



CATHOLIC MARITIME NEWS

Celebrate World
Maritime Day
September 29
Theme: International
Shipping - Carrier of
World Trade

SEPTEMBER 2005

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Katrina devastates Gulf Coast

Mississippi limping back after shutdown

Reprinted from Lloyd's List

Hurricane Katrina choked life-lines crucial to US maritime and energy commerce but some business appeared to be limping back to normality as Lloyd's List went to press Wednesday, August 31, writes Rajesh Joshi in New York.

A US Coast Guard spokesman said commercial traffic had been partially reopened on the southern Mississippi River. All commercial ship-ping activity had been suspended from the Arkansas-Louisiana border down to the Gulf of Mexico ahead of Katrina,

MISSISSIPPI, page 8

Fishing industry hard hit

Article by Linc Bedrosian
Senior Editor, National Fisherman

"This," said Biloxi, Miss. Mayor A.J. Holloway after Hurricane Katrina raged through the Gulf of Mexico on Monday, "is our tsunami."

Hurricanes are an unfortunate fact of life for Gulf Coast state residents. But the destruction of lives, homes and communities caused by Katrina is mind-boggling. The hurricane slammed into Louisiana, Mississippi and southwestern Alabama. While the full scope of the storm's destruction is still being calculated, it is estimated to have caused between \$9 billion and \$25 billion worth of damage.

The gulf's commercial fishing operations have been hard hit, too. National Fisheries Institute President John Connelly told the Associated Press that Katrina has severely damaged the gulf's shrimp and oyster fisheries. In addition to churning up oyster beds, the storm also damaged boats, docks, warehouses and processing plants.

FISHING, page 9



Hurricane Katrina has devastated cities and towns along the Gulf Coast. In some areas, flooding wiped out entire communities.

US Coast Guard continues response

ST. LOUIS — The Coast Guard's current emphasis is the safety and security of people in the areas impacted by Hurricane Katrina, and is working closely with federal, state and local partners on that goal. Coast Guard air and boat crews have assisted in the rescue of 1,259 people, and they are continuing to respond to distress calls.

The Coast Guard is working with FEMA, and is delivering relief supplies aboard its C-130 cargo planes.

There are approximately 4,000 Coast Guardsmen currently in the area working on response and recovery, as well as 15 cutters, 37 airplanes and rescue helicopters, 63 small boats, three maritime safety and security teams, three oil and hazardous material response teams and five aid to navigation teams.

This hurricane caused catastrophic devastation, and the Coast Guard anticipates that there will be prolonged waterways management and environmental cleanup

operations. Currently, five oil rigs from West Delta Platform are missing, one submersible rig is grounded at south pass, two mobile offshore drilling units are adrift, two semi-submersibles are

COAST GUARD, page 9

Father, all the elements of nature obey your command. Calm the storms that threaten us and turn our fear of your power into praise of your goodness.

Grant this through our Lord Jesus Christ, your Son, who lives and reigns with you and the Holy Spirit, one God, for ever and ever.

from the Propers, "To Avert Storms"

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Notes from AOS International Director ...



Fr. Jacques Harel

Conclusions from the Regional Conference of the Apostleship of the Sea in North America and the Caribbean

by Fr. Jacques Harel,

International Director, AOS

CENTERS: VOCATION AND VISION

We have found a desire for a new vision.

We must open our Centers to all and be prepared to serving all: the international

mariners, as well as the local fishers, mariners and the local community. Chaplains must work with and welcome the local talent in the community, to bring their talents to bear in serving all of our fishers and mariners. Our Centers and our ministry will only be successful when they are community based. But then we must reach out beyond the local community.

It is justified to place an emphasis on the local population and to look after local communities of fishermen, port workers and ship workers, but ship visiting is also important. This is why we recommend that a team of volunteers under the guidance of the National Director and of Sr Rachele Marando be constituted to do "systematic and regular" ship visiting. In this connection a vehicle however would help.

There is a scarcity of clergy in the Seafarers' Centers, but the numbers of volunteers and involvement of the laity has greatly increased.

There is a growing awareness in the entire region to be responsible stewards of the earth. There is an active process going on, of volunteers trying to respond to that. We are all struggling with the same realities of threats to our ecology. Holistic approaches must be taken to truly solve problems of ecology, etc.

Organization

In Mexico there is no AOS Bishop Promoter. Thus, AOS Mexico now falls under the general direction of the Migrants' Commission of this Bishops' Conference. We recommend, in accordance

CONCLUSIONS, page 3

Please Pray for:

- All those along the Gulf Coast who are recovering in the aftermath of Hurricane Katrina, especially mariners, fishers, oil rig workers and port chaplains.

- Marvin Noack, husband of Associate Member Carol Noack, who is recovering from heart surgery.

- Linda Ozuna Brown, daughter of Affiliate Member Anita Ozuna. Linda is recovering from surgery to remove a brain tumor.

- Shannon Badeaux Rider, sister of Doreen, AOS USA Secretary General. Shannon is undergoing treatment for breast cancer.

- Fr. Frank Perkovich, Cruise Ship Priest member recuperating after a perilous fall.

- Pray for Vocations... especially for those to minister to the people of the sea!

- *M/V Diamond Schools, Merchant Vessel*

Letters of Support

This is the letter our Pontifical Council faxed to Bishop Curtis Guillory, the Bishop promoter. We also wrote to Fr John Jamnicky and to Fr Sinclair Oubre. You are all in our thoughts and prayers

Fr. Jacques Harel, AOS – Vatican

Your Excellency,

In the absence of our President, Cardinal Stephen Fumio Hamao, and of our Secretary, Archbishop Agostino Marchetto, I would like to tell you how greatly saddened we all are here in Rome to hear of the terrible news of the hurricane that hit the Gulf Coast of the USA. We are particularly touched by these images of desolation since not so long ago the AOS and other ICMA members were all gathered in New Orleans for the ICMA World Conference

Our thoughts and prayers are with all those who lived in these devastated areas, especially with Deacon Ernie Elfer and his family of New Orleans. We remember especially the seafarers, fishers and oil platform workers who may have been caught in the hurricane as well as those who have been killed and injured, together with the emergency services who are trying to cope with the situation .

