



CATHOLIC MARITIME NEWS

September 2007

Vol. 64, No. 9

ITF, IMHA join to condemn HIV discrimination at sea

*HIV in shipping should not be considered
a threat to public health say doctors*

The ITF and IMHA (International Maritime Health Association) have teamed up to set out a position on HIV/Aids whose aim is to help protect the rights and dignity of seafarers and all those living with the virus. They will present it at the International Congress on AIDS in Asia and the Pacific (ICAAP) being held in Colombo, Sri Lanka, from 19-23 August.

The statement (below) will be delivered at ICAAP by Dr Asif Altaf, the ITF (International Transport Workers' Federation) Global HIV/Aids Project Coordinator, on behalf of the General Secretary of the ITF and the President of the IMHA worldwide maritime health association. He will make clear that the IMHA and ITF consider HIV as a workplace issue that should be treated like any other serious illness or condition on board a vessel.

He will go on to state that:

- HIV/AIDS should not be considered a threat to public health in shipping because it is transmitted through specific behaviour which is almost always private. The occupational exposure risks of HIV infection at sea are limited to the treatment of injuries and there are well established precautions to avoid these.

- There should be no discrimination against seafarers on the basis of real or perceived HIV status. HIV infection is not a cause for termination of employment at sea and persons with HIV related illness should be able to work for as long as medically fit

- Selection for employment based on HIV status is unacceptable our own experience has taught us, and this is what we would like to make available as guidance to the huge and economically vital world shipping industry." HIV testing should be a matter for the individual and his/her clinical advisers, and not a condition for obtaining employment.

- That testing must be voluntary

Dr Nebosja Nilolic, who will be representing the IMHA at ICAAP, commented: "To those of us working in the field of health-care and HIV/Aids these are facts, not opinions. However, we realise that may not be so immediately self evident to everyone

working outside our sector. So we are glad to have been able to join with the ITF in saying that this is what our own experience has taught us, and this is what we would like to make available as guidance to the huge and economically vital world shipping industry."

Joint IMHA/ITF Statement on HIV/AIDS at Sea To be delivered at ICAAP, Sri Lanka, 19-23 August

Through this statement and the position it lays out the ITF and IMHA aim to increase their support for international and national commitments to protect the rights and dignity of seafarers and all people living with HIV/AIDS. The IMHA and ITF consider HIV as a workplace issue that should be treated like any other serious illness/condition on board a vessel.

We believe that HIV/AIDS should not be considered to be a condition that poses a threat to public health in relation to shipping because, although infectious, HIV cannot be transmitted by casual contact or the mere presence of a person with HIV. HIV is transmitted through specific behaviour which is almost always private. The occupational exposure risks of HIV infection at sea are slight and limited to the treatment of injuries and to procedures undertaken by the small number of healthcare staff working on large vessels. There are well established precautions to avoid these risks. Sexual or blood borne transmission are not likely routes for transmission of infection in the normal course of work at sea.

There should be no discrimination against seafarers on the basis

See DISCRIMINATION, page 3

<i>Inside</i>	<i>Page</i>
President's Column	2
Merchant Marine	4-6
Cruise Ship Priest Program	9
Mission Resumes	10
Port Ministry	10-11



CATHOLIC MARITIME NEWS
is published 12 times a year by

The Apostleship of the Sea
United States Conference of Catholic Bishops

E-mail: aos-usa@uscceb.org

Website: www.aos-usa.org

Rev. Sinclair Oubre, J.C.L.
Design/Production Editor

Becky Domec
Composition & Layout

If you are not an AOSUSA member, consider joining as an Affiliate, Associate, Cruise Ship Priest, Mariner, Pastoral, or Student Mariner member"

*please send information for CMN or membership inquiries to
1500 Jefferson Drive
Port Arthur TX 77642
Tel. (409) 985-4545; Fax (409) 985-5945
email aosusa@sbcglobal.net*

Officers & Board Members 2006-2007

Executive Board

President	Rev. Sinclair K. Oubre, J.C.L. 409-982-5111
Vice-President	CDR Jon Furukawa, USNR 202-493-1014
Treasurer	Deacon Patrick LaPointe 337-436-1315
Secretary	Fr. William E. Reynolds 641-236-5289

Board Members

Pacific	Fr. Henry Hernando 310-833-3541
Great Lakes & Rivers	Fr. James P. Keating 773-734-4921
Gulf Coast	Fr. Rivers Patout 713-672-0511
East Coast	Fr. Tom Falkenthal 954-467-7330
Cruise Ship Priest	Fr. Mathew R. Mauriello 203-334-2447

Bishop Promoter Most Rev. Curtis J. Guillory
409-838-0451, (Bishop of the Diocese of Beaumont, TX)

National Director Sr. Myrna Tordillo
202-541-3226, (USCCB-Washington, D.C.)

President's Column...

Our Ports and Human Trafficking

"Almost 60 people suspected of being trafficked off the Libyan coast have been rescued after being abandoned without supplies in a leaking boat."... "Simon Rabett, rescue centre co-ordination manager at the Maritime and Coastguard Agency (MCA) said: 'This is a truly awful episode of human trafficking.'" BBC News, August 29, 2007.



"The total number of incidents related to unsafe practices associated with the trafficking or transport of migrants by sea so far reported to the Organization from 1 January 1999 to 31 December 2006 is 1,612, involving 60,147 migrants." IMO MSC.3/Circ.12, 29 January 2007.

"Sea-borne migrants and refugees are not a new phenomenon. Throughout the ages, people around the world have risked their lives aboard un-seaworthy ships and other craft, whether in search of work, better living conditions and educational opportunities, or international protection against persecution or other threats to their life, liberty or security, often placing their fate in the hands of unscrupulous, criminal smugglers." Rescue at Sea, published by IMO and UNHCR.

In maritime ministry, we can fall into a rut. For instance, we can work very hard to visit the deep-sea vessels that call at our port, but we overlook the inland towing vessels that are docked nearby. We can focus on the merchant navy side of our ministry, and then overlook the fishing boats docked just down the road.

