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## ADDENDA

### Addendum A

#### Understanding the world seafarers are living in

*Thank you for looking at these questions and statements. You do not have to answer each question or react to every statement (you are welcome if you like), but the aim is that you share some of your valuable stories, experiences and insights where you would like to do so. Even if you react only to one statement it would be valuable. You can decide how short or how long your response will be. In addition, if there is anything that you might feel is relevant and important that I have left out, please share it.*

*(For clarity: with the conversations with the seafarers that I have transcribed, square brackets with words in is my interpretation to make the sentence flow better and square brackets with nothing in means I have left out some part of the conversation, either because it is not necessary or because I could not hear it clearly.)*

1. Concerning piracy, is there any experience or opinion you would like to share?

*In the next section I am going to share some statements which seafarers shared with me. I will organise it under certain themes. The idea is that either the themes or the statements can serve as a point where you can join the conversation and share some of your own experiences. You can write your comments on this document.*

#### A. God and faith in a multi-religious environment

- a. %αcan assure you now, that on board ships is one of the most difficult places you can live as a Christian.+
- b. %ο ] worship of idols, has been made to be part of seafarersqjob. So that is the very first challenge you see when you are on board ships. You discover that they will do some rituals and they will ask everybody to participate.+(This statement is referring to a ritual in honour of Neptune when crossing the equator. Have you ever heard of this? I only heard of it twice.)



- c. %o ] my faith as a Christian, in fact all the years that I have been working as a seafarer has been a wonderful experience. It give me opportunity of realizing that in the worst of situations that truly God is always there.+
- d. %o anyway they just pray.+(A seafarer talking about crewmembers who thought they would die in a storm)
- e. %o gonna give you the secret of the sea now, that's why, the reason why me to calling you: the sea doesn't need dirty.+(This sailor believed that when you are homosexual you will always be seasick, as one captain from England told him. He called this the %secret of the sea+. Have you ever encountered this believe amongst other seafarers?)
- f. %o ] I had to tell a guy who was shouting his Islamic prayers, you know, to go and close the door in his cabin and pray there behind closed doors,[ ]+
- g. %o But you must respect all faith. I respect their faith and they respect mine. Don't argue or talk about religion...+

B. Injustices on board and the prophetic dimension of mission work

- a. %o ] the true picture of the ship is, it is even a more confined place than prison...either you are sleeping in your cabin or you are just going around in just the same small circle. Seeing the same type of people, you know, and doing the same thing every now and then. So the routine becomes so monotonous and so tiring and so, you know, so frustrating [ ]+(Seafarer talking about his experience on an arrested ship)

- b. %Eight month no pay...I've never get the salary in time, never in time [ ]+
- c. %So our problem is we don't know what is going on.+ (Seafarer on an arrested ship)
- d. %o ] we have never get any help from anybody.+(Same seafarer from c.)
- e. %Ah, crew and captain that's a big problem...all crew they fear him...Me and him, I said, me and him, I'm not in a good mood with captain, yah...So that's the problem, if captain is not together [with] the other crews, it's big problem. It's big problem, it's very big problem.+
- f. %But problem, they were just after money,[ ]+(Comment made due to company's reluctance to repair the ship in order to make it seaworthy)

### C. Dangers at sea

- a. %In fact for anybody that calls themselves a seafarer [they] must have experience[d] a lot of ugly situations at sea.+(A seafarer's comment on the dangers at sea)
- b. [ ] it was so bad, it was so bad it ripped off planks...Very, very, very bad...But ah, look, we had bad weathers, we had lots. It's part of the package, part of the package.+

### D. Women seafarers

- a. %o ] they have been only trouble, each of them in their own way.+ [A comment from a captain on his experience with women seafarers]

- b. %o ] maybe somebody can turn around, point finger and talk about sexual harassment,[ ]+(Same seafarer as in a., talking about his fear that female seafarers can easily falsely accuse someone of sexual harassment)

