



# CATHOLIC MARITIME NEWS

August 2004

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## ICMA looks at emergency preparedness, renews ties *Ninth Plenary World Congress unites maritime ministries across globe*

From July 28-August 2, 2004, more than two hundred and thirty clergy, religious and laity traveled from the four corners of the world to the southern City of New Orleans. Representing Churches and ecclesial communities from across the Christianity, these pilgrims journeyed with the goal of being part of the Ninth Plenary World Congress of the International Christian Maritime Association (ICMA).

ICMA was founded in 1969 when leaders in the world's network of seafarer ministries and welfare agencies gathered in London to work to bring greater cooperation and harmony. The goal of this new organization was focused on bringing better spiritual and humanitarian service to the seafarers and fishermen of the world. Over the years, ICMA has developed both networks and channels that have allowed some of the tensions that had existed between different organizations and seafarer centers to be overcome.

Over the seven days of presentations, education, workshops and plenary sessions, the ICMA delegates shared their experiences and heard similar and new stories from brothers and sisters from around the world. A new but tremendously important area of ministry was introduced in the workshop entitled *Crisis Preparedness: Emergency Planning for Major Incident Response*. The loss

of the North Sea ferry *M/V Estonia* caused many to rethink their assumptions about their ability to respond in times of disasters. Though both Sweden and Estonia felt that they were countries who had good organization, both governments discovered that much of their emergency organization failed to meet the fear and chaos that gripped their citizens.



Walking into the ICMA opening prayer service were Deacon Derek Skelton of AOS Canada, Bishop Roger P. Morin of the Diocese of New Orleans, and Deacon John Teske, AOS USA board representative for the Great Lakes.

The Apostleship of the Sea was well represented by bishop promoters, national directors, port chaplains, deacons, and lay ecclesial ministers. Also, the Holy See sent two friends of many of us, Fr. Jacques Harel and Mrs. Antonella Farina.

A number of AOS members were called on by the ICMA organizers to lead presentations, prayer services and workshops. In addition, AOS delegate actively participated in the numerous

workshops.

As folks packed their bags and headed back to the airports to begin their long journeys home, all agreed that the most important element of this 9<sup>th</sup> Plenary Meeting of the International Christian Maritime Association was the friendships and bonds that grew between people of different Christian traditions who had the welfare of the people of the sea as their life's focus.

## Bishop Promoter addresses chaplains at ICMA conference

"Life is sacred. Relationships are sacred: whenever and wherever. Hence: *Our first task in approaching another people, another culture, another religion is to take off our shoes; for the place we are approaching is holy. Otherwise, we may find ourselves treading on another's dream. More serious still, we may forget that God was there before our arrival.*" (Anon.).

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## *Special Notes ...*

*(In lieu of the President's column)*

Apologies and thanks to Fr. Russ Kohler and AOS-Detroit members and volunteers, who hosted and organized the annual conference in Traverse City, MI. The July edition of *Catholic Maritime News* covered the conference, yet in our efforts to thank everyone, we left out the very people who made the whole conference happen. We were remiss, and we truly appreciate their hard work. The conference was a tremendous success, and we owe it to Fr. Russ and AOS-Detroit.

Thank You!

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Congratulations to Mr. Hector Maldonado, AOS-Diocese of Beaumont, TX, who recently received his candidacy for the Permanent Diaconate on Saturday, July 31.

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AOS USA President Fr. Sinclair Oubre will give the opening invocation at the Admiral of the Ocean Sea dinner hosted by the United Seamen's Service on November 5.

### *Please Pray for:*

- The crew of Ocean Klipper who experienced the death of a fellow crew member who drowned at the dock in Stockton, CA. Pray also for Mike Vitoro and all those ministering to them in the Port of Stockton.

- Fr. Donald W. Jacques, cruise ship priest member recovering from heart surgery.

- Fr. Jim Gaughan, Cruise Ship Priest member, recovering from surgery.

- Prayers and Congratulations to the US Coast Guard on their 212th birthday, August 10.

- All our brothers and sisters in seafarers centers in Florida, Alabama, and Georgia, recovering from hurricane damage.

Repose of the soul of:

Fr. Patrick Don Healey, cruise ship priest member, who passed away on July 9, 2004.

Mr. Bill Rucker, retired Catholic mariner from Baytown, TX.

## A Mariner talks to Chaplains

*About the Author:*

*Capt. W. R. Douglas presently teaches at the Center for Maritime Education in Houston, Texas. Born in South Africa, he has sailed in the British and South African merchant fleet reaching the rank of unlimited deepsea captain. He is a member of the Anglican Church.*

Many of the problems faced by mariners today are similar to those experienced by seafarers throughout the ages. However, modern technology and the change in the world order have presented new challenges, and a change in the perception of some of the existing ones:

- \* Ships are now more than 80 times larger than in the 16<sup>th</sup> century
- \* A ship in 1550 of 160 tons had about 25 crew
- \* A ship now of 250,000 tons employs a complement of 25 to 30 crew
- \* There is a continuing trend towards reduced manning - this increases the work load
- \* Times are awkward and hours are long (although legislation attempts to regulate fatigue)
- \* Break-bulk cargoes are being containerized, and bulk cargoes have become the norm
- \* Turn-around times are shorter
- \* Many cargoes are highly dangerous and require great care and skill on board
- \* MARPOL and OPA90 regulations, while necessary, nevertheless threaten job security
- \* Crews are now diverse with respect to nationalities, language, culture and religion
- \* The current state of piracy and terrorism present security problems
- \* Suspicion against members of certain nations tend to brand mariners as potential criminals
- \* The above negatively effect opportunities for shore leave in ports abroad

At this point, I feel that we should recognize the fact that mariners do not view themselves as objects of charity; nor do they consider themselves needy. Typically, mariners are proud of their profession and take pride in their job, their ship and their unique skills.

