



# CATHOLIC MARITIME NEWS

October 2007

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## FOCUS ON TWIC Program Initialization DHS Agencies Announce Progress on TWIC Program

*Start of Enrollment, Port Listing, Lower Fee Announced as Vital Security Measure Nears Implementation*

WILMINGTON - On October 16, port workers, longshoremen, truckers and others at the port of Wilmington, Del., will become the first workers in the nation to enroll in the Department of Homeland Security's (DHS) Transportation Worker Identification Credential (TWIC) program. The program ensures that any individual who has unescorted access to secure areas of port facilities and vessels has received a thorough background check and is not a security threat.

The announcement of the enrollment date was one of a number of details about the program released today by the Transportation Security Administration (TSA) and the U.S. Coast Guard. Other developments include the release of the next 11 ports where enrollment will begin in November, publication of an updated port site list with additional enrollment locations, and a revised final rule that lowered the credential fee to \$132.50.

"These developments reflect progress toward the implementation of this important port security measure," said TSA Administrator Kip Hawley.

"TWIC is one of the world's most advanced interoperable biometric systems and has a lot of moving pieces. We are now seeing those pieces come together."

Workers at the port of Wilmington will be able to pre-enroll for TWIC starting October 9. A link to the pre-enrollment Web site will be available on the TSA Web site. Pre-enrolling online speeds up the process by allowing workers to provide biographic information and schedule a time to complete the application process in person. This eliminates waiting at enrollment centers and reduces the time it takes to enroll each individual.

The revised TWIC rule, posted to the Federal Register on September 28, made a few minor changes to the program. One that will impact



**Wilmington Mariners, Longshoremen terrorized by TWIC-Zilla! TSA initiates TWIC Program.**

every applicant is reducing the fee for obtaining a standard TWIC by nearly \$5, which will now cost \$132.50. The credential is valid for five years and the fee is below the federal government's original estimate

*See TWIC, page 3*

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## President's Column...

### TWIC is here!

The Port of Wilmington, Delaware kicked off TWIC registration this week.

Today, I received information on the opening of the TWIC facility in Port Arthur, and the process for obtaining my TWIC. It looks like TWIC-zilla has arrived.



TWIC is a two edged sword. It will be a tremendous financial burden on seafarer centers, but it will also drive away the bottom feeding, sleaze-ball chandlers who make their livelihood off mariners. It will also ease access by AOS chaplains and maritime ministers at many facilities.

AOS-USA has access to approximately \$4,300 of funds from an old ITF grant. These funds will be dedicated to assist AOS-USA members in deferring some of the cost of TWIC. Details will follow in future emails, but basically AOS-USA will reimburse the member \$75.00 against the cost of his or her TWIC, after they have submitted a copy of his or her receipt showing that an application has been filed, and fees paid.

### AOS-USA Annual Meeting

Mark your calendar for April 1-4, 2008, for AOS-USA annual meeting.

Because of numerous problems, the AOS-USA Administrative Board changed the location for the 2008 meeting. Instead of the US Coast Guard Academy, it will be held at a facility in Washington, D.C. that is yet to be named.

The Annual Meeting will host three major programs: Mr. Sean Connaughton, Administrator of the US Maritime Administration; Fr. Allan Figueroa Deck, the new Director for the USCCB Committee on Cultural Diversity in the Church (where AOS will be in the new USCCB structure); and a two-part work shop on Human Trafficking by staff from MRS's Program for Human Trafficking.

In addition, this is an election year for all officers and administrative board members.

Mark these dates in your calendar, and make plans to be with us.

**Please mark your calendar's for the upcoming  
AOS-USA Annual Conference April 1-4, 2008.**

### *Please Pray for:*

- Repose of the Soul of Jennie Dadabbo, longtime Catholic Maritime News subscriber from Michigan who recently passed away.

- Repose of the soul for port worker Reginald Ross who died on Monday September 24, 2007 after a container slipped and crushed him while it was being loaded onto a vessel in the Port of Oakland in California.

- Deacon Reggie Seymour, with AOS New Orleans, who underwent surgery this last Friday at Cleveland Clinic Heart Center. He is doing well so far, and appreciates your prayers for him.

# TWIC

from page 1

for the credential. The fee includes the cost of the threat assessment, program management, card production and issuance. Workers with current, comparable background checks, including a hazardous materials endorsement on a commercial driver's license, Merchant Mariner's Document or Free and Secure Trade (FAST) credential, will pay a discounted fee of \$105.25.

Along with the start date for enrollment at Wilmington, TSA and the Coast Guard also announced the next 11 ports that will begin enrolling in November. They are:

## Early November

Corpus Christi, Texas

## Mid-November

Baton Rouge, Louisiana

Beaumont, Texas

Honolulu, Hawaii

Oakland, California

Tacoma, Washington

## Late November

Chicago/Calumet, Illinois

Houston, Texas

Port Arthur, Texas

Providence, Rhode Island

Savannah, Georgia

The order of ports is based on a variety of factors including risk, geographic location, size and contractor resources. Specific dates for these ports will be released later this month along with information on other major ports.

More information on the TWIC program is available on TSA's Web site and more information on port security is available at the Coast Guard's Homeport site, <http://homeport.uscg.mil>, by clicking on the Maritime Security link.

## Whitworth Reports on the State of the Jones Act Fleet

### Remarks By Jonathan Whitworth

Senior Vice President, Overseas Shipholding Group

OSG America, Inc.

Propeller Club

Port of Washington, DC

MAY 1, 2007 -- My name is Jonathan Whitworth, Senior Vice President of Overseas Shipholding Group and Head of OSG America. Put simply, I am responsible for OSG's U.S.-flag vessel operations, headquartered in Tampa, Florida.

I would like to thank the Propeller Club Port of Washington, DC for this opportunity to appear before you on behalf of OSG and the Maritime Cabotage Task Force to give a "State of the Fleet" presentation on the US Jones Act fleet. Because today's Jones Act fleet is so diverse and so many good things are happening in it, let me apologize up front if because of time or space limitations, I do not have a picture of one of your company's vessels in my presentation. Unfortunately, we would be here all afternoon if we included all the pictures.