United in solidarity and prayer, I am

Sincerely yours in Christ

Michael Blume, SVD, Under-Secretary

Dear friends and colleagues,

Since the disaster, we pray for you and all people involved as victims and helpers.

We are thankful to NAMMA giving us news about you.

As we know many of you personally since the ICMA World Conference 2004, we are deeply shocked, and our thoughts, feelings and prayers are with you.

Ricardo van Lent, diaconal worker - Rotterdam

CONCLUSIONS

with Apostolic Letter Motu Proprio on the Maritime Apostolate of the 10th April 1997, that a Bishop promoter be appointed in each country of the Region. Also when the Bishop's Conference appoints a National Director, it is imperative that they be given a budget with which to work. Without this, any efforts are greatly restricted.

Wherever the AOS has strong links with the local Church, it tends to prosper. The necessity of a strong link between AOS and the Church was thus emphasized.

Training and Formation: People do not understand the way international welfare works in the maritime world. There is a need for English courses both for the volunteers, the seafarers and fishers alike. The point regarding availability of scholarships to the Houston school should be raised with ICMA so that AOS chaplains also can benefit from them through ICMA.

Fishing and seafaring communities depend a great deal upon women. They have a primordial role; they must be given formation and support.

Goals for AOS in North America and the Caribbean:

1. To send as many Port Chaplains to Port Chaplaincy training in (Apostleship of the Sea) Houston, Texas.
2. To hold regularly AOS National and Regional Conferences.
3. To ensure that a regional conference be held before the AOS World Congress in 2007.

We noted an article in today's Lloyds List newspaper in London from NAMMA which stated that some 11 seafarer centres have been damaged or destroyed and the status of some of the others is unknown. We hope and pray that all the AOS team in the Southern States are personally ok and are coping with the harrowing conditions and the many problems facing them.

We will keep your AOS teams in our prayers and please let us know if we can help in any practical way.

Kind regards,

Chris York, AOS – Great Britain

Fishing Update - Pietro Parravano AOS USA Pacific Board Representative

From reports sent by a few fishermen on the Bayous, south of New Orleans, there's both good news and bad. One fisherman who returned to his boat found twelve fellow fishermen and families and five dogs taking shelter in his and his brother's boats. They used their generator for lights and used the stove for cooking. Also, they found food that was stored in freezers on other fishing vessels.

On the Violet Canal, a fisherman stranded on an overpass waded onto the boats docked there and maneuvered them so they would not be stuck on the levy. Because of his efforts, only 2-3 of the 35 boats were lost.

Unfortunately, the news from the coastal communities east of New Orleans has not been so encouraging. There are communities that are wiped out and many people are still missing.

Parravano indicated a move toward establishing a national fishing organization, partly for the purpose of establishing a process for distributing aid for the displaced fishing families. The fishermen from the Gulf Coast are concerned the aid currently being collected through relief agencies will not reach the fishing families.

from page 2

4. The National Directors shall conduct regular visits to their various ports.
5. To develop and/or increase the circulation of AOS National newsletters or magazines.
6. To provide greater awareness by Church leaders concerning the ministry activities development.
7. To support, encourage each country to celebrate Sea Sunday.
8. To encourage AOS chaplains and volunteers to participate in continuing education through industry publications, and call upon national AOS organizations to organize national training programs.
9. To encourage and support the "AOS International Website".

Challenges for AOS in North America and the Caribbean:

1. The need for an appropriate budget to cover the basic needs of the ministry on the National, local and regional levels.
2. In the Caribbean, the Catholic Church's cooperation has been requested in order to start Maritime Ministry there.
3. To continually expand community support to the local AOS mission.
4. To have an on-going AOS presence in international and national ecological conventions, which is also achieved through ICMA.
5. To follow attentively the evolution of the possible change in regulations related to seafarer penalty wages and pay deductions.

Merchant Marine

Man on a mission: *NJ resident coordinating construction of Merchant Marine memorial*

By Josh Bernstein

Reprinted with permission from the *Burlington County Times*

As a young man during World War II, Charles Mardigian sailed the At-lantic Ocean transporting fuel and supplies to American troops fighting in Europe.

He says every moment at sea was fraught with danger, as he never knew when a Nazi submarine would launch a torpedo that would sink his ship and quickly end his life.

"My first trip across the Atlantic, I didn't change my clothes or take off my lifejacket for 15 days. The subs were there," said Mardigian. "They were sinking 30 ships a week on the Atlantic Ocean. The government told us it was only two ships. If they told us what really was going on, nobody would have worked on a ship."

Nearly 60 years after the war's end, the Mount Laurel resident is spearheading an effort of the New Jersey chapter of the American Merchant Marine Veterans Association to construct a memorial dedicated to the U.S. Merchant Marines.

Mardigian is refurbishing a 13-foot-high, 12-ton bronze propeller salvaged from a U.S. Navy destroyer that will be the centerpiece of a memorial in Wiggins Park on the Camden waterfront, only a short distance from the USS New Jersey and the Benjamin Franklin Bridge. He works on the propeller several days a week at South Jersey Port Corp., which helped acquire it from Camden Iron & Metal Inc.

"I was on the battleship and saw all the monuments," he said. "They've got all these monuments for the Navy. Why don't they have one for the Merchant Marines?"

Mardigian said the site is appropriate since 335 merchant vessels that sailed during the war were built at Delaware River shipyards.

The Merchant Marines trace their history to the Revolutionary War. At that time, the Colonies did not have a navy, so individual ship owners known as privateers used their own vessels to fight the British at sea.

During World War II, 243,000 merchant mariners served, according to the U.S. Maritime Service Veterans Web site. Officers were graduates of the U.S. Merchant Marine Academy in Kings Point, N.Y.

Many crewmembers were rejected by the draft board for a physical disability. Mardigian said it was not unusual to have skippers who were 65 or 70 years old.

Merchant Marines worked aboard private ships contracted by the U.S. Army Transport Service.

The ships transported guns, ammunition, troops, food, medical supplies, clothing and equipment to the Atlantic and Pacific theaters of fighting. Mardigian said 865 merchant ships were sunk during missions. About 9,500 Merchant Marines, or one in 26 who served, were killed during the war, according to the veterans group.

