



Caring for seafarers
around the world

the SEA

Issue 3, 2024



Credit: ILWU/ITF

The ILWU and ITF helped to secure the wages and safety of Burmese seafarers in the Port of Tacoma

A halt to seafarer mistreatment and manipulation

Information and education need to be turbocharged to protect those at sea **By Felicity Landon**

Seafarers unpaid for months; forced to work in unsafe conditions; surviving on rice and very little else; not allowed to disembark at the end of their contract; barred from coming ashore to see a doctor; in debt because an agent illegally charged recruitment fees ... Mohamed Arrachedi has seen it all.

As the International Transport Workers' Federation's flag of convenience (FoC) network co-ordinator for the Arab World and Iran, he says: "When you go into the subject deeply, each time you are surprised to see the inactivity, inaction and impunity with which some shipowners are dealing with their crew.

"In some cases, we have seafarers who have not been paid for 11 months. What were you waiting for, I ask? Send me the contract ... and they tell me, 'I don't have a contract'.

"Communication is often difficult – they might send me a WhatsApp when they catch some Wi-Fi at the seafarers' centre or when their ship gets an internet connection for a while from another ship. They send a message saying they need help, but then disappear."

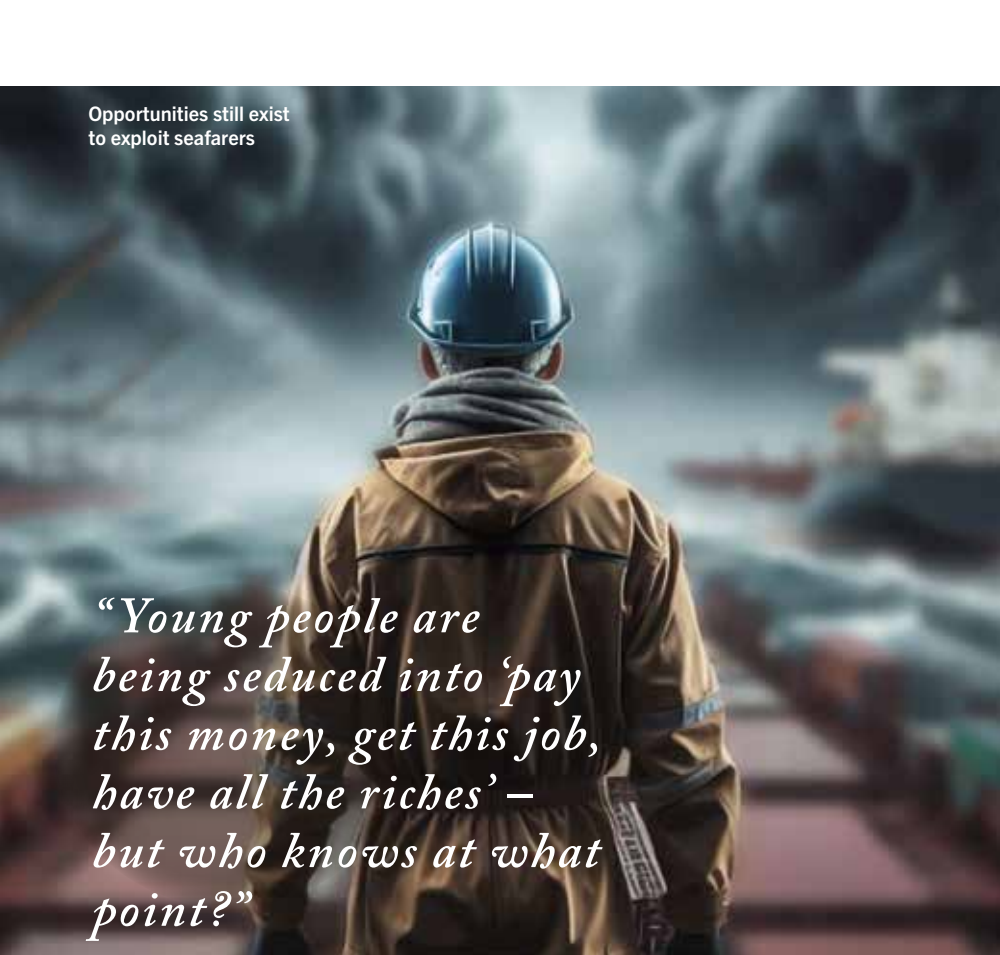
Cases of abandonment are proliferating: the ILO's official stats show that 95 were reported in 2021, 118 in 2022 and 132 in 2023. By mid-July this year, the number had already exceeded 160.

The ITF is seeing an alarming rise in instances of fictitious P&I insurance certificates and fake ship registration. The growth of the 'dark fleet' and sanctions-breaking shipping, and the emergence of dubious new flags are adding to the concern. Arrachedi has handled cases of abandonment where

the claimed flag state does not even exist.

The Maritime Labour Convention (MLC) makes it clear that every vessel should have a valid insurance certificate on board. "When they don't have it, that's a very big question mark. Flags that have ratified the MLC are required to make sure at least once a year that the ship renews its documents. When we receive complaints about seafarers not paid for several months, we ask for the P&I club – but you don't find it.

"We see more and more cases of insurances that are falsified with impunity. The owner puts the false certificate on the ship, cheating the seafarers. We had another case where a ship was abandoned in Lebanon – we went to the flag but discovered that the registration was fake."



“Young people are being seduced into ‘pay this money, get this job, have all the riches’ – but who knows at what point?”

Exploitation ‘chronically structural’

Arrachedi describes seafarer exploitation as ‘chronically structural’. “Of course there are many good shipowners. This is an economic activity to make profit – there is nothing bad in that. But there should be some rules. It is very normal in any economic activity to have problems. But this is something else due to the peculiarities and complexities of working at sea.

“A seafarer from Myanmar can be on a ship owned in Germany, with a Panama or Liberia flag. His contract could be from a crewing agency in his country, and management of the ship could be from Cyprus. This seafarer is moving between many countries. So, when he has a problem, he is much more vulnerable than me. I can go to a lawyer – he or she cannot.”

Seafarers can be victimised or blacklisted for reporting issues to the ITF, even though they have the legal right to do so. In an industry where agencies and others share information, a seafarer might never again get a job. Arrachedi says owners also use the non-supply of provisions and water as a lever when negotiating with the ITF or others over abandoned seafarers. “We have situations where seafarers are living on one meal a day, surviving on bread and rice, have no fuel on board so cannot cook.”

He emphasises that the MLC has been

ratified by many FoC countries and even flag states that have not ratified it are still subject to the MLC rules in any port state where a vessel calls. Port State Control inspectors have a big role to play. That doesn’t help, of course, if a vessel is in international waters.

Under the MLC, if an owner fails to meet their obligations, the ship register must take up the responsibility. But there are no mechanisms to ensure the rules are implemented.

“Many registries have one maritime inspector, don’t reply to emails, don’t take this seriously because they don’t want to make the owners angry – because of the competition [between flags]. We have had serious cases of unpaid wages, people who need to go to hospital, etc., then when the flag state comes under pressure, often from the media coverage, where you might expect them to use the instruments of the flag state to force the owner to take action, they just kick them off the registry and wash their hands of it.”

Question of accountability

Steven Jones, founder of the Seafarer Happiness Index, says: “We talk about how robust our regulations are but within that, there isn’t anyone to hold someone to account. If you just say ‘get out’, it’s like a school kicking out the problem kid – all you are going to have is a ne’er-do-well causing chaos some-

where else, and that approach is not going to get us where we want to be. Maybe it needs a fundamental rethink – a ‘naughty step’, if you like, where the vessel has to stay with the flag, but the flag puts it on notice and into a process for remediation.”

