



CATHOLIC MARITIME NEWS

August 2007

Vol. 64, No. 8

FOCUS ON

New ILO Fishing Convention

ILO adopts comprehensive new labour standards for millions in the world's fishing sector

From International Labour Organization website

GENEVA (ILO News) – Innovative new labour standards designed to improve the conditions for roughly 30 million men and women working in the fishing sector worldwide were adopted today at the 96th annual conference of the International Labour Organization (ILO).

“Fishing is a unique way of life”, said Captain Nigel Campbell (South Africa), Chairperson of the Conference Committee that prepared the final version of the Convention. “This new Convention reflects not only this uniqueness but the demands of globalization in an ever expanding sector that exposes men and women to considerable hardships and danger.”

The new ILO Convention was adopted by government, worker and employer delegates at the International Labour Conference by a vote of 437 for, 2 against, with 22 abstentions. The Convention, to be known as The Work in Fishing Convention, 2007 (No.188), will come into effect when it is ratified by 10 (including eight coastal nations) of the ILO's 180 member States. An accompanying Recommendation (No. 199) was adopted by a vote of 443 for, 0 against, with 19 abstentions.

The new standards contain provisions designed to ensure that workers in the fishing sector:

- have improved occupational safety and health and medical care at sea, and that sick or injured fishers receive care ashore;
- receive sufficient rest for their health and safety;
- the protection of a work agreement; and,
- the same social security protection as other workers.

Its provisions also are aimed at ensuring that fishing vessels are constructed and maintained so that workers in the sector have living conditions on board that reflect the long periods they often spend at sea.

The Convention also puts in place a mechanism to ensure compliance with, and enforcement of, its provisions by States and provides that large fishing vessels on extended voyages may be



The Commercial Fishermen of America Steering Committee with local fishermen at it's first meeting in Louisiana March 2004.

subject to inspections in foreign ports to ensure that the fishers on board do not work under conditions that are hazardous to their safety and health. This latter provision aims to help remove from the seas vessels with unacceptable working and living conditions, that operate to the detriment of responsible operators.

Recognizing that many countries might not initially have the institutions or infrastructure in place to immediately implement all of its provisions, the Convention provides an innovative legal mechanism that will allow States to progressively implement certain of its provisions. The aim is to encourage States to ratify at an early date and to put in place a plan aimed at eventually extending protection to all fishers. This flexible yet focused

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CATHOLIC MARITIME NEWS
is published 12 times a year by

The Apostleship of the Sea
United States Conference of Catholic Bishops

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President's Column...

Section 306 - Its Got to Pass

If we wish to see the end of arbitrary detention of seafarers with shore passes by docks and facilities, then it is essential that HR 2830, the Coast Guard Authorization Act of 2007, be passed with sec. 306 intact. Entitled Seaman's Shoreside Access, this section reads:



"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, pilots, 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."

Talking with a source on Capital Hill, some of the facility trade associations have awakened to the existence of this section. Though, it was in the 2006 version of the House bill, it had flown under the radar, and met no opposition. However, they are raising their voices this year.

Quite frankly, if you are as tired of arguing this point as I am, it is time to get off your backside and write your representative, have your seafarer center write, and, if you can, get your port to write in support of this section. Also, contact your two senators on this issue. They have put forward their own bill. That means that there will be a House/Senate conference where the differences between the two bills are worked out. Your senators need to know that there are people out there who really care about this issue.

HR 2830 has been reported out of committee, and is coming to the House floor in September. Rumor has it that the Coast Guard looks favorably on section 306. Since its legal department has determined that it does not have the authority to mandate the shore leave provisions of the ISPS Code, they would welcome getting off the hot seat regarding shore leave and access.

It's really simple, we can sit around at AOS-USA and NAMMA meetings, and complain about facilities that are not respecting the human dignity of our seafarers, or we can get up and do something about it. I can tell you that some of the facilities' lobbyists are trying to do something about it right now.

Please Pray for:

- Please pray for the repose of the soul of Santa Cruz based fisherman Paul Wade who was lost when his 28.5-foot fishing vessel Buona Madre collided with the 291-foot, Bahamian-flagged freighter Eva Danielsen in dense fog off Point Reyes on July 13, 2007.
- Please pray for repose for the souls of 3 crewmembers and 6 missing of the Hai Tong #7 is a 420-foot Panamanian-flagged cargo ship, owned by Fuzhou Haijing Shipping, and was bound for China from Papua-New Guinea. Survivors reported the cargo of logs began shifting as the vessel made its way through 70-mph winds and 24-foot seas during the passage of Typhoon Man-Yi. Hai Tong #7 went down after becoming in distress in heavy weather 375 north-west of Guam July 10, 2007.
- Please keep in prayer the crews of the MV Infinity Marine 1 and the MV Reef Azania which are missing.
- Prayers for healing for Brother Jim Horan, AOS Baltimore, who is recovering from surgery. He hopes to be back at work in mid September.

Archbishop Marchetto remarks on new ILO Fishing convention

Archbishop Agostino Marchetto
Secretary, Pontifical Council for the
Pastoral Care of Migrants and Itinerants

On the 14th June 2007, the ILO, at its 96th Annual Conference, has adopted new labour standards for the world's fishing sector.

The Apostleship of the Sea hails this new "Convention and Recommendation concerning Work in the Fishing Sector" as a great sign of hope and congratulates the ILO, his social partners, member States and NGO's for the great level of collaboration showed in drafting and developing this instrument that provides a comprehensive labour protection for fishers.

These new standards contain provisions which are designed to ensure that workers in the fishing sector will enjoy improved occupational safety and health and medical care at sea, sufficient rest, the protection of a work agreement and the same social security protection as land based workers. The Convention, when ratified, will improve the living and working conditions for more than 90 percent of the world's estimated 41 million fishers.

The Pontifical Council strongly recommends to all to exercise every effort to obtain the early ratification of this new Convention, which will make such a difference to the life of so many fishers and their families, and communities around the world.

