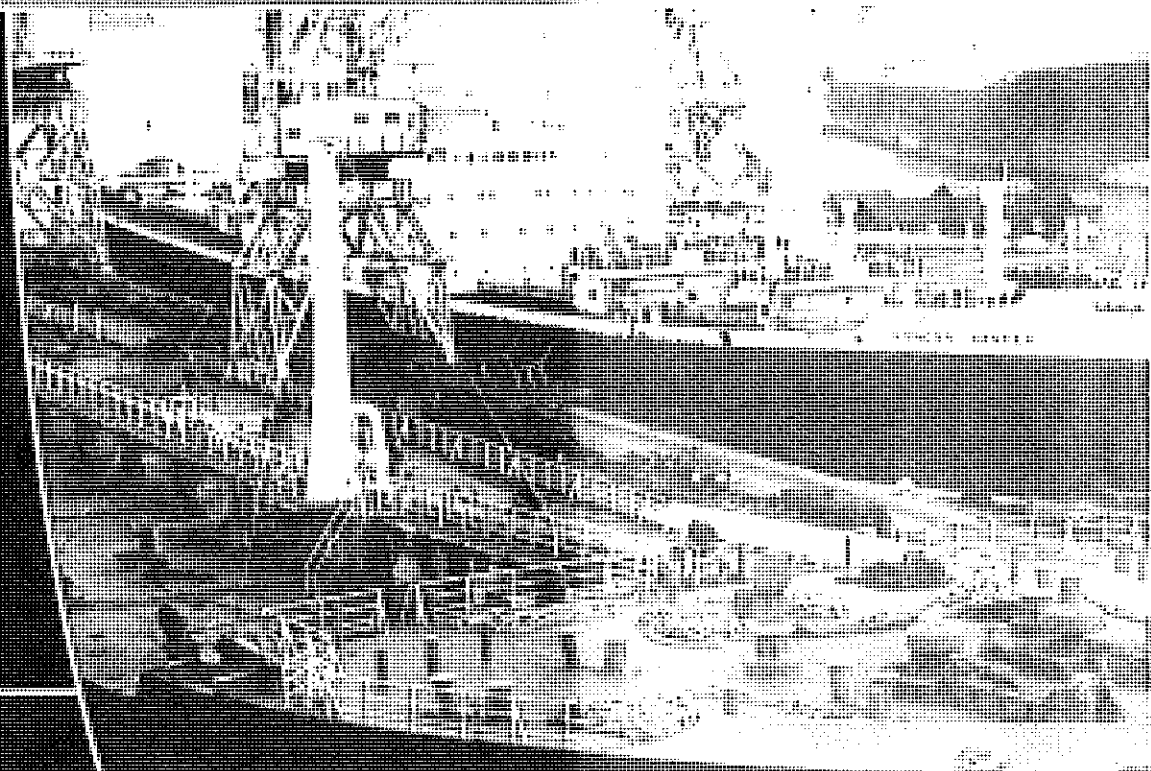


CARING FOR CREW



**Survey of U.S. Port Support
for Seafarers' Missions**

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FOREWORD

Three sources deserve credit for having the vision and commitment to underwrite the cost of this project. The Alliance for Maritime Ministry, an initiative of the Seamen's Church Institute of New York granted \$1,500. A board member of Seafarers' House at Port Everglades, Cliff Berry II, contributed an additional \$750. Finally, the Cooperative Maritime Ministry Grant Fund (administered by the directors of the Seamen's Church Institute of Florida, Inc.) made a commitment to provide all additional funds necessary to complete and publish the research. This amount is estimated to be \$3,300.

Many more individuals deserve to be thanked for their professional and personal contributions to this project than we can name here. The Seafarers' House Board of Directors had the vision to call for such a study. Denise Johnston is the consultant who helped to design the survey instrument, tabulate the data collected, and draft its report. Nancy Gastaldi, the Administrative Assistant of Seafarers' House used her extraordinary skills and energy to coordinate data solicitation. Kristin Schwarz is a communications professional (and seafarer's daughter) who provided the final report's layout and publication. Lesley Warrick, Director of Communication for Seafarers' House worked in tandem with Kristin to provide some final oversight of the production. Many of Seafarers' House's faithful volunteers (especially Dorothy Fulton) spent countless hours photocopying paper and stuffing envelopes to make this project a reality.

And then there are the port chaplains who participated. These overworked and underpaid people are only slightly more visible to the public than the hard working mariners they so selflessly serve. It was not easy for them to find the time to complete and return the information reported here. The fact that such an astonishingly high percentage of them did so testifies to the urgency they attach to its purpose.

It is hoped that these and many other people who deserve to be thanked will be gratified by what unfolds on the pages that follow. May the result move public leaders who are responsible for U.S. ports to consider the value of investing in the only mission that cares for the men and women who crew the vessels fueling the economic engines that U.S. seaports represent.

The Rev. David Mesenbring,
Port Everglades, Florida
August, 2004

PART I: ABOUT THE STUDY

What is a Seafarers' Mission?

While each seafarers' mission is an independent agency, they share many things in common. First and foremost, they all strive to offer a safe, reliable and welcoming presence to arriving crew members. Because seafarers are far from home and cannot connect with loved ones on a regular basis for months at a time, the missions offer assistance with making international phone calls home and many now offer access to the Internet as well. In the course of communicating with loved ones, difficult news may be received, raising a myriad of counseling issues that mission staff try to respond to. The warmth and welcome of the safe haven manifested in these missions can be critical to these hard-working mariners.

Seafarers are paid in U.S. cash and often struggle to find a safe means of sending their hard earned pay back home to their families. Missions offer crew a safe, reliable means of money remittance home, sparing them potentially tragic consequences of wages lost as a result of their transience. Most missions operate a small convenience store selling toiletries, souvenirs, clothing, snacks and hundreds of other items. As security issues make it harder for them to pass transit at seaports' landside checkpoints, crew welcome the convenience of meeting their shopping needs inside the port where missions are typically located. In many cases, most agencies operate one or more vans to help meet the local ground transportation needs of crew who live where they work on board ships. This service is crucial since public transportation systems rarely cover seaports. The recreational services provided by ports are important to workers who spend the vast majority of their time confined on board ships. Recreational opportunities vary greatly from port to port but can include: a swimming pool; ping-pong; billiards; soccer field; restaurant and bar; international TV channels; basketball; volleyball; and tennis. Seafarers' missions nearly always include some kind of chapel for prayer and religious worship. In many cases, efforts have been made to adapt these spaces to welcome people of various faiths.

Finally, it should be mentioned that a variety of public authorities in U.S. seaports rely on seafarers' missions to meet a wide range of special needs that arise from time to time. This can include offering hospitality to stranded mariners; providing emergency support to mariners who are in trouble; or offering counseling and other religious services to members of the larger port community. Each seafarers' mission, like the port it serves, is independent of similar missions in other ports. As a result, no objective data has existed upon which to analyze the characteristics shared among missions. Yet, the people served by these missions all have common needs. Across the globe, ports tend to be physically set apart from the communities they serve. This physical isolation contributes to the 'invisibility' of the work of the missions and those that they serve. Our goal in undertaking this study was to collect needed data about the work of these unique missions and the nature of the support provided to them by their local communities.

Methodology and Timeline

This study's director and consultant worked together to draft a survey instrument. Some individuals with broad familiarity of various seafarers' missions were invited to review the draft and offer suggestions, many of which were incorporated into the final version that is replicated in Appendix A of this publication. Specific areas of information requested included:

- Voluntary Tariff-Based Support
- Provision of Space (i.e. land and/or buildings)
- Volunteer Support
- Other Support
- Equipment Resources
- Miscellaneous
 - Areas of support not specifically addressed
 - Comments on the nature of port support

In June, 2003, the printed instrument was successfully delivered to 86 addresses. Additional mailings and some phone calls were made to non-respondents throughout that summer. A preliminary report based on data collected from 52 respondent agencies was drafted for circulation at a port chaplain's conference held in Oakland, California, in September. By May 2004, additional responses, including data from the Port of Miami, deemed critical to the survey, had been received. During June, data from a total of 56 participant agencies was compiled to serve as the basis for this narrative report.