I know personally that it is impossible to be at all places, at all times, to all the people of the sea. However, we must constantly push ourselves and organizations to meet the challenge given to us by Pope John Paul II in the Motu proprio Stella Maris, to minister to all the people of the sea.

With this in mind, more and more articles have appeared which focus on human trafficking. When we think about people being trafficked for labor or sex, our minds wander to the Rio Grande River, or a border crossing in Thailand. However, thousands of people are trafficked into our country every year in containers, fishing boats and general cargo vessels. A truck may be carrying them by your seafarer center as you read this article.

Our Catholic bishops are very concerned about trafficking. However, there is a disconnection between the people who minister at airports and seaports, and those in the Office of Migrants and Refugee Services who try to bring about an end to this vile human rights abuse.

Maritime ministers must be at the forefront of raising awareness about human trafficking by sea, and be ready to respond with pastoral ministry, and humanitarian assistance if Customs and Border Protection discovers refugees hidden in a container, or in the hold of a fishing vessel.

In an effort to bridge the gap between where we are and where we need to be, we will begin publishing articles on human trafficking in Catholic Maritime News. These will give us the background that we will need for the major presentations that will be given to us during our Annual Meeting, which will be held April 1-3, 2008, at the United States Coast Guard Academy. Staff members from the USCCB Committee on Human Trafficking will be making presentations on this subject.

In the meantime, pray for those being trafficked this very day.

Please Pray for:

- Prayers for the sister of Sally Bostwick, AOS Alaska, who suffered a stroke/aneurysm recently.

Discrimination

from page 1

of real or perceived HIV status. HIV infection is not a cause for termination of employment at sea and persons with HIV related illness should be able to work for as long as medically fit in an available, appropriate workplace. Any travel or work related restriction should only be imposed on the basis of an individual interview/examination.

ITF and IMHA consider selection for employment based on HIV status as unacceptable. HIV testing should be a matter for

the individual and his/her clinical advisers, and not a condition for obtaining employment. The purpose of maritime medical fitness assessment is to ensure that any medical condition does not put other people at risk and that the individual is not at excess personal risk from the condition while working at sea. Recognising that many countries require HIV testing for immigration purposes and many employers for pre-recruitment and periodic medical assessment of seafaring personnel for the purpos-

es of establishing fitness, the IMHA and ITF recommend that such testing be conducted only when accompanied by counselling for both HIV-positive and HIV-negative individuals and referral to medical and psychosocial services for those who receive a positive test result.

That testing must be voluntary has to remain at the heart of all HIV policies and programmes in the shipping industry, both to comply with human rights principles and to ensure sustained public health benefits.

'A great day for Panama': \$5bn expansion blasts off

By Rainbow Nelson

4 September 2007 Lloyds List – The expansion of the Panama Canal - possibly the most influential infrastructure project in shipping - has started with a bang.

Flanked by senior politicians from all over the Americas, Panamanian president Martin Torrijos officially began work on the \$5.25bn widening of the waterway yesterday.

"This marks a new era for the Panama Canal," President Martin Torrijos said yesterday.

"To celebrate the 100th anniversary of the canal in 2014 we will hand over the completed expansion, then all the sacrifice will have been worth it.

"All the shame that the Panamanian people have felt in the 20th century will have been worth it. Our history fight for our sovereignty will have been worth it."

In what was an equally explosive and emotional ceremony, the Panama Canal Authority (ACP) celebrated turning into reality a dream that it has been working towards since the Panama Canal was handed over by the US in 1999.

The former US president, Jimmy Carter - who signed the Panama Canal treaties with then Panamanian president, Omar Torrijos (Martin Torrijos' father) - was present at the historic event, which also marks the 30th anniversary of the Panama Canal Treaties.

"It is a great day for Panama," said Hugo Torrijos, special maritime advisor to President Martin Torrijos. "After 100 years of struggle we finally have our destiny in our hands."

Expansion will open up a major choke point in international trade, allowing container vessels of up to 12,500 teu, capesize bulkers and suezmax tankers to transit the waterway from 2014 onwards.

Built more than 90 years ago, the existing locks have become outdated, with the largest container vessels operating holding almost three times the capacity of those able to transit the waterway today. More than half the container tonnage being added to the world fleet in the next three years is too big to pass through the existing locks.

Jorge Quijano, ACP's engineering and programs management executive vice-president, estimates that the Herculean effort to bring the Canal up to date will require the excavation of 135m cu m of earth, 1m tonnes of cement, 5,200 tonnes of explosives, 85m gallons of diesel, 250,000 tonnes of steel using 10 dredgers and hundreds of excavation machines.



Work on the expansion to the Panama Canal started with a spectacular explosion.

Panamanian construction group, Constructora Urbana, is undertaking the first contract, which started yesterday. It will excavate 7.4m cu m of land to create the widened access channel to the new locks on the Pacific side of the Canal.

Bid documents for the construction of the locks on the Pacific and Atlantic side of the Canal were released last week.

Expansion of the Canal will add 1.2% to the country's gross domestic product, the ACP estimates.

Although indirectly, investor confidence the project is already being felt, with the port and real estate sectors contributing to economic growth of more than 8% last year and 9.4% in the first half of 2007.

One of the biggest challenges for the ACP will be securing the personnel required to carry out the project, particularly as it finds itself competing with a booming real estate market for construction workers. "For this first project of 7.4m cu m, the contractor has indicated that he will employ 300 directly on the job. There is of course the indirect, parallel and induced that result from this activity. Overall we expect about 7,000 direct hires for the expansion but that number may be on the low side," said Mr Quijano.

In total the number of new jobs created directly and indirectly by the project is likely to be around 40,000.

