



CATHOLIC MARITIME NEWS

August 2006

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Shore Leave: Important Relief on the Horizon *HR 5681 Would Give Free Access for Seafarers at Facilities*

Since September 11, 2001, every seafarer, maritime minister and ship agent can reel off a litany of stories about the denial of shore leave at United States ports and facilities. (*see page 7 for new problems US seafarers are facing in Canada.*) For all of us who are AOS maritime ministers, the systematic denial of shore leave is nothing less than institutionalized abuse of the human rights of seafarers perpetrated by our government, under the guise of security, and used by many port facilities to solve their “seafarer problem.” However, with the grace of God, and the efforts of seafarers’ friends in the House and Senate, things could change for the better with the adoption of section 308 of HR 5681.

In some facilities where shore leave is allowed, extortion fees and procedures are set up to stymie any attempt by seafarers to access their rights. In recent comments made by a U.S. captain on a U.S. flagged tanker to the Merchant Marine Personnel Advisory Committee of the US Coast Guard:

“Just to pass through KinderMorgan oil terminal in Carteret, NJ, 2 weeks ago cost me \$300. I had to pay for a special ‘Security Van’ to come pick me up, to take me from the ship’s gangway to the gate. The cost was \$190 per half hour, and they charge a minimum of 1 hour travel time. The driver dropped me off at the MacDonald’s parking lot outside the gate. I had to call a cab (with a 20-minute wait) to take me to the airport. I may mention that the Security Van driver was a more disheveled unshaven bum than any of my crew would ever look! But business is business – a security rule that was implemented with the spirit of making the ports more secure has degenerated into nothing more than a money-making scam.”

In the recent report *Access Denied: Implementing the ISPS Code* (download at: www.itfglobal.org/files/seealsodocs/ENG/1446/accessdenied.pdf), the International Transport Workers Federation interviewed seafarers and member trade unions on the effects of the International Ship and Port Security Code. Of the many concerns raised, one is particularly germane:

“48. The following extract comes from a seafarer’s trade union representative following a conversation with a master about the Port of Baltimore:

‘Transportation: After a long voyage at sea, the crew requested some shore leave. No problem for the Captain. But, for the transport from the berth to the gate it cost 65 USD, one way, number of persons not important... then the seafarer still has to pay for a cab to get to the city...’

Needless to say, two years after the introduction of the International Ship and Port Security Code, the struggles that seafarers face to gain shore leave even with a D-1 visas continues to be a daily battle. Some relief in the battle is on the horizon in the

form of the Coast Guard Authorization Act of 2006 (HR 5681)

In what is presently listed as section 308, and is entitled “Seamen’s Shoreside Access,” two problems faced by seafarers in access shore leave are

addressed. First, this section mandates that every facility security plan approved by the US Coast Guard must “provide a system for seamen assigned to a vessel at that facility and representatives of seamen’s welfare and labor organizations to board and depart the vessel through the facility in a timely manner . . .” Second, the facility security plan must establish this system “at no cost to the individual.”

It is imperative that all of us in the Apostleship of the Sea write our members of Congress and express our whole hearted support for section 308 of the Coast Guard Authorization Act of 2006.

LEGISLATION, page 4

SEC. 308. SEAMEN’S SHORESIDE ACCESS.

Each facility security plan approved under section 70103(c) of title 46, United States Code, shall provide a system for seamen assigned to a vessel at that facility and representatives of seamen’s welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual.

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Letter to Congressmen

July 21, 2006

The Honorable Don Young
The Honorable James Oberstar
Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn H.O.B.
Washington, D.C. 20515



Young



Oberstar

Dear Congressmen Young and Oberstar:

The Apostleship of the Sea of the United States of America is the membership organization that supports and promotes the Catholic ministry to seafarers and all people of the sea. Since the attacks of September 11, 2001, we have been very concerned about the effects of new security procedures on the seafarers who visit our waterways at the invitation of our local industries.

With the implementation of the International Ship and Port Security Code, we hoped that facility operators would "ensure coordination of shore leave for vessel personnel or crew changeout, as well as access through the facility for visitors to the vessel (including representatives of seafarers' welfare and labor organizations), with vessel operators in advance of a vessel's arrival." (33 CFR §105.200, b(7)) However, too many facilities have chosen to read this section as "should coordinate shore leave," and therefore not a mandate but an option, and then deny shore leave and access. Seafarers' difficulties are compounded by the fact that many local Coast Guard security plan reviewers are unfamiliar with this section, and therefore do not challenge the facility to comply. In other cases, we have seen facilities offer shore leave, but mandate the use of obscenely expensive jitney services.

The Apostleship of the Sea of the United States of America was tremendously heartened to find section 308, **Seamen's Shoreside Access, a part of HR 5681**. We strongly endorse this section, and believe that it will do much to put an end to the scandalous treatment that US and foreign seafarers are encountering at our port facilities. We ask that you do everything possible to preserve the present language of section 308, guard it from amendment during House debate, and insist on its presence in the bill that eventually emerges from the House-Senate Conference Committee.

Yours in Christ Jesus,

Fr. Sinclair Oubre, J.C.L.
President, AOS USA

Please Pray for:

- Repose of the Soul of former Cruise Ship Priest member Fr. Alphonse Meier, of St. Vincent Archabbey, Latrobe, PA.

- Crew and passengers of cruise ships M/S Amsterdam (Holland America), M/S Crown (Norwegian), and M/V Constellation (Celebrity).

- Crew of merchant ships M/V Bahama Spirit, M/V Front Sunda and M/V Sarasota.

