



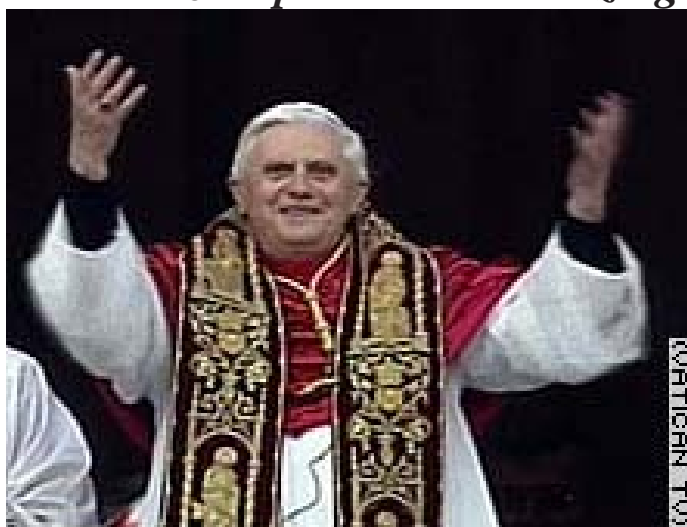
CATHOLIC MARITIME NEWS

April 2005

Vol. 62, No. 4

Habemus Papam - We have a pope!

Joseph Cardinal Ratzinger elected Pope Benedict XVI



Pope Benedict XVI, formerly Joseph Ratzinger, was born on April 16, 1927 in Marktl am Inn, Germany. He was ordained a priest on June 29, 1951.

He studied philosophy and theology and taught these at the university level for many years. In 1962, he became a consultor at the Vatican Council II, and in 1977, Pope Paul VI elected him Archbishop of Munich and Freising and elevated him to the College of Cardinals. He was elected Dean of the College of Cardinals in 2002, and on April 19, 2005, he was elected the 265th pope of the Roman Catholic Church.

AOS USA gives prayers of Thanksgiving to God for giving us a new Pope. We pray that God will grant him wisdom to lead our beloved Church.

Benedict XVI's predecessor, Pope John Paul II, was the first pope to ever write a document specifically for the Apostleship of the Sea, the *Motu Proprio Stella Maris*.

Norwegian Cruise Lines partners with AOS USA

In February of this year, Norwegian Cruise Lines became the third cruise line to partner with the Apostleship of the Sea through AOS USA's Cruise Ship Priest program, to supply priests for NCL cruises.

"We're tremendously thrilled they've come on board," said AOS USA President Fr. Sinclair Oubre. "Norwegian does a lot of work already with Catholic organizations in offering cruises for parish retreats and fundraisers. We hope our partnership with them will also improve the programs they offer to Catholics."

Norwegian Cruise Lines operates the only U.S. flagged cruise ship in the industry, the *Pride of Aloha*, which is crewed by the Seafarers International Union. A second U.S. flagged ship, the *Pride of America*, is currently being completed in Germany and should be in service early this summer.

NCL operates numerous cruises, and some that are new to the AOS program are the inter-island Hawaiian cruises. This is exciting news for those participating in the Cruise Ship Priest program, who will be asked to staff some of these cruises and will likely find it a most enjoyable assignment! For more information, see NCL's guidelines for priests on page 3.



The *Pride of Aloha*, which sails inter-island Hawaiian cruises, is Norwegian Cruise Lines' first U.S. Flag Ship. It is crewed by the Seafarers International Union.

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April 17-23 is National Volunteer Week

Thanks! to all who volunteer in Maritime Ministry through AOS Centers, through their churches and through support and participation in community events and all who support the work of AOS through their prayers.

On behalf of AOS and AOS USA, we wish to say that each of you are appreciated for your countless hours of work for the marginalized.

Pray for ships...

Last month, we discussed a new feature of Catholic Maritime News requesting prayers for the staff, crew, and in the case of cruise ships, passengers, of different vessels each month.

Sr. Mary Andre Kuhry, O.S.U., of Great Falls, Montana, will be partnering with AOS USA in this effort. She has committed to praying very specially for these ships each month.