If you ever wondered why it is important to report on the State of the Jones Act fleet, consider this. Just last week, Reuters circulated a news item on the U.S. domestic fleet which read as follows:

"The U.S. shipping fleet is protected by the Jones Act, which requires U.S. ownership, construction, and crewing for all waterborne coastal commerce. The Jones Act fleet is estimated to be about 150 vessels."

They were right in the first part, but grossly wrong in the second!

If you only take three things away from this presentation, they are that today's Jones Act fleet –

- Is much BIGGER than you think;
- Has new ships, and jobs, and not only offers the continuation of shipping trades which have existed in the United States in some cases for over 200 years; but also
- Offers new opportunities for growth in such areas as domestic short sea intermodal or container on barge services, offshore support, ferries, and, my favorite, liquid bulk transport, including deep-water shuttle tankers.

As everyone here is well aware, there are three legs to the Jones Act stool – U.S. construction, U.S. ownership, and U.S. documentation, which includes U.S. crewing.

Today's presentation will primarily focus on the vessel side of the fleet, but let us never forget that without the shipyards that built

those vessels and the thousands of U.S. seafarers that crew them, there would be no Jones Act fleet.

Based on a new study on the Jones Act fleet being released today by the Maritime Cabotage Task Force, I'd like to share with you some of the key facts about the Jones Act fleet and how it continues to increase its ability to provide safe, reliable, environmentally friendly, and cost effective waterborne transportation for the U.S. economy. Today, there are over 39,000 vessels in the fleet, which equates to 59% growth in overall numbers since 1965.

The numbers of large commercial vessels, which often serve as the basis for discussions about whether the Jones Act fleet can meet the needs of American shippers, have increased even more spectacularly, growing by 30% in the last 10 years alone. By some measures, when all inland and coastal vessels are included, the Jones Act fleet by itself ranks among the world's largest fleets in terms of numbers of vessels and capacity.

Let me address each of these areas in turn.

Based on U.S. Army Corps of Engineers data as of December 31, 2004, there are 39,156 vessels in today's Jones Act fleet. This is only 39,006 more vessels than was stated in the Reuters article mentioned earlier! Of the 39,000, 8,779 are self-propelled vessels, and 30,377 are barges. Many analyses of merchant fleets focus solely on large, self-propelled oceangoing vessels while ignoring everything else. I feel this does a grave injustice to those of us in the Jones Act fleet, and to the public in general. If a vessel provides transportation services for goods or passengers, or performs services in support of such transportation, such as marine construction or offshore support, and requires a licensed U.S. merchant mariner to operate, I strongly believe that it must be considered part of the fleet.

Including barges in our computations always gives rise to challenges that they are "too small" to be counted. A few comparisons easily demonstrate the fallacy of that argument. For example, a modern 1,000 ft. bulk from the Great Lakes such as Interlake Steamship's PAUL TREGURTHA has a cargo carrying capacity of approximately 68,000 tons. But a 31 barge tow on the Mississippi River of approximately the same length would have roughly the same combined carrying capacity, or roughly 56,000 tons. Each has particular advantages according to the trade in which it operates, and both are vital parts of the fleet as a whole.

*See part two in next month's issue.*

## Merchant Marine

# MarAd Announces Commitment For American-Flag LNG Ships Woodside Natural Gas, Inc. Pledges to Utilize U.S. Crews

The U.S. Department of Transportation's Maritime Administration on July 30 announced an agreement that could lead to the first LNG ships registered in the United States in almost 10 years, potentially creating nearly 200 jobs for U.S. mariners.

Officials from Woodside Natural Gas, Inc., of Santa Monica, Calif., committed to Maritime Administrator Sean T. Connaughton and representatives from seafaring trade unions — including the SIU — that Woodside will create a U.S. presence in the rapidly growing international liquefied natural gas (LNG) fleet. The company agreed to the employment of U.S. mariners in Woodside's operation of the proposed OceanWay deepwater port located 28 miles off the coast of Los Angeles, and to register its two new LNG regasification vessels under the U.S. flag.

SIU Vice President West Coast Nick Marrone, SIU Wilmington, Calif. Port Agent John Cox and SIU Wilmington

Safety Director Abdul Al Omari represented the union at a ceremony in Santa Monica celebrating the announcement.

"The employment of American citizens aboard U.S.-flag LNG vessels serving the nation's natural gas receiving facilities is in the best interest of the United States," said Connaughton. "Placing the transportation of LNG under the control of U.S. mariners, who are subject to strenuous security checks, will add an additional layer of security to our Nation's energy supply chain."

Although the global LNG fleet has been growing rapidly — from 194 ships at the beginning of 2006 to an estimated 373 at the end of 2007 — there are currently no LNG ships of American registry.

Woodside's proposed OceanWay facility will use trading LNG carriers to transfer LNG to the U.S.-flagged regasification vessels, which will then convert the liquefied natural gas into natural gas for injection

into Southern California's existing onshore pipeline system. More than 90 American officers and crew will be employed on each of the vessels.

OceanWay Secure Energy (Woodside Natural Gas, Inc.) filed an application with the Maritime Administration for a license under the Deepwater Port Act to build, own and operate an LNG facility. The Maritime Administration, the U.S. Coast Guard and the City of Los Angeles are reviewing the revised application for completeness. The company's application to build the OceanWay terminal must be approved by the Maritime Administration, the U.S. Coast Guard, the City of Los Angeles and the governor of California. If approved, the specifics of this agreement will become conditions of the deepwater port license.

## Meet the Mariner: Thomas E. Bollin, Able Seaman

### 1. Tell us about your personal/professional background.

"Originally from Kansas City, MO I now live in Warrensburg, MO about 50 miles SE of Kansas City. As far back as I can recall



**Thomas Bollin**

I had always wanted to sail as a merchant mariner, but growing up in Kansas City I never had any idea how to get to sea other than by joining the navy, which I did once I turned 17. I spent a number of years in the navy as a Quartermaster, leaving the navy at the same time that I became Catholic. After leaving the navy I spent a time on towboats on the river, mostly the Upper Mississippi River. Then I returned to the sea sailing as an AB and working on various types of vessels."

