment to think of our colleagues at sea this Christmas, away from their families. Best wishes to all for a merry Christmas and a healthy, safe and happy new year



The Thome Group would like to take this opportunity to send our seasonal greetings to all seafarers around the world. We appreciate all your hard work. Thome Group will continue to help the unfortunate whenever such opportunities arise. Our sincerest wishes for the festive season and a happy, healthy and prosperous New Year in 2014



AET would like to like to extend its warmest wishes and sincere thanks to all seafarers. We wish you and yours a safe and happy festive season



Pacific Basin wishes seafarers around the world greetings of the season and a happy new year. We admire and respect you for the sacrifices you make



SPECIAL MESSAGES FROM OUR SUPPORTERS

A huge thank you to all the world's seafarers. We wish you a happy and peaceful Christmas, wherever you find yourselves

Rio Tinto Marine is proud of – and grateful to – all officers and crews who serve aboard its ships, especially over the Christmas season away from their families. We are also proud to support the Sailors' Society in caring for seafarers worldwide



On behalf of all staff at Inchcape Shipping Services, I would like to wish all seafarers, their families and friends around the world, a safe, peaceful and happy Christmas

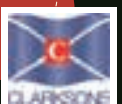
Capt Claus Hyldager,
chief executive,
Inchcape Shipping Services



We wish you all the best for this holiday season. We appreciate your hard work and dedication in making ships run safely and on time – every day and night. Especially during winter and the holidays, it is hard to be away from your families and loved ones, and we just wanted to let you know that our thoughts are with you



To all those who serve on the high seas, we wish you and your families a peaceful and happy Christmas and a safe new year



LIFE ON THE QUAYSIDE

OUR PORT CHAPLAINS ARE SOMETIMES THE ONLY SOURCE OF COMFORT AND INFORMATION FOR A SEAFARER LIVING AND WORKING AWAY FROM HOME. HERE WE LEARN FROM THREE ABOUT THEIR LIFE, WORK, AND HOW THEY HAVE BEEN LENDING THEIR SUPPORT



CHAT WITH A CHAPLAIN

The Sailors' Society's Revd Harry Rumagit, of Surabaya, Indonesia, tells us a little bit about himself

Q What is your professional background?

A I am a pastor of the Presbyterian church. I graduated from the faculty of theology. I have always served in a parish and always taught Christian religion as an academic subject in a maritime academy, as well as some high schools.

Q How long have you worked for the Sailors' Society?

A Eleven years.

Q What's the most rewarding part of your job?

A Interacting with seafarers as human beings, beyond the difference of nationality, race, culture and creed.

Q What's the most difficult or challenging part of your job?

A Facing some local people at the port, who expect to benefit from seafarers.

Q What's the most common seafarers' need you encounter in your ministry?

A Seafarers tend to need someone they can talk to and trust, whether that be to get the useful information they need, or simply to be there to listen to the stories they want to tell.

Q Do you have any particular story about helping seafarers or their families that you would like to share?

A I received a text message from a seafarer who I had helped before, asking me to visit

“

Seafarers tend to need someone they can talk to and trust, whether that be to get the useful information they need, or simply to be there to listen to the stories they want to tell

”

his mother who was sick. She lived in the city next to mine, so I drove to visit her and her husband at their home. She had got some medicine from a hospital, but she was not hospitalised. I prayed for her recovery and we had a good conversation concerning faith. I also listened to some stories the couple told me. And then, when I informed the seafarer of my visit, he was delighted that I had taken the time to visit his mother in his absence.

Q What would you be doing if you were not a Society chaplain?

A I would be studying theology until doctoral degree level before and becoming a lecturer in a faculty of theology.

Q What do you hope to bring to the seafarers that you help?

A I hope to bring joy to the seafarers I meet by helping them as much as I possibly can.

Q What advice would you give seafarers visiting your port?

A Besides the port chaplain, it is better to ask for information from authorised people, such as local agents or port authority officers or security guards. It is advisable not to visit the city alone to avoid facing any unexpected situation without help. The shopping area of the city is not far from the port, but it is too far to walk.

Q Finally, do you have a message for seafarers visiting your port?

A If you come to the port of Surabaya in Indonesia, please contact me through my email address: portchaplainharry@gmail.com or my mobile phone: **+62(0) 812444 5138**. I would like to assist you as much as I possibly can.