However, the federal government did not recognize Merchant Marines as veterans until the 1980s.

"People have no idea what went on. There were 21 ships hit at

Pearl Harbor. Seventeen were rebuilt. The (Merchant Marine) ships never came back. The German subs were a real terror," said Mardigian, who moved from Philadelphia to Mount Laurel 15 years ago. "The Merchant Marines were involved in every single invasion."

The increasing death rate of World War II veterans also was a factor in the desire to erect the memorial now, Mardigian said. The New Jersey chapter of the American Merchant Marine Veterans Association used to attract 85 to its monthly meetings, but only 35 to 40 attend these days, he said.

"They're my age and older," said Mardigian, 81. "They're dropping like flies."

While the propeller, engineering and transportation services were donated, Mardigian and the chapter hope to raise \$70,000 to cover other costs and later expand the memorial. The chapter is forming a committee to seek ways to raise the funds.

Mardigian said the chapter plans to hold a dedication ceremony Memorial Day. "We've been working on this thing for two years. We have a completion date of May 31. Hopefully, everything will be done," he said.



Charles Mardigian is coordinating construction of a Merchant Marine memorial.

AOS USA President Sinclair Oubre wrote recently to Senator Ben Nelson regarding Senate bill 1272, The Merchant Mariners of WWII Act. The letter is reprinted below:

August 12, 2005

The Honorable Ben Nelson

7602 Pacific St.

Ste 205

Omaha, NE 68114

Dear Senator Nelson:

First, I must thank you for your courageous and honest efforts for the respect of human life. I had the opportunity to meet you when you were honored by the Democrats for Life of America. I am always pleased to see your name in the information that Kristen Day sends me.

However, I am writing to thank you for introducing S-1272, The Merchant Mariners of WWII Act as a companion to HR 23.

I am the president of the Apostleship of the Sea of the United States of America. We are a membership organization of Catholics and non-Catholics who work to promote the apostolic work of ministry to the people of the sea. This ministry not only reaches out to those who are actively sailing, but also those who have served in the past.

At our 2005 national conference, we approved a resolution supporting HR 23. I am sending this to you now, and know that the endorsement we gave HR 23 also extends to S-1272.

We will keep you in our prayers.

Your brother in Christ,

Fr. Sinclair Oubre, J.C.L.

Merchant Marine

CSA announces safe ship operation awards

NEW ORLEANS, LA.... U.S. maritime industry publicly recognized the women and men responsible for safe ship operations at the Annual Safety Awards Luncheon held at the Hilton New Orleans Riverside on June 9, 2005. Over 180 people, representing over 50 companies, attended the annual industry-sponsored event.

The Chamber of Shipping of America (CSA) announces the results of the 2004 Jones F. Devlin Awards. Those awards were given to vessels that have operated for at least two years without a seafarer involved in a lost-time injury.

Joseph Cox, CSA President said: "We have been holding these annual award ceremonies since 1954. For that initial year, we honored six vessels having a total of twelve years operation with no lost-time incidents. This year, we gave awards to 726 vessels that operated 3,956 years without a lost-time incident. This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

Recipients of the 2004 Jones F. Devlin Awards were AHL Shipping Company; Alaska Tanker Company, LLC; American Commercial Barge Line LLC; American Commercial Barge Line LLC – Louisiana Dock Co.; American Electric Power – River Division; American Electric Power – River Operations; Canal Barge Company, Inc.; Central Gulf Lines; ChevronTexaco Shipping Company LLC; Crescent Towing; Crosby Tugs, Inc.; Fugro McClelland Marine Geosciences; Horizon Lines; Ingram Barge Company; Interlake Steamship Company; Interocean American Shipping Corporation; Keystone Shipping Co.; Kilgore Marine LLC; Kirby Inland Marine, LP; Kirby Inland Marine, LP (Canal Group); Kirby Inland Marine, LP (River Group); Kirby Inland Marine, LP (Dixie Carriers Offshore); Marathon Ashland Petroleum LLC; Marine Transport Lines; Maritrans Operating Company L.P.; Mersk Line Ltd.; Moran Towing Corporation; Northern Marine Management USA LLC; OSG Ship Management, Inc.; Petroleum Service Corporation; Reinauer Transportation Companies LLC; Seabulk Tankers; Seabulk Towing, Inc., SeaRiver Maritime, Inc.; Southern Towing Company; TECO Barge Line; TECO Ocean Shipping; Teekay Shipping, Ltd.; Tidewater Marine, LLC; U.S. Shipping Partners L.P.; United Tugs, Inc.; Vela International Marine Limited; Weeks Marine, Inc.; and Westar Marine Services.

The Chamber of Shipping of America represents 25 U.S. based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.

"Don't worry about the world coming to an end today.
It's already tomorrow in Australia."

-- Charles Schultz

109th Congress Starts with Maritime-related Bills, Budget Surprises

Condensed from Article by Yvette Robitaille and Roy Marshall

Reprinted with permission, Spring 2005 Propeller Club Quarterly

The start of the 109th Congress delivered an onslaught of maritime related bills, budget proposal surprises, agency personnel changes and committee reorganization, all of which will certainly have an effect on maritime policy over the next two years.

The Bush Administration's Fiscal Year 2006 initial budget proposal left much to be desired for the maritime industry. The proposal rescinded the \$75 million appropriated in Fiscal Year 2005 for the construction of five product tankers. Fortunately, Congress will have to approve the rescission before it can take effect, but the status of the program remains uncertain. Additionally, monies were not allocated for SEA-21, as had been anticipated. The Maritime Security Program faced cuts as the administration initially proposed MSP funding for only 47 of the 60 vessels. It required an eleventh hour push by various maritime interests to keep the MSP funded at the 60-vessel level.

Meanwhile, Sens. Stevens and Inouye took over as chairman and ranking member of the Senate Commerce Committee, which has completely reorganized its subcommittee structure. On the other side of the Capitol, the House Transportation and Infrastructure maintained a subcommittee structure similar to that of the 108th Congress, with Reps. Frank LoBiondo and Bob Filner retaining their chairman and ranking member positions on the Coast Guard and Maritime Transportation subcommittee.