Jones believes there is enough regulation, but implementation is the missing part of the jigsaw and mechanisms are being stretched.

“There has been a real boom post-Covid of these new flag states popping up. They are attracting tonnage and say they are in the process of becoming members of the IMO. You go to the website and the journey they say they are going to go on might look quite impressive – but what if you never embark on it?”

Seafarers can find themselves on a ship where suddenly the registry – and reality – shifts. “It’s back to the issue of exploitation. It is far harder to have the protections or reassurances in place when you have this constantly evolving landscape.”

He highlights illegal recruitment fees as one of the biggest problems, particularly in India. “Young people are being seduced into ‘pay this money, get this job, have all the riches’ – but who knows at what point? Once you are into criminality, who knows who knows what? You end up with vulnerable people being exploited, duped, conned, robbed of money, sent away on vessels no-one would want to be trapped on and trapped into this work – and even worse, they are not being paid.”

Can seafarers protect themselves? “It is immensely difficult. Education is a hugely important part of this. Before someone becomes a seafarer, they are not a seafarer, so there are no links or tangible connections with them. We are talking about seafarer supply nations with different levels of understanding of the mechanisms and it is too easy to exploit a person. Not only are they going into a terrible situation, but they are also paying to do that. Then they go on the ship and none of the promises are fulfilled – they were never going to be. The seafarer finds themselves in a terrible spiral of debt, can’t leave the ship, not being paid and perhaps staying longer just in case they get paid.”

Arrachedi says seafarers have a responsibility too. “There is no excuse to say, ‘I didn’t know’. When you receive an offer, you can contact your union or ITF – you can Google and find the information, get in touch with

us and ask if there is any problem. To jump on a vessel just like that, it is absolutely a responsibility.”

Information first

In an effort to educate seafarers, the ITF has started running awareness seminars in seafarer supply nations including the Philippines, Myanmar, India and Egypt. A series of presentations will be run over five or six days, to more than 100 people at a time, explaining seafarer rights, the provisions of the MLC, and what to do or who to call for help with a situation.

However, as Arrachedi acknowledges, poverty is a driving issue. It's easy to see why someone with a wife and three children to support, who hasn't had a job for three years, would be desperate enough to take up any offer.

He says a potential solution is to require the crew agent or employer to pay a deposit of US\$100,000 to cover seafarer wages. It's important to remember that a seafarer's contract is not with the vessel or the owner but with the agent or whoever employed him or her. Hence, the agent cannot legally refuse to pay on the basis that the owner is not paying them (but of course, they do).

Despite all the technology developments, ships still need human beings to drive them, he says. “Vessels moving 95% of goods in the world are still reliant on seafarers and we must take care of these seafarers and talk about their health, wages and rights.”

The Covid-19 pandemic was a period when all seafarers were brought to their limits, says Nikolaos Koletsis, senior policy officer for maritime transport at the European Transport Workers' Federation (ETF). “There was a lot of trying to create flexibility around the requirements of the law,” he says. “It also gave us a lot of indication that some things were not happening, not just because of the pandemic but because they were the normal case before, and unfortunately that continues to happen after the pandemic.”

Referring to the ETF's umbrella organisation, he says that ITF inspectors – in 111 ports in 56 countries – are well placed to pick up issues. “They are in the field, getting on board the ship, in touch with the seafarers, not theory. They see the real parameters of the problem; they are very experienced, and they can give you a full view of the issue.”

The most common cases of exploitation of seafarers are not paying

wages, failing to provide essentials including food and water, abandoning them at sea in unsafe conditions, and persistent violation of employment agreements or collective agreement provisions, says Koletsis. There are also cases with manning agencies where crews' rights have been abused, he adds.

Lost income

Not being paid is “the first and biggest case of exploitation”, he says, particularly bearing in mind that the reason why seafarers leave their families and are working at sea is to get paid and send money to their families.

He says ITF figures show that almost €120m was recovered in unpaid wages for seafarers in 2022, and there were 2,200 cases of breaching contract requirements. There are relatively few cases reported within Europe, he adds, mainly because PSC inspections are stricter. “If a ship with a low-standard FoC is breaking the law, they try to avoid the European ports.”

Seafarers not being paid for a few months is often the precursor for abandonment, he adds. “And when a ship is abandoned in port, then the seafarers have to deal with the authorities. Sometimes authorities have very strict and strange requirements, making the seafarers accountable, not the shipowner, for the safety and security of the ship in the port, so they cannot leave. There are cases of seafarers staying on the ship for one or two years without any possibility of getting off.”

The responsibilities of the ITF inspector are not only to check the conditions on board and help seafarers to deal with any problem, but also to teach seafarers about their rights – which they do not always understand, says Koletsis.

Seafarers can report problems regarding manning agencies and other issues through the ITF webpage. Also, through the Seafarers' Breach of Rights Index, which lists companies and individuals that deny and abuse seafarers' basic human and trade union rights, they can report any kind of exploitation, including bullying, harassment or abuse. “Sometimes seafarers don't know where to address their issues,” he explains.

He says the FoC system is one of the “systemic issues of this complicated industry” and wants to see changes in the way ships are registered.

“I can't find any reason or logic of having a shipowner in one specific

place being able to register a ship in a country with which they have no links, just to avoid paying taxes or to hire third country cheap labour or avoid inspections or quality controls.

“Ship owners talk all the time about a level playing field and competitiveness, but this is totally disrupting the competitive and level playing field. Decent shipping companies have quality flags that pay fair wages. This registration system distorts the competition. But it needs political will to see change, and a lot of pressure from all sides.”

Comparative pay

The ETF is pressing the European Commission to mandate that all crew, regardless of nationality, residence or flag of the ship they are working on, should enjoy European pay and conditions as soon as the ship is operating in Europe.

“I am Greek working in Belgium – I don't have a Greek salary but am working in accordance with the place where I live and work. If someone from Africa comes to Europe, they must enjoy the salary of the European country. This is not happening in the shipping industry.”

With a current and predicted shortage of seafarers, there is now a big trend to source new seafarers from poorer African countries, warns Koletsis. “It is like trying to find a pool of cheap labour for the shipping industry, when the discussion is always about how to make the sector more attractive. In order to make a profession attractive, you have to meet first the basic conditions of fair payment and good working conditions.”

Steven Jones fears that the situation is getting worse rather than better. “Where we were seeing decades of previous progress – it was far from perfect, but we made real strides in safety, security, etc. – all of a sudden it feels like something else is going on. The geopolitical situation is opening up the dark fleet and we have almost an open world and a closed world of shipping. That is where vulnerable people can be duped. If you are involved in an oil spill somewhere and the authorities grab the ship you are on board, you are on the hook. There is no protection when on a ship with a terrible flag.

“But overall, there isn't that focal point to get us through the wider issue of things that happen out at sea. If the flag state can just push away the bad without being compelled to fix or improve things, then where does the buck stop?”



Credit: Freddy, Pixabay

Forging an equitable path to zero

Is seafarer welfare the overlooked aspect of decarbonisation?

By Katie Earnshaw

Decarbonisation is without doubt one of the key drivers of transformation in today's maritime sector. At an institutional level, there is widespread acknowledgement that seafarers are central to meeting the sector's decarbonisation obligations. To date, however, discussions have focused primarily on the pressing need to ensure that seafarers have the training and skills they require to operate more complex technologies and handle potentially more hazardous alternative fuels.

