



CATHOLIC MARITIME NEWS

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James S. Andrasick, Morten Arntzen and John F. Reinhart Receive 2007 USS Admiral Of The Ocean Sea Awards



James S. Andrasick, President & CEO of Matson Navigation Company, Inc., Morten Arntzen, President & CEO of Overseas Shipholding Group, Inc. and John F. Reinhart, President & CEO of Maersk Line, Limited were presented the 2007 Admiral of the Ocean Sea Awards by United Seamen's Service (USS).

NEW YORK, NY -- The 2007 Admiral of the Ocean Sea Awards were presented by United Seamen's Service (USS) to James S. Andrasick, President & CEO of Matson Navigation Company, Inc., Morten Arntzen, President & CEO of Overseas Shipholding Group, Inc. and John F. Reinhart, President & CEO of Maersk Line, Limited.

The presentations were made at the 38th annual AOTOS industry-wide gala dinner and dance on November 2, 2007 at the Sheraton New York Hotel and Towers.

Vice Admiral Vivien S. Crea, USCG, Vice Commandant of the U.S. Coast Guard, presented James Andrasick his award. The Honorable Sean Connaughton, U.S. Maritime Administrator, presented the award to Morten Arntzen. Michael Sacco, President of Seafarers International Union of North America, Atlantic, Gulf Lakes and Inland Water/NMU, AFL-CIO, presented John Reinhart his award.

The three recipients led the field of nominees for the award, a silver statuette of Christopher Columbus, the first Admiral of the Ocean Sea, sharing first place among a group that was solicited by USS from more than 200 maritime management, labor, and government officials. All proceeds from the event benefit USS community services for the U.S. merchant marine and seafarers of the world.

USS also presented six Honored Seafarer awards to heroic merchant mariners in a ceremony narrated by Mr. Connaughton.

John Bowers, Chairman of the USS AOTOS Committee, and President of the International Longshoremen's Association, AFL-CIO said: "These three men represent the very best of the U.S.-flag industry. Our recipients have been selected by those who know them best, international transportation leaders who understand very well the challenges and issues which confront United States shipping and the American seafarers and recognize their leadership in this area."

Mr. Andrasick was named president and chief executive officer of Matson Navigation Company, Inc. on July 18, 2003. He joined Alexander

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**Mark your calendars for the AOS USA Annual
Conference April 1-4, 2008
Place to be announced
(Will be held in Baltimore/Washington Area)**

Speakers include:

Sean T. Connaughton - Maritime Administrator, MARAD

Fr. Allan Figueroa Deck - Executive Director, Office for Cultural Diversity USCCB

Deacon Albert Dacanay - AOS Regional Coordinator for North America & the Caribbean

Representatives from Migration & Refugee Services speaking on Human Trafficking

Representatives from the Pontifical Council for the Pastoral Care of Migrants and Itinerant People

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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

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President's Column...



**Fr. Jim Leone, AOS-Brooklyn, (r) Col. Tim McNulty,
(c) a cadet from local maritime academy.**

Congratulations to Our Friends at USS

The United Seamen's Service was chartered by an act of the United States Congress in 1942, to serve US merchant sailors during World War II. By 1943, USS had opened a number of seafarer centers in the US, one of those was located at 201 Procter Street, in Port Arthur, Texas. This site is only two blocks from our new seafarer center.

For years, our AOS National Director and I have sat on the Advisory Board for USS. On November 1, 2007, I had the honor again of offering the invocation at the Admiral of the Oceans Seas Banquet at the New York Sheraton.

In the last two issue of CMN, we shared the heroic story of the crew of the U.S.-flagged ship Gianella. We are honored to be able to share with you the heroic stories those US merchant sailors who were honored by the United Seamen's Service at the AOTOS Banquet. So often, people give death notices to the US Merchant Marine, but the actions of these honored men and women, show that the tradition of "the Brotherhood of the Sea" continues.

In June, 2007, I asked our AOS-Brooklyn chaplain, Fr. James Leone, to attend USS's Annual Meeting. Here are few of the notes that he sent me:

"(Rear Admiral Robert D. Reilly, Jr., USN) gave a talk on the contribution and necessity of the merchant marine in support of our national defense. One negative bit of news to report was the closing of the Seaman's Center in Manila because of lack of funds. (Editor's note: For years, AOS-Manila was housed in the USS-Manila Club).

Lets keep USS and our AOS centers in our prayers during this holiday season. May God bless us both with the resources to welcome and serve the merchant sailors who visit our ports.

Please Pray for:

- Fr. Jim Keating who was hospitalized and is now in a rehabilitation unit. He is a past National Director of AOS, Port Chaplain in Chicago and past Treasurer of AOS USA.
- Please join us in prayer for Cardinal Hamao's soul, and in thanksgiving for a life well lived in God's Service.
- Please pray for the repose of the souls of: operator Stephen Humphreys, 33, engineer Robert Cameron, 65, and crew member Eric Blackley, 50, crewmembers of the Svitzer UK-owned tug boat Flying Phantom which sank in the River Clyde, Glasgow Scotland.