E. Coping with diversity: Stories of many cultures living under the same roof

- a. %o ] it was hard even to communicate with them. Because like now, some they know English, some they don't know English, the problem is there....So you are in the ship even in mess room, sometimes I will just sit in my cabin, not in mess room. Because when they talk I don't understand and nobody talk to me on the ship, yah.+(Kenyan seafarer sailing with Indians)
- b. %And they put their own, their own African DVD's, music and all these thing and they make it blast. And they scream and they scream and they shout and one cannot even rest. And then when you tell them [to be quiet] they, they turn around and they say: %But it's all our culture...And sometimes one needs to tell them to take their culture, whatever they call culture, back wherever it came from. And keep it there,[ ]+(Bulgarian seafarer's comment about the multicultural situation on his ship)
- c. %That's the worst thing, yeah. The first time I thought I could not make it.+(Filipino seafarer talking about being the only one from the Philippines while the rest of the crew was from Indonesia)

F. Seafarers and their families

- a. %o ] because you are always away from your families, both male and female seafarers they are not very faithful to their spouses,[ ]+
- b. %When the honeymoon period is over how difficult everything becomes! Everybody comes back down to earth.+(Seafarer's wife describing how it is when a seafarer comes home after being away for months)

- c. %<sub>o</sub> ] working at sea is not always a bed of roses.+(Seafarer on leaving his wife to go to sea just after getting married)
- d. %<sub>o</sub> ] when I got back home another man was almost taking over my wife [ ]+
- e. %<sub>o</sub> ] they don't experience the true fatherhood,[ ]+(A seafarer referring to his relationship with his children)
- f. %<sub>o</sub> ] don't rush to take this profession [ ]+(A seafarer saying what he would say to his children if they would consider becoming seafarers themselves).
- g. %<sub>o</sub> ] normally when I get back home, I can, I can tell you that it would take some time before I will be part of them again. I'm going to be a total stranger.+
- h. %<sub>o</sub> ] because of the cost of airtime, we don't talk, we don't talk with the level of affection that we should talk.+(Seafarer talking about his long distance relationship with his wife)
- i. %<sub>o</sub> ] there would be very few seamen, you know, not specific level, of any level, from the crew list, very few would be found, you know, to not be divorced.+(Bulgarian seafarer)
- j. %<sub>o</sub> ] it's a difficult thing. It is a difficult thing for women and it's a difficult [thing] for the man. For a woman it is difficult because she has to deal with every kind of problem and every kind of emergency when the man is not around to help. For the man it is difficult because he finds himself when he comes back home a bit purposeless [ ].+



- k. %o ] it is so nice the mother leaves her in the morning with me to go to work and she starts screaming blue murder, you know: %Mommy, mommy who are you leaving me with?+ And yes, slowly, gradually you know, it comes, to the right level of relationship, you know, but eh, but it is a problem.+(Seafarer talking about his relationship with his daughter when she was small)
- l. %Here I am the boss, at home I am nobody+. (Senior officer talking about the difference in the situation between being on the ship and being at home.)
- m. %o ] when I am home two months, I feel restless,[ ].+

#### G. Seafarers and seafarersmission

- a. %o ] it's been a long time since I have visited the seafarersmission.+
- b. %got into serious discouragement and pain, but often times with the help of your organization here, %Seafarers+, Durban, South-Africa, I've always recovered, and when I recover I noticed that the peace of God is still full inside me and that God has not abandoned me and [ ], that has kept me to keep moving.+
- c. I thank like mission to seamen [he means: seafarersmission], they have been helping us a lot for bringing the reports about the auction. Last time they brought for us some shaving things, like that. (Seafarer on arrested ship)
- d. %o ] I remember some also before some stranded seamen, they took care of them,[ ]+

H. Positive comments about being a seafarer

- a. %o ] life at sea is full of adventures.+
- b. %Even me too I love this job [ ].+
- c. %o ] to be a seaman is good job.+

I. Relationships between seafarers

- a. %o wanted to beat him up.+(Seafarer talking about his frustration with another crewmember on their arrested ship)
- b. %d feel weak, I am not strong, people they used to laugh at me, and there are some other people they are not happy, the captain he is not happy with me:  
%What kind of the seaman [are you]?+(Seafarer who felt seasick all the time.)
- c. %At that time when I was an OS I feel shame, people they used to tell me that:  
%You, OS, come here.+

1. In all these phrases from the seafarers, was there anything they said that you found to be especially insightful. What was it?

## Addendum B

### Interdisciplinary conversation concerning seafarers and justice issues:

#### The stories of John and Jonathan

*Please respond to these three questions, after reading the stories of John and Jonathan.*

1. When reading the stories of John and Jonathan, what do you think would their concerns be?
2. How would you formulate your discipline's unique perspective on these concerns and why is it important that this perspective be heard at the interdisciplinary table?
3. Why do you think your perspective will be understood and appreciated by researchers from other disciplines?

