



## **THE SEAMEN'S CHURCH INSTITUTE**

OF NEW YORK AND NEW JERSEY

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### **JULY 20-27, 2008 SHORE LEAVE SURVEY**

The Seamen's Church Institute of New York and New Jersey (SCI) has conducted annual surveys of seafarers' shore leave detentions and restrictions on seafarers' and chaplains' access through terminals in United States ports since 2002. During the week of 20 through 27 July 2008, seafarers' centers in thirty-four United States ports and one Canadian port participated in the survey, with twenty three ports detailing instances of shore leave denial or terminals imposed restrictions on chaplains' or seafarers' access through the terminals.

The 20-27 July 2008 survey revealed that on approximately 20% of the ships visited, one or more seafarers were not allowed shore leave. U.S. visa requirements remain the greatest obstacle to shore leave in the United States. Some reports indicated that time and travel constraints limited some seafarers' ability to obtain required visas. Other cited reasons for shore leave denials included high fees charged by terminals for transportation or escort through the terminals, and restrictions imposed by vessel operators. Terminals that impose conditions on access, such as exorbitant security or escort fees, effectively deny seafarers and chaplains access through the terminals. Further, in several ports, chaplains depend upon ships' agents to provide them authorization to access ships. This potentially bars access to ships that need visits the most – 'problem ships' operated by those seek to limit any outside intervention.

Analysis of the survey data (attached) attempts to discern relationships between denial of shore leave and the types of vessels with detained crewmembers, nationalities of detained seafarers, and reasons why shore leave was denied.

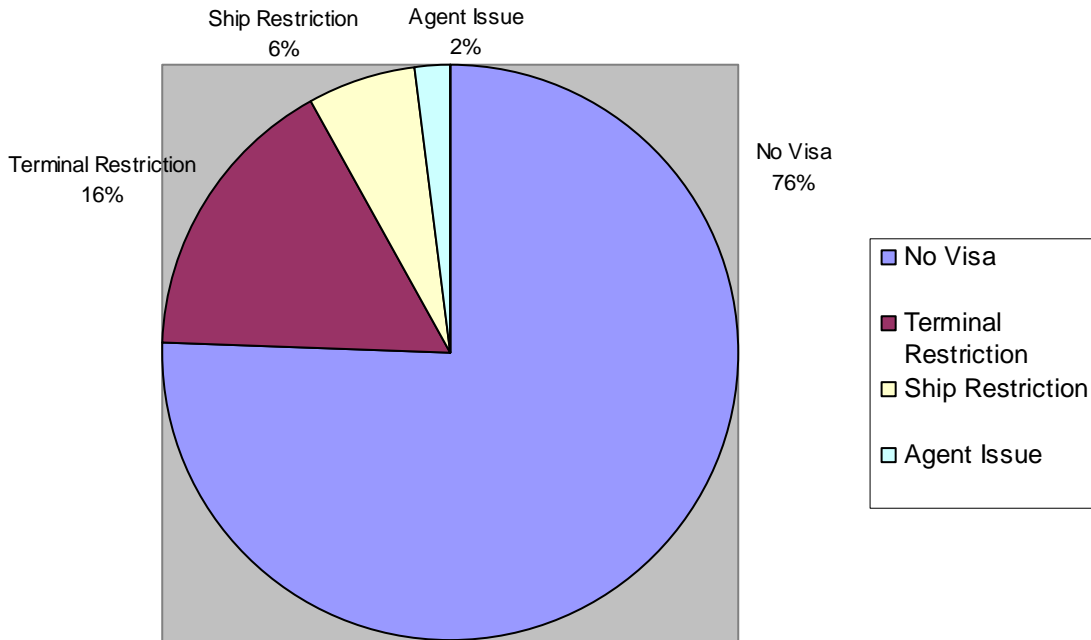
**TABLE A – REPORTED STATISTICS AND COMMENTS**