Awards

from page 1

& Baldwin, Inc., the parent company of Matson, in June 2000 as senior vice president, chief financial officer and treasurer. On April 25, 2002, he was appointed to additional duties as president and chief executive officer of Matson on an interim basis. He is a graduate of the U.S. Coast Guard Academy, where he received a bachelor's degree in engineering. He also holds a master's degree in management science from the Massachusetts Institute of Technology.

Mr. Arntzen was appointed president and chief executive officer of Overseas Shipholding Group, Inc. (OSG) in January 2004. He has been an OSG Board member since 2004. Prior to joining OSG, he was chief executive officer of American Marine Advisors Inc., a U.S.-based merchant banking firm specializing in maritime industry merger and acquisition advisory work and corporate restructuring for a global client base. He holds a bachelor of arts degree from Ohio Wesleyan University and a master of international affairs degree from Columbia University.

Mr. Reinhart was named chief executive officer, Maersk Line, Limited on August 1, 2000 and president in April 2004. He joined Maersk Inc. in 1991 in Human Resources. In 1992, he began his career in Universal Maritime Services working his way up to president. He returned to Maersk in 1996 as a regional director and then as senior vice president. Mr. Reinhart received his B.A. in Political Science from Ohio University and completed the Executive MBA Program at the University of Michigan in 1997.

Senator Daniel K. Inouye was General Chairman for this year's event and sent a video message as well, congratulating the three recipients and recognizing the mission of USS, which has been dedicated to meeting the needs of seafarers in foreign ports for 65 years.

Captain Robert Hart, USN (ret.) and Samuel B. Nemirow served as National Committee Co-Chairmen. Michael Sacco was Dinner Chairman.

USS continues to provide community services for the U.S. Merchant Marine, the American Armed Forces, and seafarers of the world. USS, a non-profit agency established in 1942, operates centers in ports in Europe, Asia, Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.



Fr. Sinclair Oubre leads the invocation at the annual AOTOS banquet.

Edward Morgan is President and Roger Korner is Executive Director of USS and AMMLA. Barbara Spector Yeninas served as AOTOS Coordinator for the 28th consecutive year.



May the miracle of Christmas last all year long and help you to maintain links of true love with your next!

May the lights of Jesus shine to all of us to indicate a even better year, full of peace, love, fraternity, charity and happiness.

And that you keep on your way to make Earth a little piece of Heaven!

We wish your Christmas to be blessed.

In God we all are one divine family of love, the family of Stella Maris!

Stella Maris Santos and AOS Regional Office – Brazil

Dec/2007



Prayers requested for grieving family

Please keep in prayer Fr. Peter Conroy, AOS USA Cruise Ship Priest from Australia, who is onboard the Celebrity Galaxy. He is requesting your prayers for Romeo Biasas who was taken from the ship Tuesday, November 27th in Istanbul and sadly died the following Tuesday.

The Celebrity arranged for Fr. Conroy to put together and conduct a special Interfaith Service for the crew, grieving the death of a fellow member. It was one of those times when a chaplain was really needed for the ability to construct a suitable Service and to lead it.

"I ask the prayers of the AOS-USA for Romeo, for his wife and four children in the Philippines, and for the crew grieving his death," Fr. Conroy requests.

Port Ministry

Introducing the first Stella Maris baby

By Fr. Jack Walsh

Reprinted from *AHOY NewsMagazine*

Here in the Port of Davao my coworkers and myself are blessed to have been gifted with the funding needed to renovate a mining company quest house and communication center which has now become the Stella Maris Seafarers' Center. The center is surrounded by 1 hectare of land just across 4 lines of the National Highway fronting Sasa Wharf one of the 30 berthing areas comprising the overall Port of Davao covering about 150 kilometers along the shore of Davao gulf. When the renovations were completed in March 2000, the compound consisted of a two story "Accommodation building" with 9 private rooms and very useful multi-function room for meetings, parties, and family social gathering.

The property also contained the former owners administration and communication center. This building also contained two Family rooms, staff room, guest room and a crew dormitory for 5 to 10 seafarers. There is also a dinning room, kitchen, TV room, a specious room laundry services.

As news of our accommodations for seafarers families spread by 'word of mouth', we have been receiving more and more seafarers and there families who take advantage of our spacious AND reasonably priced accommodations.

One Seafarers wife and her 18 month old baby boy stayed with us almost a year to facilitate the needed major surgery to cure the defects of her son. Her seafarer husband returned to our center every 15 days when his



Stella Maris Seafarers' Center members: Ms. Virgie with 2 year old budoy now restored to excellent health after his four major operation.

ship returned to Davao Port after bringing a full cargo of bananas to the Port of Talinn, China.

Recently returned to our center and proudly announced that his new born baby girl is the first "Stella Maris Baby" - having been conceived, "developed" and born in our Stella Maris Seafarers Center.... Of course, the baby is being christened "Stella" for obvious reasons and his now 2 year old son, has successfully undergone 4 operations here in the Davao Doctors Hospital.