The maritime industry lost an ally at MARAD with the resignation of Captain William Schubert as Maritime Administrator. Deputy Maritime Administrator John Jamian, Federal Maritime Commission Chairman Steven Blust, and Department of Transportation Under Secretary Jeff Shane are rumored as possible replacements for Schubert.

Several maritime-related bills have already been introduced in both houses. Sen. Inouye introduced S.363 to establish vessel ballast water management requirements. Rep. Don Young has introduced H.R.889, which would authorize funding for the Coast Guard in FY 06. Rep. Millender-McDonald introduced H.R. 478 calling for a multi-year, steady-stream funding mechanism for port security mandates. She has also introduced two other port security-related bills (H.R. 173, H.R. 163), which address terrorism and ports and container safety. Sen. Hutchison introduced S. 376 to improve the security of intermodal containers moving through the U.S. supply chain. Rep. Terry offered H.R. 359, which would require certain terms and conditions for the siting, construction, expansion, and operation of LNG import terminals.

With Congress currently focused on the supplemental appropriations bill, tort reform and committee organization, it is unknown when any maritime-related legislation will come up, however the budget reconciliation process may offer an opportunity for some maritime programs to be addressed.

Cruise Ship Priest Program

Ministry at sea

Area priests minister to cruise ship staff and guests across the globe

By Heather Felton

Reprinted with permission of *The Florida Catholic*

VENICE, FL - Like their parishioners, priests need a little time away to recharge their batteries. And many clerics, like Father Charles Sullivan, take on a new ministry while getting rejuvenated.

Father Sullivan, pastor of Blessed Pope John XXIII Parish, Fort Myers, is one of several priests in the Venice Diocese who serve as cruise ship chaplains as a means of travel and relaxation.



Fr. Charles Sullivan

"If you like people, you like to get some sun and get some reading, while also doing a service to the people and the crew," said Father Sullivan, "it's really a golden opportunity. You can make a retreat on a ship."

Others area cruise ship chaplains include Father James Shea, weekend assistant at Epiphany Cathedral Parish, Venice, and Father Luis Hurtado Pacheco, parochial vicar, St. Andrew Parish, Cape Coral.

As participants in the Cruise Ship Priest Program for the Apostleship of the Sea of the United States of America (AOSUSA), these men are among more than 600 U.S. priests to minister to both the patrons and the employees of cruise lines across the globe, said Father John A. Jamnicky, national director of AOSUSA.

There are a diversity of individuals who are part of program, said Father Jamnicky. First, there is a large group is retired priests who do not have as many demands. Second are those in academics who have semester breaks or summers off and can easily participate. Then there are priests on sabbaticals and, last, others who use vacation time.

To participate, a priest submits an application of membership to the AOSUSA, including a photo, the diocese/religious community he belongs to, his present position/assignment in the church, languages spoken and time periods available, as well as a letter of permission from his bishop or religious superior stating that he is of good character and reputation, qualified to perform his priestly duties and is permitted participate in the program. There is also a \$50 a year membership fee.

Once these requirements are met, the priest is now a voting member invited to annual meetings.

Although on-board responsibilities vary between cruise lines, said Father Jamnicky, responsibilities generally include celebrating daily Mass for the guests, leading ecumenical services each Sunday, celebrating Mass each week for the crew, being available for ministry and visiting the infirmary. A priest chaplain may also be called on in the case of a death or to celebrate marriage vow renewals, although not marriages.

Father Sullivan, who also ministers as a chaplain for local law enforcement, said he became involved in cruise ship ministry in 1970 because he liked to take cruises and could get a pretty good

deal on them working as a chaplain.

He liked it so much, he said, that he's crossed the globe, visiting Russia, Germany, Belgium, Sweden, Norway, Denmark, Ireland, England, Scotland, the Faeroe Islands, Greenland, Newfoundland, Nova Scotia, the Caribbean, the Panama Canal, Hawaii and Alaska.

"I've seen the world," he said.

His duties, as with most chaplain priests, are limited but important, he said, kind of like the chaplaincy of a police department.

"You are supporting the crew and the line, but also supporting the people," he said.

The ministry also gives him the opportunity to meet people from all over the world while relaxing.

"You have a lot of free time to yourself although you make yourself available to the crew, as well," he said. "I like being able to be available to them. I find it fascinating to meet the different crews and enjoy visiting places I'd never go to see on my own. I like everything."

One of the additional perks, he said, is that most cruise lines offer what they call "an enrichment series" in which someone gives lectures on the places you're going to visit.

"I've learned more history than I did in all my years in school," he said. "They are absolutely fascinating lectures."

Father Shea, who has been serving on Holland America cruise ships for about 35 years, said being a cruise chaplain has enabled him to meet new people and to relieve some of the burdens of everyday life.

"It's a nice ministry. I've met some wonderful people," he said. "It's a very relaxed kind of duty and a very enjoyable kind of duty."

But what does he enjoy most?

"The quietness of it all," he said. "It's wonderful to see other countries and I enjoy that, but just the relaxed atmosphere (is satisfying)," he said.

"You don't have to worry about hotels. You don't have to worry about meals. You don't have to worry about getting from one airport to another," he said. "The (ship's crew) goes out of its way to make you feel at ease. It's just so absolutely incredible. You see all of God's beauty."

So far, Father Shea has visited Vancouver, Nassau, most of the Caribbean, Montreal, Boston, the Maritime Provinces and Alaska.

Father Pacheco became involved in the ministry about five years ago, seeing the experience as both a good way to expand his priestly ministry and to visit different places.

"I could not afford to pay for the cruises (otherwise)," he said. "I don't have that kind of



Fr. Luis Pacheco



Fr. James Shea

Port Ministry

NAMMA Conference coming up October 26-29 in Montreal

NAMMA will hold the Annual NAMMC Conference, October 26-29, 2005 at Le Nouvel Hotel in Montreal, Canada. The theme of this conference is "Many Expressions, One Task."

Registration will be \$150 USD or \$180 CAD and may be paid in either currency. Registrations will include meals from opening snacks on Oct. 25 through lunch Oct. 29, less supper for a "free evening," Oct. 27. The NAMMA Banquet will take place the evening of Oct. 28. Registrations will be handled by the Rev. Lloyd Burghart, (905) 892-7525, in Fonthill, Ontario (across the river from Buffalo, NY).