Holy Father Calls for Day of Prayer and Penance for Peace; Bishops speak out

<http://www.usccb.org/sdwp/international/StatementsoftheHolySeeandChurchesintheHolyLand.pdf>

VATICAN CITY, JUL 20, 2006 (VIS) -Faced with worsening situation in the Middle East, the Holy See Press Office has been directed to communicate the following:

“The Holy Father is following with great concern the destinies of all the peoples involved and has proclaimed this Sunday, July 23, as a special day of prayer and penance, inviting the pastors and faithful of all the particular Churches, and all believers of the world, to implore from God the precious gift of peace.

“In particular, the Supreme Pontiff hopes that prayers will be raised to the Lord for an immediate cease-fire between the sides, for humanitarian corridors to be opened in order to bring help to the suffering peoples, and for reasonable and responsible negotiations to begin to put an end to objective situations of injustice that exist in that region; as already indicated by Pope Benedict XVI at the Angelus last Sunday, July 16.

“In reality, the Lebanese have the right to see the integrity and sovereignty of their country respected, the Israelis the right to live in peace in their State, and the Palestinians have the right to have their own free and sovereign homeland.

“At this sorrowful moment, His Holiness also makes an appeal to charitable organizations to help all the people struck by this pitiless conflict.”

Break the Cycle of Violence in the Holy Land

A Statement of Bishop Thomas G. Wenski

Chairman, USCCB Committee on International Policy

July 17, 2006

Once again the land that is holy to Jewish, Christian and Muslim believers is wracked by violence and fear. The tragic and terrifying cycle of provocation and response, of occupation and resistance, has erupted in another spasm of deadly violence. This cycle must be broken, especially before it continues to expand into a broader and deadlier conflict. The violence must stop and a ceasefire must be secured.

The conflicts in the Holy Land and Lebanon are distinct, but they bear some fearful similarities.

In both cases there were violent and provocative cross-border attacks on Israeli military personnel. The extreme armed factions of Hamas and Hezbollah, and their supporters, including Syria and Iran, bear grave responsibilities. It seems clear that these acts were intended to damage prospects for negotiation and to provoke strong responses that further weaken the chances for dialogue, agreement and progress. These attacks provoked Israeli military responses

that are understandable in terms of the right to defense, but are disproportionate and indiscriminate in some instances.

As committed friends of the Palestinian people, we understand the harsh realities of occupation and the yearning for a viable state of their own, but we cannot support rocket barrages and suicide

bombings against innocent Israeli civilians and cross-border attacks and abductions.

Such actions violate the principle of civilian immunity and undermine the possibility of a negotiated resolution of the Israeli-Palestinian conflict.

As strong friends of the people of Israel, we share their frustration and anger at the provocative attacks. It is long past time for all Palestinian leaders, including Hamas, to reject violence and terror and to act in ways that will lead to the establishment of a viable state for the Palestinian people living side-by-side in peace with a secure Israel. It is also long past time for all state and non-state actors in the region, including Hezbollah, to renounce violence, recognize Israel and respect its security.

Israel has a right to defend itself, but we cannot support its sweeping counterattacks on civilian areas, civilian infrastructure, blockades and other acts of war in Gaza and Lebanon. Punishment of an entire population for the indefensible acts of extreme armed factions is wrong and causes unjustified harm to noncombatants. Such actions are also counterproductive because they deepen hostilities and widen the circle of violence. Israel must act with restraint. Otherwise we fear that Israel could isolate itself, undermine its long-term security interests and play into the hands of extremists who seek a wider confrontation and an unending battle with Israel.

As steadfast friends of the Lebanese people, we believe that Lebanon, as the late Pope John Paul II said, should be “a model” for people of different faiths living together in peace. The current conflict puts at risk the progress that has been made to free Lebanon from outside domination and from being used as a pawn in a larger struggle. Our Conference is deeply disturbed by the provocative acts of Hezbollah against Israel that precipitated the current crisis and provoked the disproportionate Israeli military responses. Both the initial act and the resulting reactions endanger the Lebanese people and their vulnerable democracy. As our Holy Father, Pope Benedict XVI, recently said: “[N]either terrorist acts nor reprisals, especially when they entail tragic consequences for the civilian population, can be justified.”

Our Conference calls upon the United States to exert greater leadership with all parties to the conflicts and to work more intensively and multilaterally to end the provocations and violence, to secure a ceasefire, to restrain Israel, to move toward negotiations between Israelis and Palestinians to bring about security for Israel and a viable state for the Palestinians, and to ensure the independence of Lebanon.

The recurrent cycles of deadly violence endanger the stability of Lebanon and undermine those brave people on both sides who seek a just two-state solution to the Israeli-Palestinian conflict.

The sadly recurring and predictable cycles of violent provocation by extremist elements and some disproportionate responses not only take human lives, but they damage the hopes of Israelis for security, of Palestinians for a viable and free state, and of Lebanese for a

Merchant Marine

IMO issues circular on means of embarkation, disembarkation

The IMO issued a Circular reminding the maritime industry of the high number of injuries incurred by personnel while embarking or disembarking from ships.

According to the circular's recommendation, owners, operators, and masters are encouraged to examine inspection and maintenance procedures relating to accommodation ladders, gangways, and pilot ladders.

MSC.1/Circ.1196 (6/6/06).

MERPAC endorses Section 308

The Merchant Marine Personnel Advisory Committee is responsible for advising the Secretary of Transportation, via the Commandant, U.S. Coast Guard, on matters relating to the training, qualification, licensing, certification and fitness of seamen serving in the U.S. merchant marine. The committee has been very concerned about the treatment of seafarers in light of the new security policies. On learning of section 308 of the Coast Guard Authorization Act of 2006, the committee unanimously made the following recommendation to the Secretary of Transportation:

MERPAC endorses the passage by Congress of Section 308 of the Coast Guard Authorization Act 2006, that is titled Seaman Shoreside Access, guaranteeing the access to vessels of seafarer welfare agents and labor officials AND assures that seafarers have access to shore leave.