### 2. Tell us about your company.

"For the past 6 years I've worked for Seabulk Tankers. Seabulk (recently bought by Seacor) owns 10 tankers. I spent most of my time with this company on the Seabulk Magnachem until it was put in lay up. Recently I have been on the Seabulk America. Both vessels are chemical tankers."

### 4. How has your faith helped with your profession?

"Faith is what provides stability in my life. Stability is important yet in this way of life it is not easy to come by and this makes faith so much more important. Besides providing a sense of stability in this life faith also provides guidance. Faith has enabled me at times to stay on jobs that I was not necessarily happy with because I sensed that I was there for a good reason. And on a couple

occasions faith has led me to leave a job when it informed me that things were not right."

### 5. What do you have planned for the future?

"I'm 51 and plan to stay at sea at least 14 more years. I have no plans for retirement, but intend to stay at sea until I am no longer able to sail, for whatever reason. I really don't know what I'd do with myself if I were not sailing so I've never given retirement any thought."

### 6. Tell us how/you'd like to see AOS-USA help mariners. Is there anything you can do? Anything you'd like to say to our AOS-USA membership?

"AOS works to provide for the mariner in a number of ways. I tend to focus on the spiritual needs rather than on the other needs of the mariner (seeing firsthand that this is where most of us are neediest). This being so, I'd like to see AOS continue to develop its ability to provide for the spiritual needs of mariners. Especially I'd like to see the Sacraments made more readily available to mariners onboard since in these times it is usually not possible for us to go ashore to visit a priest or attend Mass in port. I would also like to see our mariner members take an active part in AOS ministry. Not only can we help to support each other in our faith, but we can also be the AOS presence onboard the vessels we sail in and be of service to our fellow mariners in their spiritual needs as well. We also need to do a better job of making ourselves known - in my experience I find that there are far too many mariners who do not even know that AOS exists and is there to serve them."

## Port Ministry

### New AOS Regional Coordinator for North America

Deacon Albert Dacanay has been appointed by the Pontifical Council for the Pastoral Care of Migrants and Itinerant



**Albert Dacanay**

People as “Coordinator of the Apostleship of the Sea in the Region of North America”, for a period of 5 years. His letter of appointment of 18th September 2007 was jointly signed by Cardinal Renato Raffaele Martino and Archbishop Agostino Marchetto.

Deacon Albert is the AOS National Director of Canada for 6 years now. Previously, he was the AOS Chaplain of the Port of Toronto for 10 years. He is blissfully married to Delia and they have 3 children- 2 are married and an addition to the family is one lovely grandchild.

### Healthcare Issues Addressed



**The Galveston, Houston, Lake Charles, and Port Arthur Seafarers' Centers were represented at the West Gulf Maritime Association's meeting regarding Infectious Disease Aboard a Vessel. Pictured left to right, back row: Deacon Patrick LaPoint, the Rev. David Wells, and Fr. Sinclair Oubre. Front row: Doreen Badeaux, Karen Lai, Capt. Jacquelyn Polder from the CDC Houston Quarantine Station, and Patricia Poulos**

## ITF Inspector Honored for “outstanding leadership”

Mr. Aung is a tremendous asset to AOS and all the seafarer centers along the Texas Gulf Coast. He always intervenes, and quickly resolves any problems seafarers may have. All of us along the Gulf Coast join APALA in recognizing his great work.

An International Transport Workers' Federation (ITF) inspector's contribution to the labor movement has been honored with an award from an organization of Asian American and Pacific Islander trade unionists.

Shwe Aung, an ITF inspector from the SIU, received the Art Takei award for “outstanding leadership” July 21 in Washington, D.C. It was presented by the Asian Pacific American Labor Alliance (APALA) during that organization's convention. The award is named after a founder of APALA.

“Shwe is small in stature but has a very big union heart,” said SIU Patrolman Robert Troy, who works with Aung at the union's hall in Houston. “He has been a great advocate for all mariners and a thorn in the side of captains and owners of so-called flag-of-convenience ships entering the western Gulf region. He does an outstanding job.”

A native of Burma, Aung knows firsthand the pitfalls of run-away-flag shipping, having sailed aboard such vessels. He also knows the courage required of downtrodden crews who want to stand up for their rights. In late 2001, Aung's vessel sank in Venezuela, taking his credentials and other paperwork beneath the sea. Unable to get a new passport without returning to Burma—where he would have been jailed for his pro-labor activities—he



**SIU ITF Inspector Shwe Aung is congratulated by AFL-CIO Executive VP Linda Chavez-Thompson (right) ALPA President Maria Somma.**

Aung was granted asylum in 2002.

“When you have the chance to help a fellow trade unionist and mariner like Shwe, you do it,” Corgy said at that time. “We're pleased to have given him a hand.”

In addition to his duties with the ITF, Aung serves on the APALA board and is president of the alliance's Texas chapter. He also is an official with the Texas AFL-CIO.

The SIU is affiliated with the ITF, a federation of more than 600 transport-worker unions in 140 countries. SIU Secretary-Treasurer Heindel is vice chair of the ITF's Seafarers' Section.

instead made his way to the United States.

Ironically, he was detained by the Immigration and Naturalization Service, but with the help of U.S. Rep. Gene Green's office, the ITF and SIU officials including Secretary-Treasurer David Heindel, Vice President Gulf Coast Dean Corgy and Assistant Vice President Jim McGee,

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# Merchant Marine

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## Professional Development Column ...

### Moving is Like Shipping Out

During the last month I have moved for the first time in six years; this move was a trip down memory lane. As we all know, moving is a disruptive and stressful undertaking no matter when and/or how far one moves. You may be thinking what connection does moving have with the maritime industry. I admit that I had not thought about moving and shipping out together. Anyone that has shipped out one or more times knows that shipping out and moving do have some similarities.



**Capt. David Teel**

For example both moving and shipping out are both disruptive and stressful. One has to pack up and leave all matter of things that you are comfortable with and used to. One major difference is that when one ships out, it goes without saying, that you may not come back as going to sea is a risky undertaking no matter what ship or what ocean you sail on. No one really has thoughts like that when they ship out and many friends and family do not fully recognize the true risks involved. I know in my family this was the case until I shipped out for 13-months straight during Desert Storm in 1990-1991.