Fishing

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approach will stimulate consultations at the national level – in all countries – to review or establish national laws, regulations and other measures affecting fisher's lives.

According to an ILO report on conditions of work in the fishing sector (Note 1), there are considerable differences in the sizes of fishing vessels and fishing operations in this global sector. This ranges from simple, small vessels that operate close to shore for limited periods to large vessels, exceeding 140 metres in length, that work far from land for months on end.

Many of those who make their living in this sector are paid, in whole or part, based on the share of the catch, the report says, adding that many are self-employed or considered self-employed under national legislation.

The report also says that fishing is well-documented as one of the most hazardous occupations. Hazards arise from the power of the sea, the nature of catching and processing fish, and from the sustained and often fatiguing effort necessary in the face of the unpredictability of finding and harvesting marine resources.

Fishing, whether industrial or small-scale, is facing the forces of globalization, the report says, adding that fish that were once locally consumed are now often being processed and shipped to restaurants and consumers half-way around the world. As a result, in some areas fishers have to go farther and farther from the



coast to reach marine resources (Note 2).

These challenges make it increasingly important – for fishers, fishing vessel owners, related industries and consumers – to ensure that the fishing sector is subject to labour legislation that will protect fishers and will help make this essential profession attractive and sustainable, the report says.

"The importance of consultation among governments and representatives of fishing vessel owners and fishers is a vital element of the Convention and is reflected throughout its provisions. In fact, it

was only through such dialogue, involving representatives from the fishing sector itself, that agreement could be reached on instruments that provide comprehensive labour protection for fishers", said Captain Campbell.

ILO Director-General Juan Somavia commended all who had worked on the new Convention, C.188, noting the extraordinary level of collaboration among governments and worker and employer representatives in drafting this instrument.

"Extending the net of social protection and decent work to fishers is an important part of the ILO's commitment to social justice", he said. "In the fishing sector many people face extraordinary and unpredictable hazards, often working long hours in harsh conditions to bring food to our markets. This new instrument will help protect them against exploitation."

The next step following the adoption of the Convention by the International Labour Conference is for member States to put the measure to their national authorities for ratification.

Note 1 - See chapter I of the Report V (1), Conditions of work in the fishing sector, International Labour Conference, 92nd Session, ILO Geneva, 2004.

Note 2 - According to the Food and Agriculture Organization, global capture fisheries production reached 95 million tonnes in 2004, with an estimated first-sale value of US\$84.9 billion.

Merchant Marine



Proud Father

Randall Paredes, Able Bodied Seafarer with the Seafarers International Union served with Fr. Sinclair Oubre on board the M/V Galena Bay. He had to get off the ship early, proudly sharing with Fr. Sinclair that his son was making his First Communion. Pictured are: Belinda Paredes, Randall Jude Paredes, their parish priest, Lindall Paredes and the proud Dad.

Mariner Interview: Mr. Louis E. Novak

By R. Jon Furukawa, V.P., AOS-USA

1. Tell us about your background.

I am a 1989 graduate of the U.S. Merchant Marine Academy. I hold both deck officer and engineering officer licenses. Since graduation I served 4.5 years in the Navy and 5.5 as a NOAA Corps officer. I currently work for the US Coast Guard as a civilian.

2. You mentioned you volunteered with Mercy Ships, tell us about them.

Mercy Ships is an ecumenical, humanitarian volunteer organization. The premise of Mercy Ships is to bring medical supplies, personnel, developmental materials between the first and third worlds. One of my favorite humanitarian transport stories is when a used firetruck was carried by the M/V Caribbean Mercy from Oregon to a small town in Guatemala. Mercy Ships currently have the only internationally crewed, non-governmental hospital ships in the world. The volunteer medical teams primarily focus on plastic surgeries. This is not to say that these services are merely cosmetic as it assumed in the first world. Sometimes these surgeries will allow a person to eat properly, work, or even become part of a community that would have rejected his deformity out of fear and superstition.

3. Tell us about your Mercy Ship experience.

I have volunteered for short term missions for over 10 years. I have been through out Central America and parts of Africa. I ordinarily volunteer to serve on deck, but if the need is great enough I will serve in the engine room. As these ships travel in tropical waters, working in the hot engine room has been kind of tough on me. While I volunteer aboard, I usually work 8 hour days. These

may either be in two 4 hour watches or 8 hours of day work. If the ship is in port, there are chances to help with various outreaches. I have been able to help put up a clinic with my free time. I have also adopted a few patients while aboard the ship. I would read and pray with my patients. I would take one of my younger patients (his surgery addressed a cleft palette) to the ship's playground on the back of the ship. We could not speak without an interpreter. He spoke "Berfo" and only about 1000 people in the world can speak that language. He learned how to ride a bike while he convalescing. Most patients hate to leave the ship.

4. You mentioned that there is a smaller organization that has a similar mission that you want to volunteer with. Tell us about this organization.

I am trying to volunteer with Marine Reach next. Marine Reach and Mercy Ships had been in the same organization called Youth With a Mission (YWAM). Marine Reach got the smaller vessels and Mercy Ships the larger. Marine Reach brings medical services to less developed ports. I hope to take part in sailing a Marine Reach vessel from New Zealand to Fiji in April.

5. What do you have planned for the future?

I sometimes toy with the idea with volunteering full time for a few years after retirement from a paying job. Helping people out gives most people a charge, but I also really enjoy the company of those who actively try to make a difference in the world. I would contrast the difference with the people I often meet in the DC area whose lives revolve around legislating change for others. I encounter people who lobby for higher gas mileage standards for the automobile industry while not taking available mass transit themselves. It is refreshing to be amongst those who do something about the world's ills rather than just complaining about it.

Merchant Marine

Delivering global rights

Trade unions are among those working hard to ensure the groundbreaking Maritime Labour Convention fulfils its potential to improve the lives of seafarers worldwide, as Kay Parris reports

In February 2006 the maritime world greeted the historic adoption of a single ILO Convention, encompassing virtually all the minimum standards required to ensure satisfactory conditions of employment for the world's seafarers. Here at last was a plainly written "bill of rights" for seafarers, bringing together and updating more than 54 international standards, while introducing a system of certification and inspection to enforce it. It also contains a simplified amendment procedure for the technical parts of the Convention, which means that it will be easier to amend and thereby to keep up with developments.