(June 29, 2006 Conference Call Meeting)

LEGISLATION _____ from page 1

At right, you will find the complete list of members of the House Transportation Committee. If your congressman or congresswoman is on this committee, please communicate to him or her directly. Keep in mind that the Coast Guard Authorization Act of 2006 will go to the whole House of Representative for final approval, and then to the conference committee, to iron out differences between the Senate and House versions.

All along the legislative path, it will be important to communicate with our elected officials, and how much we need it to stay in HR 5681 as it is presently written. AOS-USA's fear is that facilities that are presently not respecting seafarers' rights to shore leave will become aware of section 308, and will begin to use their legislative influence to eviscerate the section. (See page 2 for AOSUSA's president's letter to Congressman Young and Congressman Oberstar).

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Go online to :

www.house.gov/transportation/
 for direct links to committee members' web pages and contact information.

A Sunday school teacher was discussing the Ten Commandments with her five and six year olds. After explaining the commandment to "honor thy father and thy mother," she asked "Is there a commandment that teaches us how to treat our brothers and sisters?" Without missing a beat one little boy answered, "Thou shall not kill."

Merchant Marine

One missing after blast on suezmax *M/V Front Sunda*

All other crew and officers rescued after single-hulled vessel abandoned following cargo tank explosion, writes Jerry Frank From *Lloyd's List* - Tuesday June 20 2006

A FILIPINO crew member was missing after a tank explosion June 19 forced the evacuation of a Frontline suezmax in the South China Sea. Crew were ordered to abandon the Marshall Islands-registered 142,031 dwt *M/V Front Sunda* after a blast in one of its cargo tanks developed into a fire.

"At this stage the cause of the explosion on board the *Front Sunda*, which was in ballast at the time of the incident, is not known," said a London-based spokesman for Frontline and Dubai technical manager International Tanker Management.

The master took the decision for the 25-man Indian officer and Filipino crew to abandon the vessel shortly after the explosion in its number six cargo tank

K-Line container-ership *Bay Bridge*, which was one of a number of vessels in the area, recovered the rest of the ship's contingent in "good health" and headed toward Singapore.

The Brodosplit-built and DNV-class vessel was scheduled to load for Royal Dutch Shell in Singapore on July 2 for a voyage to New Zealand.

Glasgow-based V-Ships is the vessel's commercial operator, with officers and crew employed by manning agent Barber Marine. Protection and indemnity coverage is with Norwegian mutual Skuld.

"Frontline and ITM will continue to do everything they can to ensure the safety of the crew and to protect the local environment," the spokesman added.

- Frontline has bought two tankers and secured options for another two from China's Jiangsu Rongsheng Heavy Industries, Bloomberg reported, quoting shipbroker PF Bassoe.

The four suezmax-class ships, of 156,000 deadweight each, cost \$70m and are due for delivery in 2008, Oslo-based Bassoe wrote in a June 16 report.

Rongsheng's shipyard is under construction, with operations due to start by the third quarter of this year, according to the Nantong local government web site.

Rongsheng has received orders for a further eight suezmaxes, also costing \$70m each and due for delivery in 2008, Bassoe said.



Professional Development Column ...

MARITIME ACCIDENTS



Capt. David Teel

I am always amazed at the reaction of the mainstream press and its reporting of maritime accidents. Unfortunately, this last month has been an active time period for maritime accidents big and small. The two big accidents (they made the main stream press) were that of the vessels *Cougar Ace* and *Crown Princess*. What caused both of these incidents, or what is reported to have caused them, have a common

theme. That theme is "human error" and/or lack of training for one's job aboard ship. Any mariner who will tell you they have not made a mistake or have not had a problem at sea is one of two things; that mariner is either a liar or has not been at sea very long.

The incident involving the *Cougar Ace* received much less coverage, but that coverage was centered on rescuing the crew. I thank God that the crew was able to be rescued with relatively few injuries. It took several days for word to come out that the crew was undergoing a ballast exchange at the time of the accident. That was translated as "human error" in the press without as much as an explanation of what or how the accident happened.

The incident aboard the passenger vessel *Crown Princess* was much more dramatic and received lots of coverage. This large amount of press coverage was due to it being a passenger vessel. As a seasoned mariner, I listened to and read the press coverage with great professional interest. The more I saw and read, I could not help but smile. While I am sure at the time it was not funny to the passengers and the accident was serious, the reaction and reports were overdone. It came out later that the extreme heeling was due to "human error".

You may ask what point I am trying to make. Both accidents were due to a common theme of "human error". They could have been perhaps prevented by additional training and greater professionalism on the part of the mariners in question. We may never know for sure what caused these accidents, and it is easy for me to speculate and smile at the press reports of the incidents.

The bottom line is to always be prepared at any time for accidents at sea and take advantage of any and all training available. Waiting until the day you need that extra training will be a day too late.

Feel free to e-mail me at kps77@cox.net with questions about training, advancement, or a career at sea.

Capt. David Teel has 20 years sea service as a member of the American Maritime Officers' Union, including 7 years as Master in command of tankers and Roll-on/Roll-off vessels. He was Senior Deck Instructor at AMO's STAR Center and has worked for the last six years at the National Maritime Center as a Marine Transportation Specialist in the Course Instructor Approval Branch. He is a graduate of King's Point (USMMA) and has a Masters of Quality Systems Management from the National Graduate School.

Shore Leave/Port Security

JOINT RESOLUTION

of and by

The Seafarers' International Union of North America
Atlantic, Gulf, Lakes and Inland Waters District/ NMU, AFL-CIO

and

The Seafarers' International Union of Canada

ON THE SAFE AND SECURE MOBILITY OF SEAFARERS WORLDWIDE

MONTREAL, CANADA

JUNE 2006

PREAMBLE:

In the aftermath of the terrorist attacks on the World Trade Centre on the eleventh of September, 2001, there has been an intense and growing international preoccupation with security, as governments throughout the world have given a new definition to BORDER SECURITY by imposing increasingly drastic measures in order to protect their territory from terrorist acts.