All meetings of this year's conference will take place at Le Nouvel Hotel. ROOMS: Rooms will be available at that location and also at Hotel Maritime Plaza across the street. Reservations will be made by individuals with either hotel:

Le Nouvel Hotel 1-800-363-6063 or 1-514-931-8841

Hôtel Maritime 1-800-363-6255 or 1-514-932-1411

CRUISE _____ *from page 10*

money and I wanted to enjoy my vacation and I don't mind working for my vacation."

Father Pacheco, who serves on Celebrity Cruise Lines, said priests are expected to pay their air transportation, if any, as well as tips for the ship's staff and any tours they may elect to take during the cruise.

So far, he's visited the Caribbean, Alaska, the Mediterranean, South America, New England, Canada and Mexico, often taking his mother with him as a travel companion.

"It is a way I can take my mom places I couldn't usually afford to take her," he said. "Everything has been very positive. The people are wonderful and the food is great. Usually you walk in to the cruise and you roll out," he added with a laugh.

In addition, he said he has had the pleasure of nearly always finding at least one couple from the Venice Diocese traveling.

"That is a great pleasure to me," he said. "That gives me pride and makes me happy. It has been a great way to get to know lay people from the diocese."

The Apostleship of the Sea, the Catholic Church's official ministry in the maritime industry, was developed in Glasgow, Scotland, in 1920 as a Catholic port ministry. It now has branches in every major country and includes ministry on the oceans and seas, as well as in the ports, to seafarers across the globe.

The Apostleship of the Sea of the United States of America – in existence about 20 years – coordinates the Cruise Ship Priest Program in the U.S. Launched in January 2004, the Cruise Ship Priest Program was developed in response to complaints about priests who were married or suspended from ministry still serving as chaplains and falsely claiming to be in good standing with the church. To combat this, the program provides a list of priests – all screened and in full communion with the church – to cruise lines from which they enlist chaplains for their cruises worldwide.

There are currently more than 600 priest members of the AOSUSA, said Father Jamnicky, giving cruise lines a ready supply of men from which to choose. Sadly, only four cruise lines currently participate in the cruise program – Celebrity, Holland America, Costa and Norwe-

Turkish seafarers find warm welcome in Brunswick, GA

From June 22 to June 30, 2005 the International Seafarers' Center operating from the Port of Brunswick, GA. worked diligently to provide personal and humanitarian services to 23 detained Turkish seafarers on the M/V Inca Marmara.

The vessel was discharging 35,000 tons of coal it had taken on in Turkey at the Brunswick Logistic terminal.

Port Chaplain Alex Hoffner and General Manager Dan Tice developed an action plan to make certain that cellular telephones and United Sea phone cards were available to crew members through the Chief Officer.

Additionally, those crew members had exposure to local newspapers and advertising circulars for merchants in our area. Looking at the sales ads most of the crew expressed interest in wondering how they could obtain these items. Their greatest request was for electronic items for the vessel and for personal use. Mr. Tice, using funds provided by the detained sailors, purchased three DVD players and a high end digital camera. At the same time, plentiful requests were logged to Mr. Tice to obtain personal care items ranging from vitamins to T-shirts. He fulfilled all those requests.

The Master of the Inca Marmara, in gratitude of the help we provided to his crew, had Pastor Alex Hoffner and Mr. Tice join the officers on board for their evening meal. Pastor Hoffner and Mr. Tice were amazed at the variety and flavor of Turkish food. Mr. Tice's meal was a long affair, combining long conversations of the crew's families and ports of call, and a small cup of potent, hot, Turkish tea.

Naval Military & Air Force Bible Society

This British-based organization provides Bibles and Christian booklets for Chaplains and Scripture Readers of Christian organizations working with military forces and the merchant marine, including the Apostleship of the Sea.

To order resources, visit the NF&AFBS website:

www.nmafbs.org

Or write to:

Naval Military & Air Force Bible Society

Castaway House, 311 Twyford Ave.

Portsmouth, PO2 8RN

UK

gian – selecting their chaplains from only this list.

The AOSUSA is now in negotiations with several others to follow the formal guidelines set down by the bishops. The bottom line, he said, is that if Catholics take other cruise lines, they can't be sure they are getting a priest who is approved, certified and in good standing per the bishops' request.

"We're hoping the other companies will come on board," he said. "But right now we really recommend that Catholics not go on any companies that don't have approved priests."

HURRICANE KATRINA

Society of St. Vincent de Paul requesting funds to aid victims

The Society of St. Vincent de Paul National Council has issued an urgent call for disaster funds to immediately send to the Society's offices in Mississippi, Alabama, and Louisiana, for direct aid to the victims of the on-going disaster affecting millions of Americans in the wake of Hurricane Katrina. Contributions may be sent to: The National Council, Society of St. Vincent de Paul, 58 Progress Pkwy., St. Louis, MO 63043-3706; or, for credit card online, donate via the "Tribute" function:

www.svdpusa.org

The Society of St. Vincent de Paul National Council is the umbrella organization for more than 120,000 active and associate members in the United States. It enables the Society's local and regional units to better devote resources to serving their communities and seeks to develop and promote innovative strategies that address human needs and social justice. The National Council facilitates communication and assistance between units in the US and Internationally organizes the Society's response to global need, including disaster assistance. In the unlikely event that Katrina funds exceed demand, such funds will be designated for general national disaster relief.

Editor's note: The Society of St. Vincent de Paul has a long history with the Apostleship of the Sea. When Peter Anson was designing the early rules for AOS, he modeled them after those of the society. In addition, many St. Vincent de Paul Societies were the first to take on the sea apostolate as part of their work.

MISSISSIPPI _____ from page 1

but this was re opened to "smaller-ships" yesterday morning, the spokesman said.

He said deep-draught ships — he could not be more specific — were still prohibited from using the river and even smaller ships were being advised to proceed with caution because "navigational aids at the mouth of the Mississippi no longer exist".

The latest status of the Port of South Louisiana remained uncertain at press time. The port's website appeared to be down and calls to executives were not getting through.

South Louisiana is the fifth largest world port by tonnage and the largest in the US. As a river port, it depends on the navigability of the Mississippi. Stretching for 50 miles north and south of New Orleans, it handles grain exports that sustain the Midwest farming industry.