| PORT                       | SHIPS VISITED | SHIPS WITH DETAINED CREW        | TYPE OF SHIPS WITH DETAINED CREW  | COMMENTS<br>*SEE TABLE B   |
|----------------------------|---------------|---------------------------------|---|--|
| Baltimore, MD              | 25            | 4 (Approximately 27 Seafarers)  | Tanker (1 ship)<br>Bulk Cargo (2 ships)<br>General Cargo (1 ship)                             | No visas (3 ships)<br>Ship Restrictions (1 ship)                                     |
| Beaumont, TX               |               | 6 (approx. 115 seafarers)       | Bulk Cargo (3 ships)<br>General Cargo (1 ship)  | No visas.  |
| Boston, MA                 | 8             | 1 (26 seafarers)                | General Cargo   | Terminal Restrictions*   |
| Brunswick, GA              | 11            | 3 (26 Seafarers)                | General Cargo (1 ship)<br>Vehicle Carrier (2 ships)   | No visas (3 ships)<br>Ship Restrictions (1 ship)                                     |
| Burns Harbor, IN           | 12            | 0                               |   | No access issues   |
| Charleston, SC             | 15            | 0                               |   | No access issues   |
| Claymont, DE               | 0             | 0                               |   | No access issues   |
| Corpus Christi, TX         | 3             | 1 (9 Seafarers)                 | Tanker  | No visas   |
| Duluth/Superior, MN        | 1             | 0                               |   | No access issues   |
| Galveston, TX              | 8             | 2 (26 Seafarers)                | Bulk Cargo  | No visas   |
| Green Bay, WI              | 3             | 2                               |   | Terminal Restrictions (2 ships) *  |
| Gulfport, MS               |               | 0                               |   | No access issues   |
| Hamilton, ON               |               | 0                               |   | No access issues   |
| Houston, TX                | 149           | 27                              |   | No visas   |
| Lake Charles, LA           | 12            | 4 (62 Seafarers)                | Tanker (1 ship)<br>Bulk Cargo (2 ships)   | No visas   |
| Los Angeles/Long Beach, CA |               | 0                               |   | No access issues   |
| Manatee, FL                | 6             | 1 (16 Seafarers)                | Tanker  | No visa  |
| New Haven, CT              | 4             | 3 (47 Seafarers)                | Tanker  | Terminal Restrictions *  |
| New Orleans, LA            | 2             | 1 (2 Seafarers)                 | Tanker  | Agent issue*   |
| Newark/Port Elizabeth, NJ  | 57            | 14(Approximately 316 Seafarers) | Tanker (7 ships)<br>Container Ship (1 ship)<br>Cruise Ship (1 ship)                           | No visas (4 ships)<br>Terminal Restrictions (9 ships)*<br>Ship Restrictions (1 ship) |
| Oakland/Richmond, CA       | 21            | 5                               | Bulk Cargo (1 ship)<br>Container Ship (3 ships)   | No visas (4 ships)<br>Terminal Restrictions (1 ship)*                                |
| Pascagoula, MS             | 7             | 1 (12 Seafarers)                | General Cargo   | No visas   |
| Philadelphia               | 42            | 10 (112 Seafarers)              | Tanker (5 ships)<br>Bulk Cargo (3 ships)<br>General Cargo (1 ship)<br>Container Ship (1 ship) | No visas (9 ships)<br>Ship restrictions (1 ship)                                     |
| Port Hueneme, CA           | 3             | 0                               |   | No access issues   |
| Portland, ME               | 3             | 3 (63 Seafarers)                | Tanker (2 ships)<br>Bulk Cargo (1 ship)   | No visas (1 ship)<br>Terminal Restrictions (2 ships)*                                |
| Portsmouth, NH             | 5             | 1 (5 Seafarers)                 | Bulk Cargo (1 ship)   | No visas   |
| San Diego, CA              | 5             | 3 (38 Seafarers)                | General Cargo (2ship)<br>Vehicle Carrier (1 ship)   | No visas   |
| San Juan Bay, PR           | 12            | 0                               |   | No access issues   |
| Savannah, GA               | 21            | 5 (48 Seafarers)                | Bulk Cargo (2 ships)<br>Container Ship (2 ships)  | No visas (3 ships)<br>Ship Restrictions (2 ship)                                     |
| Seattle, WA                | 40            | 7 (95 Seafarers)                | Bulk Cargo (2 ships)<br>General Cargo (1 ship)  | No visas   |
| Tampa, FL                  | 15            | 1                               | Tanker  | Agent issue*   |
| Texas City, TX             | 8             | 0                               |   | No access issues   |
| Valero-Delaware City, DE   | 2             | 0                               |   | No access issues   |
| Vancouver, WA              | 11            | 1                               |   | No visas   |
| Wilmington, DE             | 6             | 3 (Approximately 9 Seafarers)   | General Cargo (2 ships)   | No visas   |