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#### John:

John is an electrical officer from Nigeria. He ended up on a ship in Durban harbour for more than a year as the owner struggled to get his newly bought ship in a seaworthy condition. He and the other crew came with the understanding that they are just coming to South Africa to take the ship to Nigeria: %I was informed that I should make provision for my families upkeep for not more than three months, that we would not stay beyond three months.+ When they left they asked the company for an allowance to meet their needs when they arrive in South Africa and the company agreed: %So we were asking for the company to give us such money so that on our arrival you can use it to meet your basic needs and things like that. So they said [ ] they are going to take care of us.+

Once in South Africa though, things were a bit different:

So they said [ ] they are going to take care of us. So when we got there: One, they didn't talk about our going home as promised again. Two, they didn't talk about any allowance again. So [ ] they changed their language. Now they began to say: No problem, when we are ready to go they going to give us a kind of bonus, they are going to give us the kind of shopping money that we'd use to get some things we need for our families. And so, this particular thing when this begin [ ] a number of us, we all felt deceived and we have been very angry about it. We sought the assistance of the ITF, the ITF asked us for a contract, whether we signed any contract back home, there. And we said no, and he said okay, we missed the point. That what they know from international law for seafarers is that before you leave your own country you're going to sign a contract with the ship owner stating that we are going to stay for this period of time, and that need to be stated in that contract, and then the amount of money he is going to pay you for that period of time also needed to be stated in that contract. Both of this we don't have and it has really impacted very negatively on our moral on board. So that is our particular situation...You know the ship was bought from here [ ] to be taken back to Nigeria, so and we hope we are learning our lesson in a very hard way.

Eventually the ship did sail back and made it safely to Nigeria. Many of the crew are still working for the same owner. They stayed here more than a year. Many time without much money, but fortunately they always had food and satellite TV with Nigerian programs. The situation was very frustrating though, as their families at home expected them back much sooner as well as getting salaries much more regularly. John described the ship as similar to a prison: %a the true picture of the ship is, it is even a more confined place than prison...+ This had a very real impact on their emotions: %So the routine becomes so monotonous and so tiring and so, you know, so frustrating and it's not uncommon for you to come in the ship, most times and you see us very angry with each other.+

They were so eager to go that they decided to shut down the electricity in order to help the owner to save money so that they could go home sooner: %ah, you see that shutting off, of electricity is, what you observed in my ship and you are right. In other ships that is not always the practice. But the way it happened was, in our little contribution to help the ship owner to get things fixed up, pay for his finances and all of his bills, and we start going.+

Fortunately, in the end they did start going, but for the time they were captive in Durban harbour it was very difficult for them. For John and the rest of the crew this was a very long uncomfortable stay in South Africa because the owner were clever enough not to have any kind of written agreement with them.

### Jonathan

Jonathan is a young Kenyan seafarer. I met him on his first, and at the moment, his last contract. The ship's company went bankrupt. At the time of bankruptcy this ship's crew did not receive payment for four months. The ship was arrested and the crew had to wait for the ship to be sold before they could go home.

Unfortunately the ship was old, too small to be worth much as scrap metal and the recession guaranteed that there would not be much offers made for the ship. The ship was not sold easily and the crew had to wait for almost five months before they eventually went home, receiving only a percentage of their salaries because of the low price the ship were sold at. After they went home in May 2010, only some of them had received another outstanding portion of their salaries. The lawyer involved in the case informed me that although all the legalities are finished, the outstanding salaries are not yet paid in full because of difficulties with the seafarers' accounts in Kenya and India.