About 15% of US exports by value are estimated to use the port which also imports crude, fertilisers and ore.

The Louisiana Offshore Oil Port, the largest oil importing port in the US handling 11% of imports, remained shut late on Monday. The port handles tankers too large for inland ports.

By virtue of stopping crude oil supply to pipelines, this was expected to prevent 10% of US crude imports from reaching refineries.

Port Fourchon, a key link to the oil services industry, said it had suffered "considerable damage" and remained shut and without electricity. Ted Falgout, port director, expressed concern about silting which could make it harder for ships to call.

Coast Guard continues rescue efforts, assessment

From Press Release dated August 31

MOBILE, Ala. — The unified command here is continuing their hurricane response efforts today, performing search and rescue missions in the Louisiana, Mississippi and Alabama area and assessing damage to the ports and waterways.

- Coast Guard helicopter rescue crews have rescued 696 people, 16 dogs, two cats and have flown more than 243 hours.

- The Intracoastal Canal from Mobile to Panama City, Fla., is open, and tug and barge traffic has resumed in Mobile Bay, Ala. All other ports and waterways from Mobile to New Orleans remain closed.

- An HU-25 Falcon jet crew from Coast Guard Aviation Training Center Mobile is flying offshore in search of three missing oil rigs.

- Helicopter rescue crews from Coast Guard air stations Cape Cod, Mass., Clearwater, Fla., Miami and the Arkansas National Guard continue to rescue hurricane survivors and critically ill patients from hospitals. The number of rooftop rescues has declined but continue as rescue crews search for survivors.

- Three Coast Guard cutters and numerous small boats will patrol the Alabama and Mississippi coast.

- Members from Coast Guard Aids to Navigation Team Mobile have started placing temporary buoys in Alabama waterways today.

- The unified command, comprised of Coast Guard Sector Mobile, Coast Guard Aviation Training Center Mobile, the Environmental Protection Agency, the Gulf Intracoastal Canal Association and the Alabama Department of Environmental Management, was established Monday in response to Hurricane Katrina.

- The unified command continues to work with the Federal Emergency Management Agency, state emergency operations centers, and other local, state and federal agencies in response to Hurricane Katrina.

- In addition to search and rescue, which will always take precedence, other top priorities are to open the ports of Pensacola, Fla., Mobile and Pascagoula, Miss., in order to allow the movement of supplies and fuel.

Port Fourchon connects with LOOP and has about 600 oil platforms within a 40-mile radius.

The main natural gas delivery terminal in the US, Henry Hub in Louisiana, was closed from Sunday evening to Monday afternoon, causing the New York Mercantile Exchange to declare an unprecedented force majeure, or temporary halt of deliveries against its natural gas futures contracts.

Nymex gas futures for September hit record highs.

O'Brien's, an oil spill response management service provider, said its Slidell centre in Louisiana had been "destroyed". A spokesman told Lloyd's List the "entire city of Slidell" appeared to have been devastated.

He said all emergency response activity being co-ordinated out of Slidell was now being handled by the firm's Houston command centre.

HURRICANE KATRINA

Word from Chaplains, etc. in storm areas:

- Sr. Joy Manthey was evacuated with her sisters from New Orleans to Baton Rouge, La. They are well.
- Deacon Ernie Elfer with AOS New Orleans got out with his family, and they are all well.
- The Rev. Heinz Neuman at the German Seamen's Mission stayed in his home/Center and had to climb out the attic roof. He was brought to safety.
- The Norwegian Seamen's Mission staff is being housed at the Houston Norwegian Seamen's Mission.
- Deacon Joe Connick and the Rev. Aias de Souza in Mobile, AL are well.
- The Rev. Phillip Vandercook with Global Maritime Ministries in New Orleans was able to get out with his family, and his entire staff is well.
- Deacon Bob Balderas, former AOS National Director, his wife, children and grandchildren all got out and are well.
- The Rev. Charles Corey, with the Center for Seamen and Truckers in Gulfport, MS has been in contact.
- Adrian Turner in Pascagoula, MS is also fine.
- Dwayne Boudreaux, ITF Inspector for New Orleans, and the Gulf Coast Coordinator for the ITF, is also well. He and his family are in Houston, where he will be working for the foreseeable future.
- The Lake Charles, La. Center was not affected, as it was well to the west of the storm. Deacon Patrick LaPoint was asked by his diocese to help bus patients from Lafayette.

At the time of this printing (September 8) we have not heard from the following:

- Deacon Doug Strayhan, former AOS Port Chaplain in New Orleans
- Deacon Gilbert Smith, retired from AOS New Orleans
- Roy and Lou Carroll and Deacon Richard Henderson in Biloxi, MS

Mary, Star of the Sea - Pray for them.

FISHING _____ *from page 1*

Louisiana alone produces 42 percent of the fresh oysters eaten in the United States. The oyster industry generates \$286 million annually, directly employing 3,000.

According to the Louisiana Seafood Promotion and Marketing Board, Katrina will severely impact the state's seafood industry, which has annually contributes \$2.6 billion to Louisiana's economy.

"We hold serious concern for the welfare of all those throughout the Gulf Coast who are bravely confronting the dangerous challenges posed by this horrible storm," Ewell Smith, executive director of the Louisiana Seafood Promotion and Marketing Board stated in a press release issued Wednesday. "Our thoughts and prayers are also with the 30,000 men and women employed within Louisiana's seafood industry, and the towns and businesses associated with fishing in the Gulf States hit by the hurricane."

Amen to that.

Various Brief Updates

- Some of the Ready Reserve vessels home ported in New Orleans are shifting to other locations.
- The Seafarers Union Hall in Mobile came through the storm OK; all staff seem to be safe.
- The Seafarers Hall for New Orleans in Harvey, La. had 4-5 feet of water in it.
- A number of small Coast Guard vessels from Grand Isle and Biloxi will be stationed in Sabine Pass until further notice.
- The Coast Guard Station on Grand Isle was washed away.
- The Louisiana Offshore Oil Port closed operations Saturday ahead of Katrina and afterwards reported "no apparent catastrophic damage" though power was out.
- The community of Grand Bayou, La., which was previously accessible only by boat, is now completely under water.
- Communities along the Gulf Coast not affected by the storm are working to provide relief services, including food, water, shelter, jobs, housing, transportation and other necessities. Aid is being offered by various organizations, governmental entities, community groups, churches and individuals. The coordination of these efforts presents great logistical challenges.