Nevertheless, it is a sad fact that the social standing of mariners has declined in recent decades. Where a uniformed mariner was once respected and recognized as a familiar figure on board the great ships in which the public traveled, we now find that they operate in huge vessels (or tugs and towboats) that are rarely encountered by the average public, for whom the airline pilot is more prominent, and astronauts get the adulation.

Another reason is that merchant mariners were honored for their role during the two world wars, but are now largely forgotten by a generation that never saw those wars.

A great change in the working environment of mariners has been the result of market forces that have seen the demise of the great merchant fleets of traditional seafaring nations. Gone are the days when the captain's name would be printed out alongside the name of his command in the travel brochures of the trans-Atlantic shipping lines. Gone are the days when captains hobnobbed with the rich and famous who vied with each other to eat at the captain's table. Gone are the days when navigators awed those who were mystified by their baffling science in the absence of satellites. Gone are the days when a Mississippi pilot earned more than the U. S. President and was recognized as a VIP.

One is always looking forward; looking forward to leaving port, to being at sea, to arriving at the next port, to transiting the Suez or Panama canal and finally to getting home again. One wishes

*See MARINERS Page 6.*

## Newport News Ship and Crew Honored for Role in Haiti *SS Flickertail State Receives Professional Ship Award*

MARAD - Thursday, July 15

In a waterside ceremony today in Newport News, Maritime Administrator Captain William G. Schubert presented the Professional Ship Award to the officers and crew of the SS *Flickertail State*. The crew was honored for its part in Operation Haiti, working under fire delivering supplies and equipment to the U.S. Marine Corps.

The Professional Ship Award is given to non-military ships that achieve the highest degree of readiness, performance, efficiency, reliability, productivity, and safety. The *Flickertail State* is part of the Ready Reserve Force, a fleet of ships owned by the Maritime Administration and crewed by civilian merchant mariners. Ships of the Ready Reserve Force are supporting the U.S. Armed Forces in the Middle East, as well as serving in humanitarian missions and in other military-

support roles throughout the world.

Captain Schubert praised the officers and crew, saying, "The crew of the *Flickertail State* is an outstanding example of the integral role the Ready Reserve Force plays in our national defense operations. Our nation's Ready Reserve Force helps ensure our security by supporting the men and women of the U.S. armed forces."

The ceremony was attended by representatives from the U.S. Transportation Command and the Military Sealift Command, which have operational control of Ready Reserve Force ships when they support the military, and by representatives from two seafaring unions, the American Maritime Officers and the Seafarers International Union.

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## Piracy

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# IMO issues reports on acts of armed robbery against ships

## First quarterly report

(January to, and including, March 2004)

1 The Maritime Safety Committee, at its sixty-fifth session in May 1995, instructed the Secretariat to issue, as from 31 July 1995, monthly reports of all incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> reported to the Organization and, in addition and on a quarterly basis, composite reports accompanied by an analysis, on a regional basis, of the situation and an indication whether the frequency of incidents was increasing or decreasing and advising on any new feature or pattern of significance. Further and as instructed by the Committee (MSC 75/24, paragraph 18.41), the Secretariat has, since July 2002, started classifying separately any reported incidents of piracy and armed robbery **at sea** (international or territorial waters) *vis-à-vis* acts of armed robbery allegedly committed **in port areas**, as well as **attempted** acts of armed robbery.

2 Annexed hereto is a composite report covering all reported incidents of piracy and armed robbery against ships which occurred between 31 December 2003 and the end of March 2004, and a regional analysis thereof, including a distinction between acts of piracy, acts of armed robbery against ships and attempted attacks.

3 The areas most affected over the period under review were, once again, South China Sea (24 incidents), South America (12 incidents in total, 9 incidents in the Caribbean Sea area, 1 incident in the Pacific Ocean area and 2 incidents in the Atlantic Ocean area), the Indian Ocean (11 incidents), West Africa (20 incidents), the Malacca Strait (17 incidents) and East Africa (3 incidents). Most of the attacks were reported in port areas while the ships were at anchor or on berth.

4 During the period under review, 23 crew members and passengers were killed, 41 crew members were injured, 30 missing, two vessels were sunk and one vessel was set ablaze. In several of the incidents reported, crew were violently assaulted/attacked by individuals or groups of two to ten persons carrying guns or knives. In one incident, all crew members were forced to jump overboard while several of the incidents were kidnap cases for ransom.

5 The total number of acts of piracy and armed robbery against ships so far reported to the Organization is 3,521, out of which 87 occurred during the first quarter of 2004. Of these 87 reported acts, 26 constituted alleged attempted attacks.

## IMB conference considers security, maritime terrorism

Discussions at the 5th Tri-Annual IMB Conference on Piracy and Maritime Security hosted by ICC's International Maritime Bureau (IMB) challenged the growing hype surrounding an imminent maritime terrorist attack, while acknowledging that it remained a possibility. Brian Jenkins, a renowned expert on terrorism and security, stated: "Assessing the real risk from maritime terrorism should not confuse threat assessment with vulnerability assessment." He added that doing so could result in a remote possibility being deemed an imminent threat.