Before the company went bankrupt it did not maintain the ship well. Sometimes there were real dangers to the seafarers' lives due to the bad condition the ship were in. To describe something of the situation, as experienced by Jonathan, I would like to make use of some of the things he shared with me in an interview:

Eight month now. Eight month no pay. My first time I joined the ship, my first salary I got there from the ship, it was also four month. After four month I get the salary. The second time they pay me after three month, by that time now after eight months. I've never get the salary in time, never in time...+

I asked him how long he was working on the ship: %n total now is one, one year and 4 month, 16 month.+ Inquiring about his contract and whether he had one he replied:

%No, just captain, because when the ship was coming Mombasa, was working there as a tally, tallyman. Yah, so I had document, always I would ask the captain: %owant work in ship [ ].+ So good luck, one Indian going to go, made problem. [ ]. So captain called me then I joined the ship.+

That Jonathan could join the ship was a favour the captain and the company did for him because he did not have any experience or as far as I could understand any training. For Jonathan it was almost like a dream come true to join the ship, but soon it turned into a nightmare. The ship was old and the company was in no hurry to repair it properly: %So the time when you are coming to Mozambique the ship started problem, had another hole in the ship. So it was my first time, so in my mind I was thinking now maybe the ship is going to sink...+

The condition the ship was in became so bad that the divers from a ship repairing company in Durban pleaded that the ship should go to dry-docks:

%the divers come they tell you: %his ship, today we make [he means: repair] eight holes.+ And then the sailing time, the ship now is full of cargo we want to sail we see the ship, again list. They call divers, the divers they, around three times. With my eyes, with my ears I heard them telling company: %lease, this ship is in danger. Why can't you call the, [ ] take the ship to dry-dock?+ They say: %Okay, one voyage, when we come back wed take the ship to dry-dock.+ But problem, they were just after money...+

Another concern for Jonathan was the crew's lack of insurance if anything should happen to them:

%and the problem also in the ship, all crew nobody has the life insurance. Even, even if you damage your hand, [ ] any insurance. If you damage your hand, okay, they help you the first thing. First aid, only that, but then nothing else. It's only captain and former chief engineer, they had, they had the insurance, but other people all, they don't have, that is the problem.+

At the time of the interview the ship was arrested. With this the crew experienced a lot of frustrations: %aITF and the lawyer, they, they told us, they say that if they sell the ship, wedl be the first to get our salary and ticket...+ This did not happen. What followed was a lot of confusion and a lot of the time Jonathan and the rest of the crew, including the captain, were angry, anxious and in the dark about what exactly were going on.

The ship now needed to be auctioned. This was not easy as there were not many buyers who were interested in the ship. According to Jonathan the following happened:

So when it was 9000 they told us maybe you get 80% salary, yah. So for us it was okay, no problem, itq better than nothing. Then when they sell 1.2, now they say maybe you get half of the salary. So our problem is we donq know what is going on. 90 000, no, 900 000 they say theydl give us 80%, but now it is 1.2, they can give us full salary, but now they say maybe you get half, you get now 50%.

What Jonathan is saying here could be a bit confusing. What happened was that the ship was at first sold for R300 000. I was at the auction so that is how I know it. The auctioneer knew it was a ridicules price and so he kept the auction open for other offers. Then, there was another offer a few days later for R900 000. At this stage it was communicated to the crew that they would receive 80% of their salaries. Then another offer was made for R1.2 million. The crew was happy to hear this, but contrary to their expectations now they were informed that they would only receive 50% of their salaries. It became even worse when they were informed that they might have to pay for their own airplane tickets:

%a. last time ITF was on board, it was on last Sunday he came he told us, now problem is the ticket. Yah, he didnq tell us about our salary. He tell us: %ou see now we sold this ship already, but you have problem with the ticket.+ Yah, so we didnq know what the, situation, because when he told us problem is ticket, now we donq know maybe our salary we are going to pay our self, our ticket, we donq know.+

As Jonathan understood it the lawyer received 10% of their wages because they were not ITF members. The ITF officer told the crew:

%a. I'd help you, I'd bring lawyer, but the lawyer you are going to pay, 10% of your wages, pay 10% to your lawyer.+

In spite of having a maritime lawyer working on their behalfs Jonathan said: %But now we are just in darkness, we don't know what is going on+.

The interview I had with Jonathan was in April 2010. Not very long after that they were sent home. They did receive a portion of their money, but only a portion. In April 2011 the rest of what they should receive is not paid out yet. The lawyer informed me that some, like the Indian captain, have received their salaries but not Jonathan because of a problem with his account. However, this is not communicated to him by the lawyer who apparently received 10% of their wages. Jonathan keeps contact with me as well as two of the Indian crew and none of them have been paid the outstanding money yet.