Once you get aboard your new ship or the same one you have sailed on for years, one has to unpack and get settled. This sounds a lot like moving to me. During my recent move I found myself trying to do everything at once and getting nothing done. It was then that I realized moving was like shipping out and joining a new ship. If you try to learn everything about ones new ship as soon as you can you will quickly find out that you are not learning anything. Having done this running around in circles more than once, I realized that I need to take a big step backward and do one thing at a time. It was just like on a new ship, as I would undertake a job I would become familiar with that ship, the equipment, and its particular traits. This is about the same for a new home at this latest move showed me.

One issue that never goes away in the maritime industry is that of recruitment and retention of mariners; this is the connection with moving and shipping out. Easing the stress of shipping out and getting off is often touted as a way to increase recruitment and retention of mariners. Over the last two decades the average tours at sea have decreased significantly on board US vessels. It may have helped some individuals and some companies with manning issues. In my opinion and experience the shorter tours caused my stress and I found myself "moving" more often and enjoying my time off less. I offer this as food for thought. There are more similarities between life ashore and at sea if one just takes the time thinks about what is going on.

Feel free to e-mail me at [kps77@cox.net](mailto:kps77@cox.net) with questions about training, advancement, or a career at sea.

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*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.*

## USCG – Safety Alert

The US Coast Guard issued a Safety Alert reminding mariners of the importance of maintaining life-saving gear in accordance with manufacturers' specifications. In a recent incident involving a passenger ship grounding, the crew had difficulty deploying the life rafts. Subsequent investigation revealed that the pneumatic pumps for releasing the units had not been lubricated in accordance with the manufacturer's schedule. Fortunately, there were no deaths or injuries in this incident.

## FERC – Bradwood Landing EIS

The Federal Energy Regulatory Commission (FERC) issued a notice stating that the draft environmental impact statement (EIS) concerning the proposed Bradwood Landing liquefied natural gas (LNG) import facility to be constructed on the Oregon side of the Columbia River approximately 38 miles upstream from the Pacific Ocean is available for public review. Meetings to receive public comments will be held in Cathlamet, Washington (November 6); Longview, Washington (November 7); and Astoria, Oregon (November 8). Written comments should be submitted by December 24. 72 Fed. Reg. 58653.

## Maritime Domain Awareness Day

The US Coast Guard issued a press release stating that Mr. Paul McHale, Assistant Secretary of Defense for Homeland Defense, will be the keynote speaker at Maritime Domain Awareness Day events in New Orleans on October 29.

## Canada – Atlantic Gateway strategy

Transport Canada issued a media release stating that the Government of Canada signed a memorandum of understanding with the four Atlantic Provinces to develop an Atlantic Gateway strategy to improve the efficiency of international commerce.

## UK – new MCA helicopter operational

The UK Maritime and Coastguard Agency (MCA) issued a press notice stating that its new search and rescue helicopter completed its first operational mission.

## Investigation of fire on high-speed ferry

The UK Maritime and Coastguard Agency (MCA) issued a press notice stating that it is investigating the cause of a small fire in the engine room on a high-speed ferry that was enroute from Stranraer to Belfast. The fire was promptly reported and the ferry arrived safely. It will remain in port until the safety investigation has been completed and any problems discovered have been rectified.

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## Merchant Marine

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### Fatal accident halts Port of Oakland operations

SEPTEMBER 26, 2007-- Work has stopped at the Port of Oakland in California after a worker was killed in a loading accident on Monday.

Movement of containers to and from the fourth busiest US port have also been halted, as investigation is carried out into the incident.

Port worker Reginald Ross died after a container slipped and crushed him while it was being loaded onto a vessel.

"Operations have been shut down while port workers review safety procedures," port spokeswoman Marilyn Sandifur said. "No ships are being loaded or unloaded."

The port is expected resume operations this morning, said John Showalter, a spokesman for the International Longshore and Warehouse Union, which represents dock workers at Pacific Coast ports. - Reuters

### TSA & USCG – TWIC regulation and amendments

The Transportation Security Administration (TSA) and the US Coast Guard have amended the regulation establishing the Transportation Worker Identification Credential (TWIC) program. Additional non-resident aliens will be allowed to apply for a TWIC if they are working in a job that requires them to have unescorted access to a maritime facility. The fee structure has also been altered. The definition of secure areas at facilities located in the Commonwealth of the Northern Mariana Islands is changed to account for non-resident workers who are not required to obtain US work visas. The changes come into effect immediately. 72 Fed. Reg. 55043

### Senate hearing on implementation of the SAFE Port Act

The Senate Committee on Commerce, Science and Transportation conducted an oversight hearing on Implementation of the SAFE Port Act, which was enacted by Congress in 2006. RADM David Pekoske, USCG explained Coast Guard port security efforts, including development of salvage response plans, unannounced inspections of maritime facilities, and long range identification and tracking. Ms. Maurine Fanguy, TSA, explained the significant progress made with respect to implementation of the Transportation Worker Identification Credential (TWIC) program. Mr. Thomas Winkowski, CBP, provided information regarding the Container Security Initiative (CSI) and other programs of the US Customs and Border Protection (CBP). Mr. Stephen Caldwell, GAO, testified that all the agencies involved in port security face personnel and resource constraints. Mr. Anthony Coscia, Port Authority of New York & New Jersey, testified that enhancing port security while not impeding the free flow of commerce is highly complex, requiring coordinated action at the local, state, federal, and international level.

### Coast Guard Reauthorization Bill Highlights

On Tuesday, a House panel approved a bill that would require significantly more oversight of the Coast Guard's troubled Deepwater recapitalization program's contractors. The bill (HR 2830) will reauthorize the Coast Guard at \$8.3 billion in fiscal 2008, but it also drastically slashed the amount of money available to the Coast Guard to continue the Deepwater building program. The bill also specifies language which would, among other things, require the department to test and certify each craft procured under Deepwater before taking final delivery. Congressional oversight has tightened measurably since the Coast Guard's contract administration of the Deepwater program was found lacking. Appropriations for Deepwater were about \$700 million less than what was proposed last year; a sign that Congress is unwilling to waste any more of the taxpayer's funds on poor planning and/or shoddy workmanship.

