



MOORING LINES



A TIE WITH PEOPLE OF THE SEA



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WATERFRONT STATISTICS

SHIPS IN PORT:	78
NO. OF VISITS:	74
SEAFARERS RECEIVING MINISTRY:	448



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Mission Statement

The Tacoma Seafarers' Center is organized to minister holistically, (spiritually, emotionally and physically) to seafarers who come to the Port of Tacoma. Our ministry emphasis is spreading the saving gospel of Jesus Christ world-wide to and through Seafarers.

THREE-STEP PROCESS

We turned into the parking lot of Schnitzer Steel, a scrap metal company. Then, we ascended the stairs to the second floor of the security and operations office. There we showed our ID's, received our Visitor's Passes and were given a sign to place in the window of our vehicle indicating that we were authorized to drive through the off-loading and processing area.

This was **step one** that George and Lisa went through in order to visit the **Castle Island**, a bulk metal carrying ship that was berthed at the Schnitzer dock. The ship had an all-Chinese crew that had no shore passes.

We proceeded to drive the Seafarers Centers' mini-van along the designated path passing junked vehicles, hot water heaters, refrigerators, air conditioners and almost any other discarded metal objects imaginable. We feared that we would pick up nails, glass and metal shards in our tires but we continued on.

Finally we arrived at a barricade about 25-30 yards from the ship that warned "no vehicles beyond this point." This applied only to private vehicles, not the working trucks and loaders. We parked, got out and walked toward the ship. About 10 yards from the bottom of the gangway there was a security checkpoint staffed by riot gear armed security guards. Lisa said: "this is scary".

We checked in with them. We showed them our multiple ID's: from Washington State, from the Center, from the Port of Tacoma and from the company's office. They signed us in their logbook and cleared us to the gangway. This was **step two**.

We climbed the swaying stairs that were steep and greasy. At the top, the crewmember on watch greeted us (in Chinese). Lisa skillfully explained who we were and that we were responding to a call from the ship's agent. After consulting with an officer by radio, the watch person directed us to sign in and issued us boarding passes for the ship. This was **step three**.

The rest of the story involved what we talked about with the crew and how that required a second visit later. This is discussed in a separate article.

George and Lisa Stokes

OCTOBER 2004 UPDATES

We now have new super duper phone cards that are almost 100 percent useful for all countries (maybe we can sell cards to you). The cards sell for five or ten dollars and they vary from country to country on the amount of time on each card. Also the amount of time will vary from cell phone use to land line such as the card for the Philippines, it gives you more minutes for land use versus cell use. The card for five dollars for the USA gives you 250 minutes, Chinese card is 166 minutes land or cell, Greece 126 minutes, and South Korea is 100 minutes land or cell. It's a great way to keep in contact with family and friends.



Things have changed at the Center in regards to handing out National Geographic magazines. We use to be very frugal with them since they were in such short supply, but that is not the case now. We are able to give out boxes of them when the seafarers ask for them. Last Tuesday, the Captain from a log ship at the Weyerhaeuser log dock came to the Center and asked if he could have a few extra and he would put them into his back pack. I asked him if he would like a box? He was surprised and asked how he could carry them since he was going to the Mall? No problem, I would drop them off at the guard shack and he could send an A.B. for them. His ship received a box of books and things, new papers and two boxes of National Geographic Magazines.

Our book boxes are being well received by the crew of the many ships that come into port. It's almost like a little party for them to open the boxes and see what's in them. On the vessel *M/V Osea Groeca* a new bulk carrier, rated t 76,000 long tons, was on its first trip and was so new that there was still a factory engineer aboard checking on things. The captain, a wonderful Christian, had a Filipino crew. (When the crew is Filipino, I always ask if they would like mass. If I get a yes, then I check with the Captain when a convenient time would be for the crew to have it.) We gave the Captain and crew extra books plus the box of books and things. Their only reading materials, since it was a new ship, were only technical manuals. The captain was pleased to find a large coffee mug and laid claim to it. (A good Greek needs a large cup.)

The picture in this paper is of a Chinese ship and crew who did not have shore passes. This unposed picture shows the crew gathered around one of our boxes. There was not much money onboard for phone cards and everyone