The names of these ships will be printed each month in Catholic Maritime News so that AOS USA members can unite their prayers with Sr. Mary Andre.

Be sure to look for the names of these vessels and pray for their crew and passengers.

This month, we will offer prayers in a special way for crew members and administrative staff of all Norwegian Cruise Line vessels, as they have just joined with AOS USA to staff their cruises with priests. In addition, we ask prayers for the following:

- Fishing Vessel - *M/V Santa Maria II*
- Merchant Vessel - *M/V Overseas Harriet*
- Celebrity Cruise Line - *M/V Mercury*
- Holland America Cruise Line - *M/V Oosterdam*

Please Pray for:

- Repose of the Soul of His Holiness, Pope John Paul II.
- Strength and guidance for His Holiness Pope Benedict XVI, that he may faithfully pastor the Church.
- Repose of the Soul of longtime CMN Subscriber, Fr. Donald E. Bartone, Washington, MI.
- Repose of the Soul of Julie Graham's Mother. Julie is a long-time member from The Catholic Seamen's Club in Seattle.
- Healing for Karen Lai's mother. Karen is an AOS USA Pastoral Member and AOS port chaplain for Galveston and Texas City, TX
- Repose of the Soul of Karen Lai's father-in-law, who passed away during the AOS USA Annual Conference.
- Repose of the soul of Msgr. Robert D. Goodill, Cruise Ship Priest Member from Erie, PA.
- Healing for Fr. James E. King, who suffered a mild heart attack while on board the Celebrity *Galaxy* this past month.
- In thanksgiving for the crew of the *M/V Galaxy*, who wonderfully cared for Fr. King, throughout his illness.
- Repose of the Soul of Fr. Louis Michael Suffredini, Port Chaplain for the Port of Mobile from 1957-69.

News from northern neighbors...

Deacon Derek Skelton gives update on Ports of Toronto, Oshawa

The 2005 shipping season opened on Holy Thursday in the Ports of Toronto and Oshawa, said Deacon Derek Skelton.

As of January 10/05, Deacon Derek has been appointed Chaplain to the Ports of Toronto and Oshawa by the Archbishop of Toronto. Deacon Michael Ho is the Associate Chaplain.

Deacon Albert Dacanay will continue in his position as AOS-National Director-Canada.

Any correspondence to the Ports of Oshawa & Toronto, please direct to Deacon Derek Skelton

Peace & blessings

Deacon Derek Skelton

Port Chaplain

Happy Easter! May the risen Christ be with you.

Preparing for...

SEA SUNDAY 2005

We **all** depend on seafarers



Please remember them on Sea Sunday July 10



Working together for the benefit of seafarers

Clergy Program Guidelines, Norwegian Cruise Lines:

Outlined below are the provisions and guidelines for the clergy program at Norwegian Cruise Line.

· Norwegian Cruise Line provides a stateroom for the clergy and one (1) guest at no charge to the clergy or guest.

· The clergy must submit the name of their guest to our offices via my e-mail address below a minimum of **14 days** prior to the start of the assigned cruise date.

· **It is the responsibility of the clergy and guest to obtain all documentation which may be necessary as a result of your traveling outside the United States.**

For embarkation and re-entry into the United States at Miami, Charleston, New York, Boston, Houston, Seattle or Vancouver, U.S. citizens must carry documentary proof of citizenship, such as a valid passport, certified birth certificate. **When traveling to Hawaii, all clergy and guest must carry a valid passport.**

· Clergy and Guest are responsible for **all transportation** to and from the vessel.

· When arranging air travel, please reserve tickets that are **refundable** as cruise assignment(s) can be canceled.

· Clergy members will be asked to conduct services for guests of the Catholic faith and/or an interdenominational service for all guests throughout the cruise.

· Norwegian Cruise Line pays all port charges for the clergy and one guest.

· Norwegian Cruise Line pays all service charges **only for the clergy.**

· The Guest of the clergy is **responsible for paying all service charges** for the length of the cruise at \$10.00 per day.