The young boy "Budoy" is now aspiring to be a newer model of the Filipino champion prize fighter Manny "Pacman" Pacquiao ...

Thanks to our friendship with the Captain assigned as the Company Port Manager, we are regularly contacted when there is a big supply of "banana rejects". These are perfect-



Stella Maris Seafarers' Center Administrator Ms. Lisa Candelon with "budoy" and Mrs. Tumanda with baby Stella.

ly good bananas which are rejected by the strict Japanese inspectors because of small brown spots on the skin... The bananas are sprayed by low flying planes causing a strong wind which blow away the protective plastic bags covering the banana stalks.

At harvest time, the Captain calls and informs us: "if you have a small truck to pick up a load of banana rejects... we have lots of them here ... They are yours for the taking ..." We immediately send out our utility truck to pick up several hundred bunches of perfectly good bananas as snacks for the crew members of the ships in port. They are also a very welcomed "nutritional gift" to the seafarers who visit our center - but the supply goes fast as this is a very popular "extra" for the Seafarers.

AT&T Announces Intention to Withdraw from Pay Phone Business by End of 2008

(Editor's Note: Many facilities have already seen the removal of pay phones at port facilities. This decision by AT&T will only speed up this trend. Those of us at seafarer welfare centers will now be further challenged to assist seafarers in their communication needs.)

SAN ANTONIO, TEXAS, DECEMBER 3, 2007 -- AT&T Inc. (NYSE:T) announced today plans to exit the shrinking pay phone business by the end of 2008. Existing contracts and customer service commitments will continue to be honored during the period that the business is being phased out.

AT&T's Public Communications unit has continued to experience significant pressure from reduced pay phone usage, primarily as a result of the growth of alternative communications choices, such as wireless phones and personal communication devices.

The company plans to phase out both public pay phones and phones provided under contracts at government correctional facilities through the end of next year. All customers will receive advance notification of specific plans as well as information on other potential providers and product options.

The move affects AT&T pay phones in the company's traditional 13-state service area only. BellSouth Corp., which was acquired by AT&T Inc. in late 2006, had previously exited the pay phone business in its nine-state service area. AT&T's wholesale pay phone services are not affected.

Public Communications will honor all existing customer contract terms and conditions while continuing to provide excellent customer service throughout the withdrawal process.

"This is the right time for us to take this step on behalf of our customers, employees and stockholders," said David Huntley, senior vice president for Customer Information Services. "We expect that independent providers will pick up much of this business, and, as we exit the business, we will be able to refocus our resources to areas that offer stronger growth potential and greater opportunity for the company."

Pay phones in the United States have declined across the industry from about 2.6 million phones in 1998 to an estimated 1 million phones today.

Current AT&T Public Communications customers may call 800-809-0878 with questions.

Merchant Marine

For AOS-USA Mariner Member Membership, e-mail us at aosusa@sbcglobal.net or Ph: 409-985-4545.

Whitworth Reports on the State of the Jones Act Fleet

Continued from last month's issue . . .

While the number of dry cargo barges has remained relatively constant in recent years, currently about 450 new barges join the fleet each year (a little more than one a day).

As a result, the cargo carrying capacity of the fleet has grown by about 8% in the last 10 years.

New vessel construction has been less frequent on the Great Lakes, because fresh water allows for longer hull lives. Thus, the Great Lakes fleet frequently chooses to modernize existing hulls by lengthening and re-powering them and converting the vessels to self-unloaders. (Self-unloading vessels are exactly what their name implies. The vessel is so equipped that it can discharge cargo without any assistance from shore side personnel or equipment). In 1965, self-unloading vessels represented only 25 percent of the Great Lakes Jones Act fleet. Today, only two active U.S.-flag Lakers still requires shore side equipment and personnel to be unloaded.

On the barge side, I'd like to highlight American Commercial Lines. It is the second largest transporter of dry cargoes by barge in the US with 16% of the market. In 2005, ACL came out of bankruptcy with a \$100 million in market capitalization, which now exceeds \$2 billion.

Today, over 1,700 vessels operate in our offshore industry supporting petroleum production facilities of our coasts. On average, 3-4 new vessels built in U.S. shipyards enter these trades every month! Approximately 150 offshore vessels of all types are currently on order, with a total order book in US shipyards of over \$3 billion.

When discussing jobs afloat in the Jones Act fleet, nothing contributes to that growth as much as passenger vessels of all types, from dinner boats to large oceangoing cruise ships. Because of the wide variety of services provided to passengers on these vessels, they are job intensive. For example, a single large cruise ship, similar NCL's PRIDE OF AMERICA in the Hawaii trade, can represent over 1,200 maritime jobs, counting both active and relief crews.

Between 1995 and 2005, the self-propelled tanker sector of the Jones Act fleet lost over 40% of its vessels and cargo capacity. Contributing factors were: (i) the decline in Alaska crude oil production (by approximately 46%); (ii) the shrinkage of the product tanker fleet; and (iii) the movement to barges for refined product movement, particularly in the coastwise trade.