The single greatest challenge facing this study was to define the set of missions to which the survey instrument would be mailed. No single database exists with contact information for all U.S. seafarer missions active in U.S. ports. One reason for this is the wide variation of institutional type. Another is the weak coordination among such missions. Ultimately, two types of association informed the decision about who would be solicited for survey responses. These associations can be labeled as "NAMMA" and "SeaFare Card®."

NAMMA is an acronym for the North American Maritime Ministry Association. In early 2003, this association published a directory that was initially expected to offer a database sufficient to the purposes of this study. In the end, nearly all missions that were solicited by the survey are listed in the directory. But not all listings in the directory were appropriate targets of the survey. NAMMA is an underfunded loose confederation of widely divergent and independent agencies scattered throughout U.S. and Canadian ports. NAMMA's strongest asset is an annual conference hosted by a different mission each year. Its staffing is limited to one part-time Executive Secretary. The NAMMA 'directory' might better be described as a "mailing list" given the widely variant nature of its

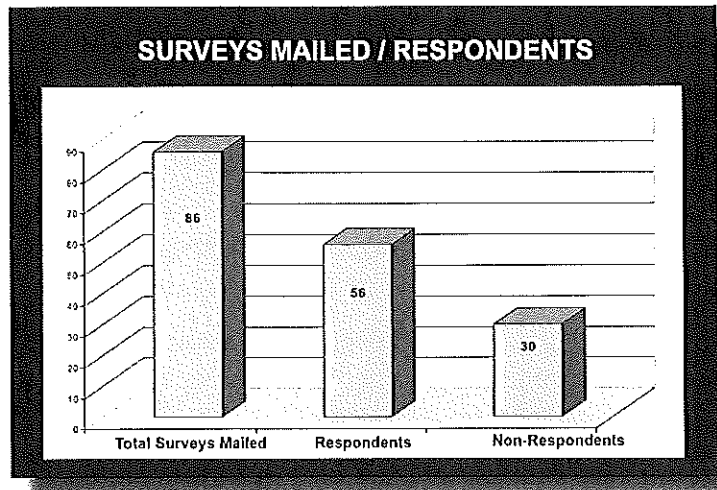
entries. Multi-million dollar agencies that employ dozens of people are interspersed with individuals whose role in maritime ministry may be as remotely related as having made a single donation to one of NAMMA's annual conferences. After reviewing the directory, it became obvious that the directory would not serve as an identical database to the one needed as a list of agencies to be solicited for survey participation.

SeaFare Card® is the oldest prepaid phone card in the maritime industry, and has from its inception in 1993, been widely distributed among seaport missions throughout the U.S. and Canada. The activity of distributing SeaFare Card® has provided Seafarers' House at Port Everglades with rare and valuable experience of who effectively operates which seaport missions. A resultant contact database was used by those responsible for the Study on U.S. Port Support for Seafarers' Missions to inform its decisions on who should be solicited.

The survey sample eventually used to solicit data warrants special comment here. The initial circulation of the survey instrument was sent via U.S. mail to a total of 112 addresses. Four of these letters were returned as undeliverable and it was determined (either by notes on the returned envelopes or by telephone) that the agencies were no longer functioning. A subsequent review of the original mailing list revealed 23 additional errors. 17 of these were duplicates of two types: a) multiple representatives of the same agency that were both solicited; or b) more than one survey was sent to the same agency. The other six errors consisted of either: a) contact persons operating as individuals rather than within an established agency; or b) agencies that provide no port-based services other than housing for retired merchant mariners. To the remaining 85 agencies, one addition must be made to account for the Port of Miami's response that was solicited by fax at a later date.

Statistical Significance of the Response Rate

Of the 86 agencies that were solicited for their participation in this survey, written responses were received from a total of 56 agencies. This response rate of 65% is extremely high, particularly since the original goal of the survey had determined that a 30% response rate would be considered satisfactory. The strong result is even more statistically significant when one considers that approximately half of all non-respondents belong to one of two groups that have strong reasons for not participating.



The first category of nonrespondents includes several missions sponsored by a national church body (e.g., Norwegian Seaman's Church; Danish Seaman's Mission, etc.) that focuses on serving seafarers of a single nationality. These missions generally do not seek support from their port because of their narrower focus and because of the sponsorship they receive from within their derivative nation.

The second category of nonrespondents are missions representing a single local religious group that locates its facilities entirely outside port grounds. Most typically, this is a Roman Catholic parish located outside of the port. Such a group is unlikely to have ever sought port support for its mission and usually does not even participate in NAMMA's annual conference. In such cases, we find credible reasons to explain the lack of response from some that were solicited for their participation.

Most agencies targeted in this survey are thinly staffed at best. Often, there may be only one or two (if any) employees and a handful of faithful volunteers. In this light, the extremely high response rate among survey participants speaks to the urgent importance that agencies attached to this project. In any event, there are strong reasons to believe that the survey results reported on these pages portray a valid summary of how U.S. port authorities support the seafarers' missions that have been privately established within their respective ports.

PART II: WHY U.S. PORTS SUPPORT SEAFARERS' MISSIONS

In 1987, the International Labor Organization adopted Convention 163, which states in Article 2 that *“Each member for which this Convention is in force undertakes to ensure that adequate welfare facilities and services are provided for seafarers both in port and on board ship. Each member shall ensure that the necessary arrangements are made for financing the welfare facilities and services provided in accordance with the provision of this Convention.”* The Convention stands as a codification of customary international law and an affirmation of the legitimacy of the obligation of ports to provide services to seafarers. Appendix E of this study contains the entire text of the Convention.

In all large U.S. seaports, and most of the smaller ones, it is possible to locate some kind of effort to improve the welfare of those who crew visiting vessels. This is thanks to a 165 year Christian tradition of maritime ministry that reaches out to meet the needs of mariners. A few of these efforts are exclusively and parochially organized to meet an explicitly religious mission. Most, however, have evolved some kind of ecumenical cooperation. In at least one case, this even includes the involvement of non-Christian faiths, employing a rationale that mariners from around the world serve everyone in the communities they visit, offering religiously plural communities a good opportunity to cooperate together to meet the needs of some who serve them all equally.

Furthermore, even some parochially Christian agencies have broadened the understanding of their religious purposes to include – if not focus on - mariners’ practical needs to contact far off loved ones (using phones, computers and money remittance instruments) and find means of local transportation.

For all these and many other reasons, authorities charged with public responsibility for administering U.S. seaports have increasingly moved toward providing various forms of support to locally independent agencies that address the needs of visiting mariners. In doing so, they recognize that seafarers’ missions play a unique role in meeting a public responsibility. Where such noble motives are absent, support may still be forthcoming for the simple reason that an effective seafarers’ mission can improve a port’s business.

The data collected by this study reflects a wide variety of ways in which U.S. ports support seafarers' missions. The results will be articulated on pages ahead. Here, it is worth listing some of the narrative comments from survey participants on the question of "Why do you think your port offers you the support described in this survey?"

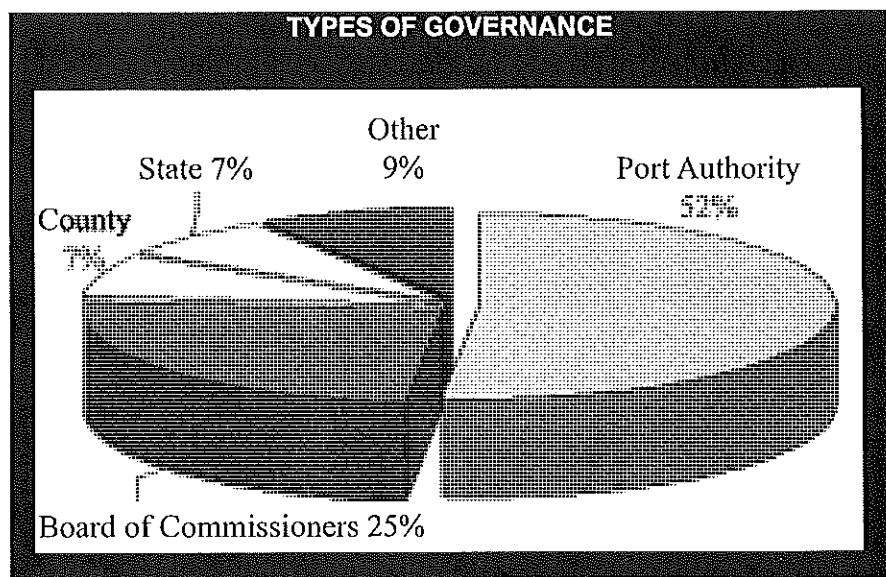
- They truly understand how our ministry to the seafarers enhances their image with shipping companies. It has literally attracted business.
- Mission is an essential element in port's overall service, which is offered to and promoted among the port's customers.
- Mission provides essential human services; available for emergency pastoral needs to all port workers.
- Value services provided to seafarers.
- "Value Added" to the port.
- Mission provides good PR for the port to the community. Keeps crews happy thus supporting business.
- Port knows services are important to the welfare of seafarers.
- Port understands the need for the ministry.
- Values work of the Mission and actively supports it.
- Mission's work supports port marketing.
- Port Board and employees are Christian people with big hearts.
- Elected and administrative officials of port recognize importance of providing assistance to seafarers during their limited time in port.
- Port believes in the need for the Seafarer Center.
- Have historically had a relationship of trust and credibility with the Port Authority.
- Have very mutual interests in the welfare of the labor force.
- Port is interested in helping seafarers.