· Clergy members are assigned to our vessels primarily for the **high holidays** such as Easter, Thanksgiving and Christmas.

· Besides the main holidays, clergy members can be assigned to our ships on a **space available** basis for itineraries such as Alaska, Hawaii, South America, Repositioning Cruises and Caribbean programs.

· Please note that assignments for Alaska, Hawaii, South America, Repositioning Cruises and Caribbean programs **will not be confirmed until 30 days** before the start of the cruise.

· Supplies for the services are provided onboard. We ask that clergy members bring their vestments.

Services are usually 30 - 45 minutes in duration. The number of services and location of the services are determined by the cruise director on each ship.

Shore Leave/Port Security

CBP to require electronic transmission of manifests

The U.S. Bureau of Customs and Border Protection (CBP) issued a rule amending the regulation pertaining to filing of commercial vessel manifests for passengers and crew members. Effective June 6, such manifests must be filed electronically (submission via the USCG electronic Notice of Arrival/Departure [eNOA/D] system will meet this requirement). The carrier is responsible for ensuring that the information transmitted is correct, the travel document presented by the passenger or crew member appears to be valid for travel to the United States, and the passenger or crew member is the person to whom the travel document was issued. 70 Fed. Reg. 17819 (April 7, 2005).
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Coast Guard policy lists acceptable forms of ID for non-U.S. mariners

The U.S. Coast Guard issued a Policy Decision stating that, since the passports of non-U.S. mariners are required to be kept onboard the foreign vessel while the vessel is in port, seaman's books, STCW endorsements, and driver's licenses are acceptable forms of identification that the mariner may use to access a facility. The SSO should discuss specifics with the PFSO as part of the prearrival arrangements. [PACD49-05](#) (2/18/05).

Merchant Marine

MARAD approves sales, transfers, scrapping of ships

The Maritime Administration (MARAD) has approved ten applications under Section 9 of the Shipping Act, 1916, as amended. <http://www.marad.dot.gov/Headlines/announcements/2005/April1-Section9Approvals.htm>

They include:

- David Kadinger Marine Service, Inc., Milwaukee, WI, has received approval to sell the 1,740-gross-ton barge DOROTHY A. KADINGER to Industrial Transport, Ltd., a Trinidad corporation, and transfer said Vessel to Trinidad registry and flag. The vessel was built in 1943 in Seattle, WA.

- Noble John Sandifer LLC and Noble Bill Jennings LLC, Sugar Land, TX, have received approval to transfer the 5,912-gross-ton mobile offshore drilling unit NOBLE JOHN SANDIFER and the 6,673-gross-ton mobile offshore drilling unit NOBLE BILL JENNINGS to Liberian registry and flag, without change in the ownership of said Vessels. The NOBLE JOHN SANDIFER was built in 1975 in Orange, TX, and the NOBLE BILL JENNINGS was built in 1975 in Clydebank Scotland, UK.

- U.S. Bank National Association, Hartford, CT, has received approval to transfer the 32,629-gross-ton container vessels SEA-LAND ENDURANCE and SEA-LAND EXPRESS to Marshall Islands registry and flag, without change in the ownership of said Vessels. The SEA-LAND ENDURANCE was built in 1980 in Ulsan, Korea and the SEA-LAND EXPRESS was built in 1980 in Tamano, Japan.

- SeaRiver International, Inc., Houston, TX, has received approval to transfer the 94,999-gross-ton tanker S/R MEDITERRANEAN to Marshall Islands registry and flag, without change in the ownership of said Vessels. The vessel was built in 1986 in San Diego, CA.

Editor's note:

The S/R Mediterranean being the Exxon Valdez means that S/R is also replacing the American crew with non-American

crewmembers.