Pottengal Mukundan, director of the IMB, welcomed the announcement by the chiefs of the Indonesian and Malaysian Navies to step up patrols in the Malacca Strait. "We need to see how this will impact the rising number of piracy and armed robbery attacks in this busy international waterway", he said. The Malacca strait is used by 50,000 ships a year and a substantial amount of the world's oil shipments travel through this area. Captain Mukundan made the comments in his role as chairman of the two day IMB conference on piracy and maritime security in Kuala Lumpur. A total of 187 delegates from 34 countries and five international organizations participated in the closed-door sessions.

First Admiral Dato Noor Azman bin Haji Othman of the Royal Malaysian Navy emphasized that it was vital that investigations into piracy incidents be carried out in the coastal villages where the pirates operate. He added that there was a limit to

the deterrent effect of law enforcement vessels patrolling a long coastline. Peter Raes, managing director of TECTO, and John Bainbridge of the International Transport Workers Federation (ITF), agreed that in many countries the overwhelming fear of maritime terrorism has resulted in ships' crews being treated as potential terrorists. If any crew member has an Islamic sounding name or the ship has stowaways on board, a likely response of local authorities is to deny the whole crew permission to go ashore, he said. The same result is likely if, under the ISPS Code, the vessel's previous ports of call were rated at security level two or higher. "Crews have a lot to contribute to enhancing maritime security. Instead of seeking their enthusiastic support, the consequences of these measures, are that crew are marginalized by their treatment as potential terrorists", said Captain Raes.

He hoped that in time crew and shipmasters would be treated more as partners in improving security than as threats. The IMB's Tri-annual Conference on Piracy and Maritime Security was held in Kuala Lumpur on 29 and 30 June 2004. The invited delegates represented law enforcement, developers of government maritime policy, and commercial shipping interests. The conference, held in collaboration with the Royal Malaysian Police, examined the current status of piracy, armed attacks, maritime security and the difficulties and solutions in responding to these specific types of crime.

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## Shore Leave / Port Security

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### IMO issues circular letter clarifying seafarers rights to shore leave

*Editorial Notes: As many in AOS have experienced, some facilities have been confused or have used the ISPS Code to restrict seafarers to ship. This IMO document points out that access to shore leave, and access to the ship by ship visitors, is enshrined in the code.*

#### **ANNEX : SHORE LEAVE AND ACCESS TO SHIPS UNDER THE ISPS CODE**

1 The 2002 SOLAS Conference that adopted SOLAS chapter XI-2, the ISPS Code, and associated conference resolutions, was aware of potential human aspect problems affecting the fundamental human rights of seafarers with the imposition of a security regime on international shipping on a global basis. It was recognized that seafarers would have the primary duties and responsibilities for implementing the new security regime for ships. At the same time, there was concern that the emphasis on port facility security may result in the ship and seafarers being viewed as a potential threat to security rather than partners in the new security regime.

2 In this regard, it was recognized that there may be conflicts between security and human rights, as well as between security and the efficient movement of ships and cargoes in international trade that is essential to the global economy. There must be a proper balance between the needs of security, the protection of the human rights of seafarers and port workers, and the requirement to maintain the safety and working efficiency of the ship by allowing access to ship support services such as the taking on of stores, repair and maintenance of essential equipment, and other vital activities that are appropriately undertaken while moored at port facilities.

3 The 2002 SOLAS Conference incorporated the protection of the fundamental human rights of seafarers into SOLAS chapter XI-2 and the ISPS Code. The Preamble to the ISPS Code clearly states that the Code shall not be interpreted in a manner that is inconsistent with existing international instruments protecting the rights and freedoms of maritime and port workers. The Preamble also called to the attention of Contracting Governments that in approving security plans they should be aware of the need for seafarer's shore leave and access to shore-based welfare facilities and medical care.

4 To address these concerns and principles, section A/16.3.15 of the ISPS Code provides that a port facility security plan (PFSP) must contain procedures for facilitating shore leave, crew changes and access for visitors including representatives of seafarers' welfare and labour organizations. This should be construed as including shore-based ship support personnel and the taking onboard of ship's stores. The guidance contained in paragraph B/16.8.14 of the ISPS Code reinforces this requirement by providing that the PFSP should contain such procedures relating to all security levels.

5 In approving PFSPs, Contracting Governments must ensure that PFSPs address the procedures described in section A/16.3.15 of the ISPS Code, taking into account the guidance in paragraph B/16.8.14 of the ISPS Code.

6 From a practical perspective, it is also important that port facilities seek a balance between the needs of security and the needs of the ship and its crew. A port facility operator should ensure coordination of shore leave for ship personnel or crew change-out, as well as access through the port facility for visitors to the ship, including representatives of seafarers' welfare and labour organizations and those concerned with the maintenance of ships' equipment and safe operation, with ship operators in advance of the ship's arrival. A singular focus on the security of the port facility is contrary to the letter and spirit of the ISPS Code and will have serious consequences for the international maritime transportation system that is a vital component of the global economy. It is further noted that the ILO/IMO Code of Practice for Port Security recommends that all port stakeholders work co-operatively to make such arrangements and advance plans.

7 As provided in Conference resolution 11 of the 2002 SOLAS Conference, Contracting Governments are urged to take the human element, the need to afford special protection to seafarers and the critical importance of shore leave into account when implementing the provisions of SOLAS chapter XI-2 and the ISPS Code. Therefore, Contracting Governments, Member States of the Organization, and non-governmental organizations in consultative status with the Organization are encouraged to report to the Organization any instances where the human element has been adversely impacted by the implementation of the provisions of SOLAS chapter XI-2 and the ISPS Code and requests that they bring such instances to the attention of the Maritime Safety Committee and the Facilitation Committee.