PART III: SUMMARIES OF THE DATA COLLECTED

Types of Port Governance Represented

N.B. The data collected in this study derives from responses provided by representatives of seaport missions. In no case should any information be construed as having been provided by official representatives of the ports that are referenced herein. The integrity of this data rests solely and entirely on the credibility of the respective missions included among the respondents.

The survey instrument asked (c.f. question #10 on the list of questions found in Appendix A) about “the nature of your port governance?” A total of 29 or just over half (51.8%) of all responding missions reported that they operate in a port governed by a Port Authority. 14 of the agencies (25%) indicated that they operate in ports governed by a Board of Commissioners. Four missions (7.1%) describe their port governance as a County Commission and the same number (another 7.1%) operate in ports governed by a State Commission. Two respondents (3.5%) checked the box for “Other” and another three (5.4%) did not respond to this question.



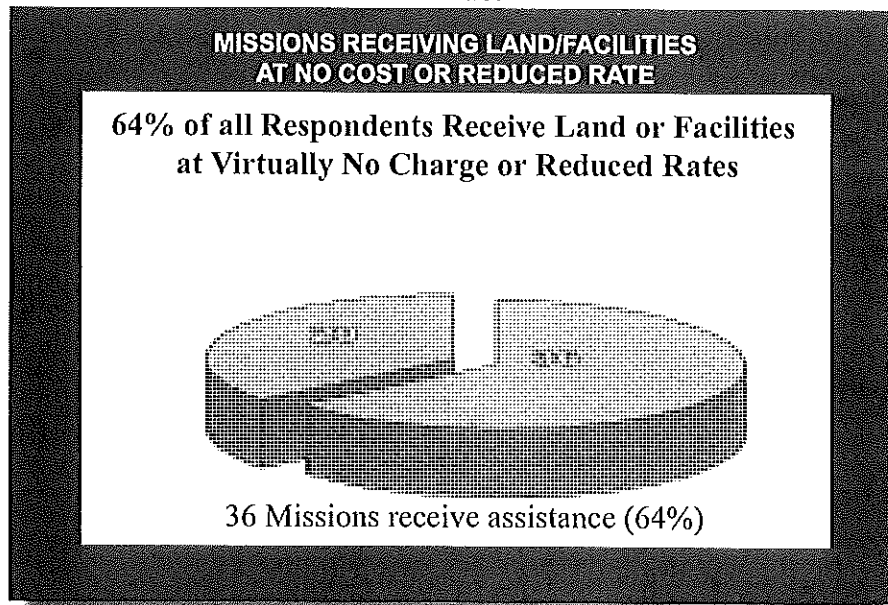
Providing Space: The Primary Means of Support

A series of questions (represented as numbers 11-17 on the list of questions found in Appendix A) survey the whole issue of how ports support their missions through the provision of land and/or building space. The results in this area of the survey are, by far the strongest, and reflect very broad support for a critical need facing all missions.

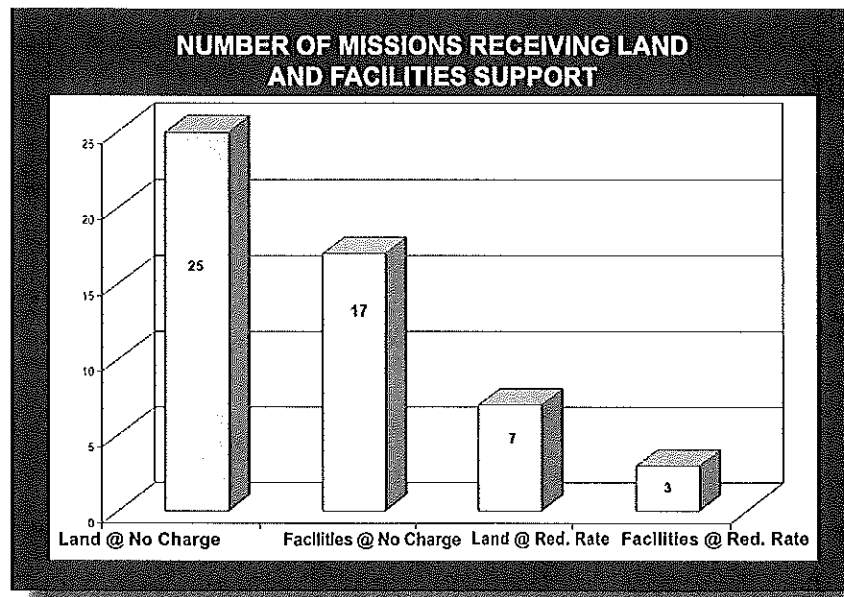
Question #11 asked whether a mission benefits from the port's provision of land on a 'no cost' or 'reduced fee' basis. Question #12 asked whether 'buildings or other form of facility' are made available on a 'no cost' or 'reduced fee' basis. Yet a third question (#13) invites narrative comment regarding the first two questions. The number of responses provided for each option to each question are indicated in parentheses after each of the questions listed in Appendix A.

The quality of data collected from these three questions can only be considered statistically valid if considered in a unified manner. For example, some respondents left the land question (#11) unanswered, but indicated that the mission's building is provided at a nominal fee of \$1/year. In such cases, we can reasonably assume that the mission is not leasing the land on which a port-provided building stands. The primary purpose of this question was to learn how many ports help their respective missions to locate themselves within the port.

36 missions or 64.3% of all respondents report that their port provides land and/or facilities on a "virtually no-charge" or "reduced rate" basis. 'Virtually no-charge' here refers to the practice of paying no more than a token fee. Many respondents pay nothing while some pay \$1 per year. In one case the token payment is \$1 per month, and one other respondent reported paying \$100 per year. 'Reduced rate' means a payment that is more than token but less than full market value.



45% of all responding missions (25) are provided access to land at virtually no charge and another 7 missions (12.5%) get their land at a reduced rate. Facilities are provided at virtually no charge to 17 of the respondents (30.4%) and another 3 missions (5.4%) benefit from a reduced rate on their facilities. Over one quarter of all survey respondents (16 missions or 29%) actually receive both land and buildings at virtually no charge, and some of those get utilities and other assistance as well.



Some missions have received their land and facilities support for as long as 43 years or have just recently begun receiving support. The average number of years missions have received support in the form of space and/or utilities is 13.28 years.

Additional assistance is most frequently provided in the form of Utility Hook-up (25%) with minor support in Architectural, Engineering, Construction and Capital Fund Raising Assistance. The fair market value of port support was calculated to average \$30,312 per year among those missions that report such a figure.