To donate toward relief efforts:

Within the United States, please donate to:
the **St. Vincent de Paul Society** or **Catholic Charities USA**

www.catholiccharitiesusa.org

Catholic Charities is the designated Catholic relief agency for this catastrophe.

From outside the United States, please donate to:
the **St. Vincent de Paul Society** www.svdpusa.org

COAST GUARD _____ *from page 1*

listing, and the MARS facility is severely damaged.

A high priority is reopening ports and waterways and Outer Continental Shelf reconstitution. The Coast Guard anticipates prolonged waterways management issues and environmental cleanup operations. Currently, all Gulf ports remain closed. The Coast Guard is beginning to conduct port surveys and is moving assets into the area to reconstitute the aids-to-navigation system on the Mississippi River and other waterways.

Four Coast Guard personnel from Coast Guard Sector Mobile have not been accounted for. Coast Guard facilities have experienced varying degrees of damage. Early reports indicate Coast Guard Station Gulfport, Miss., was destroyed. Station Venice, La., is partially submerged. Station Grand Isle, Ala., sustained slight damage to the group building and Coast Guard housing. Station New Orleans appears to have sustained little damage, but remains inaccessible by car.

"As part of a committed team, we have been working tirelessly to help those in need and to begin work on the ports and waterways," said Rear Adm. Robert Duncan, the Coast Guard incident commander. "Some of our own people are missing. Many of the Coast Guard personnel responding to this disaster have likely lost their properties. We will be here helping these communities as long as it takes."

Fishing

Safety regulation and the high price of

Condensed from Lloydslist.com, August 11, with commentary by CDR Jon Furukawa, USNR, AOS East Coast Board Member.

Fishing has always been regarded as one of the most dangerous activities.

The depletion of resources, environmental pressures, poor rewards and 'rationing' of work through quotas all have a part to play in producing a beleaguered industry sector that has failed to embrace modern safety management. It is a worldwide problem; global casualty figures are disgraceful, the more so when it is considered that fish has moved from the sustenance of the poor to become the choice of the well-off. International treaties, which would improve safety, such as the Torremolinos Convention, need both updating and a greater level of implementation.

Fishing remains by far the most hazardous industry in the UK, with a fatal accident rate of more than 100 per 100,000 workers, compared with about eight in the construction industry, which most people consider to be notably dangerous.

Few of these fatalities reach the national consciousness; lives are leached away in ones and twos as small craft are lost. Only when larger craft are run down by bigger ships, or overwhelmed because of their cavalier attitude to safety, are we made more aware of the high price paid for our fish.

The UK Marine Accident Investigation Branch and the Maritime & Coastguard Agency both try hard to improve this dreadful record, publishing codes of practice for smaller craft and increasing inspections. So many of the casualties are grimly repetitive, however, and indicate much helpful advice is falling on deaf ears.

Fishermen take terrible risks with the weather; they refuse (or fail for financial reasons) to maintain their boats and their equipment properly or wear life vests. They alter their boats without due account to the effects upon stability or seakeeping. Self regulation it seems, is largely ineffective.

In an unusual move, designed perhaps to get the message across to the fishing community, the MAIB has collected together its inquiries into three fatal accidents which happened within a few months of each other, into a single volume. Four or five lives were lost in these eminently preventable tragedies, which between them encompass so much of what is wrong in this industry sector.

Commentary:

I thought that this was a good article and applicable to our domestic fishing industry as well. My professor at the World Maritime University was Captain Peter Muirhead. He was a plank owner of the Australian Maritime College (AMC) in Tasmania. He said that the AMC recognized that there was a desire by commercial fishermen for professional education and their first distance education course (marine resource management, safety and business) was for commercial fishermen.

Doing a quick web search, AMC currently offers several undergraduate and graduate courses delivered by distance education to include:

Certificate, Diploma, and Advanced Diploma in Maritime Business
Bachelor of Applied Science (Maritime Technology Management)
(some subjects)

Bachelor of Business (Maritime and Logistics Management)

Graduate Certificate, Diploma and MBA in Marine Resource Mgmt
Graduate Certificate, Diploma and MBA in Maritime Management

For more information:

Australian Maritime College

P.O. Box 986, Launceston

Tasmania, Australia, 7250

[http://www.amc.edu.au/E-mail amcinfo@amc.edu.au](http://www.amc.edu.au/E-mail_amcinfo@amc.edu.au)

Telephone + 613 6335 4731

Report examines economic impact of fishing for La.

The Louisiana Department of Wildlife and Fisheries released the results of an economic impact study that tallies the benefits of the state's fisheries, wildlife and boating resources.

The industries supported by these resources created a total economic effect of \$7.1 billion in 2003. Overall retail and harvest sales in all contributing categories reached \$5.1 billion, supporting 77,690 jobs and creating \$284 million in sales and income taxes.

The state's commercial fishing industry created a \$2.61 billion ripple effect generated by \$294 million in retail or harvest sales, supporting 29,245 jobs and producing \$100 million in sales and income tax revenues. Recreational fishing generated \$895 million in retail sales in 2004, the second highest contributing factor to overall outdoor retail sales that support 17,000 jobs.

To view the complete report go to www.wlf.louisiana.gov and click on the link Report Released: Economic Benefits under "What's New" on the LDWF home page.

Coast Guard works with Asian nations to end illegal driftnets

Condensed from *China Daily*, July 22, 2005

Chinese and US fisheries enforcement authorities embarked on their first-ever joint patrol of the North Pacific, a three-day cruise on the look out for illegal driftnet fishing.

The two sides exchanged inspectors; the US provided pictures of vessels suspected of fishing illegally, and afterwards the two sides met to discuss continued cooperation.

Driftnets longer than 1.5 miles are prohibited under a 1992 United Nations General Assembly moratorium. Used to catch tuna, salmon and squid, the fine nylon mesh nets, which are set below the surface to drift overnight, are almost invisible. Up to 20 miles long, illegal driftnets indiscriminately catch whatever marine species they encounter, including dolphins and whales.