Like any ILO Convention however, the Consolidated Maritime Labour Convention (MLC) cannot be immediately implemented, but must wait for the requisite number of ratifications by signatory states – in this case at least 30 countries, who must control between them at least 33 per cent of the world's tonnage.

At the time of writing, only Liberia, a flag of convenience state controlling 10 per cent of the world's tonnage, has ratified, though many other countries are well advanced in their preparations.

Members of the European Parliament voted in March 2007 to press European Union countries for 2008 as a target ratification date, though this is far from assured.

The ILO social partners, representing governments, employers and trade unions led by the ITF, have kept up the momentum to ensure ratification happens as quickly as possible and that the opportunity to create a new, "indispensable component of quality shipping", as the ILO labour standards director Cleopatra Doumbia Henry has put it, is not lost. They have undertaken a series of "high level" missions to key maritime nations, as well as regional seminars organised by interested states, and been engaged in committed discussions with senior figures from government and industry in each case.

Once the requisite number of ratifications has been secured, there will be no "more favourable treatment" for ships whose countries have not ratified the Convention. Ships of all countries, irrespective of ratifications, will be subject to inspection in the ports of any country that has ratified, and to possible detention if they are deemed not to have met the standards set.

In parallel with the ratification process among individual states, the ITF and its European wing, the ETF, have been negotiating with the European Community Shipowners' Association (ECSA) in an attempt to reach agreement on the implementation of key aspects of the Convention not already covered by existing EU instruments across the EU. Any agreement reached in this way would be enshrined in an EU Directive, giving it legal force across Europe, even in ports where member states have not individually ratified it.

Potential for change

The high profile of these efforts to bring the Convention to a stage when it can be meaningfully implemented reflects the perception of every proper stakeholder in the maritime world that this Convention has extraordinary potential to change the shipping industry for the better.

Under the certification system, shipowners will be required to produce a "Maritime Labour Certificate" and a "Declaration of Maritime Labour Compliance" authorised by the flag state. The latter must outline the

shipowners' plans for ensuring that applicable national regulations necessary to carry out the provisions of the Convention will be adhered to during the voyage. This means masters will have to keep records to prove that they are complying with the Convention on an ongoing basis. There will also be onboard and onshore complaint procedures to encourage the rapid resolution of problems.

"The ILO social partners, representing governments, employers and trade unions led by the ITF, have kept up the momentum to ensure ratification happens as quickly as possible"

European dimension

Following the latest round of negotiations with ECSA over the wording of a possible EU agreement, Brian Orrell, general secretary of the British union Nautilus UK (previously Numast) and chair of the ITF seafarers' section, reported that both parties had now committed to work towards a central agreement, containing key aspects of the Maritime Labour Convention, which would subsequently form the text of an EU Directive.

An EU Directive would give the provisions of the Convention extra "teeth" in Europe, particularly where member states had failed to ratify, though the trade union lobby is anxious to ensure that the EU Directive does not come into force until the Convention itself has received enough ratifications to enter into force.

Orrell explains: "The member states may feel they have done enough through having an EU Directive they have to comply with and may feel they don't need to ratify the Convention. In many EU countries however, the majority of seafarers are employed on foreign flags, which would not be covered by the Directive."

Still, Orrell believes the process of agreeing a text for a future Directive will significantly strengthen the uptake and enforcement of key parts of the Convention in Europe. Apart from anything else, he says: "It sends a clear signal to EU member states that the social partners want these clauses in place."

Progress towards ratification

In the meantime, the focus for all stakeholders has to be on the need for ratification of the Convention itself. One key impetus behind the Convention was to overcome the difficulties governments faced in ratifying and enforcing the existing detailed maritime instruments. The new Convention sets out to achieve this by setting out the basic rights of seafarers, while allowing ratifying countries flexibility in their approach to implementing these global standards for decent work within their national laws.

Of course this leaves many challenges for the legal systems of the ratifying countries still to be overcome. Before the ship sets sail, for example, it will need to be issued with a national certificate declaring its compliance with minimum standards for seafarers' payment, accommodation, rest facilities and other criteria. Which body would be authorised by the flag state to issue this certificate? And which bodies in the port state would be authorised to carry out inspections?

States embarking on the ratification process have a host of legal challenges to work out. The social partners are determined to provide support and encouragement, particularly to those states with major shipping fleets. To that end ITF maritime representatives have participated in delegations on missions to key countries, including the Philippines, Panama and

Merchant Marine

Professional Development Column ...

Career Expectations

As a part of my job I talk to mariners, training providers, and vessel owners and/or operators almost on a daily basis. These conversations are one way that I maintain my sanity and attempt to keep current and up to date on the maritime industry. Recently I talked to an individual that I will call a “disgruntled mariner”; I must be careful when I say that as I might just be one myself.



Capt. David Teel

The expectations of what this mariner thought he would get from completing a training course versus what he did receive were 180 degrees out of sync. He had called me hoping to change the outcome of his training course; that was not to be. I suspect that two things had to happen concerning the training course he had taken. Either he had not read the fine print concerning what this course was all about and/or he had been taken advantage of by a less than professional training provider. His expectations were grandiose and he had just learned. As a retired mariner, a former instructor, and as a USCG civilian employee who approves mariner training courses, I was sympathetic to say the least.

One of the comments that this individual said to me was “I want to be captain”. This individual was starting to climb the maritime career ladder, with the goal to becoming captain. The first thought that came to mind, was to be careful what you wish for, or you might get it. I recall that as I moved up in rank and responsibility, I had often wondered if what I was doing was the correct thing for me to do and was it worth all the effort. I and this individual had the same expectations; we both wanted a higher salary, professional respect, and professional responsibility. What is needed by anyone with this type of ambition is to rein in your expectations of this career path, and resign yourself to the ups and downs that will come your way.