Another unfortunate thing on the ship was the way in which the captain treated Jonathan and the other crew: %Ah, crew and captain that's a big problem.+ And: %Me and him, I said, me and him, I'm not in a good mood with captain, yah.+ For no apparent reason the captain refused to give Jonathan a boiler suite or even safety boots: %I came with my own overall, my own, till now my safety boots that are finished,...+ And: %Imagine captain give all people boiler suite, didn't give me boiler suite.+

Although the captain made it difficult for Jonathan, it was not only towards Jonathan he acted like that. There was once a shortage of water on board while they were in outer anchorage, but the captain refused to make a plan to get water:

%And the port is not far, you're in anchorage, you can bring the ship there, bunker and then he go back. But imagine he refuse. So all people they are using the same, same water. So when it's rain he tell us: %Okay, you take the [ ] outside when it rain, you get



some water.+ So once it rains, the ship has dust, all water is dirty. So he force that water, he use that water to clean there, even plenty are cleaning the seawater. So it's the same, same water we are using to cook. But his food, he tell the cook to use mineral water, to make his food.+

Jonathan even suspected the captain of fraud, because he did not receive a big salary and he has been on the same ship for four years, while only taking short vacations in between:

%ah, they have problem you find that captain the man he's getting small money, yah. So he must do his own kind of business there maybe [ ] shorten things, drop money there. Because I see other companiesq captain is only six months, if it's too much maybe nine months [ ]. The captain now is four years.

Another difficulty on the ship was that they did not work only their normal working hours and that overtime would not be paid out to them if they exceeded their normal duties: %Even sometimes, like our ship, we didn't have proper working time; we didn't have proper working time.+ Jonathan goes on to explain: %Maybe I worked around eighteen hours or twenty hours. He must understand that a human being: %This guy's tired, let him rest maybe nine, ten o'clock, is okay.+ But you'd find he come to wake me.+

The story of Jonathan has basically two justice issues concerning their ship's arrest and the captain's way of treating the crew. To my mind the problem with the arrested ship was not that the crew only received a portion of their salaries. This was, as far as I could understand, unavoidable because of all the other debts that the company had and the ship only sold for R1.2 million. The problem rather was the way in which the whole process was not clearly and transparently communicated to the crew and it is still not done; this from a lawyer who, according to Jonathan, received 10% of their wages. Text messages, voice messages and emails are simply ignored or only reply to now and again. There is no clarity or transparency.

This then is the stories of John and Jonathan. I repeat the three questions again:

1. When reading the stories of John and Jonathan, what do you think would their concerns be?
2. How would you formulate your discipline's unique perspective on these concerns and why is it important that this perspective be heard at the interdisciplinary table?
3. Why do you think your perspective will be understood and appreciated by researchers from other disciplines?

These three questions are a way to connect with another discipline and is only a way to start the conversation. In this case the conversation is between practical theology and maritime law. If there is anything else that is not covered by these three questions that you would like to add to the conversation I would be grateful.

## Addendum C

### Interdisciplinary conversation concerning seafarers and their families

#### The stories of John, Jonathan, Mohammed, Ivan, Noel and a seafarer's wife

*Please respond to these three questions, after reading the stories of John, Jonathan, Ivan, Noel and a seafarer's wife.*

1. When reading the stories of John, Jonathan, Mohammed, Ivan, Noel and a seafarer's wife, what do you think would their concerns be?
2. How would you formulate your discipline's unique perspective on these concerns and why is it important that this perspective be heard at the interdisciplinary table?
3. Why do you think your perspective will be understood and appreciated by researchers from other disciplines?

*(For clarity: square brackets with words in are my interpretation to make the sentence flow better and square brackets with nothing in means I have left out some part of the conversation, either because it is not necessary or because I could not hear it clearly.)*

#### John:

John is an electrical officer from Nigeria. He ended up on a ship in Durban harbour for more than a year as the owner struggled to get his old, but newly bought ship in a seaworthy condition. John and the other crew came with the understanding that they are just coming to South Africa to take the ship to Nigeria: I was informed that I should make provision for my families' upkeep for not more than three months, that we would not stay beyond three months. + They ended up staying in Durban for longer than a year. By using John's words I would like to tell the story of him and his family, the situation they were in, in South Africa and his perspective on seafaring and family in general:

I have started going to sea when I married. [ ] and the very first thing I experienced was when I got married, immediately I finished my marriage I was taken away from my country to Liberia where I stayed for six months before I saw my wife again. And it was the very first time I knew: I know, working at sea is not always a bed of roses. Cause,

it was, when I got back home another man was almost taking over my wife because [laughing], because in fact there was even a rumour or two had that I was not to coming back. That I have married another woman, but God helped me, when I came back I met her and it has been a wonderful marriage with her for this long.