## U.N. codifies Vatican's role

A resolution passed July 1 by the U.N. General Assembly delineates the Vatican's "rights and privileges of participation" in its works as a U.N. observer and in conferences sponsored by the United Nations and its agencies.

Specific rights were granted in an annex, setting out clear procedures for how the Vatican can act within the General Assembly, overcoming some limits. These rights include participation in the general debate held at the opening of each new General Assembly session and circulation of Vatican documents "directly, and without intermediary, as official documents of the assembly."

Archbishop Celestino Migliore, Vatican nuncio to the United Nations, indicated the resolution would not necessarily bring major changes to the Vatican's U.N. activity. He said, however, that the action was significant in establishing the permanent observer status on the "solid base" of an explicit decision of the General Assembly, which includes all 191 U.N. members.

He indicated it would also simplify the process for the Vatican's participation.

Archbishop Migliore expressed thanks for the action, noting that it came as the Vatican was celebrating its 40th year as a permanent observer and that it was an important step reflecting "the lofty values and collective interests shared by the Holy See and the United Nations."

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### MARINERS ... from Page 3

one's life away. Further stress on social life comes about due to the fact that at any given time of day and night, some personnel will be on duty, while others will be asleep. The net result is that the average mariner is either working, eating or sleeping. He is frequently tired. All in all, there is very little social life.

In a way, the ship's company becomes the *de facto* family unit. Personalities are different, and inevitably lead to situations found in any family. There is much laughing and sharing, but then clashes of personality can occur. The mariner does not choose his "family", and has to get along. Over-familiarity with others might become onerous. They are confined in terms of their situation and are imprisoned by their ship-board life style. If a shipmate is annoying, noisy or inconsiderate, there is an extra burden to bear.

There is little privacy, and no escape. This situation is not apparent most of the time, and an orderly shipboard lifestyle is generally maintained. In general, mariners tend to be self-eliminated if they cannot cope with this life style. Thus mariners are normally perceived to be easy going and enjoy the company of others. It is nevertheless different from usual social structures, and can adversely be effected by cultural, national and language differences.

A mariner works strange hours. He is not unique. This is a life style shared by nurses, police, emergency teams and many others.

A mariner does not go home while off duty, but can be called at any time. Thus he is always on duty. Occupational stresses (especially the officers) include huge responsibility in terms of lives, vessel, equipment, cargo, the environment, dangerous cargoes, dangers in

### Continued

transit, and a highly regulated occupation.

A burden to mariners is the behavior of visitors to the ship from ashore while in port. The vessel is constantly being visited by personnel whose duties are essential to the running of that vessel. The pilot, immigration officials, customs officers, local authorities, the agent, the cargo people, management and other personnel from the office, chandlers and other suppliers, and others who just want to do business on board. To these people, the ship is just a place of work. They are therefore not conscious of their discourtesy or intrusion. They fail to recognize that the ship is home to the crew, and many are exhausted, need privacy and quiet, and need to catch up on their sleep.

### Spiritual life at sea:

Many seafarers are religious. They observe their own traditions and readings of scripture while at sea. However, this suffers in all walks of life because of the hours of work and other shipboard issues mentioned above. Crews very seldom get ashore to a place of worship, and in any case would be conscious of the fact

that it is not like their own place of worship at home. This last point might even make the mariner less inclined to attend. Overall, the mariner's spiritual life suffers while away from home. I am not qualified to address the issues concerning those of other world religions, but in the case of Christianity, many consider an important ingredient of *church* attendance as being fellowship with other believers.

Distance from the home church reduces this important aspect of *church* attendance.

Diversity of denominations and within the same denomination frequently removes something from the worship service. Christians prefer to worship with others of similar persuasion. A Christian nevertheless recognizes worship and fellowship with other believers, even though he craves a sermon from his own pastor.

### Life is good:

When all is said and done, this paper was written to identify some of the problems that mariners face. It is not intended to portray the life of the mariner as being a lonely, miserable lifestyle.

*Through* all the challenges and dangers of a seagoing career, the duties of the seafarer can be stimulating and fulfilling. His is one of the oldest professions in the world, and rests upon the traditions of seafaring that go back into the past for centuries. Many mariners have left their mark on history. We remember Drake, Cook, Columbus, Nelson, Da Gama, Diaz, and Bowditch to mention but a few.

Life for the mariner can be hectic and dangerous. It can also be fulfilling and challenging. Nothing beats the peace of a midnight watch at sea under a tropical sky that is so clear and dark that the stars hardly even twinkle, and the thousands of visible stars pricking *through* a velvet black sky are just remarkable to behold. Or else quietly steaming on a sunny day in the Mediterranean; the water unbelievably blue, while playful porpoises frolic in the bow wave. One is almost amazed that one should be paid for that pleasure.

The Challenge to chaplains: The chaplains to seafarers no doubt provide a unique service that few others understand in terms of complexity and challenges. Not only are they dealing with people

*Continued on next page.*

## Book Review

### The Last American Sailors: A Wild Ride in the Modern Merchant Marine

by Michael R. Rawlins

iUniverse, Inc.