After my conversation with this “disgruntled mariner” I mused on his frustration; I had been in the very same spot many years ago. It dawned on me that this individual will make it into the captain’s chair. He had learned very early the need to rein in ones expectations. My advice is to always reflect on where you want to go in your career and what you are doing to get there.

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.

House Committee conducts hearing on ‘belated thank you’ legislation unions, Former Sec. Mineta expresses strong support

Editors note: The committee advanced the bill during the week of July 16, 2007.

The U.S. House of Representatives Veterans’ Affairs Committee on April 18 conducted hearings in Washington, D.C. to extend the 1944 G.I. Bill of Rights to the Merchant Mariners of World War II.

U.S. Merchant Marine veterans unselfishly answered their country’s call to duty during WWII by moving troops, ammunition and other supplies around the war-torn world. Despite their unparalleled service and high fatality rate, merchant mariners were not recognized as veterans until 1988, decades after 11 million other combatants were classified as veterans. None of the benefits afforded millions of other veterans were given to mariners. They are now asking for a relatively small payment in lieu of the comparably generous benefits given to other veterans beginning so many years ago.

In response to their request and to make amends, two bills currently are making their ways through the House and the U.S. Senate—House Bill H.R. 23 and Senate Bill S. 961—“A Belated Thank You to the Merchant Mariners of World War II Act of 2007.” If passed by both chambers and signed into law, the measure would provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II.

Sponsored by Rep. Bob Filner (D-Calif.), H.R. 23 was introduced in the House on Jan. 4 and referred to committee. The latest major action on the legislation occurred during the April 18 hearings of the Veterans’ Affairs Committee, which Filner chairs. H.R. 23 currently has 119 co-sponsors.

Sen. Nelson E. Benjamin (D-Neb.) sponsored S. 961 in the Senate. The measure was introduced and referred to Senate committee March 22. It was read twice and referred to the Committee on Veterans’ Affairs. Thirty-one senators have signed on as co-sponsors of the bill.

“While it is impossible to make up for over 40 years of unpaid benefits, H.R. 23 will acknowledge the service of the veterans of the merchant marine and offer compensation,” said Filner in his opening remarks during the House’s April 18 hearing. “A wrong has existed for too long and it must be corrected. It is time our nation recognizes all of our veterans for their contributions to the successful outcome of World War II. President Washington got it right when he said, ‘The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional as to how they perceive the veterans of earlier wars were treated and appreciated by their country.’ It is time to make good on the promises that we have made to our troops and to our veterans. I am asking that the 110th Congress will finally correct the injustice inflicted on the United States Merchant Mariners and grant them the compensation and respect that they have rightfully earned.”

SIU President Michael Sacco and three other presidents of American maritime labor organizations, in an official letter to Chairman Filner, voiced their strong support for H.R. 23.

In addition to the signature of President Sacco, the letter also contained those of Thomas Bethel, president, American Maritime Officers; Timothy A. Brown, president, International Organization of Masters, Mates & Pilots; and Ron Davis, president, Marine Engineers’ Beneficial Association.

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Rights

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Russia, as well as attending regional seminars in Japan, Argentina and Bulgaria.

The missions are ongoing and have been largely successful so far, with governments in every country demonstrating their willingness to implement the necessary legal changes.

Maintaining momentum

One of the first missions, in February 2007, was to Panama, the largest flag state with a registry of 7,000 vessels. Following the mission, the government promised to implement a plan of action involving legal, administrative and operational changes in order to secure rapid ratification in the country. The ILO pledged its help in offering technical assistance with establishing norms and “creating mechanisms for consultation and training”. But it was clear that the Panamanians were already motivated to get behind the Convention.

ITF Americas secretary Antonio Fritz, who participated in the mission, observed that motivation came not only from Panama’s interests as the world’s biggest registry but also because seafarers’ unions in the country saw its potential to boost seafaring employment by levelling out the labour standards playing field.

The question of how the Convention could affect the economics of labour supply is now looming large in the world’s biggest labour supply country – the Philippines.

This may not be the most obvious effect of the Convention, which is primarily designed to root out unscrupulous shipowners and charterers and protect the seafarers they employ. As part of the ILO mission to the Philippines however, Brian Orrell was able to help clarify what the enforcement of minimum labour standards could mean for a country without rival as a supplier of seafarers to the global industry.

The Philippines showed clear commitment to the ILO process by ensuring every transport department engaged with the mission delegates. The mission left the government in a much stronger position to resist the lobbying of domestic shipowners, who were concerned that their fleets would not be able to meet the new standards demanded by the Convention.

Russian mission

In Russia, the ILO delegation picked up clear signals of political commitment to ratification during its top level meetings with government rep-

resentatives, including the secretary of state for transport, the director of the Department of International Cooperation and Public Relations and an adviser from the Office of the President. However, implementation presents a host of challenges, which could take up to five years to be overcome.

An action plan has been adopted by the Ministry of Transport but throws up various political problems, including the need first to put in place structures to implement existing ILO Conventions ratified by the country. In the case of Convention 179 (recruitment and placement) for example, no agency has been made responsible for overseeing the Convention. This means compliance is voluntary and that the manning agencies are not being properly controlled – a situation that would need to be sorted out in order for the recruitment provisions of the MLC to be addressed.

In this context it should be noted that the Russian Federation is an important flag state, port state and labour supply state.

It was clear that another challenge would lie in the considerable training requirements of the flag and port state inspection systems. Nonetheless, the Russian shipowners offered their support for the Convention, and the elected lower house of the Federal Parliament (the State Duma) made its strong commitment clear. Following a meeting with the Duma’s Committee on Labour and Social Policy, the committee members drafted a recommendation for rapid ratification and implementation of the MLC to be forwarded to the Russian President.

The ITF’s Jon Whitlow, who participated in the mission, said: “This was a useful and productive mission. It has opened a number of doors, which will help us to follow up on the Russian ratification, and the demonstration we were given about the steps the Russian Federation has taken to implement ILO Convention No. 185 (seafarer’s identity documents) was most impressive.”