### House hearing on mariner education

The Subcommittee on Coast Guard and Maritime Transportation of the House Committee on Transportation and Infrastructure conducted an oversight hearing on Mariner Education and Work Force. As explained in the Summary of Subject Matter, the focus of the hearing was growing shortage of mariners and the challenges facing the maritime work force. Subcommittee Chair Elijah Cummings (D-MD) expressed concern that the maritime industry is no longer attractive for new entrants. Committee Chair James Oberstar (D-MN) discussed the importance of timely and relevant training. Rear Admiral Joel Whitehead, USCG, explained the role of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW Convention) and the Coast Guard's involvement in maritime employment. Mr. Sean Connaughton, Maritime Administrator, discussed programs of the Maritime Administration (MARAD) intended to increase the size and professionalism of the US maritime workforce. Mr. Michael Rodriguez, International Organization of Masters, Mates & Pilots, complained of the increasing criminalization of mariners, the stringent medical policy adopted by the Coast Guard, and the growing problem with crew member fatigue on ships. Mr. Carl Annessa, Hornbeck Offshore Services, explained that the way in which some training requirements are enforced makes it very difficult for unlicensed personnel to transition into licensed positions. Ms. Cathy Hammond, Inland Marine Service, explained that the Coast Guard should not conduct routine safety boardings in the same manner as it conducts "for cause" law enforcement boardings. VADM John Craine, USN (ret), State University of New York Maritime College, discussed the role of state maritime academies in training merchant marine officers. Captain William Beacom, US Merchant Marine, expressed his view that the Coast Guard was more concerned with protecting shipping companies than it was with protecting merchant mariners. Mr. Augustin Tellez, Seafarers International Union, discussed the importance of the Maritime Security Fleet Program, the Jones Act, the Ready Reserve Force, and cargo preference. Captain Arthur Sulzer, USN (ret), discussed the role of maritime secondary education institutions in preparing young people for careers at sea. Captain Jeff Slesinger, Western Towboat Company, discussed the innovative Pacific Marine Towing Industry Partners, a cooperative training venture to attract, train, and retain skilled maritime workers. Ms. Berit Eriksson, Pacific Coast Maritime Forum, proposed that Congress enact a program of loans to individuals to fund maritime training, with the loans to be forgiven if the individual completes 36 months of sea time.

# Bishop Issues Statement on Human Trafficking

Statement of Most Reverend Gerald R. Barnes Bishop of San Bernardino, California Chairman, USCCB Committee on Migration on Human Trafficking

SEPTEMBER 12, 2007 -- The movement of people across boundaries is part of a collective human experience. There is an element of this experience that must be eradicated: the trafficking of human beings through the use of fraud, force, and coercion for the purpose of forced prostitution or forced labor.

Now, in the twenty-first century, this practice reaches every corner of the globe, from Asia and Africa to Europe and the Americas. It is also present in the United States, as vulnerable men, women, and children are trafficked into our country from other lands. Moreover, U.S. citizens and residents are trafficked within our country.

We, the U.S. Conference of Catholic Bishops' Committee on Migration, call attention to this tragic reality to raise awareness among Catholics and others of good will about its devastating impact on vulnerable persons. We urge Catholics to work together to identify survivors of human trafficking and to help rescue them from their bondage.

## Catholic Teaching and Human Trafficking

The Catholic Church has condemned human trafficking and has developed social service programs to serve and protect its survivors.

During Vatican II the Catholic Church reaffirmed its historic concern about forced labor, stating that "slavery, prostitution, the selling of women and children and disgraceful working conditions where people are treated as instruments of gain rather than free and responsible persons" are "infamies" and "an affront to fundamental values...values rooted in the very nature of the human person".<sup>1</sup>

In the 2006 annual statement on Migration, entitled "Migrations: A Sign of the Times," Pope Benedict XVI deplored the "trafficking of human beings — especially women — which flourishes where opportunities to improve their standard of living or even to survive are limited".

Similarly the Holy See' emphasized related concerns in a recent address at the United Nations, stating, "(The treatment of woman), not as a human person with rights on an equal basis with others, but as an object to be exploited, very often underlies violence against women"... (a context in which) an increasing scourge is trafficking of women and girls, as well as various forms of prostitution."<sup>2</sup>

Pope John Paul II, in a letter on the occasion of the International Conference on "21st Century Slavery—the Human Rights Dimension to Trafficking in Human Beings," stated that human trafficking "constitutes a

shocking offense against human dignity and a grave violation of fundamental human rights. In particular, the sexual exploitation of women and children is a particularly repugnant aspect of this trade, and must be recognized as an intrinsic violation of human dignity and human rights."<sup>3</sup>

The Catholic bishops of the United States and Mexico have also spoken out on the issue, calling upon the governments of the United States and Mexico to work together to apprehend traffickers and destroy trafficking networks: "Both governments must vigilantly seek to end trafficking in human persons. Together, both governments should more effectively share information on trafficking operations and should engage in joint action to apprehend and prosecute traffickers."<sup>4</sup>

The U.S. Catholic Bishops' Committee on Migration reaffirmed the commitment of the U.S. Catholic Bishops to end this abominable practice: "The Catholic Church...in the United States stands ready to work with our government to end this scourge. We cannot rest until trafficking in human persons is eliminated from the globe."<sup>5</sup>

## The Reality of Human Trafficking

As many as 700,000 persons are trafficked globally each year—men, women, and children.

Survivors of human trafficking are commonly linked by poverty and lack of opportunity. They are also connected by their desperation and their perception of migration as an accessible escape route. Often they seek to escape life in an oppressive slum, with the hope of finding opportunity and a brighter future elsewhere.

Combined with these economic root causes is a demand in developed nations for the services of the sex trade and forced labor. Human trafficking will never be truly defeated without eliminating the consumerism which feeds it and prosecuting those actors in receiving countries, including our own, that benefit because of the exploitation of vulnerable human beings.