Today, that sector leads the industry in new buildings. New crude tankers for the Alaska trade led the way. Now they are being followed by product tankers. For example, the up to 16 new builds to be delivered by Aker America for OSG America, and the 9 on order with NASSCO for U.S. Shipping Group together will add approximately 1.2 million deadweight tons in new cargo capacity to this segment of the fleet.

This is a good time to say a few quick words about OSG America: Last year OSG operated 10 US Flag vessels, but now operates over 20 vessels (including tankers, car carriers, dry bulk and articulated tug/barges). We also have another 13 tankers and 6 ATB's on order, with a total new build construction commit-

ment of over \$2 billion. That's \$2 billion in capital which OSG could have invested in our international fleet, but we made a firm commitment to the US and decided to invest our money here in America. In addition, we currently employ over 600 seagoing employees, which will more than double in less than five years.

As with the dry barge segment, the addition of larger new tank barges and articulated tug/barges to the fleet over the decade resulted in a significant net gain in combined lift capacity (+8.9%).

Commercially, this gain in capacity in part offset the loss of self-propelled tanker capacity noted before. Interestingly, as we add more ATB's to our fleet, the average speed of OSG's tug/barge fleet has increased from 11 to 13fi knots, only 1 knot less than competing new-build tankers with the exact same carrying capacity.

Importantly from the environmental perspective, 73% of the Jones Act tank barge fleet is double-hulled, and fully 88% is either double hull or double sided or double bottomed. Under Oil Pollution Act of 1990, by 2015 the entire tank barge fleet will be double-hulled.

As for inland liquid bulk barges, Kirby rules the rivers and inland waterways of the US. In the past 10 years, Kirby's barge fleet has almost doubled, numbering 903 today. In the same period, they're combined vessel and office staff doubled, which now numbers almost 2500 employees. Also during the same 10 year period, Kirby's annual revenue has tripled and earnings have quadrupled.

This has been an enjoyable, and quite frankly an easy presentation to make because the story of the Jones Act fleet today and looking forward is such a great one. But we can never allow ourselves to become complacent. Having a good story is only part of the battle. The other part is ensuring that we tell that story to others.

For over 10 years now, the Maritime Cabotage Task Force has been in the forefront of efforts to preserve the Jones Act and educate our national leaders, Members of Congress, the media, and the public on the importance of the Jones Act to our economic and national security.

But every one of us shares the responsibility of being an advocate for our industry.

Thank you for allowing me the privilege of addressing you today.

Sunday after church, a Mom asked her very young daughter what the lesson was about. The daughter answered, "Don't be scared, you'll get your quilt." Needless to say, the Mom was perplexed. Later in the day, the pastor stopped by for tea and the Mom asked him what that morning's Sunday school lesson was about. He said "Be not afraid, thy comforter is coming."

Merchant Marine

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Professional Development Column ...

Christmas at Sea



Capt. David Teel

To this day I don't know why or how it happened, but I spent only four Christmas holidays at sea during my seagoing career. The four Christmas's that I spent at sea were when my two daughters were older (teenagers) and could deal much better with dad being away. In fact there were three occasions that my daughters spent Christmas on a ship with me. Those three Christmas' do stand out in my memory, maybe not my daughter's memory, as holidays not to be forgotten. If nothing else it showed my daughters that big celebrations, large meals, and piles of gifts by themselves did not make a holiday memorable. In fact my younger daughter still remembers and talks about walking up the gangway the first Christmas on a ship with me.

Christmas on a vessel can be a very enjoyable holiday. I suggest that it depends on the individuals on the vessel if it will be a real holiday or not. When I was sailing Chief Mate or Captain I would tell the officers and crew to write in the overtime they were planning to work that day; of course there might be emergencies or work that had to be done. This gift always went over well. I am not sure it went over well in the office; but I never heard otherwise from the office about this gift. Another issues can be the weather, the last year I sailed I was at sea for Christmas. We were west bound in the North Atlantic Ocean and the North Atlantic was giving our vessel a ride that was memorable. Needless to say this was a Christmas that I would just as soon forget.

Once as Captain my vessel was in Germany approximately two weeks prior to Christmas and I had the idea to buy stores for our Christmas dinner as we were going to leave on a voyage that would have us at sea on Christmas day. I spoke with the Chief Steward and got a list of goodies for a good Christmas dinner. Included in this list was eggnog, a must have for Christmas. If you don't know, eggnog that comes from Germany is not the same as what is you get here in this country. Fast forward to Christmas, the eggnog that we had received came with whiskey already added in and if I may say in no small dose either. It was too late to back out so the crew really enjoyed that Christmas. I told everyone that this one was on me. The crew really enjoyed my gift to them that Christmas.

Feel free to e-mail me at kps77@verizon.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.