Merchant Marine

Ship Visits to U.S.- Flagged Vessels

By AOS USA Mariner Member

Tom Bollin

Recently I joined a ship on the west coast and was pleased to find that the Bosun is a devout Catholic mariner. As is very often the case on American vessels, this Bosun was the only practicing Catholic among the crew. This Bosun's situation is typical of

So I view as a vital aspect of the Port

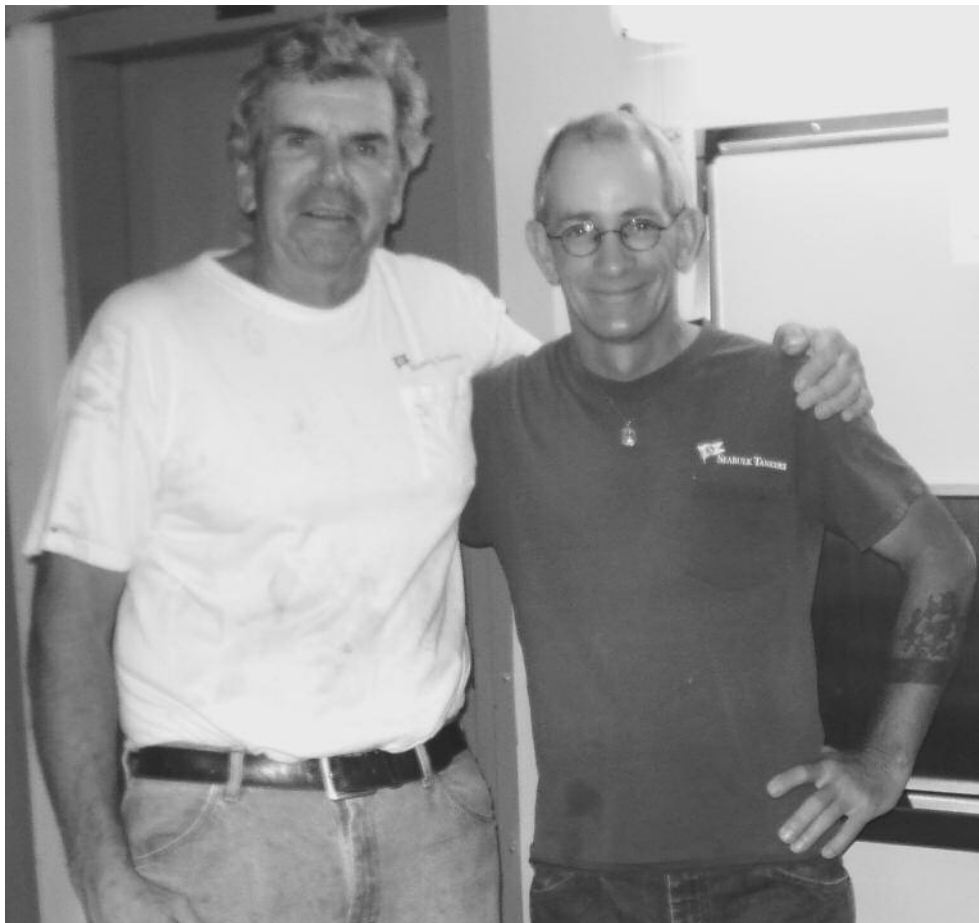
Chaplain's mission, the search for the one; the single devout mariner in a crew; to bring the Sacraments to him and lend him support in his struggle to maintain his faith while living his life of isolation.

that of many Catholic American seamen and can serve us as an example.

Since I joined the ship not long prior to sailing I did not have the opportunity to meet the local Port Chaplain, but was able to contact him by telephone and explain our situation aboard. This good Port Chaplain told me to call him when we next return to his port and he'll come aboard and celebrate Mass for us.

After sailing, I had time to talk with the Bosun and tell him about my call to the Port Chaplain. He was elated to hear that there was someone to bring the Sacraments aboard to him. This Bosun, who is 64 and has spent his entire life at sea, did not know that there were priests who would come aboard ships to celebrate Mass for the crew. This is sad, and it is typical. Not only do Catholic American seamen face a great isolation when at work, they also generally do not know that there are Catholic Port Chaplains who they can turn to for spiritual aid while they are in port.

It is understood that the seaman lives a life of isolation, separated from home and loved ones. I fear that what is little recognized is the extreme isolation of the Catholic American seaman. Anyone who attempts to minister to American crews quickly realizes that we are generally a very non-religious lot. The Catholic American seaman often finds himself the only prac-



AOS USA Mariner Members Bill McManus, left, and Tom Bollin, onboard the Seabulk America.

ticing Catholic among a crew that is non-religious. And his isolation within the crew, his separation from the Sacraments, his priest and parish family, combined with his separation from home and loved ones makes his isolation extreme. To maintain one's faith in such isolation is a difficult task, and without the support of the Sacraments, priest, and other faithful, the spiritual lives of too many of us suffers and even ceases to be. I thank God that this Bosun has been able to keep his faith throughout the years, as I know well of other Catholic American seamen who have lost their faith at sea.

Not long ago a good priest friend of mine admitted to me that he knew of some Port Chaplains who did not feel it was worth their time to visit American vessels and only visited foreign vessels where they were well received. As a Catholic American seaman, this was disheartening to hear.

The number of practicing Catholic American seamen is relatively small, so that on any given vessel there will be few, if any. In many cases there will be only one of us in the crew. And, as in the example of the Bosun, those few, or that one, typically does not even know that there are Port Chaplains to bring the Sacraments to him and support him in his spiritual needs. This being so, when I think of the ministry to American mariners I cannot help but to see it in terms of the Parable of the Lost Sheep wherein the Good Shepard leaves the 99 in safety to search out the one who is in danger. So I view as a vital aspect of the Port Chaplain's mission, the search for the one; the single devout mariner in a crew; to bring the Sacraments to him and lend him support in his struggle to maintain his faith while living his life of isolation. How much greater satisfaction can one ever have than from supporting and even sometimes helping to save another's life of faith?

Merchant Marine

Letter of thanks

Hello Father!

Bill and I want to thank you and Doreen for all you have done for us. Yesterday's Mass onboard was a great gift and wonderful experience for us - Bill is already counting on having you celebrate Mass for us again when we return to Port Arthur, and I'm with him there!

I hope the recording you made for your radio program turns out okay. I'm a little concerned that seeing the microphone, I was too nervous and so didn't give you the best. It was silly to be nervous, but sometimes I'm just plain silly. After you left last night I got to thinking that when you asked me about Thomas Merton and his influence on me I should have mentioned how while reading his works I quickly came to see the similarities between the monastic life and shipboard life and so felt very much drawn to monastic spirituality. Ora et Labora - that's pretty much shipboard routine isn't it? It always happens that I never think of what I'd like to say until after I've finished speaking, and I always find myself left regretting that I didn't say something. Anyway I do hope that the recording works for you.