It is in this "supply and demand" global environment that human traffickers flourish, promising unsuspecting victims an opportunity to travel to a foreign land for employment and housing. At the end of the journey, they find coercion, abuse, entrapment, and exploitation in a brothel, a massage parlor, an illicit factory, or an agricultural outpost. By the time they are discovered, if ever, they are traumatized by physical, mental, and psychological abuse in the roles of prostitutes, domestic servants, or manual laborers. Many become ill with disease or become infected with HIV. Some lose their lives.

This is not a problem which exists merely on far away shores and in developing countries. It exists right here in the United States, where thousands of persons are trafficked each year for purposes of forced prostitution or forced labor.

It is estimated that as many as 17,500 human beings each year are trafficked into the United States. Men, women and children have been forced to work in prostitution and have been forced into different types of manual labor, without pay or protection.

Trafficking in persons is a modern-day form of slavery, and it is the largest manifestation of slavery today.

## The Response to Human Trafficking

The global community, including the United States, is only beginning to comprehend the scope and impact of the selling of human persons in the world. As a result, humane responses to this phenomenon have been slow, and education of the public lacking. New efforts involving the entire international community are necessary to eliminate the root causes of it, to offer proper care and attention to its survivors, and to bring its perpetrators to justice.

In the United States, the Trafficking Victims Protection Act of 2000 provides an important framework for responding to human trafficking. Sadly, however, it has not been implemented in a fashion which effectively protects survivors or holds accountable nations which do not apprehend or prosecute traffickers. This legislation should be re-authorized, adequately funded, and aggressively implemented.<sup>6</sup>

The federal government, in cooperation with state and local governments, should increase educational efforts so that all Americans become more aware of this problem. Similarly, emphasis should be placed on the recovery and care of victims and providing them with legal protection and social services as soon as possible. This is particularly true for child trafficking victims, who are most susceptible to the long-term horrors of this crime.

We call upon Congress to enact comprehensive immigration reform, which would provide legal avenues for men, women, and their families to enter the country and work legally and safely.

Undocumented persons eager to find work are easy prey for human traffickers.

The U.S. government must also work with foreign governments to eradicate human trafficking networks. Over the long term, the global community must work together to reduce the factors which make persons vulnerable to traffickers, such as the lack of economic opportunity in sending countries, especially for women.

## Letters

# Letters from cruise ship priests praise helpful staff

I was Catholic chaplain on the Veerdam/Holland America from Montreal to New York September 19-29. I am happy to report that it was a wonderful experience even though I was a little apprehensive undertaking such an assignment for the first time.

Every day I had a substantial community for mass, eager and willing to participate. The Sunday vigil was literally overflowing with a healthy representation on the Sunday. I was impressed by their faith and reverence. I looked forward to each Liturgy. The scheduling was also very ideal in that the time frame was generally in the 4 to 5 pm. frame, convenient for those going to the early dinner seating and affording time to those who were on shore trips.

The chapel steward was very helpful. Everything was in place. I lacked nothing. He was an ideal sacristan and I never had to worry about running out of supplies or misplacing any of the essentials for worship. This was true also of the staff. The Cruise Director, Savannah Rye, set the pace for the kind of cooperation and collaboration that I witnessed on the ship. It was altogether a very memorable and delightful respite and I am grateful to you, the Apostleship of the Sea and Msgr. Michael Harriman who facilitat-

ed my easy entree into this ministry that I found new and exciting. With every best wish for the success of the apostolate,

**Brendan O'Sullivan**

I just returned from a Celebrity cruise with my Mom. While she was healthy before departing, she unexpectedly took sick and so we had to return home right after the cruise got back to Seattle. Fortunately, I was able to preside at the Sunday liturgies.

The medical staff were great They were able to do various critical tests right there - on board -including an EKG. They monitored her during the cruise on a daily basis and gave her the 'green light' to fly back to Philly. I was very impressed - and grateful! Fortunately, she is fine now.

Robert V. was very supportive and gracious about it all. He said that my Mom's health was the 'priority.' That was very comforting and reassuring for both me - and my Mom!

Hoping you are well! Ciao, for now.

**Peace of Christ,  
Fr. Joe Schad**

# Msgr. FitzGerald expresses gratitude

Msgr. John FitzGerald, Director of The Stella Maris International Seafarer Center Baltimore, wishes to thank all the AOS members for their cards, emails, and telephone calls, and their prayers and remembrances at Holy Mass. Since late June he has been admitted four times for extended stays and surgery at The Johns Hopkins Hospital. Extensive abdominal and urinary track surgery and treatments for gastrointestinal infections have resulted in in home nursing care since June. His recovery now allows him to return part time to the Seafarer Center. During his absence the all volunteer staff of twenty one ship visitors and administrative staff has not only maintained the ministry to seafarers but has grown it with four new members, brought

on line a fourth new van, and added a flat screen TV, a Flavia coffee brewing station, window signage with WELCOME in 24 languages and scripts, and installed a new exterior canopy above which is a red/white/& blue AOS sign during day and a tricolor neon sign at night. The volunteers sponsor a Sunday Mass in Tagalog with a dinner and weeknight visits to the Blessed Sacrament. Lay Ministers of the Eucharist conduct shipboard Communion Services and priest volunteers are available for confessions. The annual Archbishop's Lenten Appeal has agreed to a \$12,000 per year donation for center operating expenses! The monthly mailing list for the AOS/Baltimore Newsletter has reached 725 addresses. The recipients pray daily the St

Elizabeth Ann Seton Seafarer Prayer composed by Msgr FitzGerald (free upon request) and make monthly financial donations, and donate clothing magazines, religious articles and fundraisers and a Christmas ShoeBox Program. Mr Joseph Buccheri has been named Assistant Director and Mr Dale Edmunds has been named Ship Visitor Coordinator. An overnight onboard cell phone program has been established, and a satellite wireless computer, email, and phone system is being set up in an older van to be parked pierside for seafarers' use throughout the! Port of Baltimore. May St Elizabeth Seton, mother of two seafarers, safeguard all seafarers and those who minister to them.