The Seafarers International Union and its members, by the very nature of the work we do, have been at the forefront of these efforts to resist and to prevent acts of terrorism from spreading through international and domestic trade routes.

However, mariners have also been among the most profoundly affected by the international focus on frontier and border security. For these reasons, the Seafarers' International Union has determined that it is essential in the best interest of its members and mariners worldwide and in order to further the battle against international terrorism to adopt the present resolution.

THEREFORE, CONSIDERING that the IMO, through its recent amendments to the SOLAS Convention, contained in Chapter XI-2 of that document, has reviewed measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of the ships by issuing revised measures specifically designed to enhance maritime security;

CONSIDERING that the implementation of the ISPS Code on July 1st, 2004, which requires ships and ports to implement a series of specific measures so as to ensure the security of ships and port facilities and to provide a standardized, consistent framework for evaluating security risks; that further this standardized framework is designed to permit governments to respond to perceived threat levels and vulnerability for ships and ports facilities through determination of appropriate security levels and corresponding security measures.

CONSIDERING that in addition to the revision of the ISPS Code, various governments expressed an urgent need to revise ILO Convention C108, Seafarers Identification Documents, first adopted in 1958 and ratified by 64 countries; that as a result of this expressed need, in its Conference held in London in December 2002, the IMO adopted a series of amendments to update and reinforce the security value of the S.I.D.; that the revised S.I.D. will clearly demonstrate that the holder is a genuine Seafarer and ensure that a Seafarer's identity can be verified positively and that adoption of the revised S.I.D. would, if widely adopted by Contracting Governments, permit Seafarers to maintain a fair and essential freedom of movement in the normal conduct of their profession, while contributing to the maintenance of heightened security norms.

CONSIDERING that the General Conference of the ILO adopted the revised Convention during its Ninety-first session on 3 June 2003 as C185;

CONSIDERING that as of the present date, very few countries have ratified ILO C185, including the United States, Canada and Great Britain.

CONSIDERING the continuous and difficult struggle of both American and Canadian Seafarers to cross the US-Canada border in this era of heightened border security; and given that the barriers have become so great that in numerous instances Seafarers are being completely denied access to the neighbouring territory, and this simply because there is no generally accepted and easily available set of identity documents;

CONSIDERING that as long as seafarers have gone to sea, shore leave has been a cherished right; that vessels could not be manned should shore leave not be granted; and given that the livelihoods of many American and Canadian seafarers are presently at stake as a result of the absence of an agreed and efficient system of providing identity documents;

CONSIDERING that there have been important revisions to passport and visa requirements for Seafarers in North America and elsewhere; that there is not presently an all-encompassing maritime worker identity verification and background check system that is generally recognised by both Governments; and that neither the SIU AGLIWD nor the SIU of Canada is favourable to the present obligation imposed on their members to obtain passports and/or visas in order to have access to shore leave;

CONSIDERING that the Transportation Worker Identification Credential (TWIC) may be the solution to the problem of establishing generalised and systematised identification criteria;

THE SEAFARERS INTERNATIONAL UNION, representing both its American and Canadian Districts, hereby:

RESOLUTION, page 4

Shore Leave/Port Security

Canada Cracks Down on Port Security

May 2006 - News from Seafarers' International Union

Port security remains a prominent topic in the United States, but Canada recently has made waves with its enforcement of entry requirements for non-Canadian-flag vessels and their crews.

The Canadian regulations have been reexamined and recirculated within parts of the U.S.-flag maritime industry in an effort to comply. Also, the Great Lakes St. Lawrence Seaway System in mid-March issued a notice to mariners titled "Pre Entry Information Required from Foreign-Flag Vessels" that spells out Canada's requirements.

Essentially, Canada won't allow anyone with a criminal record (including DUI/DWI convictions) to enter the country. Vessels carrying crew members with criminal records to Canadian ports may be subject to various penalties by the Canadian government.

According to Canada's Consulate General in New York, the following individuals are "inadmissible" to Canada. This information is taken directly from the organization's web site:

"Members of Inadmissible Classes include those who have been convicted of minor offenses (including shoplifting, theft, assault, dangerous driving, unauthorized possession of a firearm, possession of illegal substances, etc.), or of indictable criminal offenses (including assault with a deadly weapon, manslaughter, etc.). As well, those who have been convicted of driving while intoxicated (DWI) are considered Members of an Inadmissible Class. Driving while under the influence of alcohol is regarded as an extremely serious offense in Canada.

"Those who have received traffic violations (including parking/speeding tickets, etc.) and other minor violations (i.e., littering, etc.) most likely will NOT be prohibited from entering Canada. Similarly, those who have juvenile convictions (convictions for crimes committed while under age 18) most likely will NOT be prohibited from entering Canada unless they could have been tried as an adult for their offenses."

The office goes on to report that those who have been convicted of an offense in Canada and who wish to return to that country must first apply for a pardon from the Clemency and Pardons Division of the National Parole Board. Those unable to obtain a pardon may

still apply for a temporary resident permit.

More information from the consulate on this subject is available on the internet at:

http://www.dfait-maeci.gc.ca/can-am/new_york/visas/inadmissible-en.asp

Additionally, the contact information for the New York office is as follows:

Consulate General of Canada

1251 Avenue of the Americas

New York, NY 10020-1175

Tel: (212) 596-1628, Fax: (212) 596-1790

e-mail: cngny@international.gc.ca

The SIU executive board plans to meet with the SIU of Canada executive board in the near future to more closely study this situation and refine strategies for addressing it, since it impacts Seafarers.