Evgenii was desperately ill away from home, but visits from Revd Ailton gave comfort

DEATH-DEFYING FAITH

A critically-ill Russian seafarer received support from Sailors' Society chaplains when he found himself in hospital halfway around the world

When critically-ill seafarer Evgenii docked at the Port of Vitoria, Brazil, he was taken to hospital suffering from malaria.

At the intensive care unit (ICU), the Russian seafarer was hooked up to machinery to help him breathe and to keep his heart beating. Attached to tubes and wires, heavily sedated and miles away from home and family, it was Sailors' Society port chaplain Revd Ailton de Souza who was there to help him through this desperate time.

When Evgenii first met Ailton, he had spent more than 15 days in hospital. Still in the ICU, he had begun to show some improvement but was still undergoing daily sessions of haemodialysis for kidney problems caused by the disease, although at this stage he could breathe without mechanical assistance and was beginning to regain some of his speech.

Ailton spoke comforting words to him and let him know that God was always beside him, helping him to become stronger. Evgenii said that he trusted in God that he would see his wife and son again.

However, two days later, Ailton was shocked to find Evgenii once again sedated and

intubated. He had developed pneumonia and needed to have his lungs drained, as well as a kidney transplant. After much deliberation, his doctors decided he should have the transplant in Russia so that his wife could be with him, but this couldn't happen until he was well enough to be transported.

When Ailton next visited, he found him depending on breathing apparatus and being fed through tubes. Ailton prayed for his life.

The next day Ailton found Evgenii awake, though still connected to some of the tubes. They talked, and Ailton left him feeling more relaxed and with some very important information about his health.

Over the next few days, Ailton visited regularly. Evgenii told him he had to stay in hospital for at least another 30 days until he

“ He had developed pneumonia and needed to have his lungs drained, as well as a kidney transplant ”

was fit to travel. But Evgenii was cheered by the remarkable news that he no longer required haemodialysis treatment for his kidney, which he had been receiving at least three times a day, and he was soon able to eat, speak and breathe unaided. He said he was thankful to God for looking after him and all those who had cared about him.

Evgenii began counting down the days until he could leave the ICU and be transferred to an apartment. There, Ailton met him smiling and free of tubes. He said: 'I feel a new man', but was missing his wife and two children terribly.

Ailton then got in touch with the Sailors' Society port chaplain in Russia – Revd Nikolay Motrenko – who managed to contact Evgenii's wife and her brother. They had access to both Skype and email and were determined to contact Evgenii immediately. When they did speak, Evgenii's wife was crying and asked Nikolay to express her gratitude to Ailton and the Society.

Evgenii was equally overjoyed when he heard his wife's voice on the phone, and his family arranged a 'virtual visit' over Skype and gave thanks to God that Evgenii was almost strong enough to leave hospital.



Marc Schippers

LADYBUG, LADYBUG, FLY AWAY HOME...

Our port chaplain in Antwerp, Marc Schippers, has been assisting the crew of *C Ladybug*, sister ship of *A Whale*, which the Society has been supporting through extreme hardship (see page 4).

The car carrier had been held in port for five months and the Chinese

crew had been without wages for three months.

They made extensive use of the Antwerp Seafarers Centre, using the internet facilities to contact their understandably worried families in China.

The free bus transport from the centre was also a great help in

making their enforced stay more bearable.

Marc said the greatest problem for the crew was 'the uncertainty caused by not knowing when they would be able to return home, and also the loneliness and boredom'.

The crew have now been paid in full and most have been repatriated.

SPIRITUAL SUPPORT

FAITH IS BOTH A COMFORT AND PROTECTION FOR THOSE AT HOME AND AWAY AT SEA

A WORD FROM MARK

Revd Mark Ashton Warner dedicates this poem to the merchant seafarers who risked their lives during World War I for Britain and her allies

NO HEADSTONES IN THE SEA

“We shall remember them...’ but whom?
Do we remember all?
Do we, this land, remember well –
Not just beside the Cenotaph or in the
Albert Hall –
Not only those who carried arms
As they advanced against the enemy,
But also those who sank in icy seas,
A lonely grave without a stone to tell:
‘Right here remains the body – here –
Of Able-Seaman Daniel Thomas Rees’

We do remember them each year, we do:
The day world war began
The sinking of the merchant fleet,
As autumn falls, we meet by Tower Hill.
The water’s vastness far below
A tomb for thirty-seven thousand who,
Assigned to bring supplies from distant
shores,
Were lost that British families might eat.
Will children’s children now with passion say
And grateful hearts, ‘We will remember too?’