- Sanship, Inc., Brownsville, TX, has received approval for scrapping the following tank barges in Mexico. The 1,363-gross-ton CT 1801 was built in 1974 in Jeffersonville, IN. The 2,012-gross-ton COASTAL 2530 was built in 1981 in Nashville, TN. The 1,593-gross-ton CT 1902 was built in 1975 in Jeffersonville, IN. The 1,975-gross-ton COASTAL 2532-L was built in 1979 in Jeffersonville, IN.

from Dennis Bryant's Maritime Items - 4/5/05

Chair of shipping company sentenced to 33 months

The U.S. Attorney for the Southern District of Florida issued a Press Release stating that the chairman of a U.S. shipping company was sentenced to 33 months in prison following his conviction at a jury trial for illegal dumping of contaminated grain and for obstruction of a government investigation. The individual was also ordered to pay a criminal fine of \$60,000.

Container company to pay \$25 million for violations

The U.S. Department of Justice issued a Press Release stating that a container shipping company has agreed to plead guilty to 24 felony counts and one misdemeanor count for concealing deliberate, illegal discharges of waste oil, negligent discharge of oil, false statements, obstruction of a Coast Guard inspection, and failing to maintain accurate oil record books.

The company has agreed to pay \$25 million and to institute a detailed environmental compliance program. Overboard valves and flanges will have numbered tags and hardware changes will be made to make bypassing more difficult. Company ships calling at U.S. ports will be audited by an outside firm, and the audits will be reviewed by a court-appointed monitor.

Fishing

The following information comes from "Transport International", The Journal of the International Transport Workers' Federation.

Reconstruction project launched for tsunami area

The Global Unions launched an international trade union initiative* in January to provide funding for reconstruction work in the Asian coastal areas struck by the tsunami disaster of December 2004.

Many transport workers and their families died in the disaster, which at the time of writing had claimed over 165,000 lives, with thousands more people still missing. Giant waves, created by an earthquake under the Indian Ocean, devastated fishing communities in particular, destroyed or damaged ships, port equipment, coastal roads, railway lines, trains and buses as well as trade union buildings and facilities.

The Global Union initiative sets out to help ensure maximum cohesion in the trade union movement's response to the tragedy. It aims to identify reconstruction work where trade unions have a specific role to play and where union expertise is most needed, for example in the rebuilding of trade union infrastructure.

Under the terms of the initiative, affiliates of the Global Unions partners in the countries affected can submit requests for funding, while other unions are invited to contribute to the fund. Contributing unions can indicate if there are specific countries, industries or projects where they want their support to be directed.

In the meantime, GU partner organisations have been gathering information about the situation on the ground.

The ITF and other sector-based Global Union Federations (GUFs), with the International Confederation of Free Trade Unions (ICFTU) representing national trade union centres, agreed the tsunami reconstruction initiative at their meeting on 11-12 January near Geneva, Switzerland. www.global-unions.org

Fishing workers among hardest hit

Beyond the most immediate needs, the vital question is raised of what can be done to enable the millions of workers who have lost their livelihoods, particularly the fishing workers who have been massively affected, to find new means of ensuring their survival and that of their families.

A mission of international union leaders travelled to Indonesia and Sri Lanka, the two worst affected countries, in January. Based on numerous meetings with local trade unionists and other social activists, they were able to supplement the reports already received from the trade unions in the region, with a view to drawing up priorities for tackling the urgent and longer term reconstruction needs. ITF regional officers also visited these countries to assess the special needs of transport unions and they have been in close contact with national coordinating committees.

Union members in the affected countries, including India, Thailand, Sri Lanka and Indonesia, mobilised immediately to provide funds, transport of essential items, and other humanitarian relief services.

In India transport workers nationwide pledged a day's salary to the prime minister's relief fund. In Indonesia, the ITF-affiliated union IKAGI negotiated an extra baggage allowance for cabin crew of the national airline Garuda on flights into Banda Aceh. This enabled them to transport tonnes of medical supplies and other relief materials donated by union members and the public. Many other transport unions, both within and outside the tsunami affected areas, have made major contributions to the relief effort. The Maritime Union of Australia had raised US\$75,000 as TI went to press. The ITF website (www.itfglobal.org) continues to publish updated reports of their ongoing work and experiences.

Unions wishing to contribute to the Global Unions fund can transfer money to the ITF. The ITF has contributed £10,000 (US\$18,850) to the Global Unions Tsunami Fund and donated £10,000 to the Tsunami Maritime Relief programme established by the International Maritime Organisation.