Through daily conversations with seafarers via both our helplines and in-person work in India and the Philippines, we became concerned that the urgent pressure to decarbonise could be having a detrimental effect on the wellbeing of some seafarers. For this reason, in 2023, the International Seafarers' Welfare and Assistance Network (ISWAN) partnered with The Shipowners' Club to carry out a survey asking seafarers about the impact that the rapid adoption of new technologies and regulatory regimes is having on their mental health and job satisfaction.

The survey received 400 valid responses from seafarers of 29 different nationalities, with 97% identifying as men. Just over 40% were engineering officers and 39% were deck officers. The majority worked on oil tankers (37.9%), chemical tankers (25.3%) or cargo ships (20.2%) and just over half

(54.8%) worked on vessels without a fixed trading pattern.

The survey indicates significant support in principle from seafarers as regards the decarbonisation agenda, with many expressing their concern about the climate emergency. The findings indicate, however, that for many seafarers, the potential benefits of more modern and sustainable ships are countered by the detrimental effect of rapid change on their wellbeing.

The most significant impact related to the increase in workload associated with adapting to decarbonisation technologies and reporting requirements, with over half (53.8%) stating that the impact on their workload had been negative. For 44.0% of respondents, this was associated with increased stress, while 40.1% reported increased fatigue. Almost a third (32.8%) reported increased fears of criminalisation due to the complexities of overlapping regulatory regimes.


The negative impacts on wellbeing were more pronounced among engineers, who are tasked with the complexities of handling multiple fuel types, particularly those without fixed trading patterns.

Improve support

ISWAN's survey suggests that while many seafarers understand the urgent need to decarbonise shipping, proactive steps are needed to better support their wellbeing through the zero-carbon transition. The survey findings point to a

number of concrete actions that maritime employers can take, including mitigating against the impact of decarbonisation on workloads, acknowledging the psychological impact of rapid change and technostress, reducing duplication through more cohesive system design, and continuing to build inclusive, just cultures which allow seafarers to speak out about concerns without fear of recrimination.

Above all, ISWAN's survey points to the need to valorise seafarers as crucial partners in the decarbonisation journey. The industry can benefit from their expertise and continue to build a sense of partnership by proactively consulting seafarers in decision-making about the development and implementation of new technologies. As one seafarer stated: "I am a big supporter of decarbonisation and taking steps to reduce our negative impact on the planet and our surroundings. I just wish it was done in a much better way."

Having their concerns about decarbonisation acknowledged and acting on their suggestions for change would be an important step in empowering seafarers to be proponents and drivers of the journey towards zero carbon, rather than becoming another factor that risks driving many out of the industry. 

Katie Earnshaw is ISWAN's policy and research advisor. ISWAN's survey on the impact of decarbonisation on seafarers' wellbeing was sponsored by The Shipowners' Club. The survey findings are available to download on ISWAN's website.

Navigating toward a greener horizon

Why seafarers must be central to any decarbonisation solution

Uhe Maritime Just Transition Task Force operates with one mission at its heart: to make sure that the shipping industry's response to the climate emergency puts seafarers at the heart of the solution.

Its purpose is based on the principle that while solutions need to be found to tackle the greenhouse gas emissions caused by shipping – currently at 3% of global GHG emissions – this must not be done at the expense of those who are the lifeblood of maritime, seafarers.

The Maritime Just Transition Task Force is an initiative formed during COP26 in Glasgow. It brings together key stakeholders, including the International Chamber of Shipping (ICS), the International Transport Workers' Federation (ITF), the United Nations Global Compact (UNGC), the International Labour Organization (ILO), and the International Maritime Organization (IMO).

The Task Force seeks to strengthen and co-ordinate collaboration between industry, workers, governments, and academia towards a safe, equitable and human-centred approach to the transition as the shipping industry decarbonises.

This unique project and partnership led to the announcement last year of a new framework to provide the training needed to make sure seafarers are equipped to work with future fuels – ammonia, methanol and hydrogen.

The Just Transition principles that this work and the Task Force are based on have been set out by the International Labour Organization (ILO). ILO Just Transition guidelines state that greening the economy must be done in a way that is as fair and inclusive as possible to everyone concerned, creating decent work opportunities and leaving no one behind.

Training needs

Research commissioned by the Maritime Just Transition Task Force in 2022 found that 800,000 seafarers could need more training by the mid-2030s to operate vessels run on zero or near zero emission fuels.

While industry globally is working to achieve zero emissions by 2050, the Maritime Just Transition Task Force

is working on a framework that will make sure seafarers are equipped to deal with the changes that advancing technologies will inevitably bring.

That training framework, funded by the International Maritime Organization (IMO) and Lloyd's Register Foundation, will equip seafarers with skills in decarbonisation and provide guidance for trainers and the industry.

Bringing that training to life has involved research and workshops, with further consultation to come. Training materials and instructor handbooks are in development and will include generic training materials, as well as a more specific awareness-raising programme, advanced training materials and a programme for officers responsible for operations related to the use of alternative fuels on vessels.

All this work will be fed into the International Maritime Organization's comprehensive review of the

International Convention on Standards of Training, Certification and Watchkeeping (STCW) which is being carried out alongside the task force's programme.

Dr Tim Slingsby, director of Skills and Education at Lloyd's Register Foundation, said: "The task force recognises that seafarers play a crucial role in this transition. They operate ships, face the challenges of new technologies, and are directly impacted by industry changes. Their wellbeing, rights, and livelihoods must be central to any climate action.

"We know that change can feel frightening, and we are determined to work with seafarers as well as ship owners to find solutions. It's important for seafarers to know and understand that their voice must and will be heard in all this activity as industry works towards achieving its target for net zero emissions for shipping by 2050."



'Dream bigger' by Kendall Bernardo. Part of the 'Still at Sea' photographic archive

Credit: ITF Seafarers Trust

UKMTO's mission to support seafarers

'999' service available to all ships in distress in the Red Sea

By Lt Cdr Dominic Golden

The UK Maritime Trade Organisation (UKMTO) has seen a huge increase in the number of reports of attacks and incidents in the Gulf of Aden and Southern Red Sea since November 2023. This significant increase is as a direct result of the surge in attacks on shipping with drones, missiles and even unmanned surface vessels.

The UKMTO is a Royal Navy sponsored organisation based just outside Portsmouth, supported by its regional office in Dubai. It employs a small team of watchkeepers (18 in total), manning its Operations Room 24/7 throughout the year. The organisation is primarily focused on the Northwestern Indian Ocean and has for more than 25 years worked hand-in-hand with the maritime industry to provide support to sailors and vessels within that vast area, initially to offer advice and support against piracy, but as seen recently, support and help as a result of the wave of attacks on shipping in the Southern Red Sea and Gulf of Aden.

The support provided by the UKMTO is available to all shipping, regardless of nationality, with all vessels encouraged to make contact with the Ops Room as they enter and leave a voluntary reporting area that covers this region. Under just normal routine activities, the organisation handles thousands of emails every month.

The UKMTO works very closely with French authorities who provide a similar service to mariners in the Gulf of Guinea, which has also suffered from occasional attacks of piracy.

The UKMTO's regional office in Dubai promotes regional engagement and expertise, hosting regular events such as the Middle East Industry Vessel Operator Meeting (MIEVOM) which is supported by the maritime industry and industry liaison officers. This regional engagement combined with the output from the Portsmouth-based Ops Room provides a useful information conduit between military and security forces, and with the wider international maritime trade in the region.