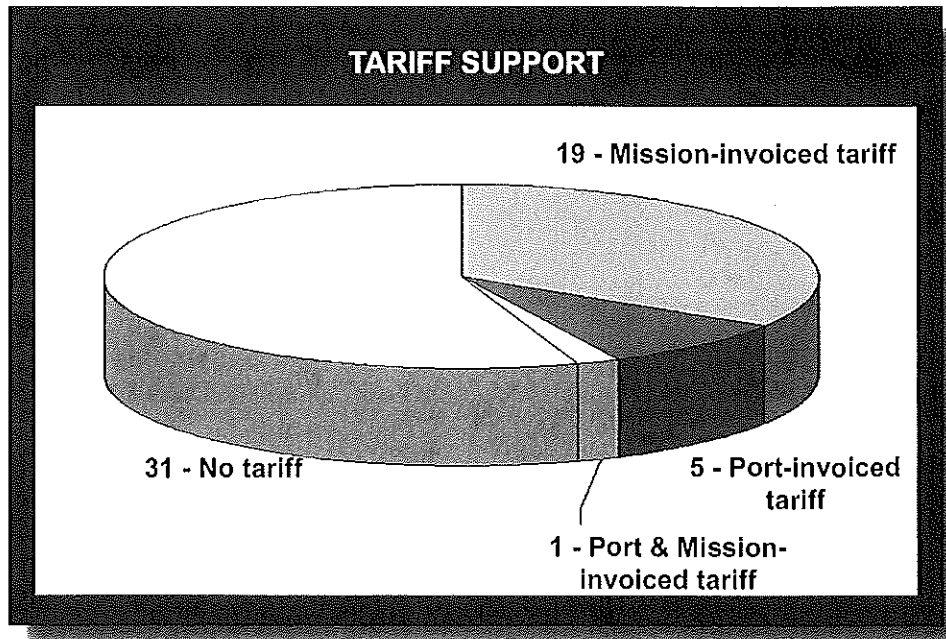
The strong support reflected here is particularly significant when one considers that many, if not most, of the missions receiving this help are organized on a religiously parochial basis. The study clearly shows that it is not unusual for a U.S. public port authority to use public land and/or buildings to accommodate a seaport mission governed by a single religious denomination such as Roman Catholic or Southern Baptist. If most ports use public resources to help provide their respective mission with space, (as this survey suggests) then the inference drawn is that it is because port authorities have concluded that such missions are contributing a public benefit not otherwise available to their port communities. It is simply not reasonable to assume that so many ports would commit public resources in support of a religiously parochial cause.

Volunteer Support

Survey questions #18 through #21 (as listed in Appendix A) explored whether and how port staff support the mission as volunteers. In response to question #18, 50 agencies (89.3% of the respondents) report that their mission has a Board of Directors or Advisory Committee. In 25 of the agencies (45% of the respondents), at least one member of the port staff volunteers in this leadership capacity. Survey question #20 asked whether “port staff otherwise volunteer in support of your mission” and a total of 21 respondents (37.5%) indicated ‘yes’ in reply. Those who offered a description of the other ways in which port staff volunteer, cited help with annual fund raising events more than any other type of volunteer activity.

Invoicing for Mission Services

Survey questions #1 through #9 (c.f. Appendix A) are concerned with the question of a voluntary tariff in support of the services provided by a seaport mission. Support from some type of a voluntary tariff is received by 25 of the 56 survey respondents (45%). Of the 25 respondent missions that benefit in this way, 19 missions do their own invoicing, while 5 ports invoice the voluntary tariff on behalf of the mission. Another mission reports that invoices are issued by both the mission as well as its port.



The survey data collected suggests that approximately half of all invoices actually get paid although this percentage varies greatly from one port to another. In some cases, invoices are only issued to those who have agreed to pay. The average amount billed among 19 agencies that reported such an amount is \$63.42. In some cases, the invoice is generated on the basis of a visit (by mission personnel) to a ship. In other cases, all ships entering the port area are invoiced.

On the question (#5) of whether the percentage of invoices paid over the last three years is growing or has declined, 9 agencies reported that it is growing while 6 agencies reported a decline. 16 missions reported what they gain from this source of income and those figures average \$37,200 in estimated total annual revenue.

Voluntary tariff-based support has been instituted within the last 5 years for about half the missions who reported that they are benefiting in this regard. In the other cases, such support has a history that was established anywhere from 7 years to 30 years ago. Only one mission reported benefiting from a mandatory tariff.

It should be noted that the label of “voluntary tariff” is probably a misnomer in the sense that $\frac{3}{4}$ of the agencies that benefit from this item issue their own invoices. We can assume that in many, if not most, of these cases, there is no mention whatsoever (neither voluntary nor mandatory) of this fee in the port’s tariff. Perhaps it would be better to call this form of ‘port support’ by the name of “invoicing for mission services.” It should also be noted that this method of supporting a mission most often involves a direct relationship between the mission and ship agents. Since, in these cases, the governing authorities of the port are not directly involved, one could argue that this item does not belong in the survey. The reason for including this theme in the survey is that the researchers knew of at least some cases where ports were directly involved in generating this form of support by including it within the official tariff, whether as a voluntary or mandatory fee.

Examples of Port Tariff Language Related to Seafarers' Centers

Port of Beaumont

280 Seafarers' Center:

The Seafarers' Center is a nonprofit ecumenical organization providing recreational and cultural services and facilities without discrimination to seamen of all countries. The schedule of fees and charges is shown in Item 605.

605 Seafarers' Center Of Beaumont:

The owner, operator or charterer of all ships using the facilities of the Port of Beaumont will be assessed a fee of \$85 per ship call to cover charges for the services of the Seafarers' Center of Beaumont.

Port of Corpus Christi

Item 220 Charges Of Corpus Christi International Seamen's Center

Dues and assessments levied by the Corpus Christi International Seamen's Center, a schedule of which is on file with the Port Authority, represent the charges of that non-profit organization for recreational, cultural, etc., services and facilities available without discrimination to seamen of vessels of all countries visiting the Port of Corpus Christi.

Port of Indiana – Burns Harbor Seafarers' Center Fee

Each vessel, except barges, shall be assessed a fee, in the sum of \$100 per call. Said fee shall be collected by the Stevedore and paid to the Indiana International Seafarer Center, Inc. for the benefit of seafarers calling upon the Port.

Port of Lakes Charles

Schedule 60 - Assisting with Collection of Charges of the Lake Charles Seafarers' Center:

Dues and assessments of the Lake Charles Seafarers' Center, located at the Lake Charles Terminal District City Docks facility, represent the charges of that non-profit organization for humanitarian services and facilities available, without discrimination, to seafarers of all vessels calling on terminals within

the navigable waterway system operated by the Lake Charles Harbor and Terminal District. Dues and assessments of \$50.00 payable by operators of all crewed ships per port call, will be invoiced by the Lake Charles Harbor and Terminal District for the direct pass-through to the Lake Charles Seafarers' Center.

Port of Los Angeles

Item 295 - International Seafarers' Center

The International Seafarers' Center of Long Beach, Inc. ("Center") is a California non-profit public benefit corporation which is organized to provide and maintain facilities and services for the recreational, personal and cultural needs of merchant seafarers calling at the Port of Los Angeles without regard to race, religion, national origin, ancestry, sex, sexual orientation, age, disability, marital status, domestic partner status, or medical condition. The Center operates from a facility located at 120 South Pico Avenue, Long Beach, California 90802. The Center is dependent upon voluntary contributions from the public and, in particular, from those maritime industries dependent upon the services of merchant seafarers to defray the Center's costs in providing its services. Such contributions are entirely voluntary and are not enforceable pursuant to any enforcement provision associated with this Tariff. Such voluntary contributions do not represent charges or assessments imposed by this Tariff.

Port of Savannah

Rule 34-120

Issued: September 15, 2001

Effective: October 1, 2001

International Seaman's House

Dues and assessments levied by the International Seaman's House, a schedule of which is on file with the Navigation District, represent the charges of that non-profit organization for recreational, cultural, etc. services and facilities available without discrimination to seamen of vessels of all countries visiting the Ports of Brunswick and Savannah.