The International Labour Organisation (ILO) estimates that around a million people have been left jobless in Sri Lanka and Indonesia alone, mostly fishing workers, but also many small farmers and small traders.

Backing the view of the ILO, which insists on the need for an "intensive job creation strategy to be integrated" into post-tsunami humanitarian and reconstruction programmes, the Global Unions mission also insisted on the need to develop aid programmes for occupational training and increased support for sustainable employment creation projects, through the creation of cooperatives.

The local unions also stressed the need for the international trade union movement to assist them in the fight against the erosion of workers' rights and the danger of more ruthless exploitation of both adult and child workers.

Report from Banda Aceh

Shigi Wada, ITF Asia Pacific regional secretary, reports on his trip to Banda Aceh, capital of the Indonesian province at the epicentre of the tsunami. To read more about his visit, go online to:

www.itfglobal.org/transport-international/ti19bandaaceh.cfm

Cruise Ship Notes...

From Fr. John Meehan

Your recent "thank you" makes me want to respond with the same message to you and your staff for what you are now doing for cruise chaplains through AOS.

After lugging Mass equipment to cruises for so long, it's a pleasure to now get on board and find that everything is already there! It makes a big difference to us "old guys" who have enough trouble getting one bag on board!! Many thanks.

From Fr. Anthony Zepp

Fr. Zepp sent us his reflections in October; we regret the delay in reprinting them.

My Saturday evening and/or Sunday Masses have been celebrated with at least 100 people and as many as 350. My weekday Masses were attended by 12 to 45 people. Several told me they called the Cruise line to say they would not sail unless there was a priest on board. Several attend daily Mass at home and appreciated the fact that they could continue that practice.

At the Crew Mass, I was edified by the attendance and their singing. The crew remained to pray a special novena to Mary. From 3-15 couples attended the marriage vow renewal. Celebrity gave them a certificate which I signed.

A few requested the Sacrament of Penance. A few asked for time to discuss problems. On one occasion, a passenger received news of her mother being in a serious car accident. Perhaps she would not survive. She requested the Chaplain to talk with her. I spent time with her and her friends to comfort them. I saw them a few times later, and they seemed comforted.

It was not long before the Cruise Director and his staff and others in the crew recognized me and offered greetings. I was well-respected and humbled by their acknowledgement. All the staff and crew perform a wonderful job.

Especially, I commend Celebrity and Holland America for offering us so many cruise opportunities. I wish the other lines would offer this service to their passengers.

From Fr. John P. McLaughlin "Reflections on a Super Bowl Cruise"

Fr. McLaughlin served on the Holland America M/V Volendam, which docked in Jacksonville to serve as a floating hotel for the 2005 Super Bowl.

After many years of serving as a Cruise Chaplain, I found the experience of serving as a chaplain on the 2005 Super Bowl Cruise to be most interesting. It was certainly different in many ways since we left Fort Lauderdale with no passengers and had the experience of traveling with only staff and crew.

It gave me a great opportunity to meet those working on the ship in a way that is not always possible when you have a ship full of passengers. I spent a great deal of time with the Ship Doctor and his wife and other staff members while we were traveling towards Jacksonville. The Cruise Director was most exceptional.

When we docked, it was an immediate conversion from a Cruise experience to being on a Hotel. Those who had chartered the ship were waiting to board and get settled in their rooms. Much of the guest time was spent in meetings and conferences sponsored by their company. Their meals for the most part were private and only the guests were in the dining rooms. In the afternoons and evenings, most of the guests left the ship to be in the midst of Super Bowl celebrations along the river. It was like being in New Orleans for Mardi Gras for the two nights prior to the big game.