NTSB to release factual reports on M/V Crown Princess Cruise Ship Accident

As part of its continuing investigation into a heeling accident involving the M/V Crown Princess, in the Atlantic Ocean off Port Canaveral, the National Transportation Safety Board will open a public docket and release a factual report on Friday, December 14, 2007, at 11:00 am.

On July 18, 2006, about 3:25 p.m., the Bermuda- registered cruise ship M/V Crown Princess, operated by Princess Cruises, experienced a severe roll during a turn. The cruise ship had departed Port Canaveral, Florida, for Brooklyn, New York, on the last leg of a 10-day round-trip voyage to the Caribbean. When a display on an instrument panel showed a high rate of turn to port, the second officer disengaged the autopilot and took manual control of the vessel's steering system. The vessel was traveling at nearly full speed, about 20 knots, at this time. He turned the wheel to port and then to starboard and back several times, eventually causing the vessel to heel sharply to starboard. The sudden roll caused people to be thrown about or struck by unsecured objects, resulting in 14 serious and 284 minor injuries to passengers and crewmembers. The vessel incurred no damage to its structure, although unsecured interior components, cabinets, and their contents were damaged.

The information being released is factual in nature and does not provide any analysis. It will include investigative group factual reports, interview transcripts, transcripts of recorded conversations on the vessel's bridge, maintenance records, and other documents from the investigation. Additional material will be added to the docket as it becomes available. Analysis of the accident, along with conclusions and a determination of probable cause, will come at a later date when the final report on the investigation is completed.

DOJ – tanker company fined \$4.9 million for ORB violation

The US Department of Justice issued a press release stating that a tanker company was fined \$4.9 million for falsifying its records and for obstructing justice. Following a jury trial, the company was found to have presented to the US Coast Guard an oil record book (ORB) that contained entries known to be fraudulent relating to discharges of oily waste water and sludge and to have obstructed justice by destroying the rubber hose used to pump waste into the ocean. In addition to the fine, the company has been placed on probation. A Special Master has been appointed to oversee the company's recordkeeping. Hearings will be held every six months to review those records. In addition, no ships owned by the company will be permitted to call in US ports without first having installed special monitoring equipment.

Merchant Marine

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Meet the Mariners' Friend: Mr. Jay Brooks

Financial Administrator/Mariner Advisor

The Trustees of The Sailors' Snug Harbor in The City of New York

Tell us about your personal/professional background.

By chance I have spent the last seven years working with seafarer welfare agencies from the tropical "paradise" of Diego Garcia, to the bustling ports of New York & New Jersey, Yokohama, Bremerhaven, and Pusan. I have been fortunate enough to have worked with the United Seamen's Service (USS), Norwegian Government Seamen's Service and now currently with the Seamen's Church Institute (SCI) and the Trustees of The Sailors' Snug Harbor in the City of New York.



Jay Brooks

Tell us about The Trustees of The Sailor's Snug Harbor in the City New York. We are a non-profit organization formed in 1801 by the generosity of Captain Robert Richard Randall. Our mission is to care for aged mariners in need. We offer eligible mariners support in the form of assistance with bills and living expenses. The program also offers advice and referral services to these qualified mariners.

Tell us about your experience with USS, SCI and Snug Harbor.

It has been great working with the mariners, from the naïve cadets to the war stories of the retirees. I have always admired the career seafarer, especially the World War II veterans. I think it makes you a better person to have six hours shore leave in an exotic city; get lost, forget where your ship is, get back on board 20 minutes before sailing, and then get yelled at by the

Captain all the way to the next port where you have six hours shore leave in a new exciting city.

How can AOS-USA help the Sailor's Snug Harbor help mariners?

Since AOS-USA is in many ports all across America, they would be a great resource in referring retired mariners in need that may be eligible for our program. Eligible mariners must be:

- 65 years old (some exceptions made)
- Ten years verifiable deep sea time, with five under the U.S. flag and;
- Prove a need for assistance.

To verify sea time, we would prefer U.S. Coast Guard discharge papers, which we can assist in obtaining if they are lost.

Anything else you'd like to say?

Feel free to contact us if you would like more information about our program and keep up the good work in our ports!

Mr. Jay Brooks

Financial Administrator/Mariner Advisor

The Trustees of The Sailors' Snug Harbor in The City of New York

241 Water Street

New York, New York 10038

1-888-257-5456; (646) 465-8585; F (212) 513-0243; jbrooks@thesailorssnugharbor.org

<http://www.snug-harbor.org/history/sailor.html>

Crew crunch reaching crisis point

(Editor's Note: Mr. Bowring has been a consistent advocate of improving the quality of seafarers life, and warning industry of an impending crewing shortage. AOS-USA thanks him for his ongoing advocacy for the mariner.)

By Neville Smith

Lloyd's List

SHANGHAI, Monday 26 November 2007 -- The maritime industry 'has no plan' to cope with the shortage of trained and competent crew and officers but has so far been spared the full effects of the crewing crunch, a leading industry figure has warned.

Hong Kong Shipowners' Association managing director Arthur Bowring told the opening session of the SeaTrans Asia conference in Shanghai that the crew shortage was a result of fleet growth in the past three years which had outpaced desperate attempts to plug the gaps, promoting junior officers and even seeing training staff return to sea service.