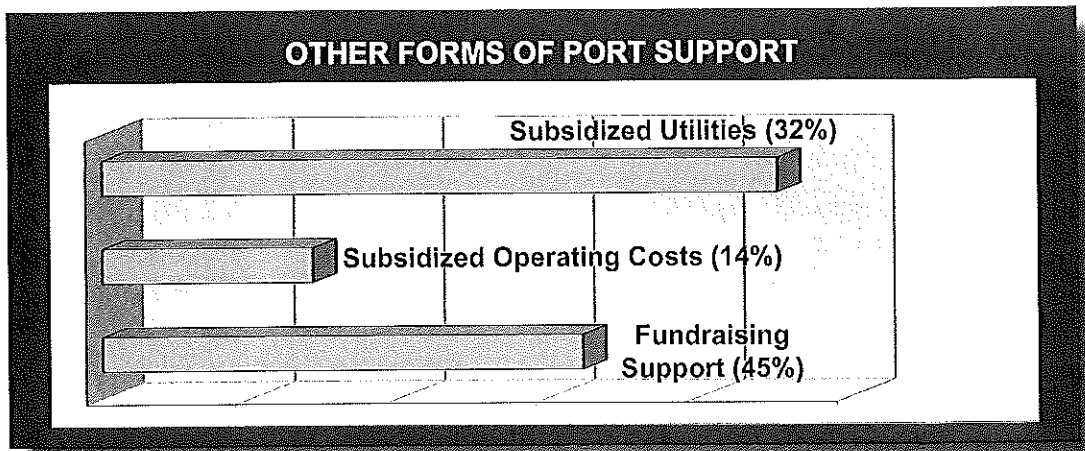
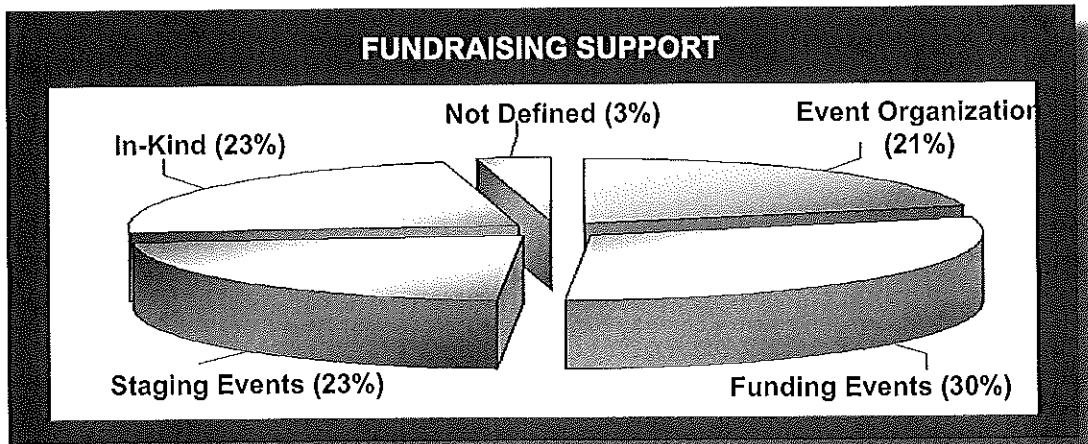
Other Forms of Support

Survey questions #22 through #29 (c.f. Appendix A) asked a variety of miscellaneous support questions. Details are available in Appendix A as well as in the complete data table found in Appendix C.

18 respondents (32%) report that their port subsidizes some or all of their utilities costs such as water, electric, sewer, landscaping and grounds maintenance.

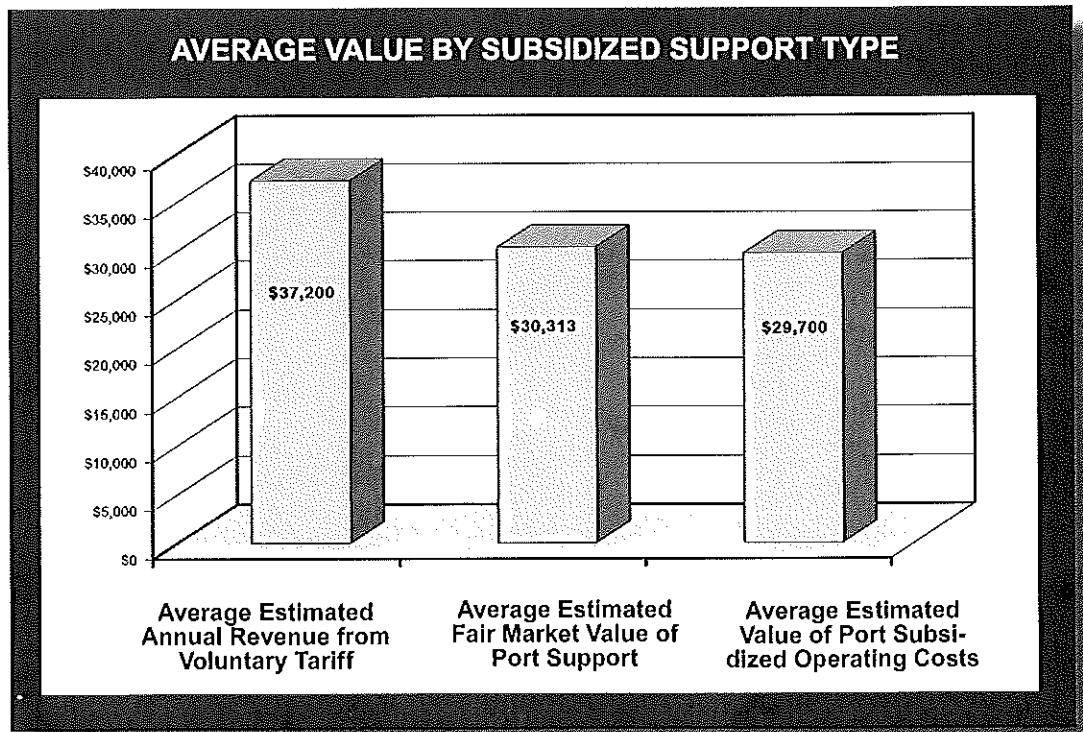
25 of the respondents (45%) reported that their ports support special fundraising to benefit the work of the mission. The most prominent way that this happens is by providing financial sponsorship of the events. Ports also help with these events by providing staff who help to organize them. In many cases, the port actually stages the entire event and/or provides other forms of in-kind support for the event.

Eight survey respondents, or 14.3%, report that their port subsidizes a portion of their operating costs. Those missions that reported what they calculate as the annual value of this subsidy listed amounts that average \$29,700/year.



The survey included an open-ended question (#32) that asked respondents to “provide any (other) examples of how your local port supports your mission.” The responses received to this question are listed below in no particular order:

- Reference mission in port’s directory, publications, shows and maps.
- Underwrite publication of mission’s newsletter.
- Includes mission personnel in port users’ meetings.
- Waive the cost of providing port security IDs to mission employees and volunteers.
- Provide free parking privileges to mission-related vehicles.
- Port management / staff are cordial and supportive.
- Provide tram rides for groups that visit the mission.
- Provide technological support.
- Offer photocopying service to the mission.
- Include the mission under the Port’s insurance umbrella.
- Pave and stripe the parking lot.
- Provide landscaping to the mission.
- Provide furniture to the mission’s facilities.
- Provide free garbage removal service to the mission.
- Provide free gasoline to the mission’s vehicles.
- Provide free maintenance to mission’s facilities.
- Provide free upkeep to mission’s grounds.



APPENDIX

- A. The Survey Instrument
- B. List of Survey Respondents by Port Name
- C. Complete Data Table
- D. Source of Invoice: Mission/Port/Both
- E. International Labor Organization Convention #163

APPENDIX A The Survey Instrument

Note: Figures in parentheses indicate the number of respondents who selected a particular option.