Those who were responsible for the crew and staff were sensitive to the amount of work that was placed on the crew. They knew that there was a change of schedule for the workers and saw that some of the crew was tired from all that was expected of them. As a result, when the big game was over, after the guests disembarked and we pulled out of port to return to Fort Lauderdale, all those on the ship, from laundry personnel, painters, electricians, etc. to the officers were invited to an evening together at poolside for dinner with live entertainment. Following dinner, everyone was invited to the main theater for a variety show with the entertainers reaching out to all those who never get to see this side of the ship. It was a most interesting mixture from officers to the simplest worker on the ship sitting together enjoying the evening. Holland America told me they respected all their employees by the generosity shown to all that last evening as we were sailing to Fort Lauderdale.

It was a great experience for me on this trip since there were so many opportunities to spend time with the crew and staff and listen to their own stories and learn about their families and specific cultures back home. I truly felt I was in a multicultural parish at Sea.

The Mass on Sunday night for the crew was most impressive. The crew arrived with a guitar and they had a lector and even had the music all rehearsed. I told them most priests would like to have them in their own parishes as a choir.

The Apostleship of the Sea program does meet a great need. Most people think they are serving only the guests on a ship, but I found the reaching out to the crew, etc. most satisfying and pastoral. It is hoped more of our Cruise lines will come to see the value of having AOS USA brought on their ships.

Fr. McLaughlin also added the following note about one encounter with a guest on board the ship...

I had one woman come to me who wanted to take her life...in the midst of the preparation for the big Game. It is amazing how much conflict goes on in people's lives even in the noise of the Super Bowl. I spent some time with her and urged her to go to her non-Catholic parish and see her pastor. She asked for a blessing and promised to follow up with her church back home.....then headed that night to the game with a sad heart over her personal issues. She had three little children. So sad. But it is a pleasure to be there for people such as this...that is what we came on the ship for...to reach out to the people.

From the book locker ...

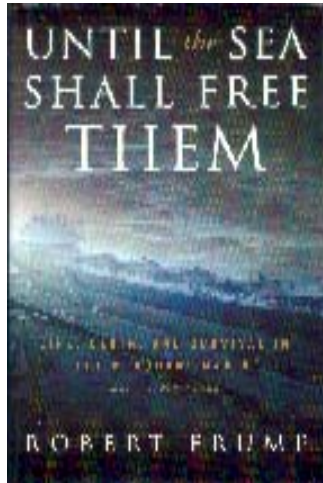
Until the Sea Shall Free Them

By: Robert Frump

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June, 2002

ISBN 0-385-50116-1



The story of the *S/S Marine Electric* is as important a story in our present maritime age, as it was almost twenty years ago. It is a story of an unhealthy cooperative relationship that developed between the deepsea maritime community, the American Bureau of Shipping and the Coast Guard that lead to an environment that intentionally overlooked the quality codes that were to be observed by the company, ABS and the Coast Guard to create an environment where old World War II tankers and cargo ships continued to ship long after they were structurally fit to go to sea.

Frump captures spirit of the time on page 121, where he writes:

“The *Smith Voyager* was a case not atypical. Old, unsteady ships were being sent to sea under great pressure from owners, and the masters really had little control, if they wanted work. Yet, it was not the owners who were blamed or the old, infirm ships themselves. The operational managers - the officers - were blamed for the sins of the system.”

A hero emerges from the tragic tale of the *Marine Electric*, and that is Coast Guard Captain Dominic A. Calicchio. Capt. Calicchio had already made a reputation as a loose canon in the coast guard ranks while he was stationed in Miami.

“In Miami, he had taken a look at passenger ship safety and been horrified. First, there were not enough lifeboats. There these elaborate, elaborate formulas for figuring out how many lifeboats you needed. Cubic cabin space, volumes. Regulation upon regulation!...

“He staged a passenger loading drill using a lifeboats and 100 crew members on a sparkling white cruise ship. It took forty-five minutes to load the passengers into one boat in ideal conditions with ship-savvy crew members - far past the safety standards of half an hour. And the boat was so crowded that its engine could not be started. The passengers in their vests could barely breathe. They were crammed like sardines. Imagine what would happen when more than a thousand terrified senior citizens - the most common passengers on cruise ships - stampeded toward the boats.

“‘But the boats met the requirements,’ said the shipowners. ‘There are 100 people in here.’

“Calicchio smiled and turned the packed lifeboat.