Due to the seafaring, though, it was not really only a wonderful marriage, but also one with lots of challenges, especially concerning raising children:

Yah, my first child is 18, my second child is 16 and then my last children who are twins are 13. Uh, the impact of my profession on, on my children just like it is with most other seafarers, is that [ ] they don't experience the true fatherhood, you know. Um, it's like most, you discover that it is common among seafarers that their children will take almost 75% of their upbringing from their mother and then that affects, it affects their outlook. So as I am now I put in a lot of energy to be truly, [a] friend to my children.

John emphasised that seafaring is not good for family life:

[ ] if I choose profession for my children what I would do I would tell them: %6 you are such a person that would like to keep close to your wife and to your children don't choose the job of a seafarer. You will not get it there.+

He goes on to say how difficult it is to be faithful in your marriage if you are a seafarer:

And now I am talking about, because you are always away from your families, both male and female seafarers they are not very faithful to their spouses, you know. You need to struggle to be able to keep the, eh your faith as a Christian, while away from your family.

And:

One occasion I was away from my family, I was married with my first child. And because of the kind of peer pressure I faced on board with regards to going out with strange woman, I failed and I hurt and I failed. And eh, I, I, I, did that for a couple of times and when I realized myself I only wake up [in] tears, I, it took me a very long time to get myself back to. So, that is what it is, if you are inside the ship you will always be faced with the pressure, to follow the crowd, to [ ] follow, you know, the majority,

because that is what majority see, and they cannot stay without doing some kind of sinful things, especially going after, going into perverse outside their marriages.

Possibly in the light of this reality, John's wife was worried when John stayed in South Africa for a much longer time than she expected:

[ ] you see like my wife phoned me one time and said if I know that I have married here [in South Africa] I should let her know [laughing]. So I was just, there was a time I had to plead with your wife Reverend Anneke to talk with my wife, and, eh so that she could be encouraged. In fact there was a time she went to the office, our office in Nigeria to enquire: %s it true that you are the ones holding my husband or he has married there and he is living with another person there?+ So [ ] they say: %ah woman, that is what is happening.+ Yah, [ ] my children are more understanding maybe because they are children. It has not been very easy with my wife.

In addition to these challenges, there are also other problems that are created because of the distance between John and his family:

[ ] normally when I get back home, I can, I can tell you that it would take some time before I will be part of them again. I'm going to be a total stranger. Cause what has been happening, talking about, I talk with my wife every day. [But] because of the cost of airtime, we don't talk, we don't talk with the level of affection that we should talk.

The wife misses her husband and the children miss their father, but at the same time they learn to adapt to the situation and to live without him. At a stage John realised that his family would be fine if he passed away and, although he saw this in a positive light, it is still something that made him to stop and think:

I want to tell you that I was just in a deep thought one time, one time and I began to see: %h, so if I had died, so my wife, my family will still get along.+ So that thought was just coming to mind. I said: %okay, that's a good one too, that if I had died for this length of time they would be living.+

At the time of the interview John just wanted to go home as he was stuck on the ship. He also wanted to stop sailing altogether as he felt that the sea life was no longer exciting to him:

When I was younger the sea life used to excite me. And I want to get away from, you know, the hustle and bustle of the city. I want to go to the water environment, so [it] used to be like that for me. But now, I am always thinking of home now.+

John did reach his home eventually and was reunited with his family after a frustrating absence of longer than a year.

Jonathan:

Jonathan is a seafarer from Kenya with the rank of OS, Ordinary Seaman. His ship was arrested for a very long time in Durban harbour because the owner of the ship was unable to pay for the repairs done to the ship. This meant that he was far away from his home and family for more than one year. He described some of his frustrations concerning the difficulties of phoning home, while not receiving any salary: %bb told them: %adonq have money to call.+ And if you, even if I call them through mobile phone [it] is very expensive...+ Jonathan did not receive a salary for eight months at the time of the interview. When he got the job as a seafarer he was very happy because of the scarcity of work in Kenya and the relatively high salary he expected he would receive on a ship. So his wife and two sons relocated to a bigger place.