"How could we have predicted that so many units would be added to the world fleet in three years with almost no scrapping? Five years ago we were wondering if there would be enough money to replace the tanker fleet with double-

hull ships by 2010 or whether adding one yard in Korea might upset the supply and demand balance," he said.

Mr Bowring added there was "always the expectation that we would muddle through because that's what we do, but fleet growth has turned this onto a crisis". The 'typical' reaction was to promote as many seafarers as possible but this ran the risk of bringing down far-reaching consequences on the industry.

"We have used up the buffer [of seafarers that could be promoted] and the real shortage is going to bite soon. Are we prepared? No. Do we have a plan? No. And as a result we risk the direct threat of new regulation."

He said the immediate result would be 'big business' for those selling fraudulent certificates of competency and that 'poaching and promoting' would continue as shipowners and managers struggled to cover their commitments.

"I don't see people discussing it. This is a crisis situation and we have to manage it. You wouldn't run a factory this way, you wouldn't run an airline this way."

Mr Bowring said that by next year the crewing crisis could be acute enough to prevent ships

from sailing but owners unprepared to risk losing charter revenue might apply to their flag states for single or multiple trip exemptions to operate without the required complement.

And he warned that pollution incidents or casualties that found operational failures to blame might encourage pressure groups to make the case for more unilateral regulation, citing ships as a potential threat to the environment. "Some large container ships carry as much fuel as a small tanker. If there is an incident which finds the certificates were there but the crew was not, it could be an excuse to retrofit double hulls to fuel tanks," he said.

Mr Bowring said the industry would weather the storm but should take steps now to avoid the situation worsening by at least acting to retain experienced crews. That meant improvements in pay and conditions, more direct employment and the kind of benefits that workers enjoyed by those ashore.

"We need to re-package the maritime career and that means pensions, direct employment and health benefits. But these things are in our interest. We shouldn't entrust our ships to people we don't know."

PIRACY UPDATES

Pirate Victims Tell of Months at Sea

SOURCE: ASSOCIATED PRESS

KENYA -- With one slain crew mate in the ship's freezer and Somali pirates threatening to kill his son, Capt. Xinshen Ling could think of only one thing to do: Threaten to throw himself into the shark-infested waters, calculating the pirates wouldn't want to lose the captain. He was right. Four pirates immediately rushed to keep him from jumping off the Taiwanese fishing vessel. "It was a test. I wanted to see how much the pirates valued me ... They know if the captain dies, they will get less ransom," the 47-year-old told The Associated Press, safe in Kenya on Wednesday after the U.S. Navy stepped in to win the release of the Ching Fong Hwa 168 and its surviving crew, including Ling's son. Ling's tale of seven months of captivity is frighteningly common off the lawless coast of war-ravaged Somalia, where piracy is on the increase. After releasing the ship and its crew on Nov. 5, the pirates got away with an unspecified ransom paid by the ship's owner. But Ling's story has a twist. When the pirates demanded even more ransom, the Navy intervened, a development that will continue in response to the spike in piracy, a Navy spokeswoman said.

"The worst time for me was the times they took my son ... They used this boy," said Ling, gesturing at 22-year-old Linshangyi Ling, sitting across from him at a Chinese restaurant in the port of Mombasa. "They threatened me, said if I didn't call Taiwan they would shoot my son." There have been 26 ships seized by pirates off Somalia this year, up from eight during the same period last year, according to the International Maritime Bureau. But deaths are rare, said Andrew Mwangura, head of the East Africa Seafarers' Assistance Program.

Millions in ransom

"Most of the time the pirates want money, not to kill people," he said. Ransoms can reach millions of dollars. Somalia is deeply impoverished and flooded with weapons. Its government has little authority on land, let alone the means to police its long coast, especially now that it's battling an Islamic insurgency.

Somali pirates are often fighters linked to the clans that have carved the country into armed fiefdoms. They have heavy weapons and satellite navigation equipment, and have seized merchant ships, aid vessels and even a cruise ship.

Ling's ordeal began one sunny afternoon in April, when about 15 pirates stormed aboard his vessel armed with automatic rifles, machine guns and rocket-propelled grenades. His crew was unarmed and one member was shot in the back. He survived, but when negotiations with the ship's Taiwanese owners were going badly, the pirates killed another crew member, 32-year-old Chen Tao from China.

"He was very unlucky because they just took him at random," recalled Ling, who had worked with Tao for two years. He remembers the sailor being grabbed out of a lineup, then six shots that rang out on the other side of the boat. "We were in shock," said Ling, raising a dragon-tattooed arm to smooth a sprinkling of white hair. "Just for money they took a life. ... They are not human." "After they shot that guy, I was really afraid," said Linshangyi Ling, refilling his father's sake glass.

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

Four crew members were ordered to drag the man's body into the ship's freezers, where Ling insisted it stay. The pirates wanted to throw it to the sharks.