Another thing I forgot last night - I had a camera right here in the desk drawer and I should have gotten a couple pictures especially considering this was the first Mass ever celebrated onboard this vessel.

I'm really sorry that I forgot to get the camera out on this great occasion. I could kick myself. I'm always forgetting - this las vacation my wife told me I didn't have full-blown Alzheimer's yet, but that I suffered from "Sometime's" - sometimes I remember, sometimes I don't, but it seems to me that I'm always forgetting something! Oh, the other thing I forgot - I was going to give Doreen some more cash to help cover the cost of the Bibles you were so good to bring us. I'll send her a note through the mail and put the cash in it.

Got to get to lunch and then on watch so I must go for now. Again, Thank You and God Bless you and Doreen always and ever for all the good you two do in this world.

Tom Bollin

AOS USA Mariner Member

Congressman Cummings: Administrative Law Functions Should be Separate from Coast Guard

Congressman Elijah E. Cummings (D-MD), Chairman of Subcommittee on Coast Guard and Maritime Transportation, convened the Subcommittee to examine the Coast Guard's administrative law system.

At the conclusion of the hearing, he released the following statement:

"Today, the Subcommittee received testimony regarding the Coast Guard's administrative law system from two former Administrative Law Judges (ALJ) suggesting that during their tenure, they worked in an atmosphere that did not support their exercise of judicial independence in the consideration of cases.

"Additionally, serious allegations were raised that, if true, would imply that patently improper actions may have been committed to direct an ALJ to decide matters in the Coast Guard's favor.

"Such testimony is obviously deeply disturbing and, if true, would suggest that the scales of the Coast Guard's administrative law system are not evenly balanced."

The Subcommittee received testimony from Mr. Peter A. Fitzpatrick, Ms. Rosemary Denson, and Ms. Jeffie Massey, each of whom is a former Coast Guard Administrative Law Judge (ALJ); Mr. Abraham Dash, a Professor Emeritus of Law at the University of Maryland School of Law; Mr. William Hewig, an attorney who represents mariners before the Coast Guard's administrative law system; and Rear Admiral Brian Salerno and Captain Thomas Sparks, two senior officers of the United States Coast Guard.

"Unfortunately, the Subcommittee was unable to receive testimony from the personnel in the Coast Guard administrative law system who could most directly and authoritatively respond to the allegations that were raised. The Subcommittee hopes to receive such testimony as soon as possible.

"However, while discussion of the allegations raised today has not been concluded, any administrative law system must not only ensure that there is no impropriety in the conduct of administrative proceedings but that there is not even the appearance of unfairness in the system. "Coast Guard officers investigate accusations and bring cases against mariners - and even handle appeals of ALJ decisions raised to the Commandant. I believe that the best way to ensure that the administrative law system that considers whether to suspend or revoke a mariner's credential is truly balanced is to separate that system from the Coast Guard.

"I look forward to working with the Ranking Member of the Subcommittee on Coast Guard and Maritime Transportation, Congressman Steven LaTourette (R-OH), to examine the best way that the separation of this system from the Coast Guard can be achieved."

[Source: MarineLink.com]

HIGHER POWER

A Sunday school teacher said to her children, "We have been learning how powerful kings and queens were in Bible times. But, there is a higher power.

Can anybody tell me what it is?"

One child blurted out, "Aces"

Merchant Marine

Professional Development Column ...

Sea Time or Jail Time?



Capt. David Teel

Lloyd's List recently had an article that got my attention; the question or thought put forward in the article was "Is sea time like jail time?" When I first went to sea as cadet this idea was a standard joke aboard most vessels that going to sea was like going to jail. In other words you would be cut off from normal society, family, and friends. The longer I went to sea the more I tended to agree with this idea; but on the other hand I had gradually started thinking that the rest of the world did not know of this idea or even care about merchant seaman.

In this article there was a lengthy discussion concerning shore leave in view of the security concerns and isolated docks that some vessels tie up to. Both of these issues affect shore leave in a very negative way today. There are several maritime relief agencies that try to help mariners by having shore based clubs in ports around the world, but with security concerns these agencies cannot even provide transportation from the vessel to the club and back.

Not having shore leave, I must admit, was almost a way of life during a significant portion of my sailing career. This was due to the type of vessels and trade routes that I was sailing on. For example, running in and out of Valdez, Alaska to the US west coast or Panama was not conducive to shore leave; I was on this run for three years. On one tanker that I sailed to Alaska on, I was on there six months and got ashore twice during that time. This was due to the work load in port aboard ship and the remote locations of most of the load and discharge facilities, not due to security concerns. I was no worse for the lack of shore leave. I will admit that when I returned home I was very happy to see my family and girl friend. Of course, I was much younger and foot loose and fancy free then.

Even then I was of the opinion that the lack of shore leave was handled differently by each mariner; some mariners dealt with it much better than others. There was and still is a universal truth about shore leave, in my opinion. Society all around the world does not care!! Very few people know or care about mariners. This idea was again discussed in the Lloyd's article. What was missing was a solution or idea how to soften the blow to mariners.

My suggestion is for all mariners and individuals associated with mariners to stand up and let it be known far and wide that "jail time" at sea is not good for mariners and society as a whole. It is easy to say this now as my sailing career is over and I work at a desk, but all of us associated with AOS can make a difference. So use any opportunity to speak up and champion merchant seaman and the shore leave cause.

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.

Congestion surcharges loom in Europe

LONDON — August 15, 2007 Shippers are bracing for congestion surcharges on ocean containers passing through Europe's top ports in the countdown to the start of the peak shipping season. While ports such as Rotterdam and Antwerp have avoided the congestion that gridlocked the European supply chain two summers ago, most ports are working close to their sustainable capacity with little slack to handle the expected surge in pre-Christmas containerized imports, particularly from China. Inland carriers, whose barges carry more than 1 million TEUs a year on the river Rhine alone, say they face delays of up to 24 hours in Rotterdam, and fear the situation will worsen as terminals focus on deep-sea ocean carriers.