Trade unionists in many other globalised industries are watching the progress of the Maritime Labour Convention towards securing a rigorously fair and effective system of rules to protect a 1.2 million strong workforce handling 90 per cent of world trade. If the hopes of the social partners are realised, there may be much for all trade unions to learn from the nuts and bolts of implementing at the national levels such an ambitious global system that truly puts labour rights at the heart of the economic agenda.

Fishing with Pietro: Meet a Catholic fisherman who finds God in his work

By Marialisa Calta

Reprinted with the permission of the Catholic Digest.

Pietro Parravano left a mainstream career behind so he could do what he loved — go fishing.

When Pietro Parravano was born 57 years ago, an aunt made him a baby blanket with his name and a boat — a symbol of St. Peter, his namesake — embroidered in blue. Three decades later, after acquiring a master’s degree in science and pursuing a teaching career, Parravano fulfilled his destiny and became a professional fisherman.

Parravano speaks almost with a sense of awe about his first experience fishing for wild salmon back in the early 1980s. “Something just opened up inside me,” he says. “It was just amazing to be out in nature like that, focused on



Pietro Parravano

a single task — catching fish.” He began talking to fishermen up and down the West Coast about entering the profession. They told him he was crazy, that fishing was a dying industry and a close-knit one that would be difficult to penetrate. But, Parravano says, it just “felt right.” He eventually bought and restored a 1940s-era

wooden fishing boat, the Anne B., and joined the men and women who fish for wild salmon and trap Dungeness crab from the port at California’s Half Moon Bay.

Parravano did not come from a fishing family. His father, who was born and raised in Rome, came to the United States on a Fulbright Fellowship to Princeton, and wound up teaching science at the University of Michigan in Ann Arbor. There, as a boy, Parravano was introduced to lake fishing, which he found boring. “When I was a kid, I was much happier taking a walk in the woods or climbing a tree,” he says. But the experience of ocean fishing changed his mind.

Twenty-five years into his career, Parravano still feels a spiritual connection to his calling. “I often say the ocean is my church,” he says. When fishing, he contemplates the mystery of the

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PIRACY UPDATES

Somali piracy/Shipping Casualties:
July 28, 2007

Attached here with please find two copies of crew list of the missing MV Infinity Marine 1 and MV Reef Azania.

Meanwhile reports filtering here from Somalia indicates that the Ethiopian army is moving in on the Mudug region so that will try to squeeze the Somali Marines.

Somali Marines is one of the well organized pirate in the Horn of Africa.

Currently they are holding captive two Tanzania flagged fishing trawlers, one Taiwanese fishing boat and a Danish cargo ship. Aboard these vessels are 46 hostages composed of Indians, Danish, Chinese, Vietnamese, Koreans, Indonesians and Taiwanese nationals held captive since mid-May this year.

The Ethiopians might put the life of the hostages in danger we call upon the International Community to come and save the innocent God's people of the sea.

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

Bill introduced to amend DOHSA

Representative Doggett (D-TX) introduced a bill (H.R. 2989) to amend provisions of title 46, United States Code, popularly known as the Death on the High Seas Act, to limit application of those provisions to maritime accidents, and for other purposes. This bill, if adopted into law, would allow recovery of nonpecuniary damages in actions for death from a maritime accident occurring on the high seas beyond 12 nautical miles from the shore of the United States. It would also be made retroactive, so as to apply to a death occurring after August 25, 2005.

NOAA – additional protection proposed for RMS TITANIC wreck

The US National Oceanic and Atmospheric Administration (NOAA) issued a news release stating that legislation is being proposed that would, if enacted, provide additional protection to the wreck of the *RMS TITANIC*. Among other things, the proposal would authorize NOAA to regulate, for the United States, dives to the wreck.

US bid to put shore leave on the agenda

A merchant marine committee is urging the US government to make access to shore leave easier for seafarers, in line with states' obligations outlined in a key maritime code.

A meeting of the Merchant Marine Personnel Advisory Committee made a number of recommendations for improving shore leave access for seafarers in April. Participants at the Seattle event, including representatives from unions and the Apostleship of the Sea, which provides pastoral care to seafarers through chaplaincies, also highlighted the need to make ship visits by chaplains and union representatives easier.

The recommendations, which were based on information contained in the ITF's report, "Access denied", pointed out that states' obligations to facilitate shore leave for seafarers were outlined in the International Maritime Organization's International Ship and Port Facility Security Code (ISPS).

Recommendations included a call for key aspects of the ISPS code to be reviewed and, following this, for shipowners or operators to ensure vessel personnel or crew change-out have access to shore leave and to visitors to the vessel – including seafarers' welfare and labour organization representatives. Another urged the US Coast Guard not to approve facility security plans that fail to include procedures for allowing shore leave and visitors' access.

Jeff Engels, ITF coordinator in Seattle, who attended the meeting, commented:

"Hopefully, the United States Coast Guard will take these recommendations into consideration. It is vital that seafarers' right to shore leave be upheld, so they can visit shorebased welfare facilities, including medical centres."

IMO - piracy - May 2007

The IMO issued a circular summarizing reports it received during May of acts of piracy and armed robbery against ships. During the month, it received 31 such reports.

To read this report go to www.imo.org/includes/blastDataOnly.asp/data_id%3D19198/103.pdf.

Hearing _____ from page 5

Former Secretary of Transportation Norman Mineta was one of several witnesses to testify before the committee. Others included Sen. Ben Nelson; Veterans Administration Under Secretary for Benefits Admiral Daniel L. Cooper; Ian Allison, co-chair of the Just Compensation Committee of the United States Merchant Marine Combat Veterans; a number of United States Merchant Marine combat veterans and others.

"Through my work with the Maritime Administration and the Academy (U.S. Merchant Marine Academy), I have come to know and respect America's Merchant Marine and our nation's mariners," Mineta said during his formal comments "No finer example could be given of their historical selfless service to our country than their great sacrifices during World War II.