Emergency call

Outside of the normal reporting by vessels entering and leaving the voluntary reporting area, the UKMTO Ops Room acts very much like a '999 call centre'. Vessels, either under attack or if they believe they have seen something suspicious, can call the UKMTO, who are often in a better position to pass on any requests for assistance to appropriate authorities and can use that report (and possibly others from the same area) to issue Warnings and Advisories to other seafarers in the wider region. The UKMTO hosts all Warnings on its website as well as hosting notices from partner organisations, such as the Joint Maritime

Information Centre (JMIC), a US-led, Bahrain-based organisation that provides more in-depth analysis on each incident to provide an accurate and factual account with the advice that the maritime industry needs.

The nine months since November 2024 have seen a significant increase in demand upon the UKMTO watchkeepers. There has been a 475% increase in incidents reported by seafarers in the Middle East since the attacks began in November but the watchkeepers' enthusiasm and desire to support seafarers – with many being former sailors themselves – remains strong.

When the Master of a vessel under attack calls, the UKMTO will always try and ensure that it is the same watchkeeper that always answers that vessel in any subsequent calls so as to provide a level of reassurance and familiarity to a Master who is undoubtedly under huge pressure on board his/her ship at that moment.

Unquestionably, all our watchkeepers take great pride in the service that they provide, with the genuine belief that their work not only keeps trade flowing, but ultimately saves the lives of seafarers at sea. Lt Cdr Dominic Golden is part of SO2 Ops – Maritime Trade Information Centre (MTIC), part of the United Kingdom Maritime Trade Operations and Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG).



The Operations Room helps ships under attack

Credit: MoD

Rage in the Red Sea

While shipping companies profit from the Red Sea crisis, seafarers are paying the price

By Steve Yandell

When the Houthis of Yemen announced that they would target Israeli-linked international shipping in the Red Sea in November last year, few would have believed that the turmoil of their attacks would be continuing eight months on.

The Iran-backed Houthis have always been adamant that their attacks – which have targeted the ships of many nations – will continue until Israel’s invasion of the Gaza Strip ends. That is why the International Transport Workers’ Federation (ITF) demands a solution which tackles the root cause of this problem head-on.

“All those who care about the lives of seafarers – or a global supply chain that keeps its workers safe – must call for a permanent ceasefire in Gaza. Peace is the best way to end the attacks on ships in the Red Sea,” ITF general secretary Stephen Cotton said in February this year.

Outside of reaching peace in Israel and Palestine, there remains a simple and immediate solution to protect seafarers from a conflict not of their making: stop transiting the Red Sea. But while major companies may have stopped transiting the Red Sea, far too many ships still do – which means seafarers’ lives are being put at risk.

To date, there have been more than 70 attacks on ships by the Houthis since November, with two vessels sunk and one seized. The human cost includes three seafarers killed aboard the *True Confidence* in March, one killed on the *Tutor* in June, 17 crew from the *Galaxy Leader* seized in November and still being held hostage in Yemen eight months on, and 25 crew taken hostage when the *MSC Aries* was seized by Iranian Revolutionary Guards in the Straits of Hormuz in April.

But what is left largely unrecognised is the daily trauma faced by the many seafarers – and their families back home – who still embark on perilous journeys through the Red Sea, fearful that they will not return home to their loved ones unharmed.

Action, not words

The response from governments has included a mixture of international resolutions and statements from the UN,



A photo published by Iranian-backed Houthis shows a helicopter approaching the *Galaxy Leader* cargo ship in the Red Sea, just before the Yemeni rebel group seized the vessel

Credit: Houthi Military Media/Hancout/dpa

NATO and EU states, among others; US and UK attacks on Houthi soil in Yemen; the levying of sanctions; and the launch of the US-led and more than 20-country strong ‘Operation Prosperity’ maritime coalition. Yet, still, attacks on Red Sea shipping continue.

Since the start of this crisis, the ITF has worked tirelessly to protect seafarers. Notably, the ‘Warlike Operations Area’ in the Red Sea was expanded in April as a direct result of our demand made via the International Bargaining Forum, a group that brings together ship owners and unions to negotiate collective bargaining agreements.

This means that any seafarer covered by an ITF agreement – a total of nearly 360,000 seafarers worldwide on flag of convenience ships – have the contractual right to refuse to sail in the Area, alongside the right to request repatriation at the ship owner’s expense. And similar policies have now been adopted by governments, including the Philippines, one of the world’s largest suppliers of seafarers, and India.

But while these efforts give many seafarers a means to avoid the Red Sea, many are still confronted by their fundamental need to work – and, more often than not, send money back home to their families.

The ITF position on what needs to be done by governments, shipping

companies and flag states is clear:

Shipping companies must demonstrate their commitment to their seafarers by diverting their ships.


Flag states, which are responsible for assuring a safe working environment for seafarers on their vessels, must instruct companies to divert their ships.

Governments must strengthen naval forces protecting any merchant ships that do still transit and do much more to co-ordinate their efforts to protect seafarers sailing in or through the Area.

Flag of convenience states must not rely solely on US, UK, or European navies for protection.

As *Lloyd’s List* rightly noted on the International Maritime Organization’s Day of the Seafarer this year, “expressions of solidarity and condemnation don’t save lives. Actions do.”

Indeed, if we are to treat seafarers as the ‘key workers’ of the global economy that they truly are, no less than concerted, co-ordinated action to protect them will suffice.

If safe transit through the Red Sea cannot be guaranteed, companies have a duty to act: delivery windows are not worth seafarers’ lives, and civilian seafarers must not be put in the line of fire by transiting the Red Sea.  Steve Yandell is the assistant co-ordinator for seafarers and inland navigation at the International Transport Workers’ Federation.

Gentle reminders of wellbeing benefits

NorthStandard campaign supports positive state of mind for seafarers

By Yves Vandenberg

While the attention of the maritime professional is constantly steered towards best practice on safety, security and environmental issues, those working at sea know that awareness also depends heavily on state of mind. Seafarers who benefit from good rest, good food, exercise, socialisation and contact with those at home are likely to be happier, more motivated and better placed to attend to their duties.

These are some of the reasons why NorthStandard advocates consistently for improving seafarer welfare, and is a proud sponsor of The Mission to Seafarers' Seafarers Happiness Index.

It was therefore heartening to learn that the SHI captured rising seafarer happiness levels in its first quarter 2024 report, especially given declines through 2023. NorthStandard was also encouraged that the overall increase from 6.36/10 to 6.94 was driven by gains across all 10 markers used.

However, promising figures from one quarter can easily be reversed in the next. It is therefore critical that welfare and wellbeing are given continuous support and that the maritime professional remains mindful of self-care.