Unfortunately because of not receiving any salary for eight months his family was on the verge of being thrown out of their new place: %bo ] the agent he was there. Morning he tell her that on 30<sup>th</sup> she must go out, yah. Because on first, either they pay money or they [will] close the door.+ While he was here in Durban, his son got sick repeatedly and not being there to do something to help him was really difficult for Jonathan:

[ ] if you are there, you can know, maybe if itq serious. [ ] If you are here, you donq know how serious it is. Maybe you think it is only fever but maybe itq serious. [ ] Now you have too much pressure. Temper, you donq know what is going on there. You

cannot help them, even to call them to know what is going [on] there, you can't. Like me, that's the problem I've experienced this year. [ ] my son, he was sick around three times. Yah, three times.+

In the end Jonathan was also reunited with his family. A year later he did not have a contract on a ship again, there was still some money that was never paid to him and his financial situation is very bad.

#### Mohammed:

Mohammed is a seafarer from the East Coast of Africa working on a ship in Durban harbour. He left his family in his home country to come to South Africa in order to become a seafarer. He did not elaborate much about his family. What he did tell me about his family was that part of the reason why he became a seafarer was because his uncle was also a seafarer:

Okay, now my aim is to be a seaman the time when I grow. The reason why is because my uncle he was the seaman. The time when I grow when my uncle coming from sea, people they very happy the place where he's staying. And I see there's a different, can give us a story. He was in Germany, he was in Holland, so he travelled different place. So, me too I wish to follow his style.

Mohammed is still working in Durban harbour and is still committed to follow in his uncle's style.+

#### Ivan:

Ivan is a Bulgarian captain. At the time I had the interview with him it was just a few months before he retired. He was working on a local dredger mostly in the port of Durban, together with South African crew. He had many years of experience with seafaring and he and his first wife was divorced. At the time of the interview he was married to a South African woman. It was interesting to listen to all the things that this experienced sailor had to say. Concerning seafaring and family he said:

No, it is not easy. I don't find myself so lucky, you know, with family and all issues. Okay, in principal um, I could say as much as I could say about my own folks [from Bulgaria], you know, from my country of origin, there would be very few seamen, you know, not specific level, of any level from the crew list, very few would be found, you know, to not be divorced. And eh, married a second and third time, whatever. It's a difficult thing. It is a difficult thing for women and it's a difficult [thing] for the man. For a woman it is difficult because she has to deal with every kind of problem and every kind of emergency when the man is not around to help. For the man it is difficult because he finds himself, when he comes back home, a bit purposeless because this woman has already gotten the routine of dealing with everything and if he tries to do something [then] she automatically, you know, takes a stand, you know, of defence and would even [tell] him [ ] not to interfere, she can deal with it on her own. She would talk as if he does [not] know what it is about.

And it is not easy with the relationship with children either:

[ ] with my third child, you know, coming [back] after 18 months [at sea], and [ ] it is so nice the mother leaves her in the morning with me to go to work and she starts screaming blue murder, you know: %Mommy, mommy who are you leaving me with?+ And yes, slowly, gradually you know, it comes to the right level of relationship, you know, but eh, but it is a problem.

To be a senior officer on a ship means that you are in charge. Ivan found it was a bit different at home:

Ivan: It's a problem when a father finds, you know, that no one listens to him, they listen to their mother because she is the boss, most of the time, and yes, and...

Chris: And if you are a senior officer you [are] used to be in command and now you are at home and not your wife or your children are listening to you, you have no say.

Ivan: Definitely, definitely. Well, like a colleague of mine, I've been working with him here on this dredger and on the other dredger, he's a chief engineer, his same: %Here I'm the boss, at home I am nobody+. And I am sorry to say [it is] very close to the truth, you know. Not because it is literally true, but because the women makes it that way.



Ivan ended up having a divorce:

Although we know what the Bible says what the Lord told us, that you mustn't part from each other, but it comes to a point where you don't want your children as they grow further, you know, to witness, eh, since that are not good, positive, not educational at least, for them. So, then rather take a clear cut, you know. At least they won't have that, that, very, very bad environment.

Ivan is now retired and lives in South Africa with his South African wife.