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## THE LORD IS MY SHEPHERD

A Sunday school teacher decided to have her young class memorize one of the most quoted passages in the Bible; Psalm 23. She gave the youngsters a month to learn the verse. Little Rick was excited about the task -- but, he just couldn't remember the Psalm. After much practice, he could barely get past the first line.

On the day that the kids were scheduled to recite Psalm 23 in front of the congregation, Rickey was so nervous. When it was his turn, he stepped up to the microphone and said proudly, "The Lord is my Shepherd, and that's all I need to know."

# USNS Gianella Rescues 13 Cuban Refugees

**Editor's note:** On Aug. 2, the SIU-crewed USNS Lawrence Gianella, operated by Ocean Shipholdings, Inc., rescued 13 Cuban refugees in the Gulf of Mexico.

The following SIU members were sailing aboard the Gianella during the rescue: Bosun Bernardino Eda, ABs James Castillo, Roderick French, Troy Ingersoll, Ramsey Ingram and Jaime Guerrero, DEUs Christopher McAfee and Santiago Ruiz, QMED/Pumpman Darrell McDonald, QMEDs Nicholas Collins and James Summers, Steward/Baker Nancy Vaupel, Chief Cook Mary Brayman, GSUs Sonia Felix and John Rascon and Unlicensed Apprentice Eileen Mendiola.

The following account was written by Captain Robert Lee, the Gianella's master, who also provided the photos accompanying this story.

On August 2, 2007 while SE bound through the middle of the Gulf of Mexico on a very rainy morning, the AB on Watch, Troy Ingersoll, was busy doing what he always does, scanning the horizon with binoculars in hand. Nothing gets by him. He is one of the best lookouts I have seen in all my years of going to sea.

This morning would bring rare tangible reward for his unwavering attention to duty. His reports were typically professional, unembellished and monotone: "We have a small boat coming down the port side." What may have not appeared strange to the lookout seemed very strange to the third mate.

She confirmed his sighting off in the distance and through the rain. They also noticed what appeared to be two people aboard.

Knowing we were more than 300 miles from the nearest land at 25-51N, 087-31W, this was strange indeed. The third mate alerted me to the situation at 1515Z, 1115L. We marked the GPS and chart with the position and the engineers worked quickly to ready the main engine-shaft generator for reduction to maneuvering speeds. As soon as the engine was made ready, we programmed down and began a hard 180-degree turn to port. The whole crew immediately became involved. Most who were working inside jobs donned their rain gear and headed into the rain squalls to lend a hand.



**Pictured above is the small boat filled with refugees adrift more than 300 miles from land.**



**Rescued refugees aboard the lifeboat.**

As we slowed and made our approach, the third mate spotted the small boat once again through the heavy rain. The chief mate and crew made ready the pilot ladder, painter lines and safety belts. The second officer made ready the trauma kit and the galley department gathered blankets and water.

We approached from upwind and used the wind to our advantage.

The closer we came the more heads began to appear. It went from two to four to

eight and finally to 13. I would learn later that they had become numb to passing ships that would not stop and did not want to waste energy sitting up unless it looked very promising. As it became evident that we were going to pick them up, they all began to get excited.

As the small wooden boat came alongside, the crew worked it towards the pilot ladder. Two men and a woman wasted no time getting out and up the ladder right away. Nearly all began crying as they came over the rail and sat on the deck of the ship. Others were weaker and slowly made their way to the ladder as the small boat pitched and heaved in our lee. One woman had a laceration on her left leg and was having difficulty moving on the ladder, so the crew pulled her and the ladder up together - all she needed to do was hold on. The weaker ones were secured with a safety belt attached to two painter lines that allowed the crew to help them up and keep them from falling.

As they came aboard, they were all given water and dry blankets. One man was a diabetic and very weak. The medical officer brought him some sugar and orange juice that immediately changed his demeanor for the better. The woman with the cut leg was also treated by cleansing the wound and bandaging.

*See RESCUE, page 12*

# Vatican Radio Interview with Archbishop Marchetto

World Maritime Day is celebrated this year on September 27. With us is Archbishop Agostino Marchetto, the Secretary of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People, which has one of its sectors dedicated to the Apostleship of the Sea. We have some questions for him.

**Q. Your Excellency, why is this Day celebrated?**

The yearly celebration of this Day has become a traditional appointment on the maritime scene. It is proclaimed by the International Maritime Organization to recall the importance of this industry and its contribution to the world economy. The theme chosen this year, IMO's Response to Current Environmental Challenges, is an appeal addressed to everyone to intensify efforts to protect and preserve the maritime environment before the damage becomes irreparable.

It has not been long that humanity started to understand the fragility of our planet and the serious repercussions that our actions can have. Many countries, however, are still reluctant to ratify the existing Conventions regarding protection of the maritime environment because this would require on their part large financial investments and expertise, which they do not always have.

Respect for the environment, in any case, presupposes the conviction that we are all "God's stewards in the Creation", and this calls for a personal, collective and international commitment. For the Church, taking care of the Creation is a moral question, as John Paul II's Encyclical *Centesimus Annus* reminds us.

**Q. When we speak about respect for the environment, are we also referring to all**

**those who get their livelihood from the sea?**

When speaking about respect for the environment, it is important to reaffirm that man is at the center of the Creation. Such respect has no meaning if it does not start with respect for the person who is always the principal actor in the environmental issue.

Concern for the environment, in fact, cannot fail to consider the needs of an ever greater population that gets its main source of sustenance from fishing. Therefore, it is important to favor balanced policies that will take environmental factors into consideration for a sustainable, and at the same time, a human use of the resources for an equitable living standard of the people involved in fishing activities.

Benedict XVI attests that "the environmental deterioration makes particularly unsustainable the existence of the earth's poor" (*Angelus* of August 27, 2006). Because of the love for the poor, we are therefore shocked by crews abandoned in foreign ports, unpaid salaries and abuses, which show the risk, also for the maritime industry, that economic considerations will be put before concern for people's welfare.

**Q. What is the Pontifical Council's view and approach to the challenges of the maritime environment?**

Unfortunately, globalization has not improved the living and working conditions in the maritime world. Crews spend more and more time on board; they are isolated, stressed and overworked. This is most obvious in the fishing sector.