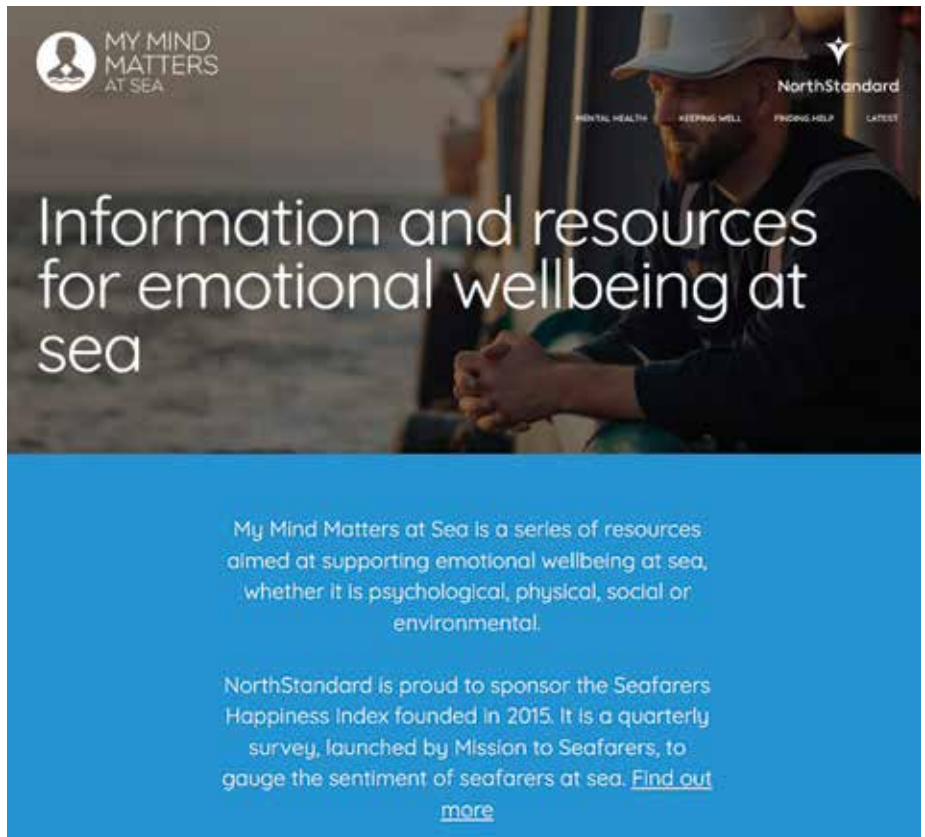
To help support this, NorthStandard has developed extensive, award-winning resources designed to assist seafarers. Among them is My Mind Matters at Sea – an online information resource covering emotional wellbeing at sea. Meanwhile, Mind Call at Sea is a dedicated emotional support helpline available to seafarers on vessels insured with NorthStandard, operating 24 hours year-round.

Visual aids

In line with the need for wellbeing to be maintained on an ongoing basis, NorthStandard also continuously seek ways to reinforce 'best practice' in self-maintenance among seafarers.

To get the message across directly, NorthStandard has designed four groups of posters for the bulkheads of our members' ships to encourage better decision making among seafarers.

Each group focuses on one of four topics which have huge impacts on the wellbeing of modern seafarers: healthy diet, fitness, mental wellbeing, and socialisation.



My Mind at Sea is an online resource for seafarers

While it may be useful to remind people to avoid unhealthy foods that are high in sugar, salt, and saturated and trans fats, the NorthStandard campaign goes one step further to engage the viewer by posing a question and revealing the answer behind a QR Code alongside valuable advice on how they can look after specific areas of their wellbeing.

In one example, the poster asks the viewer what exercise would be needed to burn off the 200 calories in a bowl of white rice (answer: walk approximately 3 km).

Where mental wellbeing is concerned, as well as guiding the viewer to helplines and counsellors ashore, the QR Code embedded in the relevant NorthStandard poster offers the seafarer the opportunity to 'reach out to the mental champion on board'.

Regular human contact is encouraged through a gentle but effective campaign:

one set of posters encourages the viewer to simply connect with other seafarers on board, to watch a movie, have an evening of karaoke, work out together, or even to 'multiply with Wi-Fi'.

Even though the reminders are gentle, they send a serious message as happy and healthy seafarers translate into substantial savings for the shipping industry. Poor lifestyle habits often result in medical conditions that derail the health and career of a seafarer, while also reducing their operational performance and acting as a drain on an organisation. Promoting seafarer wellbeing is therefore in everyone's best interest. 📞

Yves Vandenberg is head of loss prevention – Asia Pacific for NorthStandard. For further information on the NorthStandard poster campaign for seafarer wellbeing go to <https://www.standard-club.com/knowledge-news/standard-clubs-seafarer-wellbeing-poster-campaign-1222/>

“Poor lifestyle habits often result in medical conditions that derail the health and career of a seafarer, while also reducing their operational performance...”

Taking the temperature of shipping

What 'good' looks like in medical services for seafarers

By Dr Jens Tülsner

The maritime industry is the lifeblood of global trade, with millions of seafarers navigating the world's oceans to ensure the smooth transportation of goods. Ensuring seafarers have access to quality medical services is not just a regulatory requirement but a moral imperative.

In our experience working with seafarers, whose work environment on seagoing vessels exposes them to unique health risks, we see many challenges that often come down to lack of medical knowledge on board, incomplete delivery of information, and language barriers. We often recommend to seafarers that the best way to maintain their health at sea is to maintain compliance with the medical advice given and the intake of any medication prescribed.

We encourage seafarers to join preventative and follow-up programs especially in cases of any chronic conditions (diabetes, hypertension, obesity) and not wait until it is too late to seek help.

Here, we present our guide to what 'good' looks like when it comes to medical services for seafarers.

First is comprehensive pre-employment medical examinations. Before setting sail, seafarers must undergo rigorous pre-employment medical examinations. These assessments ensure they are fit for the demanding conditions at sea and will disclose potential risks for upcoming medical issues while being at sea. While this is often perceived as a burdensome duty we recommend thinking of it as a chance instead – for check-up, follow-up, and potential initiation of further diagnostics or therapeutic adjustments. A thorough examination includes a physical health check – comprehensive physical examinations to assess cardiovascular, respiratory, and musculoskeletal health; a mental health assessment; psychological evaluations to identify potential mental health issues – ensuring seafarers are mentally prepared for long periods away from home; and drug and alcohol testing – ensuring seafarers are free from substance abuse, which could jeopardise safety on board.

Second is continuous access to medical care on board. Once on board, seafarers should have continuous access to medical care. This includes trained

medical personnel – ships should have at least one crew member trained in advanced medical care, such as a ship's doctor or a certified medical officer; medical supplies and equipment – well-stocked medical chests adjusted to current medical standards; basic medical devices such as defibrillators or pulse oximeters, and telemedicine equipment to manage emergencies; and telemedicine services – reliable communication systems that allow seafarers to consult medical professionals remotely, ensuring timely and accurate medical advice.

Emergency care

Third is a prompt and efficient emergency response. In the event of a medical emergency, prompt and efficient response protocols are critical. This involves emergency medical training – regular drills and training for the crew to handle medical emergencies efficiently; evacuation plans – clear protocols for medical evacuations, including communication paths, coordination with MRCC, nearby ships and medical facilities ashore; and access to onshore medical facilities – partnerships with onshore hospitals and clinics to ensure swift medical attention when necessary.

Fourth is mental health support and wellbeing programmes. The isolation and stress of seafaring can take a toll on mental health. Providing robust mental health support is essential and includes mental health awareness – regular workshops and training sessions to promote mental health awareness and reduce stigma; counselling services – access to counselling services, either on board or through telemedicine, to support seafarers dealing with stress, anxiety, or depression; and recreational

activities – ensuring seafarers have access to recreational facilities and activities to promote relaxation and mental wellbeing.

Fifth is regular health monitoring and wellness programmes. Continuous health monitoring and wellness programs are vital to maintaining seafarers' health. This includes periodic health checks – regular health check-ups while on duty to monitor ongoing health conditions and detect any new issues early; health education – programmes to educate seafarers about healthy lifestyle choices, including diet, exercise, and stress management; and vaccination programmes – ensuring seafarers are vaccinated against prevalent diseases, especially when traveling to high-risk areas.