ISBN: 0-595-30117-7 (pbk)

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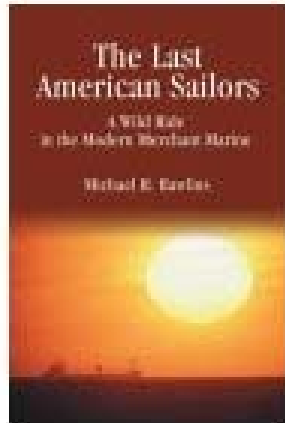
While standing the 12-4 watch on a clear winter night in the Gulf of Mexico, I was recounting to my watch partner, the Second Mate, a scene that had happened a day or two earlier in Jacksonville, Florida.

While standing cargo watch at the tanker's manifold, a young QMED struggled up the gangway with his gear. Helping him on board, I introduced myself, and assisted him with his gear.

After we were relieved from cargo watch, I ran into the QMED in the stairway passage, he noted that he had just come out of Piney Point, and this was his first job as a QMED. At that moment, the captain came down the ladder, and feeling hospitable, I introduced the new man to him. Instead of saying when he could come to his office and sign on, the captain's first words were, "You're late!" The poor QMED just melted in front of the captain, and stuttered something about getting lost trying to find the dock.

As I stood looking out the forward bridge windows, I asked the Second Mate what kind of training officers received in human relations and employee motivation. He thought for a moment and reflected on his recent classes at Maine Maritime Academy, and responded, "Well, we called that class 'hockey'."

In reading Michael Rawlins' new book *The Last American Sailor*, my



mind remembered good crew men and officers, and those who had taken the hockey course. His book reminded me of my personal theory of maritime crewing, "It is required that every crew have at least one certified sociopath to keep things from getting too harmonious and enjoyable."

Reading through *The Last American Sailor*, I recognized some shipmates that we had sailed with at different times and on different vessels. I could also share the anxiety that is so well recorded about steering a vessel for the first time.

This seems like such a basic function of an Able Bodied seafarer, but in fact, is one that is becoming a lost art. Because vessels are put on auto pilot as soon as possible, and since mates are generally required to sail as straight as possible, and because half of the AB's are day workers and do not stand navigation watches, it is the general custom for an AB practice his or her steering technique while the vessel is in the tightest and most difficult conditions possible. For instance, while the ship is traveling up the Houston Ship Channel and playing Texas chicken with another vessel heading down the channel. There is not a lot of room for screwing up. Numerous times I have feared becoming the famous or infamous AB who caused the greatest marine disaster in United States History.

Mr. Rawlins does a wonderful job of capturing the challenges and difficulties of being a member of the United States Merchant Marine. He also brings to life the characters that make up the crew of a U.S.-flagged merchant ship.

Though it does not have the telescoped insanity of Buckley's *Steaming to Bamboola*, it delivers a warm and respectful vision of the life and personality of the men and women in the U.S. Merchant Marines.

Fr. Sinclair Oubre, J.C.L.

Able Bodied Seamen - Limited

President

Apostleship of the Sea of the United States of America

*Continued from previous page*

of many diverse nationalities and backgrounds, but also many from other religions or no religion at all. The needs are diverse and challenging. The job can be difficult and demanding

For me as a lay Christian, the following question springs to mind: What is the actual calling and duty of a chaplain to seafarers? In my travels, I have met many chaplains. Some have shown a dedication to the physical and spiritual benefit of seafarers. Others are hardly noticed by visiting mariners.

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## World Maritime Day

**The World Maritime Day message from the International Maritime Organization is available on the IMO website at:**

[www.imo.org](http://www.imo.org).

**Following is another link related to World Maritime Day:**

[www.itf.org.uk/english/pressarea/july/sfsecurity.htm](http://www.itf.org.uk/english/pressarea/july/sfsecurity.htm)

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## Cruise Ships

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### Cruise Passenger Travel Grows 13.6 Percent

Reflecting a rise in the popularity of passengers departing from ports closer to their homes, cruise lines carried 2.3 million passengers on North American cruises in the first quarter of 2004, the Maritime Administration (MARAD) reported today. The figures reflect a 13.6 percent increase compared to the same period in 2003.

The majority of cruises are still destined for the Caribbean and the Bahamas. However, there has been important growth in new and emerging “drive market” ports — departure ports closer to home. For example, last year, during the first quarter, four ports — New York, Jacksonville, Houston, and Norfolk — offered no departures. Now, these cities are currently among the top 15 departure ports in the nation. Other ports posting impressive gains are Charleston with 54 percent, New Orleans with 46 percent, Galveston with 31 percent, and San Diego with a nearly 200 percent increase.

U.S. Secretary of Transportation Norman Y. Mineta, commenting on the figures, said, “Cruise lines have continued investing in new cruise ships and with the economic recovery, Americans are taking advantage of expanded cruise offerings that depart closer to home.”

While Miami remained the number one departure port in the first quarter of 2004, its passenger traffic declined 15 percent from last year, and its market share fell from 30 to 22 percent, in part, because more departure traffic is going through other ports. Los Angeles overtook Tampa for the Number 5 ranking.

According to the International Council of Cruise Lines’ most recent economic impact study, the North American Cruise Industry contributed a total economic benefit to the U.S. economy of \$20.4 billion in 2002. Direct spending of the cruise lines and passengers on U.S. goods and services was \$12 billion and those expenditures generated nearly 280,000 jobs in the U.S. economy.

Maritime Administrator Captain William G. Schubert noted the good news the nation’s economy, saying, “The growth in the number of departure ports provides cruise passengers with more choices and ensures that this industry’s economic benefits are felt more widely throughout the country.”