”

Jesus told his disciples to proclaim truth from the rooftops and not hide it away. The Sailors’ Society seeks to honour the work of merchant seafarers past and present, upon whom we depend for our survival.

Father, never let us forget merchant seafarers in their months and years of loneliness and separation from their families. We also ask you to protect them from natural hazards, piracy and hostilities that threaten them and could impede them from carrying out their vital work. Thank you for such seafarers, past and present, upon whose labour we always depend.

Mark

About the author

Revd Mark Ashton Warner is the Sailors’ Society’s community engagement officer

WE WILL NOT FORGET



Merchant Navy Day is staged every year to commemorate the lives lost aboard merchant vessels across the globe. Usually held on 3 September to mark the anniversary of the sinking of the SS *Athenia* – the first British merchant vessel lost during World War II – the service to remember their sacrifice was this year held on 8 September in London.

As usual, we were inundated with touching messages of thanks and support for the world’s merchant seafarers.

The Red Ensign flags that made up the ‘sea of remembrance’ bore some truly remarkable messages, a selection of which are below.

“For all seafarers in the Battle of the Atlantic. Gone but not forgotten. Your sacrifice was our gain, our protection, our safety”

“William Alexander Campbell. In loving memory of my lovely kind husband. Died at sea 31/10/1985 – the result of an accident. Will never forget you Billie. Wish I had known you Dad, from Fiona, now 29”

YOUR WIFE ANN AND DAUGHTER FIONA

“To an unknown sailor, what words can express the courage, tenacity and love that was shown at the height of fear for your king and country”

“Kenneth Pearce, a sixteen-year-old ‘Deck Boy’. Lost but not forgotten, along with the rest of the crew of SS *Newbury*. Torpedoed by U94 on 15 September 1941 in the mid Atlantic”

REG PEARCE – BROTHER

“To all. Thank you for your courage in the past, present and future. Thank you for keeping us alive through your work”



“

The pirates sailed near Henry's ship. It was as though they couldn't see her and sailed straight past

”

Henry gathered all the crew members and said to them: 'God can protect us if we pray to Him.'

One sailor asked: 'How can that be, if we have no proper protection?'

'God will hide us; the pirates will not see us.'

A few days later, they found themselves the second ship in the caravan passing through the high-risk piracy area.

As feared, pirates appeared and attacked the first ship, which had guards on board. Thankfully, the guards were successfully able to repel the attack.

The pirates then sailed near Henry's ship. But it was as though they couldn't see her and sailed straight past.

Then they mounted a second attack, this time targeting the third ship in the caravan. The guards aboard also repelled the attack and the pirates sailed away.

After a while, the sailor who had doubted the Master's words came to him and said: 'I thought that it was impossible to hide a ship in the sea, but now I see that God is great. I feel He is the Lord.'

PRAYER AND PIRACY

Ilychevsk port chaplain Sergey Bezverschenko describes how the power of prayer spared the lives of seafarers during a piracy attack

I visited a bulk carrier in July, where I met the Master, Henry. He told me he was a member of the United Methodist Church in the Philippines and he told me this story.

He was on a ship that was going through

the high-risk area near Somalia, where the most pirate attacks occur. The company that owned the ship did not allow him to take guards on board because it was deemed too expensive. Some of the crew were very afraid.

A HELPING HAND

Sailors' Society chaplains are not just there for seafarers, they are also active in port communities and churches, tending to the spiritual needs of families and loved ones left behind



Chaplain Nikolay Motrenko

NOVOROSSIYSK CHAPLAIN, NIKOLAY MOTRENKO

Nikolay often finds that the nature of life in a seafaring town means that people rely on the Russian Orthodox church that he is a

member of, to be their support in hard times.

'There was a Russian seafarer, who was helped by our church and who was going to sea the day after, and came to the church for the blessing for his safe voyage, protection at sea and for his young family. His wife was pregnant.

'There was also a widow, whose husband had died at sea, near Canada. We gave her as much help as she needed. It took two weeks to receive his body from Canada. All that time I had visited her and I had conducted memorial services for him. Now we are good friends.'



Chaplain Tim Bell

PRESBYTERIAN TIM BELL, OUR LEITH CHAPLAIN

Tim has a good relationship with several different churches in the area, and is on hand to take seafarers to whichever place of

worship they want to go when they come into port.

'I have a regular arrangement to go to Mass on Sunday evenings with the Filipino seafarers on board one ship that has been held in the port since last Christmas.