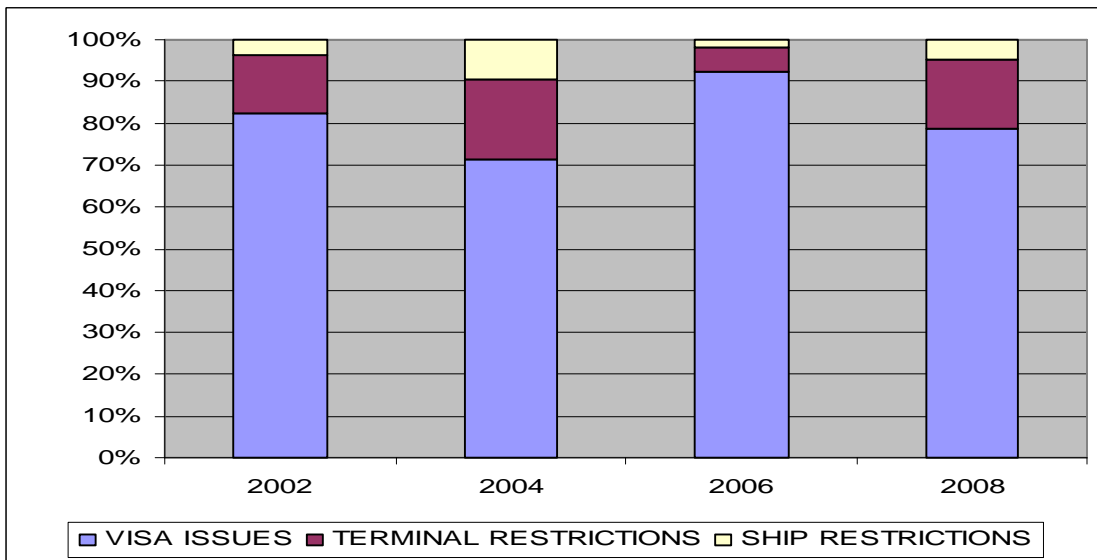
**\*TABLE B – PORTS REPORTING TERMINAL RESTRICTIONS**

| TERMINAL NAME & LOCATION                   | DESCRIPTION OF TERMINAL RESTRICTIONS   |
|--|--|
| Westway Terminal<br>North Locust Point, MD | Seafarers with shore leave may only enter and exit terminal with Chaplains present.  |
| Scrap iron Terminal<br>Boston, MA          | All ships crew routinely denied shore access. Reason given is safety of seafarers and liability for terminal. Ship owner has the option of hiring a water taxi at owner expense. |
| C. Reiss Coal<br>Green Bay, WI             | Manager refuses to let any chaplains past security (does not put chaplain names on security list).   |
| Hess Terminal<br>Groton, CT                | Denies all chaplains access.   |
| Magellan Terminal<br>New Haven, CT         | Chaplains are denied access unless they pay \$300 to be escorted by port security.   |
| Motiva Terminal<br>Bridgeport, CT          | Chaplains are denied access unless they pay \$300 to be escorted by port security.   |
| Motiva Terminal<br>New Haven, CT           | Chaplains are denied access unless they pay \$300 to be escorted by port security.   |
| NU Star<br>Linden, NJ                      | No one is permitted to leave the ship.   |
| KMI<br>Carteret, NJ                        | Management charges \$400 fee to escort seafarers through terminal.   |
| KMI<br>Staten Island, NJ                   | Management charges \$400 fee to escort seafarers through terminal.   |
| Unidentified Terminal<br>Portland, ME      | Terminal requires ship to pay for security guard before shore leave can be cleared.  |
| Volpak Asphalt<br>Savannah, GA             | Chaplain denied access to vessel by terminal security.   |
| Unidentified Terminal<br>Tampa, FL         | Chaplain denied access by Agent (Eller & Co.), which does not provide names to security to allow ship access.  |