Over the next months, the crew battled scurvy when their vegetables ran out, endured frequent mock executions and occasional beatings from guards when the Chinese, Taiwanese and Filipino sailors didn't understand orders in Somali and broken English.

The pirates also forced crew members to call home, in hopes their families would pressure the ship's owners to pay the ransom. Ling listened to his wife weep for her son and husband. Eventually, Ling explained through a translator, the ship's owners delivered a ransom in October — the pirates had demanded \$1.5 million, but Ling refused to say how much was paid. The relieved crew thought they were going home, but the pirates held out for more money. That's when the Americans got involved. The Navy said its personnel spoke to the pirates by radio, pressing them to leave the ship. They did on Nov. 5, aboard skiffs that took them to shore. Then a Navy vessel escorted Ling's ship out of Somali waters and gave its crew food and medical assistance. Ling, who speaks no English, was unclear who had helped, saying he believed U.N. forces as well as the U.S. military were in the area.

Two ships still held

U.S. officials would not say what was done to persuade the pirates to leave. But earlier, a U.S. naval vessel had fired on pirate skiffs tied to a Japanese-owned ship. At one point in recent months, at least seven ships were being held. Now, following U.S. intervention, only two remain in pirate hands. "We continue to talk with the pirates regularly, encouraging them to leave ships," said Cmdr. Lydia Robertson, a U.S. Navy spokeswoman. "It's not so much a change in focus as a change in activity. There is a spike in the number of pirated vessels. Since we were there when the ships were pirated it was an opportunity for us to stay there and help free the ships." Indonesia remains the world's worst piracy hotspot, with 37 attacks in the first nine months of 2007, according to the International Maritime Bureau. But pirate activity worldwide is on the rise, with the biggest increases off Africa, particularly lawless Somalia. The crew of the Ching Fong Hwa 168 tucked into lobster and chicken Wednesday at the Chinatown restaurant in Mombasa. Their ship was tied up safely, their families had been informed of their release and the men were enjoying their first taste of freedom — and sake — in seven months. "To freedom," toasted one man in Bermuda shorts and plastic flip flops. "To home," said another.

Hijack Hostage Swims to Freedom Escaping Pirates and Ducking Sharks

SOURCE: FAIRPLAY NEWS

SEOUL KOREA -- A Korean hostage held by Somali pirates who hijacked the chemical tanker Golden Nori on 28 October has arrived back in South Korea after escaping. The 53-year-old hostage, identified only as Han, jumped into the sea from the pirated ship and drifted for two days before being rescued by a Yemen-registered fishing vessel. The boat carried him to a fishing village in Somalia, where he phoned the Korean Ministry of Foreign Affairs and Trade (MOFAT) as well as a Korean shipping company. According to the ministry Han returned to Korea safely on 5 November and has been reunited with his family. During his escape Han wore a life jacket and attempted to swim ashore but drifted out to sea because of strong tides. MOFAT said that his escape was astonishing given the number of pirates in the area as well the shark-infested waters.

Letters

Thank you and the Apostleship so much for my ability of experiencing the cruise as a chaplain. Let me share just few memories.

For the entire cruise I have experienced exceptional kindness and gratefulness from the Crew Members and the Passengers. All of them were very happy to have a priest on board. On the second night of the



**Marian
Polchlopek**

cruise, at two o'clock in the morning one passenger passed away in her stateroom - I was immediately called to come and to anoint her with the Holy Oil. I did. Later I was told by her husband she had a devotion to the Merciful Jesus. Jesus did not abandoned her even at High Seas! It was worth to be there and serve even for this itself. My second great experience was when after the Mass for the Crew I realized that they pray together every single day also for the priests! I had really no idea before how much I owe to that People at Seas. We - priests - should pray for them every day!

The cruise aboard Century became great enrichment for me. I hope I was of the same help to people on the ship.

Thank you again for the GREAT WORK you do.

Fr. Marian Polchlopek
AOS USA Cruise Ship Priest
Krakow, Poland

Dear Cardinal Martino:

On behalf of the Apostleship of the Sea of the United States of America, and its more than seven hundred members, I wish to send our prayers and condolences to you and the staff of the Pontifical Council for the Pastoral Care of Migrants and Itinerants on the death of our friend and your predecessor, Cardinal Hamao.

I recall fondly the two occasions that I had met the Cardinal. The first was during the Apostleship of the Sea World Congress in Rio de Janeiro in 2002. It was during the coffee break at one of the opening sessions, and he easily moved through the 300+ delegates, greeting everyone in a personal and friendly way. The second occasion occurred in December of 2003, when he gathered an ad hoc committee on fishing. He took great interest in our work, and saw that it became a standing committee of the Apostleship of the Sea.

I will be asking all our members to celebrate or attend a special Mass for the repose of the soul of Cardinal Hamao, and for the well being of our Catholic ministry to the people on the move, which he so much loved and supported.