One inland operator says barges are down the pecking order of terminal operators, which typically have to pay for delays in handling deep-sea container ships but not for making inland vessels wait. Another leading barge operator on the Rhine imposed a flat congestion surcharge of 15 euros (\$30) per container at Rotterdam and Antwerp terminals this month. Effective Oct. 1, the surcharge will be 15 euros for every 12 hours that inland shipments are delayed. The company said it is experiencing delays of 24 hours at the APM and ECT Delta terminals in Rotterdam and 12 hours at the ECT Home facility. Barges face four-hour delays at Antwerp terminals. The 20 percent surge in container traffic on the Asia-Northern Europe route this year also is pressuring short-sea shipping lines that feed containers into main ports such as Rotterdam.

"The remarkable conditions on the Far East-Europe trade are starting to make themselves felt, with worries rising about port congestion in Asia," London shipbroker H. Clarkson said. While congestion has eased from the 80-hour delays that barges experienced at Rotterdam early this year, it is still playing havoc with sailing schedules, mainly on short-haul routes. The round trip between Hamburg and St. Petersburg that once took a week now can last up to 14 days. Inland barge transits also have been impacted, with Contargo extending the turnaround time for its service between Antwerp and Worth, a Rhine river terminal, to 10 days.

CBP – passenger, crew manifests – electronic transmission

The US Customs and Border Protection (CBP) promulgated a final rule concerning electronic manifest transmission requirements relative to travelers (passengers, crew, and supernumeraries) onboard international commercial flights and voyages arriving in and departing from the United States. For sea travel, the rule will require carriers to transmit passenger and crew manifests for vessels departing the United States no later than 60 minutes prior to departure. For vessels departing from foreign ports destined for the United States, the rule retains the current requirement to transmit passenger and crew arrival manifest data at least 24 hours and up to 96 hours prior to the vessel's entry at the US port of arrival. The changes come into effect on February 19, 2008.

Shore Leave

TWIC Should Employ International Standards and Preempt State and Local Access Cards

Since the Maritime Transportation Security Act became law in 2002, there has been a lot of talk about the Transportation Worker Identification Credential (TWIC). Now Congress is starting to talk about it too. Both the Senate Committee on Commerce, Science and Transportation and the House subcommittee on Border, Maritime and Global Counterterrorism held hearings in April on the TWIC.

Despite all the discussion there is no progress to report: TWIC is indefinitely stalled because of fundamental technology and policy issues. The program has missed and is set to continue missing deadlines. The delays are generating uncertainty throughout our entire industry.

How Many Did You Say?

Today's problems with TWIC seem to derive, in part, from a narrow focus on transportation workers who work every day at the same facility. This fundamental mistake has led TSA to grossly underestimate the number of workers required to have a TWIC. In turn, this has led to poor decisions with respect to technological standards.

TSA estimates that between 750,000 and 1.5 million workers will require a TWIC. Why is TSA unable to provide a better estimate? One reason may be that it is relatively easy to count longshoremen and truckers who enter our ports on a given day, it is quite another matter to determine how many mariners, railway workers, casual laborers and other mobile workers are in the system. They move around too much.

As difficult as it may be, getting the number of workers right is critical. Without a better idea of the size of the workforce, TSA is shooting in the dark and this has led to a poor choice of technological standards and weak policy decisions.

A Little History

After September 11, it became clear that our maritime transportation system was vulnerable in two areas. A direct attack on the system could disrupt our economy and ships could be used to transport terrorists and weapons.

The United States, recognizing the international scope of the problem, looked to the IMO for support of its maritime antiterrorism initiatives. In 2002, the IMO adopted the International Ship and Port Facility Security Code (ISPS), primarily based upon principle put forth by the United States.

Soon after it adopted ISPS, the IMO asked ILO to develop an international standard for seafarers' identity documents to be issued as an essential element of ISPS. The United States participated at ILO. The work resulted in adoption of the Seafarers Identity Document Convention (C185).

C185 establishes international standards for seafarers identity documents based on the standards of the International Civil Aviation Organization (ICAO). ICAO, a United Nations organization, is the global forum for civil aviation. ICAO biometric identifier standards are already the basis of Machine Readable Travel Documents (MRTD) the United States and many other countries use in electronic passports. In a few years virtually all movement of individuals across national borders will be monitored by documents and readers that use the ICAO standards.

A Wrong Turn

Section 103(a) of the MTSA Congress encourages the Coast Guard to:

"...negotiate an international agreement, or an amendment to an international agreement, that provides for a uniform, comprehensive, international system of identification for seafarers that will enable the U.S. and another country to establish authoritatively the identity of any seafarer..."

So the work at IMO and ILO had been heading us in the right direction. Unfortunately, TSA decided to adopt the Federal Information Processing Standard, FIPS 201-1 (FIPS), instead of the internationally accepted ICAO standards. This wrong turn is at the heart of many of the program's problems.

FIPS was developed for federal ID cards for access to government buildings. This means FIPS was developed to manage a population that, while sizeable, is relatively uniform and static. Federal employees generally work at the same place every day. FIPS has never been used in a large and diverse commercial application.

How Many More, Would You Say?

In addition to technical problems, TWIC has critical policy issues attributable to the choice of FIPS.

Over 95 percent of ships in U.S. ports are foreign-flag vessels. Eventually, foreign crewmembers will carry C185 identity documents. Therefore, foreign crews will operate outside the severely limited TWIC system. There will be no way for U.S. authorities to monitor foreign seafarers except to log them in or out the old fashioned way or just restrict them to their ships - a cruel option that is, sadly, happening now.

The incompatibility between FIPS and ICAO also means that foreign crews will not be able to use their equipment to monitor U.S. port workers aboard their own ships. Similarly, the TWIC card carried by American mariners will not be interoperable with security systems in foreign ports. This may provoke restrictions of the movement of U.S. mariners overseas.