Meanwhile, masters on a number of U.S.-flag ships that sail to Canada have been reminded to send a crew list to the Canada Border Services Agency and request that it be reviewed as soon as possible to help prevent problems. Similarly, individual crew members having a criminal record or DUI/DWI conviction should notify the ship's master prior to sailing to Canada.

Let us thank God, the giver of all good gifts, for seafarers who leave their families, friends and homes to bring us the food for our table, the cargoes for industry and commerce, the coal and fuels for our country. May we in our turn care for them and their families, hold them in our prayers, serve them with our endeavors so all may sail in safety, and return home to their loved ones.

Lord, hear us.

Lord, graciously hear us.

RESOLUTION

from page 6

RESOLVES through each District to lobby their respective Governments in order to secure the establishment as rapidly as is reasonably possible of uniform North American regulations governing Seafarer identification, whether through the North American implementation of TWIC rules or some similar protocol; that these uniform regulations would involve a collateral agreement between Washington and Ottawa with the objective of permitting Seafarers secure access to North American ports and the territory of both the U.S. and Canada based on this uniform identity documentation;

RESOLVES that whatever form this uniform identity document will take, whether as a TWIC document or otherwise, that it will conform to the following principles: (a) that it be recognised and accepted throughout the United States and Canada; (b) that it establish uniform requirements and conditions for Seafarers, whether based in the U.S. or Canada; (c) that it impose fair and reasonable requirements on Seafarers who seek to obtain the identity document in question; (d) that the document respect, to the extent consistent with security needs, the fundamental rights, liberties and privacy of the holders of such identity document; and (e) that the document in question ensure the freedom of movement, including complete shore leave access to those Seafarers who obtain the documentation in question.

RESOLVES to undertake all actions consistent with the law, to ensure that the maritime union movement takes its proper and essential role in the protection of transport security worldwide and participates fully, together with government and industry in the war on terrorism.

MONTREAL, Friday June 16, 2006

Merchant Marine

Out with the old, in with the new...

Two recent articles illustrate a changing of the guard as older ships are scrapped and new ones are being commissioned and built..

Four Ships to Leave MARAD Reserve Fleet Sites

Contracts announced for ships leaving James River and Beaumont Reserve Fleets.

Four ships moored in Virginia and Texas will be headed to recycling yards under contracts announced by the U.S. Department of Transportation's Maritime Administration (MARAD). Two of the ships are from the James River Reserve Fleet in Newport News, VA and two are located in the Beaumont Reserve Fleet in Texas.

The ships scheduled for recycling include the *Saugatuck*, a former Navy oil refueling vessel built in 1942, to be dismantled at Bay Bridge Enterprises, LLC, of Chesapeake, VA, under the terms of a contract worth \$549,999; the *Orion*, a submarine tender built in 1943, destined to North American Ship Recycling of Sparrows Point, MD, under a contract for \$734,230; the 1962-vintage freighter *Brinton Lykes* to Marine Metal, Inc., of Brownsville, TX, for \$541,647; and the *Pride II*, a tanker built in 1959, headed for All Star Metals, LLC, of Brownsville, in a deal worth \$561,647.

Nine-ship order floats new Jones Act venture

A NINE-ship order worth \$1bn has given the Jones Act product tanker newbuilding market its first dose of competition.

US Shipping Partners is fronting the order for nine product tankers of 49,000 dwt each at National Steel and Shipbuilding Company, a division of General Dynamics. The San Diego yard is scheduled to deliver the first ship in the second quarter of 2009.

Nassco's advent on the product tanker scene is built on a transfer-of-technology agreement with Daewoo.

The US Shipping order represents the first direct competition to a 10-product tanker order at Aker Philadelphia, being built to Hyundai design and also costing \$1bn, which features Overseas Shipholding Group as the bareboat charterer. Six of the 10 OSG ships have found time charterers so far.

With all nine US Shipping vessels also earmarked for three- to 10-year timecharters with "major oil and gas companies" yet to sign up, experts say freight rates for Jones Act product transport could become more competitive.

Like OSG, US Shipping Partners is counting on projected demand increases and Oil Pollution Act of 1990 phase-outs through to 2015, which, in the eyes of experts, represent a clear expansion opportunity for Jones Act product tankers.

Sporadic efforts among US shipyards to enlist Japanese and European transfer-of-technology partners in Jones Act newbuilding projects through the 1970s and 1980s did not quite revive the domestic industry because very few owners actually ordered ships.

Nassco's last Jones Act project involved a 193,000 dwt double-hulled tanker quartet for BP's Alaska trades, so the US Shipping Partners order comes at an opportune time for the yard.

Coast Guard Regional Exam Center returns to New Orleans

After Hurricane Katrina forced its temporary relocation last year, the Coast Guard Regional Examination Center New Orleans will reopen July 28, located at 201 Old Hammond Hwy in Metairie.

The reopening of REC New Orleans coincides with other changes in the mariner licensing and documentation program that will result in central processing of all mariner applications at the National Maritime Center (NMC).

Additional information on program changes may be obtained on the Internet at <http://www.uscg.mil/stcw/index.htm>.

Connaughton Appointed to Lead U.S. Maritime Administration

The White House announced its intention to nominate Sean T. Connaughton to the post of Administrator at the U.S. Maritime Administration (MARAD). Currently working as a maritime attorney in Virginia, he has in the past worked for the American Petroleum Institute as a Senior Transportation Associate. He is a graduate of the USMMA, has a master's degree from Georgetown University and received his JD from George Mason University.

Connaughton is the second nominee for the vacant MARAD post. In January, the President nominated David Sanborn, DP World's director of operations for Europe and Latin America. In the firestorm that followed, DP World's planned purchase of a company that operates six U.S. port terminals became the center of a roiling political controversy. Sanborn's nomination was eventually withdrawn; a casualty of the political fallout from the controversial deal.