Noel:

Noel is a Filipino captain. He was the only person from the Philippines on his ship. The rest were from Indonesia. He described the typical situation of how seafarers work for a number of months and then take vacations only for two or three months: %o ] I've been sailing most of the time and spent home vacation one month, two months, and sometimes three months.+ His current situation was that he worked only for two months, (which is a much shorter period than most Filipino seafarers are working), but his vacation became very short as well: %o ] because with now with the shortage of [ ] officers so sometimes [ ] cannot spend much for vacation. So, like this time first was this year, first was 12 days and next one is 14 days at home.+ Noel was not complaining about this and accepted it: %So, anyway, that's okay as long as I be home for a short time, and I see my family that's okay.+(Reading the seafarer's wife's letter at the end of this section might explain why it suits Noel to only go home for such a short period of time.)

Like most seafarers, Noel was taken away from his family through seafaring, but at the same time, ironically, he was doing it for his family: %And also one thing is that financial, it's growing up, so you must have to cough up with expense because my family is growing big.+

Being away from your family for the biggest part of your working life does take its toll, though, and it is not so easy to adjust to your families routine when you come back: %o

] as a seaman I battle with the thoughts [ ] even if some times when I am home two months, I feel restless, only because, the routine just in the house [ ] children in school [ ] my wife [ ] and it's not only me, most seamen only I talk.+ And: %Ah, because you already, feel bored already. Because sometimes see my wife said [ ]: %You better go.+

Going to sea might be welcome relief for both the seafarer and his family, but at sea it is also not easy as well: %o ] but it's a hard life, [ ], you must be, one thing, you must be tough, [ ] you know you are a seaman, so there's loneliness.+And: %o ] you have to fight for it, because if you're lonely you're lost, you want to go home, you lose your job.+

Noel's ship sailed soon after the interview and he is probably still sailing for two months at a time, with a short vacation in between.

#### A seafarerswife:

Martin Otto (2002:13,14) quotes a letter that the wife of a Filipino seafarer wrote in a news paper called *Tinig ng Marino* in September 1997, which illustrates how difficult it is for the wife and the children to be part of a seafarer's family.

His homecoming is like a honeymoon. How intoxicating and joyful! Everybody is on cloud nine. The wife is on top of the world. The husband is overflowing with love and attention. The children are overwhelmed by Dad's generosity. You are ready to forgive the hurts, which were inflicted upon you.

When the honeymoon period is over how difficult everything becomes! Everybody comes back down to earth. The wife takes the back seat. The husband is beset with disillusionments and becomes demanding. The children are wary and confused by dad's moods, which can switch . sunny one minute and critical the next. Once more you are harbouring the hurts that you thought were already buried. After twenty-one years of married life and six children, I would say that I have encountered some dilemmas as a seafarer's wife. I bet he has too, although in a different way.

My husband who was the oldest in the family and the first to earn a living abroad (being a seafarer) is a good son and brother. I thought that he would make a good husband and father. And he did. The trouble was, I was not prepared to take the great

responsibility of having to take care of his brothers and sisters, who lived with us under one roof during the crucial early stages of our married life. I could not bear the task that was suddenly heaped upon my lap, not to mention having to cope with different characters, habits and upbringing. It was like heavy baggage that threw me to the ground.

I could not write about the pain I had been going through, because I did not want him to worry, and his job might be affected. I could not discuss it either when he was on vacation because I did not want to ruin his precious moments with us.

The change came when I came into a personal relationship with the Lord Jesus Christ. Slowly I learned to trust in Christ despite the many problems. I learned to tell Jesus all my sorrows and problems, and healing started to take place. Soon after Jesus changed me, my husband also came to know Jesus. When my husband comes home now, we take time in prayer and spend our time together with God's help.

These then are the stories of John, Jonathan, Mohammed, Ivan, Noel and a seafarersq wife. I repeat the three questions again:

1. When reading the stories of John, Jonathan, Mohammed, Ivan, Noel and the seafarersq wife, what do you think would their concerns be?
2. How would you formulate your disciplinesq unique perspective on these concerns and why is it important that this perspective be heard at the interdisciplinary table?
3. Why do you think your perspective will be understood and appreciated by researchers from other disciplines?

These three questions are a way to connect with another discipline and is only a way to start the conversation. In this case the conversation is between practical theology and family therapy. If there is anything else that is not covered by these three questions that you would like to add to the conversation, I would be grateful.

## Addendum D

### **Works consulted by Surita Stipp in the interdisciplinary conversations**

(Her style reference is different than the one used in this thesis)

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