Shoring Up TWIC

Even if TSA gets wise and makes the TWIC C185 compliant, the program will still hang on the edge of irrelevance because it does not preempt state or local security systems. In other words, a transportation worker who pays the fee, gets his background checked and holds a TWIC may still be denied access to his workplace. The effect of the lack of federal preemption is that the TWIC will be no more than a worthless expense and an administrative headache for the mobile workforce who may be required to carry dozens of ID cards around the country.

Mobile transportation workers must have a universally accepted card they can present for access at any port. If states and local facilities are allowed to impose their own requirements, then we will also be undermining our country's efficient and reliable system of interstate and foreign commerce.

"Steady up"

In order to get the TWIC program back on the right course, a number of things must happen. Most importantly, Congress must

PIRACY UPDATES

Somali Piracy/Shipping Casualties:

August 22, 2007

The Danish cargo ship held captive for 83 days by Somali gunmen has been released and she is under way to Djibouti where upon the crew will be flown back home. MV Danica white was hijacked on or about 4th June this year while under way from Dubai to Mombasa laden with 1,000 tons of General cargo.

Reports filtering here from Somalia indicates that the ship owner paid US\$1.5 million ransom money so that the gunmen could release the ship and her 5 Danish crew. The crew is composed of a master, a chief engineer, chief mate and two ordinary sailors. All crew are said to be in good health and in high spirit.

The gunmen are still holding two Korean fishing vessels and a Taiwanese tuna fishing vessel.

Pirates Kidnap Master and Chief Engineer

Ten armed pirates attacked a Malaysian barge and abducted the Master and Chief Engineer in the Malacca Strait on August 13. Though this is the third pirate attack in the busy straight this year, it is the first kidnapping in the area since July 2005. The other six Indonesian crewmembers were not hurt by the pirates and the ship is now being investigated in the port city of Belawan on the northeast coast of Sumatra, Indonesia.

Britain Called on to Deal with Pirates

London, England – August 20, 2007– upi.com

A shipping union has asked the British Foreign Office to do something about the growing number of pirate attacks worldwide. With 238 pirate-based attacks having occurred worldwide during the first half of 2007, Nautilus General Secretary Brian Orrell has contacted the British government asking that action be taken to limit such attacks, Sky News said Sunday.

"Some 95 percent of world trade goes by sea, and the attacks on shipping represent a very real threat to established principles of navigational freedom," Orrell said.

During the first six months of 2006, 198 pirate attacks occurred worldwide, marking a dramatic increase from the 48 attacks during the same time period in 2005.

The shipping union is asking the British government to provide additional security for vessels traveling through particularly dangerous waters.

Sky News said Nautilus has also asked that Britain introduce such concerns to other nations during future negotiations.

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

AMSA issues notice

The Australian Maritime Safety Authority (AMSA) issued a notice reminding the maritime community that, effective 1 January 2008, foreign sea crew visiting Australia will need a Maritime Crew Visa (MCV). The MCV, which is issued free of charge, will be valid for three years. Since it takes time to actually issue the MCV, mariners should apply now. Foreign crew without an MCV will be restricted on board the vessel. The operator, master, charterer, owner, and agent may also be liable for a fine of A\$5,000 for each person who fails to meet the visa requirements upon entry.

DHS – supplemental funding for port security grants

The Department of Homeland Security (DHS) issued a news release stating that it is providing supplemental funding in the amount of \$110 million for port security grants. Tier I ports will be awarded an additional \$66 million. Tier II ports will receive an additional \$22 million. An additional \$16.5 million will be made available for Tier III projects not funded in the initial award. DHS will also make available \$5.5 million for Tier IV port areas to submit new project proposals specifically for TWIC implementation or security training initiatives.

NSF – Integrated Ocean Drilling Program

The National Science Foundation (NSF) issued a notice stating that the Draft Programmatic Environmental Impact Statement (PEIS) evaluating potential environmental impacts associated with the participation of the United States Implementing Organization (USIO) in the Integrated Ocean Drilling Program (IODP) is available for public review and comment. A note of caution – this document is 580 pages in length and consists of over 35MB of memory. Comments should be submitted by October 1.

CRS – report on cruise ship pollution

The Congressional Research Service (CRS) issued a report on cruise ship pollution. The report indicates that, while the cruise ship industry has voluntarily undertaken initiatives to improve pollution prevention, concern remains regarding whether current laws are adequate.

TWIC _____ from page 7

continue its oversight of the program and act to correct the program's problems. TSA must scrap FIPS and adopt the ICAO standard while the Administration moves to ratify and advocates vigorously for other nations to ratify the ILO Convention 185.

For more information, contact Mike Rodriguez, Executive Assistant to the President, IOMMP, 700 Maritime Boulevard, Linthicum Heights, Maryland 21090, Office: (410) 850-8700 x23, Cell: (443) 310-5868.

Cruise Ship Ministry

Fr. Greene expresses satisfaction in a job well done

By Fr. Daniel P. Greene
AOS-USA Cruise Ship Priest

My recent cruise on board the Celebrity Galaxy, was a very special cruise. Stuart, the Cruise Director was very pleased with the religious services I provided. I met with Stuart the evening I got on board, and we worked out a clear understanding of our mutual expectations. We outlined our religious schedule and saw that it got adequate publicity.

He assigned an excellent helper to me, and we averaged over 100 people at daily Mass and over 600 on weekends.



Fr. Daniel P. Greene

I made myself available after each Mass, to see people on a one-on-one basis, and I was able to address real heavy problems that some people had.

I have been on a lot of cruises, but on this one, I felt a much stronger feeling of being needed than ever before.

The Mass for the crew was very special, and practically every one of them came up and expressed their appreciation for my ministry. That made it worthwhile!

The Cruise Chef sought me out on the morning we were disembarking to tell me about all the good vibes he got from "the faithful" about their religious services. That was a good message also.

Guidance crucial during times of tragedy

The HAL Zuiderdam had several tragedies during its Alaskan cruise the week of August 12th.

On August 15th seven passengers of the M/V Zuiderdam were enjoying an excursion aboard an independent, locally operated, float plane, owned by Seawind Aviation. The plane crashed near Traitor's Cove outside Ketchikan, Alaska. On board were a tour guide, the pilot and nine passengers. The plane went down into some trees and caught fire.