Connaughton will require confirmation from the U.S. Senate. He is bidding to be the administrator of an agency with an annual budget of more than \$500 million and a staff of 1,000. The primary mandate for MARAD is to ensure the safe and efficient access for commercial and military ships on U.S. waterways.

Penalty Wage statute under debate

The Coast Guard Authorization Act of 2007 includes proposed amendments to the 'penalty wage' statute.

The cruise industry is lobbying for the penalty wage clauses, while seafarers' rights advocates oppose the changes.

The cruise industry wants a special dispensation under which claims for penalty wages — recompense of wages withheld irregularly — would first be subject to an administrative process, including a period of notice, before being eligible to be litigated. This would provide owners with a reasonable opportunity to cure the grievance, the industry has stated.

However, under the proposed change, failure to notify the owner of a penalty claim within the prescribed administrative timeframe would forever bar the traditional recourse available to seafarers at a US court.

Seafarer rights advocates argue this would make it difficult and unlikely that a seafarer could regain lost wages or receive the penalty wage, substantially reducing the industry's concern for incurring the penalty for withholding or delaying payment of wages.

Shipping steps in for Lebanon evacuation

Commercial vessels play key role, write **Hugh O'Mahony and Andrew Spurrier**

From *Lloyd's List* - Tuesday July 18 2006

Commercial shipping is playing a central role in the mass evacuation of foreigners from Lebanon, after European administrations chartered in tonnage on an emergency basis to pick up tens of thousands of nationals.

Cyprus said it would act as way station for a European Union-co-ordinated evacuation of Europeans caught in the Israeli bombardment.

French Prime Minister Dominique de Villepin was expected in Beirut yesterday evening to witness the departure of a French government-chartered, Greek-flagged ferry carrying 1,200 French and other refugees from the war-stricken city.

The 1975-built, 12,891 gt ro-pax vessel *Ierapetra* was due to carry out the first of what are expected to be a number of evacuations from Beirut to Larnaca.

Yesterday's evacuation was primarily for children, the elderly and the sick, according to French foreign affairs ministry spokesman Jean-Baptiste Mattei, who said *Ierapetra* would be embarking up to 850 French nationals, including 400 children, 400 other Europeans and 50 Americans.

The evacuation was part of a wider-ranging French military operation involving the use of a frigate, a landing craft transporter, military transport aircraft and helicopters and 800 personnel.

An estimated 20,000 French nationals live in Lebanon, while many Lebanese residents in France are on holiday there.

Elsewhere, Norway's Ministry of Foreign Affairs hired the pure car and truck carrier *Hual Transporter*, which was diverted at Cyprus in the course of a commercial Europe-Asia transit.

The Leif Höegh ship was yesterday standing off Beirut, awaiting clearance from Israel to dock.



The UK dispatched naval ships *HMS Illustrious* and *HMS Bulwark*.

Leif Höegh senior vice-president Olav Sollie said the 6,100 car capacity ship had taken on life-jackets and supplies in Cyprus to facilitate passage of 600 persons. Evacuees would comprise 300-400 Norwegians and 200-300 from EU states. No time limit had been put on the availability of the ship. It

HOLY LAND _____ *from page 3*

future of peace, true independence and prosperity.

Our Conference appeals to all leaders in the region and to the leaders of our nation to make it clear that violence, from whatever side, for whatever purpose, cannot bring a lasting or just peace in the Land we call Holy. We join our prayers with those of our Holy Father who said about the current crisis: "Let us pray to Mary, Queen of Peace, to implore from God the fundamental gift of concord, bringing political leaders back to the path of reason, and opening new possibilities of dialogue and agreement."



Leif Höegh's auto carrier *Hual Transporter* is one of many commercial vessels helping with evacuations.

has around 3,000 cars on board for delivery in the Middle East.

A spokeswoman for Sweden's Foreign Office said three ferries had been chartered by the government as part of efforts to evacuate up to 4,500 Swedish nationals. The ships, with capacity for 1,600, 450 and 850 passengers, were undergoing safety checks, respectively at Heraklion, Mersin and Limassol. The largest would carry Swedish and Greek nationals.

Denmark, which has so far evacuated over 2,000 nationals via Damascus, has chartered in an 800 passenger capacity catamaran from Greek owners and sought permission from Israel for the vessel to call at Beirut.

Meanwhile, the UK dispatched *HMS Illustrious* and *HMS Bulwark* from Gibraltar and Barcelona to stand off Lebanon.

No order was given to evacuate up to 10,000 British passport holders and up to 10,000 more holding dual nationality, although 37 of the "most vulnerable" were flown by helicopter from Lebanon to Cyprus yesterday.

An Italian naval vessel also left Larnaca for Lebanon on Monday. Around 200 Italians plus 120 non-Italians are to be evacuated by sea.

Elsewhere, US Military Sealift Command put out a tender for passenger ships or cruise vessels with a minimum capacity of 500 passengers for delivery in Limassol. Separately, the US Department of State said the first ship of an unspecified number of "military and commercial" ves-

sels drafted in for the evacuation would be arriving yesterday.

New Jersey brokerage Compass Maritime, which has MSC experience, is soliciting offers that could meet charter requirements in the Beirut evacuations.

- With additional reporting by Rajesh Joshi



Port of Beirut, Lebanon

Passengers, crew hurt as *Crown Princess* lists

By Sandra Speares
Thursday July 20 2006

DOZENS of people have been injured, some seriously, after Princess Cruises' newbuild *Crown Princess* developed an unexpected list shortly after leaving Port Canaveral en route to New York.