"Time is running short to finally thank the merchant mariners of World War II," Secretary Mineta concluded. "Let us not squander this opportunity."

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Cruise Ship Ministry

Msgr. Kulik reminds everyone "it's not a vacation"

By Msgr. Alexander T. Kulik
Priest of the Diocese of Scranton
& AOS-USA Cruise Ship Priest



Msgr. Alexander T. Kulik

I retired from active ministry as Pastor at the required age of 75 in our diocese. While living at our home here in the diocese for retired priests, I met a friend of mine who told me about the AOS-USA Cruise Ship Priest Program.

He told me that he would be making two cruises in the future as chaplain with the AOS-USA. Unexpectedly, he died a few months later. I asked my classmate, who was the executor of his will, to check his papers and let the people in charge of the Cruise Ship Priest Program know about his death. Now here I am active in the same ministry.

During the years, I have served as Chaplain on many cruises, traveling with various groups. I always tell the people to be sure to let the cruise line know how

important it is to them to have a Catholic Chaplain on board. They do listen to the evaluations. It is important that their passengers are happy and return.

I always wear my clerics when boarding and departing from the ship. I walk around in clerics, even for the mandatory "drill", so people will know a Catholic Priest is on board. For breakfast and I lunch I usually sit at small table near the servers clean up area, so the staff, crew and I have an opportunity to know each other.

We are not on vacation. Rather we are there to be of service to the crew and all the passengers in every circumstance.

On several occasions passengers have said "Oh, you got a free vacation." I tell

them "No, I have complimentary passage in return for serving the crew and passengers in pastoral, or religious matters, or whatever the needs are. How may I help you?"

I do believe that we have to be available. We have to "move around" and mingle with all the people. Friends of mine just returned from a European Cruise saying "unfortunately, the chaplain had time for only a few people."

So I say this to my brother Cruise Ship Priests: We have a "golden opportunity" to minister to people who are looking for God's love in their confused lives. It is important to meet as many people as possible, both passengers and crew, and we cannot forget to check on the sick on board in the infirmary.

I am always grateful to have on opportunity to serve God's People while they are in a relaxed mood and ready to find Him. A cruise is often the beginning of a return to God.

Hundreds celebrate Bishop Boland's priesthood

By Kevin Kelly
Catholic Key Associate Editor

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Editor's Note: Bishop Boland is an AOS USA Cruise Ship Priest. AOS-



Bishop Raymond J. Boland

USA congratulates Bishop Boland and wishes him many more years in God's service.

KANSAS CITY - Several hundred of Bishop Raymond J. Boland's closest friends burst into a thunderous ovation, prompted by his successor.

"I risk saying what is exceedingly obvious," said Bishop Robert W. Finn. "Bishop Boland, we love you."

The applause at the end of the June 24 Mass celebrating Bishop Boland's 50 years as a priest was loud and long. Then, led by the 40 priests - including six that he had ordained - sitting on

the south side of Visitation Church, it turned into a louder and longer standing ovation for the bishop who served the Diocese of Kansas City-St. Joseph from 1993 to 2005.

In addition to Bishop Finn and Benedictine Abbot Gregory Polan of Conception Abbey, four other bishops shared the altar with Bishop Boland. They were Bishop Boland's brother, Bishop J. Kevin Boland of Savannah, Ga.; Bishop John J. Leibrecht of Springfield-Cape Girardeau; Bishop Emeritus George K. Fitzsimons of Salina, Kan.; and Archbishop Emeritus James P. Keleher of Kansas City, Kan., whose service in the neighboring archdiocese paralleled that of Bishop Boland.

It wasn't the celebration that Bishop Boland planned. Seeking only the annual dinner for priests of the diocese celebrating significant anniversaries, then travelling to his native Ireland to celebrate with 18 remaining priests of the All Hallows Seminary Class of 1957, Bishop Boland was told

by "five or six" people who met him in his chancery office that there would be a public celebration.

Bishop Boland, however, turned the day away from a personal celebration and toward a celebration of the priesthood.

In his homily, he expressed gratitude to God "for my 50 years as one of the many who, over the centuries, have been called to participate in the one and only one great priesthood of Jesus Christ."

"Why me?" Bishop Boland said. "Frankly, I don't know. There are no words to express the mysteriousness of a vocation to the priesthood. There are no sentiments, lofty or otherwise, adequate enough to give voice to my thanksgiving for so many graces received and especially for those not fully appreciated.

"Indeed, I have been so fortunate and so blessed that my nature, streaked with that innate sense of Irish pessimism, sometimes wonders if everything is too good to be true," Bishop Boland said.

"How can there be any greater privilege or experience than being given the grace to link the aspiration of God's people to the generous blessings of his loving providence?" he said.

Bishop Boland asked the congregation that nearly filled the huge church for "a gift to mark my anniversary."

"I would ask you to pray for priests, to nurture their vocations, to encourage them, to bolster their confidence, to remind them that God's grace is always more than sufficient to strengthen their resolve and reinforce their faltering footsteps," he said.

"I do not fear for the future of the priesthood," Bishop Boland said. "God will always provide us with an adequacy of priests, but the difference between the call and the response may reside on our side of the equation.

Bishop Boland noted that the public celebration of his June 16, 1957 ordination was being held on the Feast of St. John the Baptist, who

Career Foreign Service Officer named to head church migration office



Ambassador Johnny Young

By Catholic News Service

WASHINGTON (CNS) — A former ambassador to countries in Africa, Eastern Europe and the Middle East has been named director of Migration and Refugee Services for the U.S. Conference of Catholic Bishops.

Johnny Young, a career foreign service officer with the U.S. State Department who most recently was ambassador to Slovenia from 2001 to 2004, will replace Mark Franken, who retired from the USCCB in June after a career of working with Catholic refugee and immigrant agencies.

Young's appointment was announced in an Aug. 2 press release in which Msgr. David Malloy, general secretary of the USCCB, cited his experience in dealing with refugees.