Lastly, there needs to be adherence to international standards and regulations. Compliance with international standards and regulations ensures consistency and quality in medical services. This includes the Maritime Labour Convention (MLC) 2006 standards, which outline comprehensive requirements for health protection and medical care; and the International Health Regulations (IHR) guidelines to manage and prevent the spread of diseases.

These suggestions are in many ways common sense, but you may be surprised at how often these basic guidelines aren't followed. Overall, when we talk to seafarers, we urge them to find a balance in their everyday life between what they like and what they know is healthiest in terms of diet and exercise as the best way to stay healthy. 🌍

Dr Jens Tülsner is managing director, CEO and founder of Marine Medical Solutions.



Seafarers should have access to adequate healthcare

Will today's engines have a role in tomorrow's industry?



Credit: Louis West, CC BY-NC 2.0, <https://creativecommons.org/licenses/by-nc/2.0/>

Back to the future

Seafarers and training providers will need to be adaptable to solve tomorrow's challenges **By Michael Grey**

It must be quite difficult, in an era of rapid technological change, for seafarers entering the profession to assess what the future of shipping is likely to bring. Just think what today's senior officers have seen during their career span! And an even earlier generation would have had no idea about the impact containerisation, satellite navigation, automation, worldwide communications, or the explosion in ship sizes and dimensions, would have.

Some have likened it to the astonishing effect that power-driven ships had upon the slow evolution of sailing ships over millennia. It took unusual imagination in the beginning of the 19th Century to believe that the first halting experiments with steam at sea could ever preface such a revolution.

The truth is that you might make semi-informed guesses as to what the future will bring, but most people did not see many of these dramatic changes coming, even though they would completely change the face of an old, essential, and hugely international industry. You might, to use the terminology of the weather expert, suggest that the forecast remains largely 'uncertain'. And these days, the technological weather can change very rapidly indeed.

There is very little we can be sure about in our efforts to suggest what might lie over the horizon for today's

seafarers. We might be fairly sure that the quest for 'net zero' shipping will not go away, and the search for more sustainable ways of carrying seaborne trade around the world will govern a great deal of design and engineering thinking in the coming years. Might the era of the great, powerful diesel engine be drawing to its close, or will new design breakthroughs, aided by new and sustainable fuels, enable the efficiencies and power of internal combustion to live on? We might guess that right across the board there will be different fuels, combustion processes, and technologies all competing to demonstrate, eventually, what will be the dominant system or process, to produce the cleanest, greenest mode of maritime transport.

Quest for autonomy

A great deal of current attention is being paid to autonomy, and the suggestion that the control of ships at sea can be accomplished remotely, by technicians (can they be still termed seafarers?) operating in control centres ashore. It is difficult to even hazard a guess as to where this will all go, but experienced seafarers suggest that the brains (and sometimes brawn) of seafarers will always be needed to keep complex structures like ships running, in a hostile environment, a long way from home.

It is even quite difficult to take a guess

at the sort of skills which will be needed by future seafarers. More electrics and electronics, more complex and interlinked systems, more sophisticated communications and data transmission, and new methods of propulsion, from nuclear to a greater use of the wind, would suggest that seafarers will be as adaptable as ever.

Far greater reliance on regular skills upgrading and through-career training would appear to be indicated – a challenge for maritime education going forward. There might be old lessons to re-learn, such as the best way of using the trade winds and the oceanic currents to help ships along, in the most sustainable way of all.

Some things just won't change. The sea will always remain the greatest challenge, no matter how clever the ship designers and seafarers of the future are. The very best ships, constructed of the most expensive materials and crammed with the most sophisticated equipment, will experience wear, the effects of a fierce, corrosive environment and all that heat, cold, vibration and violent motion can throw at it. Things will break down and accidents will happen. The sea, for sure, won't give up.

Seamanship and marine engineering, sciences which have always evolved to suit the current generation of ships and seafarers will surely still be needed, in whatever form they may require.

Adaptability will be the key. 📞

Measuring real-world working and living conditions

Data from Idwal fills an important gap in understanding and improving conditions for seafarers **By Verity Relph**

There has, in recent years, been an encouraging drive within the maritime industry to improve living and working conditions for seafarers. However, comprehensive data to demonstrate this commitment is somewhat lacking.

Leading ship inspection, technology and data business, Idwal Marine saw an opportunity to run a wide-ranging study on the real-world working and living conditions experienced by seafarers. As a data-driven business, the company was in the perfect position to capture and explore the experiences of seafarers across the global maritime fleet.

The result has been the Social Impact Report, released in spring of this year.

Thom Herbert, key account manager (Asia) and crew welfare advocate for Idwal, explains the impetus behind the report: “In part, it was to address the underrepresentation of the ‘S’ in ESG in the maritime industry and to provide objective data on crew welfare, collected at the source. The report was also designed to align with the Mission to Seafarers’ Seafarers Happiness Index (SHI), providing an objective view to complement the ‘sentiment’ view of crew represented in SHI.”

Drawing on data from over 13,000 vessel inspections conducted by Idwal’s surveyors, the report assesses ten critical pillars of seafarer welfare, including accommodation, connectivity, health, and recreation. The report reveals significant gaps between industry commitments and the reality for crew members across the globe.

Some of the poorest performing areas were around facilities on board. “Connectivity was the worst performing pillar with an average score of 5.4 out of 10, highlighting major deficiencies in providing internet access for crew,” says Herbert. “While not unexpected, an alarming finding was that 12% of vessels have no internet access at all.”

Similar findings on connectivity have consistently appeared in the Seafarers Happiness Index, and as these reports have shown, seafarer morale is heavily entwined in seafarers’ ability to contact their loved ones whilst at sea.

Exercise boost

Another concerning area was recreation, which scored 6.5 out of 10, indicating a lack of adequate leisure activities for seafarers. Having the opportunities and

facilities to keep fit and relax is crucial for maintaining work-life balance and overall wellbeing.

By far the poorest performing vessel type for these categories was general cargo. Indeed, the findings reveal significant variations between ship types, with general cargo vessels often performing worse across multiple categories. Vessel age and size also impacts performance, with older and smaller vessels typically bringing in worse results.

More positively, cultural and religious inclusivity scored well, with 97% of crew reporting access to celebrate their events. This indicates that most ship operators are recognising the importance of allowing crew to observe events and practices significant to their cultural heritage or faith, which in turn can boost morale and a sense of community on board.

Overall, the report revealed an average score of 72.4. The gap from perfection of 27.6 shows that there is still much room for improvement across the industry.

By providing comprehensive, transparent data and a consistent framework for assessing performance, the report aims to empower maritime industry stakeholders to make more informed, socially responsible decisions

over seafarer welfare. Charterers, insurers, ship owners and regulators can identify areas for positive change and investment to improve the lives and working conditions of crews and also improve their ESG credentials.

Herbert highlights several key changes within the industry that Idwal would like to see:

- Significant improvement in connectivity, including better Wi-Fi provision and internet speeds.
- Enhanced recreation facilities, with a wider variety of equipment and activities available.
- Continued focus on cultural inclusivity and diversity.
- Industry-wide commitment to using objective data to drive improvements in crew welfare.
- Integration of social impact considerations into business decisions, including chartering and asset management.
- Collaborative efforts between different stakeholders to address the ‘social gap’ identified by the report.