The figures on cruise passenger travel are part of a statistical series issued quarterly by MARAD on U.S. cruise passenger traffic, with data for 17 cruise lines serving the United States. Inquiries regarding the data should be made to the U.S. Maritime Administration, Office of Statistical & Economic Analysis, 400 Seventh Street, SW, Room 8107, Washington, DC, 20590. Telephone: (202) 366-2267, Fax: (202) 366-8886, E-mail: data.marad@marad.dot.gov.

### *Cruise ship ministry notes*

*From Fr. Asma, CSP*

Last month for a week I served as chaplain aboard Infinity of the Celebrity cruise ship line.

It was a pleasant experience with an international flavor, both among the guests and crew.

A day or two after saying the crew mass, one of the crew members stopped me in a passageway to say he had been feeling down, discouraged, and that my homily had encouraged him and he was now more cheerful.

Among the daily faithful guests at mass, the owner of a company in Pennsylvania said my presence and the daily mass had made the cruise special for him and his family.

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*From Fr. William G. Poole*

(Fr. Poole sailed on the Celebrity Cruise Ship *Century*- he recorded the following observations as part of an evaluation)

Estimated Attendance:

Sunday Mass: about 75

Non-denominational service: 25

Daily Mass: 8 to 10

Mass for Crew: about 50

Wedding Vows Renewal: two ceremonies with one couple and three couples. One couple was Anglican and the other three Catholic.

Evaluate Ministry to Crew Members:

Mass on Wed. night at 10:00 p.m. with about 50 young men mostly from W.I. and Goa. They sang mostly Protestant type hymns with fervor and showed great devotion. One kissed my hands. When the Mass was over, they all remained for the Sorrowful Mother Novena, which they led. This celebration is a moving experience because of their faith level. In addition to this Catholic worship, there are also on the ship an Evangelistic Protestant Scripture Group in Spanish, an English scripture study, and a Muslim prayer group.

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**Congrats to Robert Vazquez, specialist in cruise activities for Celebrity Cruise Line. Robert, who schedules our cruise ship priests for Celebrity Cruises, was awarded 'Employee of the Year' recently. We agree that this award is much deserved!**

**Kudos to you, Robert!**

*Continued from Page 1*

*This article includes the entire text of Bishop Burns' address and will be continued in the next edition of Catholic Maritime News. Burns is the AOS USA Bishop Promoter*

Seafarers can make great sacrifices because of being separated from their loved ones for long periods of time. There can be great loneliness among them, and yet there can also be great camaraderie among them that is unmatched in any other walk of life. Friends stick together, depend on each other, ridicule each other, poke fun at each other. But they will stand by each other through thick and thin.

This point is aptly illustrated in a post-operational report that showed that not all the troops had landed safely on the beach. Some had been cut down in the withering fire from enemy machine-guns. On reaching the rendezvous-point, a Marine called John noticed that his closest friend, Mark, had not made it, but lay mortally wounded on the beach below. He asked his officer if he could go back and get him. The officer said NO. John went anyway. He found Mark, hoisted him on his shoulders, and carried him to safety. But John had sustained such terrible injuries in the process, that he too would die shortly. His platoon commander accosted him: "I told you not to go. Now I am going to lose both of you. Was it worth it?" - "Oh, yes," said John. "You see, when I got there, Mark was still alive. He saw me coming, raised his head and smiled at me, and said: *John, I knew you'd come.*"

Many a seafarer has relied on a friend in a crisis. *I knew you'd come, I knew you'd be alongside me in my moment of need.* But, a valid response to this might be: *Cursed is he who disobeyed an order.* Or, alternatively, we might say: *Blessed is he who laid down his life for his friends.*

It is this tension that underpins bravery, duty, and friendship, particularly among those whose livelihood is in ships. It is a tension known to everyone who has been at sea. It is a tension known to crews of ships, who know they cannot function without team-work, without the buddybuddy system, without camaraderie, without mutual respect for one another, and without girding their loins to help their colleague when the chips are down. For, each one relies on another, and knows that each one will not be found wanting. And about the Lord too we can say in a particular way:

beauty, intricate diversity and awesome wonder do justice to the glory of the giver of all gifts. Gifts allow each of us to shine and to be noticed. When our gifts are noticed, the admiration and appreciation we enjoy receiving from others make us want to give them a way all the more. Rather than taking our collective giftedness on himself, we celebrate the willingness of Jesus to embrace our weakness, vulnerability, and neediness. And he loved us. He did not admire us. Or single out any of us for special treatment or recognition or honour. He just loved us all. Apparently, while our gifts cannot draw the love of others to us, our weakness and our need are irresistible to the love of our Saviour.

When Jesus chose and sent his disciples forth into mission, it was not their gifts that set them apart for this service as missionaries. He did not choose them because of any unique set of talents that qualified them and no-one else for this mission. Rather, he sent people who looked just like the crowds on which he had pity and sent them with authority to heal and offer hope. He further instructed them



Meeting at the ICMA convention were AOS USA Secretary General Doreen Badeaux, Bishop Thomas Burns, and Mr. Chris York, AOS England National Director.

to leave their unique gifts behind, their money, their clothes, their power, their security, anything that might separate them from the crowd that had moved him so deeply with love. Take nothing with you... Give without cost what you have received without cost.

What draws us together is not the gifts that differ, but the emptiness and vulnerability we all share in common. Community and love start in how we are the same, not in how we differ. Justice begins when I know myself to be as vulnerable as you, and I seek to help us both to be safe. Forgiveness begins when I know myself to be as sinful as you, and try to find a way to make us both more complete.