Many Asian ships in the Pacific Ocean began using the nets to catch squid, tuna and other species, but the large incidental catch of protected, endangered and unwanted fish sparked international protest, leading to a UN moratorium on their use.

China has been sending vessels to the North Pacific for the last four years to take part in joint enforcement with the US, but this is the first year the two countries' vessels have cruised in formation.

IN OTHER NEWS...

Former leader of Burma trade union reported killed

Compiled from reports in *Mizzima News* (www.mizzima.com)

A Burmese rights activist, based in the Thai border town of Ranong, was reported missing in May and is reported killed.

Forty-year-old Ko Michael (a.k.a) Ko Moe Naung, a former member of Federation of Trade Unions-Burma (FTUB), was taken from his house by two Thai nationals on May 19 at around 7 p.m.

The two were in civil dress, carrying a walky-talky hand phone, according to Ko Moe Naung's wife Ma Hla Hla.

"I thought they were policemen and since I do not have any documents, I hid myself," she said. "They called Ko Moe Naung and took him away. When he did not return even in the next morning, I started looking for him. I have sought the help of Thai police and intelligence, but so far there is no clue to his whereabouts."

Seven years ago, Ko Moe Naung was arrested and imprisoned for six-and-a-half years on a charge of possessing arms. Since his release till his disappearance, he was in contact and actively worked with the organisations advocating workers' rights.

According to unconfirmed reports, Ko Moe Naung was arrested with the help of Thai gangsters and handed over to the Burmese military battalion based in Kawh Thaug of Burma. While being interrogated at the Light Infantry Battalion's (431) sixth-mile quarter in Kawh Thaug Town, it is alleged that he was accidentally killed.

Traders and businessmen close to the LIB (431) dismiss the report, saying no person was brought arrested to the battalion's lock-up this week.

Condensed, reprinted from Lloyd's List www.lloydslist.com

Ships on 'optimised' track collided - July 21

The 6,454 gt UK-registered containership *Cepheus J* ran down the slower Maltese general cargoship *Ileksa* in the Kattegat in November 2004. While there were no injuries or pollution, the stern of the *Ileksa* was severely damaged and the containership holed above the waterline.

The UK Marine Accident Investigation Branch inspectors found that the chief officer of the containership was alone on the bridge, having sent the lookout below, while he busied himself with paperwork. Visibility was poor to moderate, with rain and sleet. Other factors identified in the report were the poor use of Automatic Radar Plotting Aid equipment, poor appreciation of the Colregs and both ships following the same ground track.

The MAIB has asked the International Chamber of Shipping to highlight that ships complying with an IMO routing system may be using passage plans with identical waypoints. It has been suggested that the use of navigational software in which tracks are optimised lends itself to a constriction of tracks in navigational channels and may contribute to such accidents.

No leniency over foreign crew visa requirements - August 10

An incident with Thai nationals showing 'no ill intent' in Houston highlights US agencies' tough stance.

M/V Semlow held hostage

According to AOS reports from Kenya, the M/V *Semlow*, its 10 crew and 850 tons of rice are being held captive roughly two miles off the coast of Harardhere since 27th June. She left the port of Mombasa on 23 June heading to the northern port of Bossaso, Puntland. The hostages are comprised of 8 Kenyans, a Tanzanian engineer and a Sri Lankan ship captain.



Columnist disputes news article

Column by Chris Phillips

Condensed from the January 2005 edition of *Pacific Maritime*

When the 738-foot cargo vessel *M/V Selendang Ayu* lost power off Unalaska Island in the the Aleutian Islands last month, the US Coast Guard responded with ships and helicopters to try and save the ship and its crew. Eighteen of the crew were evacuated by Coast Guard helicopter, but six more were lost when a Coast Guard helicopter crashed during the rescue. The *Selendang Ayu* later ran aground and broke in two.

After the helicopter crash, an investigative reporter for the Seattle Post Intelligencer, Eric Nalder, interviewed the relatives of one of the missing crewmen, and wrote a story entitled: "Death on the high seas- why?"

In answer to the question, Nalder interviewed the relatives of one of the missing crewmen, and devoted several paragraphs to the grief-stricken family members who implied that the Coast Guard sacrificed the 6 Filipino crewmen because of their race. Farther on in the article, Nalder implied that the US Coast Guard was negligent in its inspection of the vessel ("...the first in a cascade of errors;" he says), and finished with a suggestion that ultimately, the war in Iraq was to blame for the deaths of six crewmen from a stranded bulker off the coast of Alaska

Nowhere in the article did Nalder mention the fact that members of the Coast Guard risk their own lives every day to save those of people who have gotten into trouble at sea, regardless of their race or other distinguishing characteristics. He can rest assured that the next time he goes to sea, the US Coast Guard will be around to protect him, regardless of what he writes about them.



The 738-foot cargo vessel *M/V Selendang Ayu* lost power of Unalaska Island in the Aleutians in early December. It ran aground and broke apart. Six crew died in the rescue effort.

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Upcoming Events For Maritime Ministry

September 19, 2005 National Talk Like a Pirate Day! (Arrrrr...!)

September 29, 2005 World Maritime Day

October 24-25, 2005 AOS USA Winter Board Meeting,
USCCB - Washington D.C.

October 25-29, 2005 NAMMA Conference, Montreal

November 25, 2005 World Fisheries Day

February 5-17, 2006 AOS School for Port Chaplains,
Houston International Seafarer's Center

April 25-28, 2006 AOS USA Annual Conference,
Texas A&M University at Galveston Maritime Academy

June 23-30, 2007 (tentative) AOS World Congress, Poland

*Lord, no one is a stranger to you,
and no one is ever far from your loving care.
In your kindness watch over refugees and exiles,
those separated from their loved ones,
young people who are lost,
and those who have had to leave their homes.*

*Bring them back safely to the place where they long to be
and help us always to show your kindness
to strangers and to those in need.
We ask this through our Lord Jesus Christ, your Son,
who lives and reigns with you and the Holy Spirit,
one God, for ever and ever.*

adapted from the Mass for Refugees and Exiles