SEAFARERS' HOUSE
P.O. Box 13034
PORT EVERGLADES, FL 33316

Phone: 800 SEAMENS (732-6367)

Fax: (954) 720-4724

www.seafarershouse.org

nancyg@seafarershouse.org

SURVEY OF PORT SUPPORT FOR SEAFARERS' MISSIONS

ABOUT YOUR MINISTRY

Name of Agency: _____ Port: _____
Name of Respondent: _____ Contact phone(s): _____
Position/Role: _____ Date of Initial Contact: _____

VOLUNTARY TARIFF-BASED SUPPORT

1. Do you receive voluntary tariff-based support? Yes (25) No (28)
2. Is the invoice generated by the port or by the mission? Port (6) Mission (20)
3. What is the amount of the fee? (\$63.42)
4. What percentage of invoices are paid? (54.38%)
5. Has this percentage rate grown or declined over the past three years? Grown (9) Declined (6)
6. Please explain the reason for the growth or decline:

7. What is your estimated total annual revenue from tariff-based support? (\$37,200)

8. When did tariff-based support commence? _____

9. How did the tariff-based support come into being?

PORT PROVISION OF SPACE FOR YOUR MISSION

10. What is the nature of your port governance? Port Authority (29) Board of Commissioners (14)
 State Commission (4) County Commission (4) Other: (2)
11. Does the port provide land at no cost or reduced rate? No Cost (25) Reduced Rate (8) N/A
12. Does the port provide buildings or other form of facility at no cost or reduced rate? No Cost (25) Reduced Rate (8)
 N/A
13. Briefly describe this support: _____

14. How long have you enjoyed this benefit? (Avg. 13.28)
15. Did the port provide assistance with any of the following services related to the facility now used by your ministry?
 Architectural (4) Engineering (5) Construction (6)
 Capital Fund Raising Assistance (2) Utility hook-up (14)
16. If your space is provided on a free or reduced-rent basis, have you calculated the fair market value of the port's support?
 Yes (6) No (27)
17. If yes, what do you calculate fair market value of the port's support to be? (\$30,312.50 / year).

VOLUNTEER SUPPORT

18. Does your ministry have a Board of Directors or advisory committee? Yes (50) No
19. Do any port staff serve on your governing board or board committee(s) Yes (25) No
20. Do any port staff otherwise volunteer in support of your mission? Yes (21) No
21. Please define any way in which port employees volunteer to assist your ministry:

OTHER FORMS OF SUPPORT

22. Does the port provide any support for your vehicles(s)? Yes (4) No

Gas Maintenance Waiver of ID registration fee

23. Describe other forms of support: _____

24. Does the port waive the cost of providing security ID badges for your employees? Yes (20) No

25. Does the port waive the cost of providing security ID badges for your volunteers? Yes (19) No

26. Does the port subsidize or provide any utilities for your ministry? Yes (18) No

26a. If yes, please describe: _____

27. Does your port support your missions' fund raising events? Yes (25) No

27a. If yes, how? Organize events (10) Fund events (9) Stage events (9) In-kind support (9)

Other: (9) _____

28. Does the port subsidize any portion of your operating cost? Yes (8) No

29. If yes, what area is subsidized and what is the yearly value? (29,700/year).

OTHER MINISTRIES IN YOUR PORT:

Please provide the names of other ministries in your port and the segment of the maritime industry served (e.g. cruise, fishers, yachts, cargo):

1. _____
2. _____
3. _____

EQUIPMENT RESOURCES

31. Does the port lend or otherwise provide any equipment or furnishings that your ministry requires from time to time?

Yes (7) No

31a. If yes, Office Furniture (2) Office Supplies Computers Copier (5)

Fax Machine (1) Phone System Other: (2) _____

MISCELLANEOUS

32. Please provide any examples of how your local port supports your mission which we haven't covered above:

33. Why do you think your port offers you the support described in this survey?

This concludes our Survey of Port Support for Seafarers' Missions

Please mail your completed survey within one week of receipt to:

SEAFARERS' HOUSE
P.O. Box 13034
PORT EVERGLADES, FL 33316

Thank you for your time and efforts in participating in our survey. We believe the information you have provided will help all of us educate our respective port authorities about the variety of ways in which they could better support maritime ministry. This can only further our efforts to serve the seafarers' who in turn support us.

We are committed to sharing all data gathered with all participants. Please indicate how you would like to receive our summary report:

____ Fax to: _____ (Fax number)
____ E-Mail to: _____ (E-mail address)
____ Mail to: _____

APPENDIX B

List of Survey Respondents by Port Name

Port	Agency	City	State
Albany	Albany Maritime Ministry	Albany	NY
Baltimore	Int'l Seafarer's Center - Baltimore	Baltimore	MD
Beaumont	Beaumont Seafarers' Center	Beaumont	TX
Beaumont	Lake Charles Seafarers' Center	Lake Charles	LA
Boston	Boston Harbor Chaplaincy	Boston	MA
Boston	Mariner's House	Boston	MA
Boston	Seafarers' Friend Society - Boston	Boston	MA
Charleston	Charleston Port & Seafarers' Society	Summerville	SC
Charleston	Int'l Seamen's Ministry - Charleston	Charleston	SC
Chicago	Seamen's Mission of Chicago	Chicago	IL
Coos Bay	Coos Bay Seamen's Center	North Bend	OR
Corpus Christi	Int'l Seamen's Center - Corpus Christi	Corpus Christi	TX
Duluth	Duluth Superior Port Mission	Duluth	MN
Duluth	Twin Ports Ministry to Seafarers	Duluth	MN
Galveston	Lou Lawler Seafarers' Center	LaPorte	TX
Galveston	Seamen's Center - Freeport	Freeport	TX
Grays Harbor	Grays Harbor Seamen's Service	Aberdeen	WA
Green Bay	Seafarers Ministry of Green Bay	Green Bay	WI
Gulfport	Center for Int'l Seamen & Truckers	Gulfport	MS
Houston	Int'l Seafarer's Center	Houston	TX
Indiana	Int'l Seafarers' Center - Burns Harbor	Portage	IN
Jacksonville	Jacksonville Port Ministries	Jacksonville	FL
Long Beach	Apostleship of the Sea - Long Beach	Long Beach	CA
Los Angeles	Int'l Seafarers' Center - Long Beach	San Pedro	CA
Los Angeles	Seamen's Church Institute, L.A./Long Beach	San Pedro	CA
Miami	Leiv Eriksson Center	Miami	FL
Milwaukee	Milwaukee Seafarers' Friends Society	Deerfield	IL
Mobile	Int'l Seamen's Center	Mobile	AL
Morehead City	Seamen's Service Ministry	Morehead City	NC
New Orleans	Gonzales Seamen's Center	Gonzales	LA
Newport News	Int'l Seamen's Friend House	Newport News	VA
Niagara Falls	St. Timothy's Church	Tonawanda	NY
Norfolk	Norfolk Seamen's Friend Society	Norfolk	VA
NY/NJ	German Seamen's Mission	New York	NY
NY/NJ	Apostleship of the Sea - Brooklyn	Brooklyn	NY
NY/NJ	Seamen's Church Institute - NY/NJ	Port Newark	NJ
Oakland	Bay Area Seafarers Center	Oakland	CA
Oakland	Seafarers Ministry of the Golden Gate	Oakland	CA
Philadelphia	Seamen's Church Institute of Philadelphia	Philadelphia	PA

APPENDIX B

List of Survey Respondents by Port Name (cont.)

Port	Agency	City	State
Port Arthur	Port Arthur Int'l Seaman's Center	Port Arthur	TX
Port Canaveral	Seabean Seafarers' Center	Port Canaveral	FL
Port Everglades	Seafarers' House	Port Everglades	FL
Port Hueneme	Int'l Mariners Center	Port Hueneme	CA
Portland	Fort Vancouver Seamen's Center	Vancouver	WA
Portland	Seafarers' Friend Society - Portland	Portland	ME
Portland	Seaman's Friend Society - Portsmouth	Portland	ME
Richmond	Richmond Seamen's Center	Richmond	CA
San Diego	Stella Maris Seafarers Center	San Diego	CA
Savannah	Int'l Seamen's House	Savannah	GA
Seattle	Catholic Seamen's Club	Seattle	WA
Seattle	Mission to Seafarers	Seattle	WA
Tacoma	Tacoma Seafarers' Center	Tacoma	WA
Tampa	Anchor House	Palmetto	FL
Tampa	Tampa Port Ministries (Bay Baptist Assn.)	Tampa	FL
Waterbury	Seafarers & International House/ NY	Waterbury	CT
Wilmington	Seamen's Center of Wilmington	Wilmington	DE

APPENDIX C Complete Data Table cont.