"Because of his work in Africa, especially with refugees in Sierra Leone, and in Slovenia, where he worked against the scourge of human trafficking, Johnny Young has profound knowledge of the depths of these problems," said Msgr. Malloy.

Young, a native of Savannah, Ga., grew up in Philadelphia and graduated from Temple University there before joining the State Department's foreign service in 1967 as a budget and fiscal officer in Madagascar.

Since then, he has held posts in Guinea, Kenya, Qatar and Barbados, before returning to work in the agency's Washington office in 1979. He later served in Jordan and the Netherlands before being named ambassador to Sierra Leone, where he helped oversee the evacuation of U.S. citizens following a 1992 coup.

Young headed the embassies in Togo, from 1994 to 1997, and in Bahrain, 1997-2001.

Msgr. Malloy also said Young's experience with various government agencies gives him "a breadth of perspective and exceptional management skills" that make him suited to the work of MRS.

MRS is the leading refugee resettlement agency in the country, having resettled more than 800,000 refugees since 1975 through a network of diocesan offices.

Stowaway Focal Point Set Up at the IMO

The IMO has established a Stowaway Focal Point within the IMO's Maritime Safety Division as a result of the INTERCARGO/INTERTANKO submission to the IMO Facilitation Committee. The Focal Point is linked to the Head of Facilitation Section.

At the March meeting of the IMO Facilitation Committee, FAL 34, INTERCARGO and INTERTANKO presented a joint paper, with verbal support at the meeting from ICS, inviting consideration of a proposal to create an IMO "Stowaway Focal Point" (SFP). Subject to certain provisos, FAL 34 agreed in principle that an SFP should be put in place for a one year trial period to offer assistance in facilitating diplomatic assistance in order to assist the disembarkation of stowaways in circumstances where existing processes have been attempted but have not successfully resolved the problem.

In justifying this proposal, which had the primary intention of providing an additional resource for owners and masters facing the difficult and trying circumstances of attempting a timely and humanitarian repatriation of stowaways, due credit was given to the existing processes. The role of P&I clubs, flag states, and of the IMO and the United Nations High Commissioner for Refugees (UNHCR) were commended as being particularly successful in resolving most stowaway cases.

"We are delighted at this opportunity to have support from the IMO for a problem that ship owners and ship masters find difficult to solve in an efficient and law-abiding, yet humanitarian way", says Roger Holt, Secretary General of INTERCARGO. "We commend the IMO initiative and hope that ship owners will bring this valuable facility to the attention of their Flag States and Masters."

The IMO attempted to quantify the scale of the stowaway problem by recording that there were 244 incidents involving 657 individuals in 2006, although it was tacitly admitted that some incidents had not been reported in accordance with the IMO reporting process outlined in IMO

Resolution A.871 (20) adopted on 27 November 1997, and that consequently these statistics may under-represent the scale of the problem.

Encouraging Masters and Flag States to use the Stowaway Focal Point will also be an encouragement to provide more statistical information and therefore a more accurate indication of the scale of the problem.

To contact the Stowaway Focal Point and to send statistical reports on stowaways, vessels should use e-mail falsec@imo.org <<mailto:falsec@imo.org>> or telephone +44 207 587 3110 during IMO Working Hours remembering to seek the advice of their P&I Club / Flag State.

Concerns for New 'Boat People' Cited as Ministers to Seafarers Meet

By Catholic News Service

GDYNIA, Poland (CNS) — Those who minister to migrants and travelers must help resolve the “grave humanitarian challenges” facing “the new ‘boat people,’ who often find themselves threatened by mafias and unscrupulous smugglers” and who are dying by the thousands, a Vatican official told the world congress of the Apostleship of the Sea.

Cardinal Renato Martino, president of the pontifical councils for Justice and Peace and for Migrants and Travelers, was one of several Vatican officials who addressed the June 24-29 congress in Gdynia.

“In the face of such new problems we cannot remain indifferent or helpless, but we must endeavor to find new ways to express our solidarity and concern,” he said, describing the role of the Apostleship of the Sea as “to stand in solidarity alongside seafaring and fishing communities in their daily struggles against new challenges and pressures.”

Nearly 300 priests, deacons, religious, lay chaplains and volunteers from 72 countries attended the congress, which also featured a talk by former Polish President Lech Walesa during the group’s visit to Gdansk. Walesa spoke on the role of faith in the Solidarity movement and the downfall of communism and the need for faith in globalization.

Leading the U.S. delegation to the world congress were Scalabrinian Sister Myrna Tordillo, national director of the Apostleship of the Sea USA and coordinator for ministries to people on the move at the U.S. Conference of Catholic Bishops; Father Sinclair Oubre, national president of the Apostleship of the Sea USA; and R. Jon Furukawa, national vice president.

Father Oubre, a priest of the Diocese of Beaumont, Texas, reported to congress participants on the U.S. organization’s cruise-ship priest program, which has already reached agreements with the Celebrity, Norwegian and Holland America cruise companies to place priests on every cruise to minister to passengers and crew. Princess Cruises recently agreed to have priests on board all cruises that include a holy day.

In his talk, Cardinal Martino praised several developments since the last world congress in 2002 in Rio de Janeiro, Brazil. These

included passage by the International Labor Organization of the Maritime Labor Convention in 2006 and the Convention on Fishing in June 2007.

The two conventions, if ratified by all nations, would improve benefits for more than 1 million seafarers working on 50,000 vessels and would extend those benefits to fishers who are self-employed or who are paid on the basis of a share of the catch, the cardinal said.

He said the Apostleship of the Sea is considering including “the yachting and sail competition sector” in its pastoral outreach.

Archbishop Agostino Marchetto, secretary of the Pontifical Council for Migrants and Travelers, said the world of seafaring “remains today one of the most difficult, demanding and dangerous.”

“In no other age have we seen such prosperity, wealth and technological advances in the maritime industry and yet countless workers of the sea are in extreme need, as so many of them are faced with new forms of slavery in their living and working conditions,” he said, paraphrasing the Second Vatican Council’s Pastoral Constitution on the Church in the Modern World.