'Attending the Mass there are always some Filipino ladies who live locally, and Tagalog is the dominant language in the church porch afterwards. Volunteer Jim took four of them to a concert in aid of Help for Heroes held, as it happens, in my own church. It was all bagpipes and Scottish music and they loved it. The MC gave them a special welcome and mention.'

Without seafarers there won't be any presents this Christmas...



Will you say thank you this year?

The world's 1.5 million seafarers will almost certainly have brought your Christmas gifts into the country, but they will most likely spend the festive season at sea, miles from family and friends.

£50 could provide 10 seafarers with 500 minutes of
airtime to connect them to their families.

£25 could pay for a chaplain at the bedside if one of
them falls ill and has to be taken to hospital in a
foreign country.

£10 could pay for a minibus trip from the port area
to a town centre to buy basic necessities.



Visit www.sailors-society.org/donate to give now and transform a seafarer's life this Christmas.



FUNDRAISING FOCUS

www.sailors-society.org

THE NEWSLETTER OF THE SAILORS' SOCIETY

SANTA'S REAL HELPERS

The majority of luxury goods – including iPads, games consoles and mobile phones – are transported by sea. Whatever you have wished for this Christmas, it is likely to be delivered by seafarers – Santa's real helpers



We are asking you to show your support and say thank you to seafarers this Christmas by remembering to support the Sailors' Society.

One easy way you can do this is by buying Christmas cards from www.charitycards.com and choosing to support our charity. We will receive a donation from every card you buy.

If your organisation or company has decided to send e-cards, why not make a donation to the Sailors' Society in lieu of the postage costs and add a message to your email, demonstrating your appreciation of seafarers this Christmas?

Contact Emma on **+44 (0)23 8051 5901** or email her at ebazeley@sailors-society.org for more details.

THE BIG GIVE

DOUBLE YOUR DONATION FOR FREE THIS CHRISTMAS!

By donating to the Sailors' Society between 5-8 December after 10:00 GST, via the Big Give website – www.biggive.org.uk – you have the opportunity to double your donation at no extra cost to you. We have been fortunate enough to be selected by the Garfield Weston Foundation to benefit from its Big Give Matched Funding Challenge, but only on the two dates mentioned – so, please make a note on your calendar.

CASE STUDY

HELPING A SEAFARER GO HOME

'I met a seafarer over the summer who was very distressed. His contract had finished and yet he was still on board, with no word of when he might be able to go home. He came to talk with me because he was determined to leave the ship and return home, even without permission.

'I had a long conversation with him and tried to explain to him that he would suffer the consequences if he ran off. It would be best to return to the ship, I told him, and I would find a way to bring about a solution.

'I contacted the ship's agent and the delegate from the ITF. They were partially aware of the situation, and agreed to work to help this poor man and, after a few days, he was finally told that he could leave. The smile on his face was enormous. I was so glad to have helped.'

Rivelino dos Santos,
port chaplain, Paranagua

Without seafarers there won't be any presents this Christmas - will you say thank you this year?



£5 could give a seafarer 500 minutes of airtime and connect him to his family

£10 could pay for a minibus ride from the port to a town centre to buy basic necessities

£25 could pay for a chaplain at his bedside if he falls ill and has to be taken to hospital in a foreign country

Visit www.sailors-society.org/donate to give now.

A VISION FOR THE FUTURE

Jan Webber outlines what the fundraising team has been up to in the last few months and gives a taste of what is yet to come

In April 2013, the Sailors' Society was delighted to welcome its new chief executive, Stuart Rivers. Anxious to meet representatives from the shipping industry as soon as possible after his arrival, and to witness one of our major events, Stuart joined the fundraising team for our biennial Asian Challenge, just two days into his new role.

The Asian Challenge, which involved 45, three-person teams climbing Mount Kinabalu in Borneo, was followed by our Singapore drinks reception – part of the Singapore Maritime and Port Authority's Maritime Week celebrations. This event attracted more than 300 of our close corporate supporters.

The Asian Challenge is one of two major challenge events run by the Sailors' Society and is strongly supported by the shipping industry. It alternates with the Three Peaks Challenge in the UK, which next takes place in 2014.

Over the next few years, we plan to develop our portfolio to offer a range of funding opportunities to all our audiences.

Our programme will continue to expand chaplaincy support in ports, but also develop seafarer initiatives in response to need, such as education for seafarers and their children, family support, and pastoral care while at sea.

In terms of impact reporting, we will develop a robust approach that provides detailed information for our funders, but also one that helps to attract new supporters.