Tacoma Seafarers' Center - Tacoma WA*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
N	x	x	x	x	x	BD	N/C	N/A	20 yrs	N	x	Y	N	N	N	N	N	N	Y	N	N	X	N
Grays Harbor Seamen's Service - Aberdeen WA																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
N	Mission	x	x	x	None	BD	N/A	N/A	x	x	x	Y	x	x	N	N	N	N	N	N	N	X	N
Seamen's Church Inst. of NY & NJ - Port Newark NJ*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	x	x	x	x	PA	Red Rate	N/A	43 yrs	N	x	Y	Y	Y	N	Y	N	N	Y	N	X	N	
Seafarers Ministry of the Golden Gate - Oakland CA*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$50	3% started	x	\$2K split	County	N/C	N/C	10+ yrs	N	x	Y	N	N	N	N	N	Y	N	N	X	N	
Int'l Seafarers Center - Long Beach CA*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$35	5%	Grown	\$45K	Other	N/C	N/C	10 yrs	N	x	Y	Y	Y	N	N	N	N	Y	N	X	N	
Apostleship of the Sea - Long Beach CA																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
N	N/A	N/A	N/A	N/A	None	x	N/A	N/A	N/A	N/A	N/A	N	N	N	N	N	N	N	N	N	X	N	
Anchor House, Pt Manatee - Palmetto FL*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$50	75%	Same	\$10K	County	Red Rate	None	11 yrs	N	x	Y	N	N	N	Y	Y	N	Y	N	X	N	
Seafarers Ministry of Green Bay - Green Bay WI																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
N	x	x	x	x	None	PA/County	N/A	N/A	x	x	x	Y	Y	Y	N	N	N	N	N	N	X	N	
Seafarers' Friend Society - Portsmouth NH*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
N	x	x	x	x	x	State	N/C	N/C	5 yrs	Y	\$10K/yr	Y	N	N	N	N/A	N	N	N	N	X	N	
Int'l Seamen's Ministry - Charleston SC*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$45 / vessel	just started	x	\$0	PA	N/C	N/A	2 yrs	N	x	Y	Y	Y	N	N	N	Y	Y	N	X	X	
Coos Bay Seamen's Center, Coos Bay - North Bend OR																							
Question #	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
N	x	x	x	x	x	PA	N/A	N/A	x	x	x	Y	N	N	N	N	N	N	N	N	X	N	
Bay Area Seafarers Center - Oakland CA*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$50 / ship	1% joint billing	Grown	\$6K	Board-City	N/C	N/A	34 yrs	N	\$100K/yr	Y	Y	N	N	N/A	N/A	Y	Y	Y	\$5K	N	
Beaumont Seafarers' Center - Beaumont TX*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$85	50%	Declined	\$21K	BD	RR	RR	7 yrs.	Y	\$8K	Y	Y	Y	N	N/A	N/A	Y	Y	N	X	Y	
Seamen's Church Institute of Philadelphia - Philadelphia PA*																							
Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31	
Y	Mission	\$75 going	80-85%	Grown	\$105K	PA	N/A	RR	1 yr.	N	x	Y	Y	Y	N	N	N	N	Y	Y	\$26.5K	N	
to \$90 Oct.																							

APPENDIX C Complete Data Table cont.

Seamen's Center of Wilmington - Wilmington DE*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
Y	Mission	\$40	70%	X	X	X	X	X	State	NIC	N/A	X	X	X	N
#29	\$5K														
#28	Y														
#27	X														
#26	N														
#25	Y														
#24	Y														
#23	Y														
#22	N														
#21	N														
Seafarers' Friend Society - Boston MA															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	X	X	X	X	X	X	X	PA	N/A	N/A	X	X	X	N
#29	X														
#28	N														
#27	Y														
#26	N														
#25	N														
#24	Y														
#23	N														
#22	N														
#21	N														
Duluth Superior Port Mission - Duluth MN															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	X	X	X	X	None	X	X	PA	N/A	N/A	X	X	X	N
#29	X														
#28	N														
#27	N														
#26	N														
#25	X														
#24	X														
#23	N														
#22	N														
#21	N														
Charleston Port & Seafarers' Society - Charleston SC*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	X	X	X	X	X	X	X	State	NIC	X	1.5 yrs	X	X	N
#29	X														
#28	N														
#27	Y														
#26	Y														
#25	Y														
#24	Y														
#23	N														
#22	N														
#21	N														
Seafarers' House - Port Everglades FL															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	X	X	X	X	X	X	X	County	N/A	N/A	1989 - 1994	X	X	N
#29	X														
#28	N														
#27	Y														
#26	N														
#25	Y														
#24	Y														
#23	N														
#22	N														
#21	N														
Milwaukee Seafarers' Friend Society - Milwaukee WI*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	N/A	N/A	X	N/A	N/A	N/A	N/A	BD	X	Red Rate	2 yrs	X	X	N
#29	X														
#28	N														
#27	N														
#26	Y														
#25	N														
#24	N														
#23	N														
#22	N														
#21	N														
Seamen's Service Ministry - Morehead NC*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	X	X	X	X	X	X	X	PA	NIC	X	X	X	X	N
#29	X														
#28	N														
#27	N														
#26	Y														
#25	Y														
#24	Y														
#23	N														
#22	N														
#21	N														
Lake-Charles Seafarers' Center - Lake Charles LA*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
Y	Mission	\$50	62%	Grown	\$11K	X	X	X	BD	Red Rate	N/A	X	X	X	N
#29	X														
#28	N														
#27	N/A														
#26	Y														
#25	N/A														
#24	N/A														
#23	N														
#22	N														
#21	Y														
Seafarers & Int'l House - New York NY															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
Y	Mission	\$70	100%	Grown	12K	X	X	X	Varies	N/A	N/A	X	X	X	N
#29	X														
#28	N														
#27	Y														
#26	N														
#25	Y														
#24	Y														
#23	N														
#22	N														
#21	N														
Apostleship of the Sea - Brooklyn NY*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	N/A	N/A	Ceased	N/A	N/A	N/A	N/A	PA	NIC	NIC	6 mos.	Y	10K	N
#29	X														
#28	N														
#27	X														
#26	X														
#25	X														
#24	X														
#23	X														
#22	X														
#21	N														
Int'l Mariners Center - Port Hueneme CA*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
N	X	X	X	X	X	X	X	X	BD	RR	RR	Aug-96	N	X	N
#29	X														
#28	N														
#27	Y														
#26	Y														
#25	Y														
#24	Y														
#23	N														
#22	N														
#21	N														
Center for Int'l Seamen & Truckers - Gulfport TX*															
Quest #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
Y	Port	\$50	60%	Grown	\$4K	X	X	X	PA	Red Rate	NIC	10 yrs.	N		

APPENDIX C Complete Data Table cont.

Quest. #1	#2	#3	#4	#5	#7	#10	#11	#12	#14	#16	#17	#18	#19	#20	#22	#24	#25	#26	#27	#28	#29	#31
Int'l Seaman's Friend House - Newport News VA	N	N/A	X	X	\$0	PA	N/A	N/A	X	N/A	X	Y	N	N	N	Not Required	Not Required	N	N	N	X	X
Tampa Port Ministries - Tampa Bay FL*	Y	Port	<10%	Grown	\$7200 in first 18 mos.	PA	RR	RR	#14 1 mo.	N	X	Y	N	Y	N	N	N	N	Y	N	X	Y
Norfolk Seaman's Friend Society - Norfolk VA*	Y	Mission	95%	Declined	\$3,500	PA	N/C	N/C	#14 1989	N	X	Y	Y	N	N	Y	Y	Y	Y	Y	X	N
St. Timothy's Church (AOS) - Buffalo NY	Y	N	X	X	X	PA	N/A	N/A	#14 X	X	X	Y	X	N	N	N	N	N	N	N	X	N
Boston Harbor Chaplaincy - Boston MA	Y	N	X	X	X	PA	N/A	N/A	#14 X	X	N/A	N	N	N	N	N	N	N	N	N	X	N
Int'l Seaman's House - Savannah GA*	Y	Mission	X	X	X	PA	N/A	N/A	#14 X	X	N/A	N	N	N	N	N	N	N	N	N	X	N
Int'l Seaman's House - Savannah GA*	Y	Mission	80%	X	\$50K/yr.	PA	Red. Rate	N/C	#14 X	N	X	Y	Y	N	N	N/A	N/A	Y	N	N	X	N
Jacksonville Port Ministries - Jacksonville FL*	Y	Mission	X	X	X	PA	N/C	N/A	#14 30 yrs.	X	X	Y	N	N	N	N	N	N	X	N	X	N
Mission to Seafarers - Seattle WA*	Y	N	X	X	X	BD	N/C	N/C	#14 25 yrs off & on	N	X	Y	N	N	N	N	N	Y	N	Y	Center Ops	N
Int'l Seafarers Center - Houston TX*	Y	Port	\$85/ship	1/3 or less	Declined	PA	N/C	N/A	#14 30 yrs	Y	\$60K/yr land only	Y	Y	Y	N	Y	Y	Y	Y	Y	\$50K+ value of land leased (another \$60K)	N
Int'l Seaman's Center - Mobile AL	Y	N	X	X	X	PA	N/A	N/A	#14 N/A	N	X	Y	N	Y	Y	Y	Y	N	N	N	X	N
Mariners' House - Boston MA	Y	N	X	X	X	PA	N/A	N/A	#14 X	X	X	Y	Y	N	N	Y	Y	N	N	N	X	N
Int'l Seaman's Center - Burns Harbor IN*	Y	Port	\$100/ship call	100%	Declines	BD	N/C	N/C	#14 3 yrs building; 30 yrs land	N	X	Y	Y	Y	Y	Y	Y	Y	Y	Y	X	Y
Leif Eriksson Center - Miami FL*	Y	Mission	\$100/visit	100%	N/A	PA	Red Rate	N/A	#14 1980	N	X	Y	Y	N	N	N	N	Y	N/A	N	X	N