‘Okay,’ he said. ‘Now let’s all do a little rowing.’

“Of course, they could not, and his point was proved beyond doubt . . . “

As Capt. Calicchio began to study the facts produced by the Marine Board of Investigation, what became evident was that none of the parties that were responsible for the safe operation of the ship fulfilled their

duties. Instead, an operational environment of *business as usual* prevailed in the industry. As testimony of holes in the main deck and wastage in the steel on the hatch covers came to the fore, and inspection certificate after inspection certificate were introduced that stated that the *Marine Electric* was in full compliance with U.S. and international maritime law, Capt. Calicchio recognized that it was his responsibility to bring changes to the industry, the classification societies and the U.S. Coast Guard.

The Coast Guard and Marine Transport Lines tried to shift responsibility to Bob Cusick, the highest ranking officer to survive the capsizing. Noting that it was the responsibility of the captain and the chief officer to certify the safe operation of the ship, both institutions tried to pass the buck to Cusick, and blame the poor condition of the ship on his seamanship and maritime skills. This, however, did not fly with Capt. Calicchio, and through a great deal of personal sacrifice, he insisted that those who had been entrusted with the safe operation of the vessel, the Coast Guard, ABS and Marine Transport Lines carry the majority of the blame.

The final report ended up being silent on the Coast Guard’s role in the incident. However, the report changed the maritime industry in the United States forever. Robert Frump notes on page 315:

“The case caused the Coast Guard finally to require survival suits on North Atlantic winter runs, and created the Coast Guard rescue swimmer program. Coast Guard choppers would not have to rely on Jim McCann and the Navy. They would have their own McCanns . . .

(page 317)“An ‘old ships squadron’ of seasoned, serious inspectors was formed and activated even before the commandant’s actions were issued . . .

“One by one, the old ships were cited, finally, for the true violations of safety codes contained in their old hulls and hatches. The inspectors and their bosses took to heart the admonition of nearly three decades ago: that inspectors had to be *very* sure that old ships were seaworthy, or else don’t send them to sea. So many violations were cited that the companies had no choice but to send them to the scrapyard. The inspectors, finally, were sending them to the dup. The accommodation of irresponsible, ‘one-more-trip’ owners was over.”

I would like to say that the cozy relationship between the Coast Guard and the industry they regulate was shattered forever with Capt. Calicchio’s report. However, I strongly feel that in the towing industry, and in the offshore industry that coziness still persists. I think it is especially evident regarding the issue of hours of work and rest on these classes of vessels.

In private discussions with Coast Guard inspectors, and in reading the stories and the report of the collision between the *Seabulk Georgia* and a platform in the Gulf of Mexico, or the recent sinking of the *M/V Lee III* and the containership *Zim Mexico*, I wonder what effect the long hours over many days affect the seamanship of the crewmembers on these vessels. However, when these types of accidents occur, the Coast Guard appears to be more concerned about chastising the mariner for exceeding the hours of work rules, rather than investigating the industries *modus operandi* that leads to an environment where mariners must choose between operating safely and losing their livelihoods.

Maybe with the publishing of this work, leaders in the maritime industry and the Coast Guard will recognize that when the safety codes are ignored and violated, people die.

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Upcoming Events For Maritime Ministry

May 20, 2005 National Maritime Day
July 10, 2005 Sea Sunday
November 25, 2005 World Fisheries Day
February 5-17, 2006 Houston School for Port Chaplains
Houston International Seafarer's Center
April 25-28, 2006 AOS USA Annual Conference,
Texas A&M University at Galveston Maritime Academy
June 23-30, 2007 (tentative) AOS World Congress
Poland

Catholic Maritime News

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Laudate Dominum

for Pope John Paul II

Jesus said, "Follow me."

"All is yours," you said.

All nations praised the Lord,

All peoples extolled him,

For in you, great was his love for us;
the faithfulness of the Lord endures forever.

Praise the Lord.

(The text of this poem is taken from the homily at Pope John Paul II's funeral, his motto, *Todus Tuus*, and from Psalm 117, read at his interment.)