“Overall, we believe the industry should prioritise crew welfare as an essential component of sustainable and responsible maritime operations, with particular focus on areas identified as deficient in the report,” Herbert concluded. 📍



Not all seafarers have adequate internet connectivity

A lifetime of service to seafarers

Carly Fields speaks with former secretary general Andrew Wright about his time with the Mission

Andrew Wright's tenure as secretary general of The Mission to Seafarers (MtS) has been a chapter defined by unwavering commitment to the welfare of seafarers. His journey, marked by challenges and triumphs, offers a profound insight into the lives of those who navigate the world's oceans.

Before becoming the MtS secretary general, Andrew's career path included serving in three parishes and working as a school chaplain for 16 years. Then, in 2007, he transitioned to maritime ministry as Mission Chaplain (director of operations) at the Royal National Mission to Deep Sea Fishermen. This experience provided him with valuable insight into the work of The Mission to Seafarers, ultimately leading him to apply for the secretary general position.

Andrew describes his time as secretary general as challenging, stressful, but always deeply fulfilling. He credits the exceptional teams in London and around the world for making the experience rewarding. During his tenure, Andrew oversaw significant changes within the charity, including adapting to evolving seafaring practices, modernising port services, and establishing new 'beyond-port' programmes, such as Family Support Networks.

Andrew also highlights the challenges of fundraising and navigating global crises, including the pandemic, the Ukraine war, and the Red Sea crisis. Throughout these trying times, he emphasises the unwavering support of partners and supporters across the maritime industry and beyond.

Lessons learned from seafarers

Andrew's interactions with seafarers left a lasting impression on him. "I have loved meeting seafarers all over the world, in ports and on ships. I particularly valued a voyage I was able to make on one container ship, working alongside the crew and learning so much from them.

"I have learnt so much from so many seafarers but above all, perhaps, of their extraordinary heroism and self-sacrifice. They give up so much for so long in a determination to serve their immediate and often their wider families. It is an amazing and inspirational thing, and in theological terms very Christlike in its spirit of sacrifice," he says.



The Covid-19 pandemic proved to be both the greatest challenge and the greatest high point of Andrew's tenure. Seafarers faced immense hardships due to travel restrictions and lockdowns. Many became trapped on ships for extended periods, unable to return home or even disembark in ports.

"Levels of suffering and stress were dreadful, as many seafarers became trapped on ships, unable to get home and having to work on for up to 17 months, unable to even get off ship in port for many, many months," he shares. "Those without onboard Wi-Fi were unable to even keep in touch with their families, about whom they had so many worries. Others were trapped at home, unable to start their contracts and earn a salary."

The Mission provided critical support during this time, including essential supplies deliveries, personal shopping for medicine and communication tools, and assistance with crew crises. Andrew is proud of the organisation's role in facilitating vaccinations for seafarers when they became available. "It was an extraordinarily difficult time for all, but the Mission remained vigorously

supportive of seafarers throughout, in the very best traditions of our long ministry."

Commitment to abandoned seafarers

Another major challenge Andrew encountered was abandoned vessels, ships left at sea, often without fuel, food, or water, and with unpaid crews on board. The Mission provides basic necessities to seafarers in such situations and advocates for better outcomes. Andrew finds these situations especially heartbreaking, recalling one instance where a single seafarer was forced to cook his meagre rations on an open fire on deck.

"In the cases with which we have been involved it has been a privilege to have supplied those basic needs, sometimes to vessels anchored quite far out at sea. We have also done our best to contribute to advocacy and have been proud of the fact that sometimes we have been able to support good outcomes," he says. "However, it is always so distressing to work with seafarers who may have been stuck on their ships for many months, not infrequently years, unpaid and with so many implications for them and their families."

While acknowledging the challenges faced by some women in seafaring careers, Andrew emphasises the importance of diversity for creating strong ship communities. He believes a good captain fosters a supportive and inclusive environment for the crew, and having women on board can be a positive influence. “Diversity among crews can be a great and balancing thing, bringing something rich to the community. A good sense of community makes a good ship. I love it when I go on ships and sense a strong, mutually caring and vibrant community. Having women on board can help that enormously,” he says. “At the Mission we try to support the building of good community on ships in every way we can.”

When asked whether he would encourage his grandchildren to become seafarers, Andrew responds that his daughter was a seafarer for 13 years as a stewardess on superyachts. While he concedes that superyachts might be a different world, it still brought challenges, including long contracts

far from home and family. “Like so many seafarers, she experienced many highs and so much about the job was rewarding. However, there were also many lows. There were times of acute stress and loneliness as well as times of great community and good fun.

“We walked with her through it all, just as so many seafaring families do. Yes, we must never forget that there is much that is deeply fulfilling about being at sea. It is certainly not all bad. So, yes, a great career and one that I would most certainly support – but one requiring a very special kind of approach, attitude and personal resilience. I will be speaking with my grandchildren!”

Supportive future for seafarers

Andrew acknowledges the emotional difficulty of leaving the Mission and the many people he has met over the years. However, he expresses confidence that the organisation is in good hands and that he will continue to connect with seafarers through his new role as an on-board chaplain.

His parting message to seafarers is one of gratitude and recognition. “You are all doing an amazing job,” he says. “Even though you may feel invisible to a world that is totally dependent on you, you are heroes and heroines. I think that the pandemic helped people realise that. I hope that you will become more and more visible over time.

“The reason we still give away so many woolly hats (and I love seeing them when on board ship) is because they are signs of love and care from so many who take the trouble to knit them and deliver them. So never forget the respect and love and gratefulness which there is for you from so many.”

The Mission, he adds, remains a steadfast advocate for seafarers’ wellbeing, regardless of nationality or faith. Andrew concludes with a quote from the Book of Joshua, offering words of encouragement and strength: “Be strong and of good courage. Be not frightened or dismayed. For the Lord your God is with you wherever you go.” ☺

Andrew passionately speaks out for seafarers



theSea Leisure Page

There are many health benefits to spending down-time solving puzzles. Lower stress levels, better memory, uplifted mood, improved problem-solving abilities, and better work performance are just some of them.

Sudoku

The aim of Sudoku is to fill in the empty cells so that each column, row and 3x3 region contain the numbers 1 to 9 exactly once. Find the answers to both puzzles in the next issue.

EASY LEVEL

		9	3		2	6		
	3		5			2		4
				1	4	8		3
	2							
	7	8		3		1	4	
							6	
6		5	2	9				
7		3			6			2
		4	7		3	5		

TRICKY LEVEL

	9				6	3		
			8		5			2
		6				8		4
		5	2					1
				5				
1					3	2		
8	2					6		
9			7		8			
		1	4					8

Credit: www.sudokuoftheday.com

MEDIUM LEVEL

solution (Issue 2 2024)

2	3	4	6	1	7	8	5	9
7	8	5	3	9	2	6	1	4
9	6	1	8	4	5	3	2	7
3	1	2	7	8	6	9	4	5
5	4	8	1	3	9	7	6	2
6	7	9	5	2	4	1	3	8
8	2	3	9	5	1	4	7	6
4	9	6	2	7	3	5	8	1
1	5	7	4	6	8	2	9	3

TRICKY LEVEL

solution (Issue 2 2024)

3	4	9	6	1	5	8	2	7
8	7	5	4	2	3	1	6	9
6	2	1	9	8	7	3	4	5
1	9	7	2	5	4	6	8	3
2	6	8	7	3	9	5	1	4
5	3	4	8	6	1	7	9	2
7	1	2	3	4	6	9	5	8
4	5	3	1	9	8	2	7	6
9	8	6	5	7	2	4	3	1

Jumble

Can you correctly unscramble these anagrams to form four words? If so, send your answers by email to thesea@missiontoseafarers.org by September 28, 2024. All correct answers will be entered into a draw for a chance to win a Mission to Seafarers' Goodie Bag, containing a mug and handmade woolly hat. Please include your answers, name, the vessel you are working on, your nationality and finish this sentence: "I like The Mission to Seafarers because..."