Jan Webber and the Society's chief executive Stuart Rivers met some loyal supporters on Nelson's flagship



The Sailors' Society is now recruiting people to take part in the London Marathon 2014

“

Our programme will continue to expand our chaplaincy support, but also develop seafarer initiatives in response to need, such as education for seafarers and their children, family support, and pastoral care while at sea”

We acknowledge the importance of sharing with you where your well-earned funds have been spent, and these reports will form a vital cog in our future fundraising processes.

During the past few months, we have held several successful events, including the Dragon Boat Challenge at Dorney Lake, near Windsor, and our Trafalgar Dinner in the Great Cabin on board *HMS Victory*.

We were delighted to have been adopted for the inaugural London International Shipping Week as one of four maritime charities to benefit from further profile and fundraising.

Looking ahead, we have an exciting autumn of activities, including the Singapore Shipping Ball in November and our ICAP Charity Day in December. We continue to be adopted by conferences and are looking forward to

CASE STUDY

DEATH ON BOARD

A Polish seafarer died suddenly on a ship that arrived at Montrose and Sailors' Society chaplain Peter Donald was asked to attend by the port authority.

Fumes from the cargo had seeped into the man's cabin and he had died in his sleep.

Other crew members were nauseous and had headaches, but the captain and owner of the vessel would not allow them to get medical attention.

During the voyage, the Polish

man's partner had given birth to their first child back at home. The harsh reality that he would never see his child so touched the Montrose workers that they collected £1,000 to help her.

The ship was held in port and three Filipino sailors expressed their discontent to Peter. As it became apparent that the sailors were opening up to Peter about their treatment, the captain eventually banned him from coming on board.

Peter continued to meet the seafarers on the quayside and to listen to their grievances. He also took them to hospital for check-ups following concern about the fumes that had killed their shipmate.

Peter fondly remembers the intervening time, as the seafarers waited to go back home: 'They were repatriated after about 10 days in Montrose, during which time we had become good friends,' though he also remembers the men's obvious distress.

'Mark's wife also gave birth to their first child, but he was so traumatised that he couldn't celebrate this good news properly,' said Peter.

When the sailors returned home they had been black-listed for being 'whistle blowers'. The effect was devastating. It took Mark a year to get another ship. Stephen left the sea altogether, and Peter has had no word of Adam since.

Names have been changed to preserve anonymity



Completing the Asian Challenge is a real feat for participants



The Singapore Dinner in 2011 – this year's event is set to be even more glamorous

attending the Global Energy Conference in Geneva, the Shipowners' Conference in Athens and the International Bunker Journal Awards in Paris.

As the shipping industry continues to face its own challenges, so does the Sailors' Society, as we seek to raise funds and awareness of our work. This is why we need your support today.

We take this opportunity to thank all our corporate supporters for providing such valuable annual donations, which we can use in the delivery of our services where they are most needed.

Thank you.

About the author

Jan Webber is the Sailors' Society's director of fundraising

UPCOMING EVENTS

Singapore Ball – 07 November 2013, Singapore

Sponsored by Cargill and ICAP

Held at the Shangri-La Hotel, guests will enjoy a night of fine dining, riveting entertainment and a charity auction to support our work.

Annual Scottish Service – 17 November 2013, Leith

Each year, the Sailors' Society is represented at this key service for seafarers in Scotland. In 2013 it will again be held at the magnificent South Leith Parish Church.

Hong Kong Special Guests' Dinner – 10 December 2013, Hong Kong

To be held at the British Consul General's Official Residence.

Annual carol service – 18 December 2013, London

An ecumenical service of readings and Christmas carols will be held on 18 December at the church of All Hallows by the Tower, London. All are welcome. Please let us know if you would like to attend by contacting Hannah Willard.

Trinity House Drinks Reception – 29 January 2014, London

Sponsored by Clyde & Co

Complimentary networking event, giving the perfect opportunity to meet friends and colleagues from the industry and hear updates about the Society's work and upcoming events.

Hong Kong Shipping Dinner – 27 February 2014, Hong Kong

Sponsored by Pacific Basin Shipping and Noble Group

The Sailors' Society invites you to take a table at our annual shipping dinner at the Island Shangri-La Hotel. The evening presents a perfect occasion to entertain clients, friends and colleagues, as well as providing the ideal opportunity to enhance business relationships with high-profile organisations in a sophisticated setting.