Passengers were sent flying when the 113,000gt *Crown Princess*, which was delivered only last month, suddenly developed a heavy list. The ship had reported problems with its steering gear, the US Coast Guard said yesterday.

Princess Cruises said that about 240 passengers were treated on board, of whom 94 were transferred to local hospitals. All have now been released, with the exception of three passengers and two crew members who were expected to make a "full recovery".

In a statement, Princess Cruises said the ship had "experienced an unexpected list to the starboard side as she began sailing north towards her final port of New York".

The ship was carrying close to 3,500 passengers and 1,200 crew at the time.

Some 1,600 passengers have already disembarked at Port Canaveral and a further 1,850 were still on board yesterday as Princess sorted out travel arrangements.

Witnesses reported panic on board when the incident happened with one telling Miami-based WSVN TV that the "ship tilted all the way down.

"The ship was actually going to flip over all the way ... everybody was panicking, everybody was crying, chairs were falling everywhere. I mean, it looked like the ship was going down," one passenger told the TV station.

An investigation is now underway into the cause of the incident, although Princess said that the "watertight integrity of the ship has not been compromised".

The US Coast Guard is bringing a team down from Washington to conduct an investigation

Weather conditions at the time were 10 knot winds and 3 ft seas, with light rain, a USCG spokeswoman said.

The cruiseship was on a nine-day western Caribbean voyage from New York, which will now finish in Port Canaveral. According to Princess "considerable superficial damage" has been done to the interior of the ship, although it expects this to be speedily repaired.

A full refund will be offered to all passengers together with a reimbursement of additional expenses, the company said.

The company apologised to passengers and crew on the ship for "this unsettling incident, and also for any injuries they experienced".

PIRACY UPDATES

Somali Piracy Update:

The legality of how to try the ten Somali suspects in court has been causing acrimony. The prosecutors in Kenya said that the pirates can be tried anywhere in the world, including Kenya, because of the international nature of the charges against them. The defence, however, insisted that Kenya is not equipped to try suspects of piracy.

Somali Piracy Update: Mombasa, 13th July 2006

The Mombasa court trying 10 suspected Somali pirates on charges of hijacking an Indian ship with 16 sailors on board will on 3rd August rule whether the suspects have a cause to answer.

Principal Magistrate Beatrice Jaden set the ruling date after both the prosecution and the defence gave their final submissions early this morning.

The prosecution led by Senior State Council Margaret Mwangi in their final submission said the boat used by the ten suspects was also used as a mother ship for attacking other ships plying the Somali waters. She submitted that the court was indeed told how the boat was used to attack three other vessels.

The Kenyan prosecutor further submitted that the fact that the suspected Somalis were found with Rocket Propelled Grenades (RPG) which had clean chambers was proof they had just been used.

The 10 Somalis were arrested in the high seas off Somali waters on 21st January this year by US Marines. It is claimed that at the time of the arrest the suspects had from 16th January been holding captive 16 Indian Sailors alongside their dhow, *Safina Al Bisaraat*.

They were brought to Kenya and charged with hijacking an Indian dhow plus the crew and demanded a ransom of US \$50,000 for the release of the vessel and the Indian crew.

On his part, Lawyer Mohammed Khatib told the court to set free the ten accused Somalis on the grounds that the Kenyan court does not have jurisdiction to try them.

Khatib told the Mombasa court that although a United Nation Convention on the Law of the Sea gives all countries power to arrest and charge international pirates, but the said convention has not been domesticated as a Kenyan law.

Piracy Update: 17th July 2006

19 Filipino seamen kidnapped by pirates in Somalia in March have been released and are on their way to Port Sharjah. It is not yet known if any ransom money have been paid for the release of the Panama flagged oil tanker *M/T Lin 1* and her crew.

On June 2nd, reports indicated two Somali gunmen were shot dead and two others seriously wounded during a heavy shoot-out between militia loyal to a Somali businessman and the pirates holding captive the Panama flagged oil tanker.

Somali pirates hijacked the ship 150 km north of Mogadishu on March 29th. The ship had just off-loaded and left El Ade port -- a site seized by Islamist militia in fighting with an alliance of warlords in March that killed at least 70 people.

The pirates were demanding US \$ 450,000 from the ship owners for its release. The amount was raised to US \$1million and later reduced to US \$500,000.

Her owners are Juneau Navigation and her managers are Akron Trade and Transport of Fujaira, UAE. She is 4,000 DWT Oil Products tanker.

On 15th April the pirates killed one of the Somali negotiators who was negotiating with them for the release of the oil tanker, stalling mediation efforts. The Somali negotiator Mr. Dahir Ahmed-Nur Omar was gunned down on broad day light in the coastal town of Gann some 18 km north of Haradhera district.

Piracy Updates are sent in by Andrew Mwangura, Coordinator of the Seafarer Assistance Program, in Mombasa, Kenya.

Port Ministry

Fr. Thomas Falkenthal appointed Director of Pastoral Care

Editor: Join us in prayers and congratulations to Fr. Tom in this new position!

Ft. Lauderdale, FL - July 5, 2006 Seafarers' House announced the appointment of Father Thomas Falkenthal to the position of Director of Pastoral Care for Seafarers' House. Said Executive Director, Lesley Warrick, "Father Falkenthal's leadership skills and the breadth and depth of his experience are a welcome addition to our team. The enthusiasm, warmth and vision he brings to this ministry wonderfully strengthens our mission to serve the maritime community."

"Father Tom will oversee an ecumenical mission at Seafarers' House, working with a dynamic mix of clergy in a multi-faith environment serving the needs of seafarers and the port community at Port Everglades," Warrick said.

Fr. Falkenthal retired from the Navy in February and serves now in the dual role of Seafarers' House Director of Pastoral Care and Director of the Apostleship of the Sea for the Archdiocese of Miami.