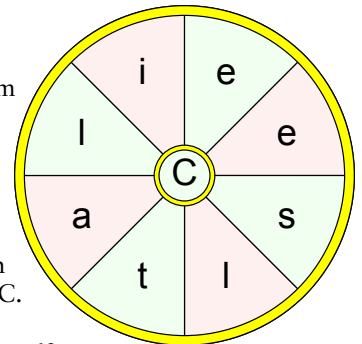
- 1) Abieloft 2) Fastye 3) Inviolatetn 4) Rdsill

Issue 2, 2024 solutions:

- 1) Lubricant 2) Throttle 3) Wheel 4) Generator

Word wheel

This word wheel is made from a nine-letter word. Try and find that word, then make as many words of three letters or more as you can from these letters. You can only use each letter once, and each word must include the letter C.



Answer for Issue 2, 2024 issue: 63 possible words, eight-letter word was Optimise

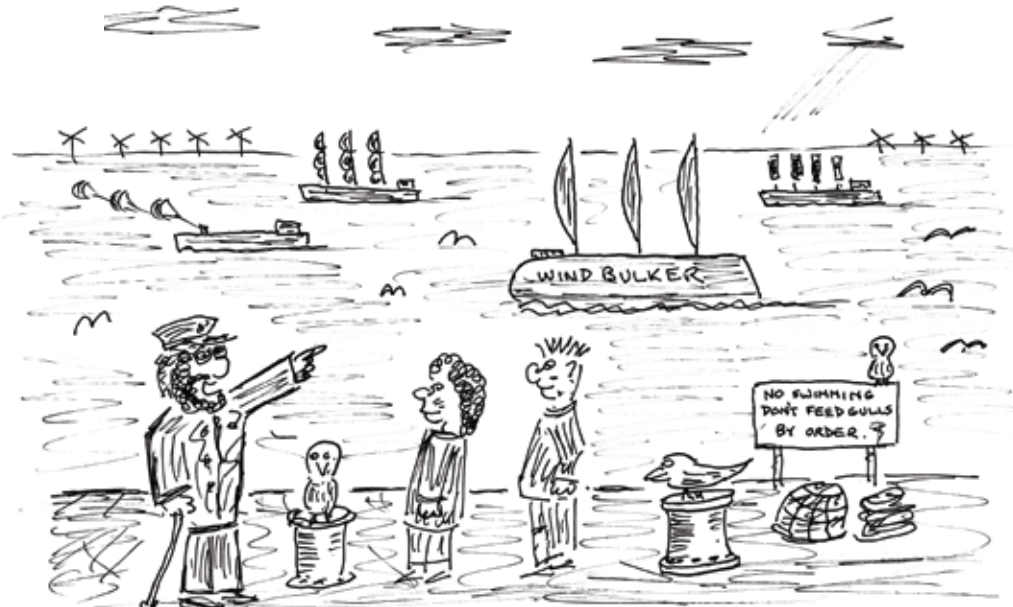
Flag code

Can you tell us what words these flags are communicating? Answer in the next issue.

Answer for Issue 2, 2024: Windlass



See Michael Grey's feature on page 10



I can remember when ships were powered by huge diesel engines!

Help for seafarers around the world

Are you one of the 1.89 million people around the world working at sea, or a loved one of someone who is?

The Mission to Seafarers is a great source of support for anyone working in the industry, and we've been helping people like you since the 19th century.

We work in over 200 ports in 50 countries and are available 365 days a year. We can provide help and support, no matter your nationality, gender or faith. Our network of chaplains, staff and volunteers can help with any problem – whether it's emotional, practical or spiritual help that you need.

Our services include:

- **Ship visits** – we carry out approximately 43,000 ship visits a year, welcoming crews to ports, providing access to communication facilities and offering assistance and advice on mental health and wellbeing.
- **Transport** – Our teams can arrange free transportation to the local town, shopping mall, doctor, dentist or a place of worship.
- **Seafarers' Centres** – We operate over 120 Flying Angel centres around the world, offering visiting seafarers a safe space to relax between voyages, purchase supplies, seek support for any problems they might have and stay in touch with their families.
- **Emergency support** – Our teams are trained in pastoral support, mental health first aid and critical incident stress counselling. We can also provide advocacy support.
- **Family networks** – We operate these networks in the Philippines and India where seafarers' families can meet, share information and access support.

Our mission is to care for the shipping industry's most important asset: its people.

To find out where we work, visit www.missiontoseafarers.org/our-ports. Here you can find information about all our centres, including contact details, facilities and opening times.



CREW HELP CONTACTS

SeafarerHelp

Free, confidential, multilingual helpline for seafarers and their families available 24 hours a day, 365 days per year, provided by ISWAN.

Direct dial: +44 20 7323 2737

Email: help@seafarerhelp.org

WeCare

Our WeCare e-learning programme gives seafarers access to mental health advice and wellbeing resources on board and on shore.

For more information contact your local Seafarer Centre, www.missiontoseafarers.org/our-ports.

CrewHelp

The Mission to Seafarers can provide help and support if you have a welfare or justice issue.

Please get in touch with us at crewhelp@mtsmail.org

Get in touch!

Have you got news or views that you'd like to share with *The Sea*? Please get in touch with the Editor,

Carly Fields at

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Happy@Sea

Free port welfare and wellbeing services from The Mission to Seafarers. Scan the QR Code to download the app





The banner features three cartoon characters (two men and one woman) representing seafarers. The background is blue with white waves at the bottom.

“Love without effective navigation would not leave seafarers and ships in a good place”

Navigating turbulent times

Love needs effective steering

By Andrew Wright

There is a wonderful chapel in London. Engraved in the centre of the floor is a large compass rose with four points – north, south, east and west. Around it there are written some words of St Augustine which resonate, and which form a very good basis for reflection. They read: “We come to God not by navigation, but by love.”

Navigation is important. Love without effective navigation would not leave seafarers and ships in a good place! However, the quote reminds us

of the overriding importance of love. Love for neighbour. Love for enemy. Love for one another. Love that knows no bounds.

Such sacrificial love is the only thing that can change the world. How it is needed in the turbulent, fragile and often cruel times in which we live – times in which seafarers and their families have often felt the world’s crises first and hardest.

It is such love with which God has loved us since the foundation of the world.

Christians believe that it is God who is the source of all such love, that in such loving we reflect the very best of God and that in such love we discover God.

“Ubi Caritas Deus Ibi Est”. Where there is love, there is God. May we all love as we are loved and may our love stretch to all.

How are you going to show such love today – and indeed tomorrow? ☺
The Revd Canon Andrew Wright is the former secretary general of The Mission to Seafarers.

Prayer for seafarers

*Grant us, O God our Father,
the love that is always ready to forgive;
the love that is always ready to help;
the love that delights to give rather than to get.
And so grant that, living in love
we may live like Jesus.
Amen*

Please donate to

The Mission to Seafarers

Please visit missiontoseafarers.org/donate or scan the QR code opposite.