Community begins when I know myself to be as broken, needy, and dependent on you as you are on me, and celebrate that only together can we be whole. We need to know and celebrate that while love will not be found in giving gifts, it will be ours in abundance when we know ourselves joined with each other in the faceless, hungry, needy, wounded crowd.

And yet in all this, there is one truth above all:

When we are down to nothing, God is up to something. With almost nothing to hand, God can still do so much. He says to us: "Will you too go away?"

If you remain in God, and he remains in you, then each one can do so much for just one other person. The mission will carry on.

Mission is not something that happens *over there*, something which *other* people do. Mission is carrying out the work of the Holy Spirit, the missionary of all time. The Port Chaplain is *commissioned* as a disciple to continue the mission of God, with the power of the Holy Spirit. As Pope John XXIII said one night, kneeling in prayer by his bedside: *It's YOUR Church, Lord. Get on with it. It's God's mission.* We have the privilege of taking part in it. God is the protagonist, not us.

Mission is one aspect of reaching out to seafarers. Other aspects are SOLIDARITY, WELFARE, HOSPITALITY. Jesus, who clearly states that he has been sent by the Father, in the power of the Holy Spirit, describes his mission in Luke 4:18-19 - quoting Isaiah 61:

*The Spirit of the Lord is upon me, because he has anointed me to preach good news to the poor. He has sent me to proclaim freedom for the prisoners and recover of sight for the blind, to release the oppressed, to proclaim the year of the Lord's favour.*

If we look again at what Jesus has been sent to do: *Preach good news to the poor*-that is MISSION. *Proclaim freedom for prisoners, Release the oppressed*-that is SOLIDARITY.

*Recovery of sight for the blind* - that is WELFARE in terms of physical and practical needs.

*Proclaim a year of the Lord's favour*-that is HOSPITALITY. For no-one is a stranger; all are in the Lord's favour and therefore welcome. *I was a stranger and you made me welcome*(Matt 25:35).

We also have the eloquent example of St Peter Claver, who spent his life ministering to slaves arriving in what is now Columbia, and whose 350<sup>th</sup> anniversary we will be celebrating this September. He said: *We*

*Continued on next page.*

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*must speak with our hands before we speak with our lips.* This is no simple statement coming from someone who instructed in the Christian faith and baptised 300,000 people in his 40 year mission in the port of Cartagena.

Another defining principle for the mission of a port chaplain is that it is a mission *alongside*, not a mission *to*. In this sense, it is *incarnational* rather than philanthropic or paternalistic - again, incarnational in imitation of God's saving action and mission.

We are not called to minister *to* or *at* people, or to preach *at* them, but to come *alongside them*, as the Lord took flesh and lived among us, Emmanuel, God with us, "eating with sinners" (Mark 2:16) as well as preaching to the multitudes.

Shipping has always been international by its very nature. But the radical changes in shipping today call for a radical re-evaluation of the needs of today's seafarers, and a restructuring and repositioning of the mission and ministry we offer.

The new AOS model of mission in the UK has three very distinctive strands of ministry to meet the needs of international seafarers working into and out of the UK today. These strands are:

- pro-active ship-visiting by specially trained and qualified chaplains
- joint ministry from ecumenical drop-in seafarer centres within our ports
- seagoing chaplaincy by specially trained and qualified chaplains

We have, underlying this triple-stranded model of ministry, two key principles:

1. Working together ecumenically with other agencies of other faith traditions. When we all work together it is seafarers who benefit every time. More ships receive a visit; more get to the centres to phone or email, more seafarers have access to their own faith tradition.
2. Empowering lay people for mission. We are also showing that lay people can take seafarer ministry forward. They can be the chaplains and ships' visitors. With the correct training, lay people themselves are more than capable leaders.

Sea-going chaplaincy - the third strand of the ministry - is to do with "mission", as the name and mission statement of the *Mission to Seamen* makes clear. AOS is creating a mission *alongside* seafarers. The credibility for the AOS mission comes from sharing in the life and lot of the seafarer. The aim of the AOS mission is not to be the light of Christ which seafarers come to when they are in port, but to be the light of Christ *which enables them in turn to be light for each other*. Through sea-going chaplaincy AOS hopes therefore to identify and empower crew members to be lay-leaders, who can be light and life on board their ships, so that crews can become living communities which support each other in their faith and their daily life and tasks. We look forward to sharing with and learning from ICMA members taking up a similar approach to sea-going mission.

To take forward such a ministry involves in-depth training. AOS chaplains are therefore being trained to understand the workings of a port, health and safety protocols, as well as the differing cultural contexts of multinational crews. Seagoing chaplaincy will take this one step further with training both in seafaring itself and in mission, evangelisation, and faith development.

The AOS world congress in Rio, Brazil, in October 2002 called on AOS to *globalise solidarity* with seafarers. AOS plans to do just that, by accompanying seafarers around the globe as seagoing chaplains as well as supporting them in port through ship visits and drop-in centres.

The ecumenical aspect of the mission of the port chaplain is also very important. On this point it is worth noting that we, as joint authors with the *Mission to Seamen* and BISS are almost ready to offer an ecumenical covenant covering maritime ministry to all ICMA members working in the UK and Ireland, a covenant which will bind us together in concrete and practical ways, fulfilling in some small but significant manner, the prayer of Jesus Christ.

- The name DOMINIC TANG may not be immediately recognisable. He was a courageous Chinese Archbishop who was imprisoned for 21 years for nothing other than his loyalty to Christ and his Church. After 5 years of solitary confinement, in a windowless, damp cell, his jailors told him he could leave the cell for a couple of hours - and do whatever he wanted. What would it be?