Msr. Felix A. Machado, undersecretary of the Pontifical Council for Interreligious Dialogue, said efforts at ecumenical and interreligious understanding can play a major role in a world that “has increasingly become multireligious.”

Although religions are sometimes cited as part of the problem, “the multireligious situation can, in fact, be part of the solution to many conflicts and violence in the world,” he said.

In a world “dominated by atheism, hedonism, materialism, relativism” and indifference, Msgr. Machado said, “a Christian is invited to bear witness today by being a person of charity, joy, patience, kindness, goodness, truthfulness, self-control, mercy, pardon, reconciliation and peace.”

The Apostleship of the Sea, founded in Glasgow, Scotland, in 1899 to care for the spiritual and social needs of seafarers and their families, has national organizations in 113 countries that operate seafarer centers and chaplaincies in almost every major port in the world.

Boland

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“embodied all the qualities of priestly service.”

“Touched by the power of the Holy Spirit before his actual birth, his austere lifestyle, his fearless preaching, his impassioned calls to repentance, his brutal honesty relative to his own role in the unfolding tapestry of salvation, even his needless martyrdom instigated by the vengeful whim of a jealous woman and the cowardice of a weak-kneed tyrant all proclaimed that Christ was, is and ever will be the redeemer, or, as we repeat his words in every Mass, ‘Behold the Lamb of God. Behold him who takes away the sins of the world,’” Bishop Boland said.

But Bishop Boland also said that priests “and especially bishops” receive praise they don’t deserve.

Like St. John the Baptist, who realized that his role was to proclaim one far greater than he, “I,

too, have no illusions,” Bishop Boland said.

“I can take responsibility for my shortcomings and failures, but the many manifestations of God’s blessings among us are, more often than not, the results of much prayer and the unrelenting work of priests, deacons, religious and members of the laity, just like yourselves,” he said.

“Church historians have never solved the challenge to give credit to those who really deserve it. God, I’m sure, will do a better job,” Bishop Boland said.

“My dream, which I would presume to share with you on this unique occasion, is that we live in God’s church and he is always present,” the bishop said.

“Despite our current troubles, and they are many and undeniable, we must not lose hope,” he said.

“We have the book, the Gospels, the good

news. We have the Eucharist. We have hundreds of God’s people alive in the Spirit and ready to be latter-day John the Baptists, heralds of Christ and his message,” Bishop Boland said.

“Now is not the time to lose faith,” he said. “Now is not the time for mere maintenance, for standing still or marking time.

“We may have reasons to be downhearted, but such excuses are not worthy of our call to be Christians,” he said.

Bishop Boland recalled the Gospel story of the apostles, tired, frustrated, cold, wet and despondent after fishing all night without success. From the shore as they were coming in, Jesus told them to “launch out into the deep.”

“They did and you know the results,” Bishop Boland said. “Can we do any less?”

“In God’s world, the time to act is no always when we are ready, but when we need him the

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Upcoming Events For Maritime Ministry

September 27, 2007 IMO's World Maritime Day

October 1-2, 2007 AOS-USA Administrative Board Meeting, Port Arthur, TX

November 21, 2007 World Fisheries Day

January 4, 2008 Feast Day of St. Elizabeth Ann Seton, Patron Saint for the US Merchant Marine

April 1-3, 2008 AOS-USA Annual Conference, US Coast Guard Academy, New London, CT

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Pietro

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ocean, the mystery of the fish that come from the deep. But most of all, he says, "I will never let go of the incredible feeling that every fish I catch feeds people, nourishes them with a pure, delicious, high-quality food." This mission, he says, grounds him.

Along with a sense of spirit, however, Parravano quickly began exploring the politics involved in modern-day fishing: overfishing, pollution, loss of jobs.

"When I got into it, there was no dialogue going on, just a lot of fingers being pointed in a big round of the blame game," he says. He served on local, state, national, and international committees, trying to get researchers and people in the fishing industry to talk to each other, to figure out a sustainable future for the fisheries. He served as a commissioner on the prestigious Pew Oceans Commission, and in 2004 was awarded the Commerce Department's National Oceanic and Atmospheric Administration's Environmental Hero Award.

Eventually, Parravano's work came to the attention of the Apostleship of the Sea, a Vatican-directed organization dedicated since its inception in Scotland in the 1920s to helping mariners and seafarers of all kinds. The U.S. office is based in Port Arthur, Texas, and has long been ministering to crews on oil rigs and cruise ships, and to others who are at sea for months at a time. Parravano connected with the group after giving a presentation at a national conference about the need to support the fishing communities in the United States. "Fishermen are facing incredible stress — the actual or potential loss of their livelihoods, the breakups of established fishing communities and families," says Parravano. "I just sounded the alarm. The

Apostleship heard it."

Parravano sees the role of the Apostolate of the Sea as providing support for families, training for new occupations, or whatever else is needed. Indeed, according to AOS-USA spokeswoman Doreen Badeaux, the group has been working with Vietnamese shrimpers — Catholic and Buddhist — in the Gulf Coast to help rebuild after Hurricanes Katrina and Rita.

Parravano is also active in what he calls "food systems" issues, and is a member of the Roots of Change Stewardship Council, part of an organization devoted to sustainable food supplies. But despite all of his activism, what Parravano seems to enjoy most is making the connection between the people who eat fish and the people who catch them. He seems happiest when discussing selling fish at a local farmers' market, where "people can ask how and where the fish was caught, and take that story back home and tell it at the table, and a link is forged." He is rooted in his community, where his wife Joan works as an emergency room nurse.

"There are a lot of religious roots in fishing," he says, citing the story of the loaves and the fishes, and the passage in Luke in which Jesus teaches from a boat in the ocean, then tells the disciples where to "dip their nets," after which they take up an enormous amount of fish. Today, he says, the annual Blessing of the Fleet — held at the start of fishing seasons all over the world — brings legions of fishermen to the port.

"Today," he says, "we may have some special gadgets and electronic devices, but we are still going out in a boat that floats for one purpose: to catch fish to feed people.

It's a lot like what Peter did."