The pilot and guide were seriously injured but alive. Two parents and one 3 year old twin were presumed dead. Some bodies were still in the plane at dusk but the search couldn't resume until daylight the next day.

Four of the victims were medically evacuated from Ketchikan to a hospital in Seattle. The status of the other five passengers is unknown, but at this time they are presumed dead. The cause of the accident is under investigation.

This tragedy occurred after two other medical emergency evacuations from the ship earlier in the week.

Upon learning of the accident a letter of condolence was sent to the passengers and crew members of the ship. It read:

"To the Passengers and Crew Members of the M/V Holland America Zuiderdam:

The entire community of the Apostleship of the Sea sends you our deepest condolences and prayers at your terrible tragedy.

We hope and pray that Fr. William "Bill" Gold, the Apostleship of the Sea - USA cruise ship priest on board, will be a source of pastoral care, prayer and consolation to all of you. He has many years of experience in cruise ministry, and we encourage you to seek him out with any needs you may have.

Please know that a Mass will be celebrated for the repose of the souls of those who have died, and for all those who were touched by their lives.

On Saturday, August 18, Father Sinclair K. Oubre, J.C.L., President of the

Apostleship of the Sea of the United States of America will celebrate Mass for these intentions.

Lastly, we have asked our 800 members and AOS affiliates from around the world to keep each of you in prayer.

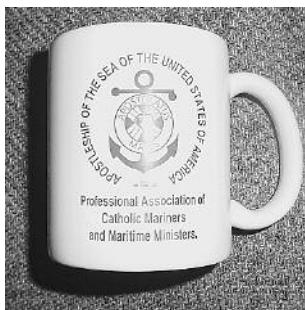
Sincerely, yours in Christ,
Fr. Sinclair K. Oubre, J.C.L.
President AOS-USA"

AOS- USA sent a request to its members stating, "I am happy to say that Fr. Bill takes this ministry seriously, and has "stepped up to the plate" to do all that one can do. We ask that you keep Fr. Bill in your prayers also, that he may have the insight, energy, and emotional stamina to help all those on board deal with this tragic event. Last but certainly not least, we ask prayers for the victims and their families."

In response to this request, one of the Cruise Ship Priests replied, "I was happy to learn that a priest was on board to be of comfort to those in need, not only the families, but also the crew, many of who suffer in silence. May this VERY IMPORTANT ministry last for many years in the service of ALL God's children. May prayers be joined to them and the priests who support them."

Upon receipt of the request Father Paul Monahan wrote, "Thank you for the news about the tragedy outside Ketchikan. Having been there myself as chaplain on Norwegian Star on July 1. I commend Fr. Bill for his ministry to the passengers. That had to be very nerve-wracking to deal with all the emotions experienced by the passengers. Yes, this is what chaplaincy is all about on cruise ships."

AOS USA Mugs For Sale



To order a mug (or 2 or 10!),

contact AOS USA at:
1500 Jefferson Drive
Port Arthur TX 77642

email aosusa@sbcglobal.net

PRICE:

\$10 each + \$3 shipping OR
\$8 + \$3 shipping (each) for orders
of ten or more

Stella Maris Maritime Ministries Resume Mission

Archbishop Alfred C. Hughes and the Apostleship of the Sea ~ Stella Maris Ministries are pleased to announce the appointment of the new Chaplains and Directors, administrative staff, and the opening of a new temporary office location at 1000 Howard Avenue, New Orleans.

The process of what has in the past proven to be the bridge to providing for the emotional, spiritual and sometimes financial needs of seafarers is a much needed move forward post Katrina.

Deacons Reginald J. Seymour and Patrick L. Dempsey, both named Port Chaplains and Co-Directors by Archbishop Hughes in October 2006, have readily accepted the appointment. With enthusiasm they have begun the management and supervision of an important ministry involved in the welfare of visiting the seafarers, the local agencies and organizations involved in the maritime industry and the daily operations of the Port of New Orleans. Both Deacons bring with them a wealth of knowledge and experience relative to the Port of New Orleans.

Deacon Seymour was ordained a Permanent Deacon in 2002 by Archbishop Francis B. Schulte and is currently assigned to the Church of the Epiphany/Corpus Christi in New Orleans. In addition to Deacon Seymour's parish assignment he serves as a member of the Office for Black Catholics Advisory Board and as an Extraordinary Minister of Holy Communion workshop instructor. Additionally, he is affiliated with the Archdiocesan Men's Spirituality Organization, and was appointed a Master of Ceremonies by Archbishop Hughes.

After 34 years of government service Deacon Seymour retired on June 1, 2006. He retired in the position of the Assistant Special Agent in Charge for the Department of Homeland Security, Immigration and Customs Enforcement (ICE) formerly known before 9/11 as the U.S. Customs Service, Office of Investigation. Deacon Seymour and his wife, Geraldine Mercadal Seymour, who before Hurricane Katrina was involved in the youth ministry and served as an Extraordinary Minister of Holy



Volunteers Mason and Susan Green conduct a prayer service with crew members in port.

Communion at the Church of the Epiphany, both have been faithful servants of the Archdiocese of New Orleans in numerous capacities.

Deacon Dempsey was ordained a Permanent Deacon in 2006 by Archbishop Alfred C. Hughes and is currently assigned to St. Cletus Parish in Gretna. He has worked for the Defense Security Service for thirty years with the past twenty years in New Orleans as the Special Agent in Charge. Deacon Dempsey continues to work as a government consultant. In his formation for ordination to the diaconate, he was involved in prison and hospital ministries for Jefferson Parish. His pastoral training as a Chaplain to Hope Haven's Residential Treatment Center served him well for his ministry to troubled youth. Deacon Pat's wife, Nancy, is a Church nurse for St. Cletus parish and also volunteers at the Gretna Food Bank and the LSPCA.