Virgin London Marathon – 12 April 2014, London

We are now recruiting runners for this world-famous event. Make it really count by running for us to aid the world's merchant seafarers. It's a truly different cause among the many.

Three Peaks Challenge – 20-22 June 2014

This is your chance to conquer three of Great Britain's highest peaks – Ben Nevis in Scotland, Helvellyn in England and Snowdon in Wales – all in 24 hours, and raise money for seafarers' welfare at the same time. Attended by top executives in the shipping industry, this event is a networking, team-building, public-relations and corporate social responsibility opportunity all rolled into one!

To find out more, visit the Sailors' Society's website at www.sailors-society.org

MEET THE TEAM

Name: Emma Bazeley

Position: Fundraising officer

When did you join the Society?

I'm the new girl! I joined in July this year, so I've only been here for three-and-a-half months.

I'm really enjoying the role and learning about the shipping industry.

Why did you want to work for the Sailors' Society?

I've always wanted to work for an international charity, as I find other cultures fascinating, and what could be more international than a charity caring for seafarers in the global shipping fleet?



We deal with people from so many different backgrounds and places – I love it.

Another draw was the fact that my mum was in the Navy for years. That connection to the sea is important to me.

What's the best part of your job?

I love reading the chaplains' reports and hearing about the people they've helped. It's a great way to really understand

the impact we're having on seafarers' lives. The only thing I like better is when I successfully bring in some money to help them carry on doing such great work.

CASE STUDY

CONTACT AROUND THE CLOCK

Antwerp is the second-largest port in Europe, after Rotterdam. Between 30 and 50 sea-going ships come into port daily – half stay less than 24 hours. I have visited ships late in the evening meeting seafarers desperate to contact their families. Some had not spoken to their wives or children for more than a month. I experienced the gratitude of the crews who appreciated the chaplain doing his best to help them, whatever the time of day.

**Sailors' Society port chaplain
Marc Schippers, Antwerp**

INDUSTRY EXECES PLAY A ROUND AT GOODWOOD



The sun came out for the fourth annual Morgan Stanley golf day, which raised £5,500 for seafarers in dire need.

The event was held at the Goodwood Downs course in West Sussex, home of the English PGA championship. Set amid the glorious Goodwood estate, the Downs is a technical course that resulted in a few lost balls on the day.

While it looked touch-and-go at the start of the week, the weather brightened up just before tee-off, allowing senior executives from Arrow Chartering UK, the Baltic Exchange, Clarksons, EA Gibsons, Inchcape Shipping

Services, Laskaridis Shipping, LOC and Poithos Shipping to ready their clubs for a fierce battle on the green.

By the close, Chris Glaas and Duncan McLachlan, of Morgan Stanley, had taken victory, with Clarkson's Simon Kay and Roger Tubb in second place and the Baltic team of William Lyth and David Webb in third spot.

One half of Morgan Stanley's winning team, Duncan McLachlan, also laid claim to the honour of longest drive of the day, while LOC's Howard Longley took the prize for landing a shot nearest the pin.

RED, WHITE & BLUE



A big thank-you to all the companies who took part in our Red, White and Blue event to celebrate seafarers on 26 September – World Maritime Day.

There was an international flavour to the day, with Wallem's global offices taking part and Rio Tinto joining in from Australia. Your support means the world to us, and the seafarers who benefit – thank you.

If your company would like to take part in next year's World Maritime Day event, or you would like to get involved with another staff event, we would be happy to send out some fundraising materials.

Contact Emma on ebazeley@sailors-society.org for ideas and details.



SHELL SHIPPING AND MARITIME SCORE DRAGON BOAT HAT-TRICK

Shell Shipping and Maritime scored a hat-trick at this year's Sailors' Society Dragon Boat Challenge, winning the Dragon Boat race, tug-of-war and being the highest fundraisers, raising more than £5,700 to support merchant seafarers worldwide.

The Sailors' Society's Dragon Boat Challenge, sponsored by LOC and Rightship, pulled in more than £38,000 on the day, including £600 from a raffle, with

the top prize of an eight-day cruise with Costa Cruises.

The competing teams – Bentleys and Charles Taylor; Inchcape Shipping Services; London Offshore Consultant (LOC); Reed Smith; Rio Tinto; Shell Shipping and Maritime; and the Sailors' Society – endured four rounds of the race to reach the semi-finals.

LOC's 'WarLOCs 1' team took second place, while Reed Smith finished third.

LONDON MARATHON

13.04.14

#challengeyourself

Contact Holly to sign up
hevans@sailors-society.org