Our recent World Congress of the Apostleship of the Sea in Gdynia (Poland) stated, for example, that while it is true that

there are millions of responsible fishers who deserve all our respect, we cannot ignore the practice of illegal fishing, the use of destructive methods, especially in Africa, by ships from other continents, and overfishing which, in some regions, even risks making fish resources disappear in the near future. I would also mention the all too frequent accidents at sea that also have dramatic consequences for the communities of the accident victims.

**Q. Concretely, what can we do as average citizens?**

If we consider that more than 90% of world trade is carried out by sea, and if we take its contribution to the world economy into account, it is obvious that our society has a significant debt with regard to seafarers whose work requires a lot of courage, experience, sacrifice and professionalism. For a great part of them, however, there is no corresponding recognition of this.

It is our duty, therefore, to show gratitude, even concretely, solidarity and hospitality, to aid them when necessary, and to pray for them and their families.

Those who live in the industrialized countries have to understand, moreover, that the earth's resources cannot be squandered, and that it is necessary for them to use them parsimoniously and in a way that is consistent with the common good and for the sake of the future generations.

As reaffirmed at the Gdynia Congress, we want to have the courage to introduce a "Christian humanism of hope" into the maritime world, as witnesses to the Good News of Jesus Christ.

## Human

from page 8

### Call to Action

As a global institution which is present in source nations as well as nations that serve as markets for human trafficking, the Catholic Church is well-positioned to identify and rescue survivors of human trafficking. In fact, the Catholic Church provides important social services to survivors in the United States and around the world.

Much more must be done and Catholics in our own country can help, particularly by educating fellow Catholics and others about the realities of this crime. Parishes can serve as a meeting place to discuss this issue and as a center for action to help identify survivors and provide them support.

We call upon all Catholics to seek ways to assist dioceses and local governments in helping survivors. Catholics also can help educate fellow Catholics and others about the human consequences of this crime.

### Conclusion

It is hard to imagine that, in the 21st century, fellow human beings could be exploited and forced to work in the sex industry and other industries against their will.

As Catholic bishops, we pledge to use the resources of the church to

help end this affliction. We also pledge to use our teaching authority to educate Catholics and others about human trafficking.

Human trafficking is a horrific crime against the basic dignity and rights of the human person and all efforts must be expended to end it. In the end, we must work together — church, state, and community — to eliminate the root causes and markets that permit traffickers to flourish; to make whole the survivors of this crime; and to ensure that one day soon trafficking in human persons vanishes from the face of the earth.

1 *Guadium et Spes*, 27 — Second Vatican Council

2 *Rescuing Women From Abuse: Statement to 3rd Committee of the 60th session of the U.N. General Assembly on the item: "Implementation of the Outcome of the 4th World Conference on Women and of the Special Session of the General Assembly entitled 'Women 2000: Gender Equality, Development and Peace in the 21st Century.'*" Archbishop Migliore Oct. 17, 2005

3 Pope John Paul II, Letter to Archbishop Jean-Louis Tauran on the Occasion of the International Conference on 21st Century Slavery—the Human Rights Dimension in Trafficking in Human Beings, May 15, 2002.

4 U.S. and Mexican Catholic Bishops, *Strangers No Longer: Together on the Journey of Hope*, January, 2003, n. 191.

5 Statement of Bishop Thomas Wenski, Press Conference on Launching of Anti-Trafficking Initiative in Central Florida, June 9, 2004.

6 The U.S. Conference of Catholic Bishops (USCCB) has consistently advocated for changes to the Trafficking Victims Protection Act of 2000 to better protect children victims of trafficking and to ensure that all victims are more readily identified and provided care.

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### Upcoming Events For Maritime Ministry

**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

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## Rescue

from page 10

As they gathered on deck, it was obvious they were pleased with their new status. Our deck cadet, unbeknownst to us, spoke fluent Spanish and was a great help in our communications with the refugees. The cadet pointed out the AB/lookout that spotted them and they all showed great admiration for him.

Once everyone was secured aboard ship, their few belongings were searched for weapons and each refugee was searched before moving them to rooms in the house. Their wooden vessel was released and we resumed our voyage towards Charleston, S.C. The steward department held over lunch in case anyone wanted to eat, but they were not interested in much food. They continued to drink fluids and we supplied them plenty of Gatorade as recommended by MAS to bring their electrolyte levels back to normal. We also gave them plenty of simple carbs such as cookies to rebuild their energy levels.

We kept a guard posted outside their rooms, but they rested quietly.

Dry clothes were supplied by the ship. At

dinner time, they were all in better spirits and did eat a little more. They were kept together as a group and allowed to eat after the crew. Once they completed their meal, I had the deck cadet bring up the "navigator." He had requested to send an email to family to spread the word that they were safe. He was also eager to discuss his planned voyage versus his actual voyage.

Using his small handheld GPS, he described how they intended to sail from Cuba and land in the Yucatan peninsula area of Mexico. They started with two small diesel outboards of some type, some jugs of fuel, 100 liters of water and containers of canned meat. Each one also had a flimsy inflatable life preserver that appeared to be leftovers from some airline. I am sure the group set out in high spirits, with dreams of a new beginning only days away.

The navigator said he was a lawyer in Cuba. Using his handheld, battery-powered Treker GPS he pointed the way as they left Cuba.

Problems occurred nearly right away

when one 20-liter water jug was found empty due to a hole. Later, engine #1 broke down and they had to employ engine #2.

Another 20-liter water jug would turn up dry as it was used upside down as a chair and had leaked. Towards the end of day two, they hit their first storm. The navigator turned off his GPS to keep the rain from harming it.

They tied off motor #1 in the water to use as a sea anchor. When the storm had passed, they restarted the GPS to find out they had been going in a circle during the storm. It was becoming apparent they were not going to have enough fuel.

During day three they were able to get motor #2 working, but the Yucatan counter-current had taken them a fair distance south all the way to 19-52N, 85-38W. In this southern area they tried to get the attention of four cruise vessels that passed very close, but they were either not seen or ignored.

*See part two in next month's issue.*