Deacon Dempsey had the opportunity to visit seamen aboard their vessel recently as it was docked near Chalmette. "My first

experience on the ship was of complete humility. The seamen greeted me and our volunteers with open arms. I had a chance to chat with most of them and found they lead a very hard life ~not only from the work environment, but an emotional one as well since most of them are away from their families up to nine months at a time. This is the reason we like to provide them with a chance to call home with the cell phones our ministry is providing to them. We also gave them prayer cards and toiletries. We conducted a communion service and received an envelope with money as a thank-you in the form of dollar bills and coins. It was evident that the crew had been saving an extended time for this "special event." Unlike most of us, they gave from their need, not their excess—and their joy was evident the whole evening long. I was even more humbled as they wanted to kiss my Diaconate ring and kept bowing before me. It was a teaching moment to let them know that as a Deacon I am married and have a family that is important to me just like them. After the service we had a

celebration and thank you meal of cold sandwiches and warm Cokes which was a real treat for these hardworking and loving men who showed for me the face of Christ. I have found ministry to be a two way street: we get back ten fold what we give, and the people are always Christ to us keeping us grounded in our mutual love for Him.”

Mrs. Donna Giroir has been named Assistant Director for Stella Maris. She has worked for the Archdiocese of New Orleans for over 30 years, 28 of those working in the Permanent Diaconate Office. Her knowledge of and work with the ministry of the deacon will provide more of the competent and dedicated service to this new ministry as she has shown in the past. She and her husband Andrew, an employee of Notre Dame Seminary, reside in Harahan.

Presently although there is no longer a center for the seafarers to come to for services at this time, Deacons Seymour and Dempsey are visible and available to them as they visit ships in the Port of New Orleans and elsewhere in our region. See photo below of Deacon Dempsey presiding at a prayer service onboard ship in New Orleans East. Plans for the future do include a repair of the Destrehan location of Stella Maris Ministries which has been closed since Hurricane Katrina.

Volunteers are a large part of what makes this unique ministry to seafarers work. We are encouraged and grateful for the faithful service of Mason and Susan Green of Arabi, who have kept a large part of this ministry alive during our Post Katrina world. Even as they lost their own home in Chalmette, their ministry has proven to be a tremendous blessing to the maritime indus-



try and to us in the Stella Maris Office. Mason and Susan are instrumental to our program and we welcome others who may want to be of service to this important work as well to be in touch with our office at (504) 596-3087. Some tasks that need attention are things such as providing hospitality and transportation to the seafarers as they visit the center, preparing large mailings, answering phone calls and general housekeeping. When the center is fully operational, the hours will extend into the evenings until 10pm.

Stella Maris receives all of its funding from donations. The Archdiocese of New Orleans and individual benefactors have been our main source of income. These donations are appreciated and very greatly needed, especially at this time. Monetary donations in the form of personal checks should be made payable to: Stella Maris Ministries. Any monetary donation is tax deductible and will be formally acknowledged. Religious items such as rosaries, prayer cards and medals are items always in need.

Poland charts new path for Gdansk shipyard

By Craig Eason

21 AUGUST 2007 – Poland says it might end up closing all three docks at the Gdansk shipyard, and to operate shipbuilding from one new floating dock within five years.

The Polish government had until midnight yesterday to respond to demands from the European Competition Commissioner to clarify its position regarding the privatisation plans for Gdansk, after initial submissions had seen only the two yards at Gdynia and Szczecin approved.

Deputy economy minister Pawel Poncyliusz told Lloyd's List that the government's proposal is to close only one of the three docks at Gdansk in 2010, whereas the European Commission has said it wants to see two closed.

“We have responded to the European Commission with a 200 page document filled with facts and figures,” Mr Poncyliusz said.

“They want us to close two of the docks, but it will be impossible to keep profit if we do that. Our position is to keep two of them open. However after 2012 we can close all three. We have a plan to build a new floating dock”

While the three drydocks are on the mainland, the steel fabrication factory is on an island opposite. The Polish proposal is to build a floating dock and operate shipbuilding activity on the island.

“We want to keep the company as a shipyard, not as a steel factory.” Mr. Poncyliusz said. “Now that we have submitted the proposal to the European Commission, we hope to talk with them in a few days. We hope to keep privatisation moving forward and should see an investor found before the end of the year.

See *POLAND*, page 12

Apostleship of the Sea USA
USCCB
1500 Jefferson Drive
Port Arthur, TX 77642-0646

Non-Profit Org.
U.S. Postage
PAID
Beaumont, TX
Permit No. 503

RETURN SERVICE REQUESTED



Upcoming Events For Maritime Ministry

September 25-27, 2007 NAMMA Conference, Buffalo NY

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

Catholic Maritime News

September 2007

Vol. 64, No. 7

Poland _____ from page 7

"We might see a memorandum sent out to investors by September 10, but first we must get it agreed by the European Commission."

The commission has been pushing Poland to privatise the state owned shipyards, declaring that state aid given to the yards since the country joined the EU was against competition rules.

The Polish government has gone through the process with Gdynia shipyard, and investors have until September 7 to respond. The government will soon be issuing an opportunity for investors with the country's third yard at Szczecin.

A number of investors are reported to have already expressed interest in the yards at Gdynia and Szczecin, including Israeli shipowner Ray Car Carriers, which is interested in increasing its ownership at Gdynia, and 11 undisclosed parties that are interested in Szczecin.

Two parties already showing interest in Gdansk, including Ukrainian steel company Donbass.

According to Mr Poncyliusz, successful bidders will have certain requirements to adhere to. "We do not expect to get a lot of money for the yards, but we do require that the shipyards stay as shipyards and that money is invested in them," he said.

"Some of the facilities are old and need improving. Secondly, we expect a social package for all the workers."

DID NOAH FISH?

A Sunday school teacher asked, "Johnny, do you think Noah did a lot of fishing when he was on the Ark?"

"No," replied David. "How could he, with just two worms?"

MOSES & THE RED SEA

Nine-year-old Joey was asked by his mother what he had learned in Sunday school. "Well, Mom, our teacher told us how God sent Moses behind enemy lines on a rescue mission to lead the Israelites out of Egypt. When he got to the Red Sea, he had his army build a pontoon bridge and all the people walked across safely. Then, he radioed headquarters for reinforcements. They sent bombers to blow up the bridge and all the Israelites were saved."

"Now, Joey, is that really what your teacher taught you?" his mother asked.

"Well, no, Mom. But, if I told it the way the teacher did, you'd never believe it!"