**TABLE C - REASONS FOR DENYING SHORE LEAVE (BY SHIP)**

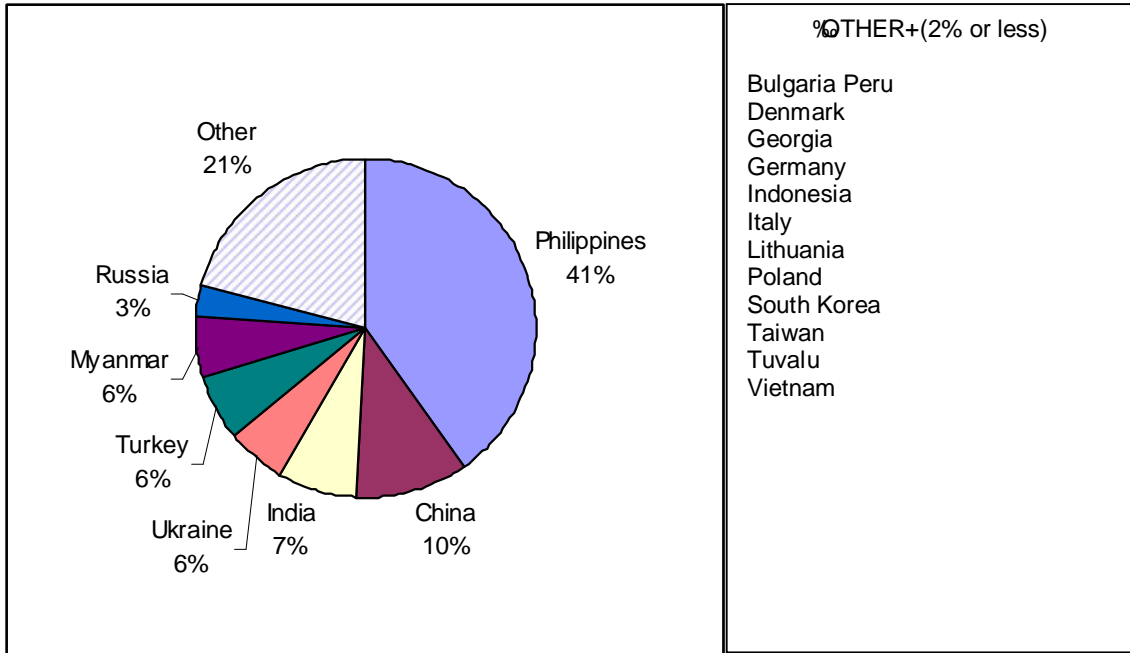


**TABLE D - REASONS FOR CREW DETENTIONS (YEARLY PROPORTIONS)**



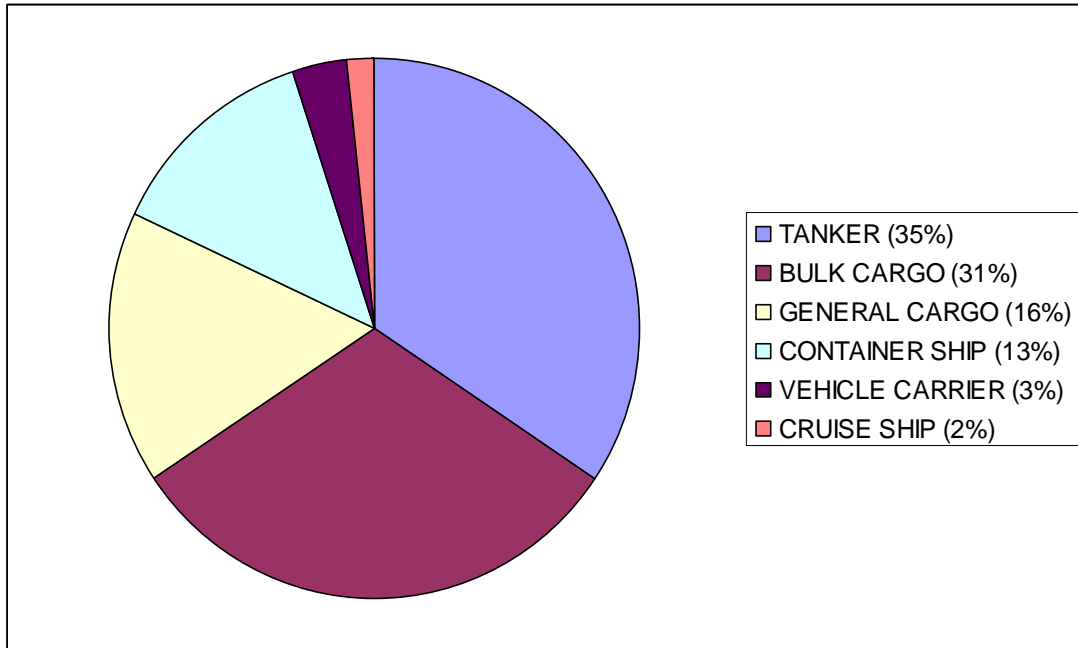
*Due to incomplete data on the precise number of seafarers detained on each ship, Tables C and D reflect one instance of detention any time one or more crew members were detained aboard the same ship for the same stated reason. For example, detaining 10 crew members for visa issues and 2 crew members due to terminal restrictions were counted equally.*