Yours in Christ Jesus,
Fr. Sinclair Oubre, J.C.L.
President

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Dear Mrs. Teruku Uematsu:

On behalf of the Apostleship of the Sea of the United States of America, and its more than seven hundred members, I wish to send to you our prayers and condolences on the death of your brother, and our brother in Christ, Cardinal Hamao.

I recall fondly the two occasions that I met the Cardinal. The first was during the Apostleship of the Sea World Congress in Rio de Janeiro in 2002. It was during the coffee break at one of the opening sessions, and he easily moved through the 300+ delegates, greeting everyone in a personal and friendly way. The second occasion occurred in December of 2003, when he gathered an ad hoc committee on fishing. He took great interest in our work, and saw that it became a standing committee of the Apostleship of the Sea.

I will be asking all our members to celebrate or attend a special Mass for the repose of the soul of Cardinal Hamao, and for the well being of you and his whole family.

Yours in Christ Jesus,
Fr. Sinclair Oubre, J.C.L.
President

Dear AOS USA

Merry Christmas and a Holy Happy New Year one and all. In memory of my husband Nicholas DiFusco, who respected the Apostleship of the Sea, I send a donation. He was a checker at the Bull Lines on 23rd Street in Brooklyn many years ago.

Thank you for your Catholic Maritime News sent to me. I worked in the city from 1958-1985. Today I am retired at 85 years. I am doing my best.

God Bless,
Mrs. Carmela DiFusco

Some good news about OUR ministry:

in the past few weeks two of our parishioners passed away during a cruise ... not the fault of the cruise, God called them Home.

In both situations the families are very much at peace as the those two people in need received the Sacraments before departing.

In particular;

Just this past week, on board the Veendam from Tampa, our parishioner Michael (Judd) Wadden had a fatal heart attack just before the early show.

At the 911 response the crew were there to help in seconds and Fr. Green was also there to give him the sacrament of the sick and comfort Maureen (the wife) who told to me just a few hours ago that she could not have coped if not for her faith and the presence of Fr. at her time of need.

Thanks be to God for the priesthood and for cruise liners like Holland who work hard at having a priest on board to give for such needed comfort.

Doreen, amongst all of the hard work you are doing -and I thank you for that - ... may you have some quality time to be attuned to the Lord in this time of preparation for His coming.

Have a special Advent

Fr. John (Joao) Bertao
Toronto

AOTOS Honored Seafarer citation winners announced

AOTOS MARINERS' PLAQUE to the officers and crew of USNS ANTARES for the rescue and aid to a mariner in serious medical distress from the F/V Michelle Marie, Gulf of Mexico on May 14, 2007. Military Sealift Command and Maersk Line, Limited. The plaque was accepted by Captain Kruger Donald, who was Chief Mate at the time of the rescue, and Chief Engineer Gary Longmire from the ANTARES.



AOTOS MARINERS' PLAQUE to the officers and crew of MSC fleet replenishment oiler, USNS KANAWHA, which participated in the rescue of 16 crewmembers from a disabled North Korean-flagged merchant ship in the Arabian Sea on June 25, 2007. Chief Mate William McDermott from the KANAWHA accepted the plaque for his shipmates.



AOTOS MARINERS' PLAQUE to the officers and crew of **HORIZON FALCON** of the Horizon Lines fleet for the rescue of Chinese seafarers in fierce seas in a typhoon in the North Pacific Ocean, 375 miles northwest of Guam on July 12-13, 2007. Accepting the plaque for this incredible rescue effort for the **HORIZON FALCON** were Captain Tom McDorr, Chief Mate Kevin McCarthy and First Assistant Engineer Ross Wilkinson.

AOTOS MARINER'S ROSETTE to Victor Manoli, III, who was Third Mate on the **MV MAERSK MARYLAND**, for his exceptional response to a fire incident aboard the ship in the Port of Gioia Tauro, Italy, October 25, 2006. E-Ships, Inc.



AOTOS MARINERS' PLAQUE to the officers and crew of the **MV INDEPENDENCE** for emergency assistance and medical aid after a fork lift accident seriously injured two longshoremen while the vessel was alongside at the Port of Shuaybah, Kuwait, October 24, 2006. An American Roll-On Roll-Off Carrier vessel under technical management by Interocean American Shipping Corporation. Captain John Mansfield and Third Mate Sandra Bendixen accepted this award for exceptional heroism.

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Upcoming Events For Maritime Ministry

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

Some of you have asked when your area is scheduled for the
TWIC roll-out.

The latest schedule can be found by clicking the following link:
<http://www.tsa.gov/assets/pdf/twicquarterlydeploymentschedule.pdf>

The TSA website is the best place to go for up to date info.

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**AOTOS
MARINERS'
PLAQUE** to the
captain and
crew of the
**OVERSEAS
JOYCE** for
their assis-
tance in the
rescue of fish-
ermen in dis-
tress after
their vessel
sank in the
northern
Pacific Ocean
near the
Aleutian
Islands on
October 18,
2006.
Overseas
Shipholding
Group, Inc.
Captain Jim
Balano accep-
ted the plaque
for his ship.