* income by renting rooms

APPENDIX D

Source of Invoice: Mission/Port/Both

Respondent	Port	Mission / Port / Both
Anchor House	Tampa	Mission
Bay Area Seafarers' Center	Oakland	Mission
Beaumont Seafarers' Center	Beaumont	Mission
Boston Harbor Chaplaincy	Boston	Mission
Center for Int'l. Seamen & Truckers	Gulfport	Port
Duluth Superior Port Mission	Duluth	Mission
Fort Vancouver Seamen's Center	Portland	Mission
Grays Harbor Seaman's Service	Grays Harbor	Mission
Int'l. Seafarers' Center of Baltimore	Baltimore	Mission
Int'l Seafarers Center	Houston	Port
Int'l Seafarers' Center	Long Beach	Mission
Int'l Seafarers' Center – Burns Harbor	Burns Harbor	Port
Int'l Seamen's Center	Corpus Christi	Mission
Int'l Seamen's House	Savannah	Mission
Int'l Seamen's Ministry	Charleston	Mission
Lake Charles Seafarers' Center	Beaumont	Both
Leiv Eriksson Center	Miami	Mission
Lou Lawler Seafarers' Center	Galveston	Port
Mariners' House	Boston	Mission
Norfolk Seamen's Friend Society	Norfolk	Mission
Port Arthur Int'l Seamen's Center	Port Arthur	Mission
SCI Philadelphia	Philadelphia	Mission
Seafarers' & Int'l House	New York	Mission
Seafarers' Ministry of Golden Gate	San Francisco	Mission
Seamen's Center of Wilmington	Wilmington	Mission
Seamen's Church Institute (NY/NJ)	Newark	Mission
Tampa Port Ministries	Tampa	Port
Twin Ports Ministry To Seafarers	Duluth	Mission

APPENDIX E

International Labor Convention #163

C163 Seafarers' Welfare Convention, 1987

The General Conference of the International Labour Organisation,
Having been convened at Geneva by the Governing Body of the International Labour Office,
and having met in its Seventy-fourth Session on 24 September 1987,
and Recalling the provisions of the Seamen's Welfare in Ports Recommendation, 1936, and
the Seafarers' Welfare Recommendation, 1970, and
Having decided upon the adoption of certain proposals with regard to seafarers' welfare at sea
and in port which is the second item on the agenda of the session, and
Having determined that these proposals shall take the form of an international Convention,
adopts this eighth day of October of the year one thousand nine hundred and eighty-seven the
following Convention which may be cited as the Seafarers' Welfare Convention, 1987:

Article 1

1. For the purposes of this Convention-
 - (a) the term *seafarer* means any person who is employed in any capacity on board a seagoing ship, whether publicly or privately owned, other than a ship of war;
 - (b) the term *welfare facilities and services* means welfare, cultural, recreational and information facilities and services.
2. Each Member shall determine by national laws or regulations, after consultation with the representative organisations of shipowners and seafarers, which ships registered in its territory are to be regarded as seagoing ships for the purpose of the provisions of this Convention relating to welfare facilities and services on board ship.
3. To the extent it deems practicable, after consultation with the representative organisations of fishing vessel owners and fishermen, the competent authority shall apply the provisions of this Convention to commercial maritime fishing.

Article 2

1. Each Member for which this Convention is in force undertakes to ensure that adequate welfare facilities and services are provided for seafarers both in port and on board ship.
2. Each Member shall ensure that the necessary arrangements are made for financing the welfare facilities and services provided in accordance with the provisions of this Convention.

Article 3

1. Each Member undertakes to ensure that welfare facilities and services are provided in appropriate ports of the country for all seafarers, irrespective of nationality, race, colour, sex, religion, political opinion or social origin and irrespective of the State in which the ship on which they are employed is registered.

APPENDIX E

International Labor Convention #163 cont.

2. Each Member shall determine, after consultation with the representative organisations of shipowners and seafarers, which ports are to be regarded as appropriate for the purposes of this Article.

Article 4

Each Member undertakes to ensure that the welfare facilities and services on every seagoing ship, whether publicly or privately owned, which is registered in its territory, are provided for the benefit of all seafarers on board.

Article 5

Welfare facilities and services shall be reviewed frequently to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry.

Article 6

Each Member undertakes-

- (a) to co-operate with other Members with a view to ensuring the application of this Convention; and
- (b) to ensure co-operation between the parties engaged and interested in promoting the welfare of seafarers at sea and in port.

Article 7

The formal ratifications of this Convention shall be communicated to the Director-General of the International Labour Office for registration.

Article 8

1. This Convention shall be binding only upon those Members of the International Labour Organisation whose ratifications have been registered with the Director-General.
2. It shall come into force twelve months after the date on which the ratifications of two Members have been registered with the Director-General.
3. Thereafter, this Convention shall come into force for any Member twelve months after the date on which its ratification has been registered.

Article 9

1. A Member which has ratified this Convention may denounce it after the expiration of ten years from the date on which the Convention first comes into force, by an act communicated to the Director-General of the International Labour Office for registration. Such denunciation shall not take effect until one year after the date on which it is registered.
2. Each Member which has ratified this Convention and which does not, within the year following the expiration of the period of ten years mentioned in the preceding paragraph, exercise the right of denunciation provided for in this Article, will be bound for another period of ten years and, thereafter, may denounce this Convention at the expiration of each period of ten years under the terms provided for in this Article.

APPENDIX E

International Labor Convention #163 cont.

Article 10

1. The Director-General of the International Labour Office shall notify all Members of the International Labour Organisation of the registration of all ratifications and denunciations communicated to him by the Members of the Organisation.

2. When notifying the Members of the Organisation of the registration of the second ratification communicated to him, the Director-General shall draw the attention of the Members of the Organisation to the date upon which the Convention will come into force.

Article 11

The Director-General of the International Labour Office shall communicate to the Secretary-General of the United Nations for registration in accordance with Article 102 of the Charter of the United Nations full particulars of all ratifications and acts of denunciation registered by him in accordance with the provisions of the preceding Articles.

Article 12

At such times as it may consider necessary the Governing Body of the International Labour Office shall present to the General Conference a report on the working of this Convention and shall examine the desirability of placing on the agenda of the Conference the question of its revision in whole or in part.

Article 13

1. Should the Conference adopt a new Convention revising this Convention in whole or in part, then, unless the new Convention otherwise provides -

(a) the ratification by a Member of the new revising Convention shall ipso jure involve the immediate denunciation of this Convention, notwithstanding the provisions of Article 9 above, if and when the new revising Convention shall have come into force;

(b) as from the date when the new revising Convention comes into force this Convention shall cease to be open to ratification by the Members.

2. This Convention shall in any case remain in force in its actual form and content for those Members which have ratified it but have not ratified the revising Convention.

Article 14

The English and French versions of the text of this Convention are equally authoritative.

Source: International Labour Organisation; ILOLEX: the ILO's database on International Labour Standards, C163: Seafarers' Welfare Convention, 1982

URL: www.ilo.org/ilolex

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