**TABLE E - NATIONALITIES OF SEAFARERS DETAINED DUE TO VISA ISSUES**

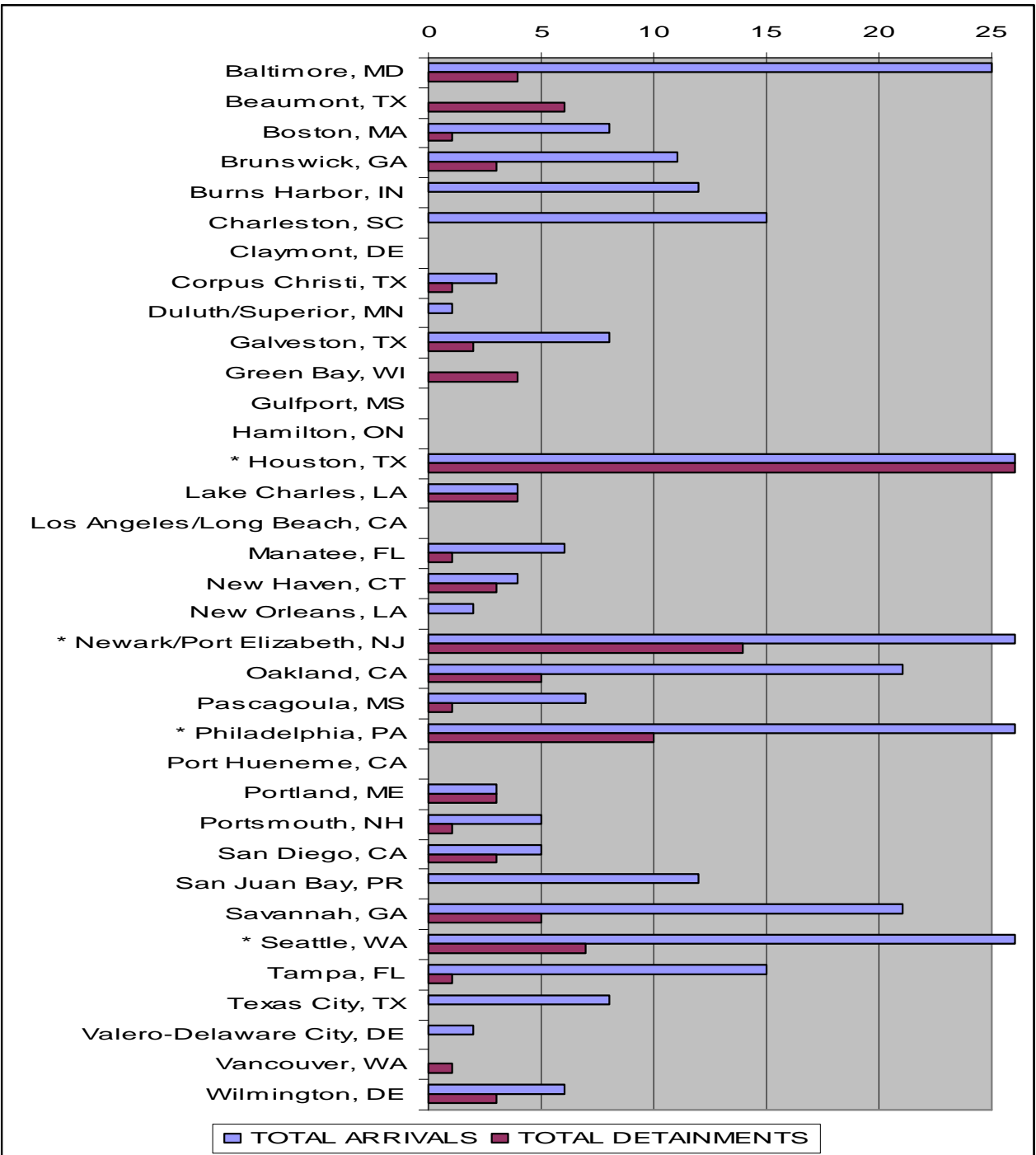


*Due to incomplete data on the precise number of seafarers from each nation, Table E reflects only one instance of detention aboard each ship (by nationality). For example, detaining 10 Filipino, 5 Chinese and an unknown number of Indian crew members aboard the same ship were counted as one instance of detention for each nationality.*

**TABLE F – DETENTIONS BY VESSEL TYPE**



**TABLE G - NUMBER OF SHIPS WHERE SEAFARERS WERE DETAINED  
DUE TO VISA ISSUES**



\* **Houston** = 149 Ship visits, 27 Detentions  
**Newark** = 57 Ship visits  
**Philadelphia** = 42 Ship visits  
**Seattle** = 40 Ship visits

*Table G provides quick notation for each responding port's ship visits and suggests the varying rates at which seafarers are detained from port to port.*