#### WHAT WOULD OUR ANSWER BE?

Take a hot shower? Have a change of clothes? Go for a walk in the fresh air? Ask to use the phone or write to someone? "So, what will it be?" asked his jailor. What a dilemma?

- Archbishop Dominic Tang when asked by his jailor what he would do with his couple of hours of freedom, must have been faced with a huge dilemma, and been filled with all manner of doubts. But he replied: I would *like to celebrate the eucharist*. That might be an unexpected answer, but he had no doubts that for him it was the right one.

Many a seafarer whom I have met has given the same answer. After a tiring day, and knowing he must rise early the next morning, nevertheless he chose to attend Mass at midnight. He prayed, he sang, he received the Lord, the gift of life. He felt renewed. He cherished the gift of Christ's presence.

A UK port chaplain told me recently that when he celebrated Mass onboard the Reefership "Southampton Star", from a crew of 21, 20 attended, and the crewman who did not attend was on gangway watch.

The same chaplain says:

I visited a small roll-on roll-off vessel with the BISS Chaplain in Southampton. The crew told us their dog had injured itself when it jumped from the top-deck of the ship onto the ship's ramp. We saw the poor dog and it was in distress. I knew a vet's surgery close to the docks, so Bill and I went there for advice. The vet phoned the Department of Agriculture for guidance. We went back to the ship and the vet told the crew if the dog was taken off the ship in Southampton it would be put down. The vet gave the dog an injection to ease the pain, and when the ship arrived in its home port, the dog was successfully operated on and recovered.

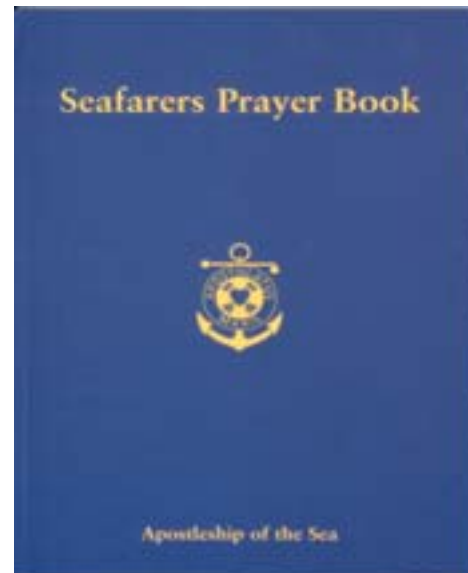
These are just two of the different things that can occur in the very challenging ministry that Chaplains have to seafarers. If the way to a man's heart is through his stomach, sometimes too another way to his heart can be through his dog. We cannot afford to ignore any incident because at first sight it appears to be relatively minor or insignificant. Everything is worth following up, and sometimes it can be a very time-consuming process. But the rewards are great. Rather than follow where a path may lead, it can be rewarding to go instead where there is no path and leave a trail.

# AOS Prayer Books Available Now!

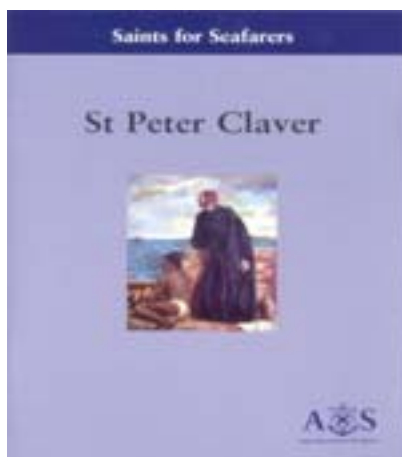
## Seafarers Prayer Book

This is the latest edition of a classic, first printed by AOS-England in 1977. It was recently revised and redesigned with the interest of today's seafarers, and those who serve them, at heart.

A brief look at the outline alone gives one an idea of the depth and breadth which the book encompasses. The Mass, Prayers for the Dead, Prayers for Feast days, Ecumenical Services... all of these would be vastly appreciated by any seafarer who finds himself far from any church on Sundays, and well appreciated by any Port Chaplain or Cruise Ship Priest who does not have his larger Liturgical books at hand. Includes a well written Ecumenical Prayer Service which Cruise Ship Priests may be interested in!



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## Saints for Seafarers: St. Peter Claver

From a new series entitled "Saints for Seafarers", comes this inspiring story of St. Peter Claver, who served those imprisoned on slave ships. Published by AOS-England 2004.

Includes key dates in the life of St. Peter Claver, his history, quotes and a litany in honour of him. Special intercessory prayers also found within. Great for any seafarer or one who serves them.

**To Order Contact:  
Doreen Badeaux**

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## ***BRIGHT IDEAS!***

*Low on funds? Ask your local Knights of Columbus or Knights of St. Peter Claver to sponsor your Center or Church by purchasing a supply of prayer books for you to hand out on board. Whether on a Merchant ship, fishing vessel, or Cruise Ship, these books will be greatly treasured.*

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## Upcoming Events For Maritime Ministry

**September 19, 2004**

Talk Like a Pirate Day (*Arrr!*)

**September 30**

World Maritime Day - *Theme: Focus on Security*

**October, 2004**

AOS USA Winter Board Meeting,  
California Maritime Academy

**April 2005**

AOS USA Annual Conference,  
California Maritime Academy

**May 20, 2005**

World Maritime Day

**July 10, 2005**

Sea Sunday



The inscription on this Titanic memorial in Washington D.C. reads "To the brave men who perished in the wreck of the Titanic April 15 1912. They gave their lives that women and children might be saved."