A Chicago native, Fr. Tom received his BA in Philosophy from Loyola University and earned both a BA in Sacred Theology and a M.Div. from St. Mary of the Lake Seminary in Mundelein, Illinois. Fr. Tom was ordained to the Roman Catholic priesthood in May, 1975 in the Archdiocese of Chicago and was assigned to serve the large urban parish of St. Bartholomew.

Fr. Tom entered the Navy Chaplain Corps in 1982 as a Lieutenant and served as Battalion Chaplain for both 2nd Medical and 2nd Radio. The next year, he was transferred to 2nd Battalion, 8th Marines and deployed with 22nd Marine Amphibious Unit; he participated in combat operations during OPERATION URGENT FURY: Grenada and later in Beirut, Lebanon.

In 1984, Chaplain Falkenthal reported aboard U.S. Navy Support Office, La Maddalena, Italy and served both the military personnel and families of the shore command, visiting submarines and the home-ported tender. Following that tour, he was assigned to the staff of Commander Amphibious Squadron THREE in San Diego and made a six-month, 37,000 mile Western Pacific deployment with them.

He earned a Certificate of Theological Studies for his work in the Institute for Spirituality and Worship in 1989 at the Jesuit School of Theology in Berkeley, CA. Then he reported aboard Naval Station, Pearl Harbor, and after three years in Hawaii, he was sent to the year-long Advanced Course at the Naval Chaplains' School, Newport, Rhode Island. While studying leadership at the Chaplains' School, he also earned a Master's Degree in Human Resources Management from Salve Regina University.

Following that academic tour, Chaplain Falkenthal was assigned as Force Chaplain, Commander U.S. Naval Activities, United Kingdom. From 1993 to 1996 he supervised the Navy Religious Ministry Teams throughout England, Scotland and Wales. The summer of 1996 brought him back to Camp Lejeune, NC, where he served for a short time in the 2nd Force Service Support Group and later transferred to 2nd Marine Division, as Regimental Chaplain, 2nd Marine Regiment. In 1997, Fr. Falkenthal was assigned as the Command Chaplain, 24th Marine Expeditionary Unit (Special Operations Capable). After six months of work-ups, he deployed for over six months throughout the Mediterranean Sea and, in the Persian Gulf, participated in OPERATION DESERT THUNDER.

Returning to the United States, Fr. Falkenthal became the Regimental Chaplain, 10th Marine Regiment until being detailed to be the Command Chaplain, Marine Corps Air Station, Beaufort, South Carolina.

Among the many honors held by Chaplain Falkenthal are the Meritorious Service Medal, the Navy & Marine Corps Commendation Medal the Navy & Marine Corps Achievement Medal, Combat Action Ribbon, Navy Unit Commendation, Navy Meritorious Unit Commendation, Fleet Marine Force Service Ribbon, the Navy Expeditionary Medal, the Marine Corps Expeditionary Medal, the National Defense Service Medal, the Armed Forces Expeditionary Medal, the Global War on Terrorism Service Medal, the Armed Forces Service Medal, the Humanitarian Service Medal, the Military Outstanding Volunteer Service Medal, Sea Service Deployment Ribbon and the Navy/Marine Corps Overseas Service Ribbon.

Website: www.seafarershouse.org



Fujairah to set up port centre for seamen away from home

By Fuad Ali, Staff Reporter in *Gulf News*

Fujairah: Plans for a new Fujairah port centre catering to sailors, seafarers and East Coast fishing communities have been announced.

The Dh3.67 million project will be based aboard a ship currently under construction which will be docked in the Fujairah port.

The plan for the centre was announced by Dr Mohammad Saeed Al Kindi, Minister for Environment and Water, and Paul Hinder, the Vicar Apostolic of Arabia and Bishop of Abu Dhabi.

The Apostleship of the Sea (AOS), an international network and outreach of the Catholic Church, will help run the centre.

Once fully operational the centre will offer services without distinction regarding culture, nationality or religion.

Currently, the AOS operates centres at 416 ports in 116 countries.

Initially, the centre work will be confined to the basics of ship visiting, hospitality services to sailors when they visit the UAE shores, and providing facilities to celebrate important festivals.

Later other activities of recreation and leisure are planned by which sailors will have a feeling of "home away from home".

The centre will also offer medical assistance, according to Manuel Tereiro, an official at the Fujairah Port Clinic.

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Upcoming Events For Maritime Ministry

September 17-30, 2006 ICMA's Seafarer Ministry Training
September 18-19, 2006 AOSUSA Administrative Board Meeting - Seafarers and International House, New York, NY
September 20-22, 2006 NAMMA Conference - Newark, NJ
September 28, 2006 World Maritime Day
January 30-31, 2007 AOSUSA Annual Conference - American Maritime Officers Star Center, Dania, FL
June 24-29, 2007 AOS World Congress - Gdynia, Poland

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Brinton Lykes - Freighter

The freighter *Brinton Lykes* was built in the United States in 1962, and went into service in 1963.

She served for her entire merchant career under this name and Lykes ownership.

During April of 1989 she was withdrawn from active service and transferred to the United States Maritime Administration's reserve fleet.

Until the dismantling order given in July, she was in layup in Beaumont, TX but could be readied for service in short order in case the United States Military Sealift Command required heavy military equipment transported to potential war zones around the world.

She will be dismantled by Marine Metal, Inc., of Brownsville, TX.

Thanks to the World Ship Society's Marine News, The Fairplay Internet Register and past Lloyd's Registers for this information.



MARAD ordered three other ships recycled at the same time, including the *Saugatuck*, a former Navy oil refueling vessel built in 1942, the *Orion*, a submarine tender built in 1943, and the *Pride II*, a tanker built in 1959.

This brings the total of ships dismantled this year from reserve fleets to 17, exceeding MARAD's goal of 13 for the year.