



CATHOLIC MARITIME NEWS

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FOCUS ON FISHING:

Officials, industry respond to new oceans policies

AOS USA Fishing Committee Chair comments on commissions' reports

The following article was written by Pietro Parravano, chair of the fishing committee AOSUSA; President of the Institute of Fisheries Resources and a former member of the Pew Oceans Commission.

FLOATING AN OCEAN - 2005 AGENDA

As we begin the new year, Americans will have an opportunity to address challenges and indications from a popular and familiar source—the Oceans that surround the coastline. The catalyst for this awareness of America's oceans has been the release of two reports in the last two years, which have called for sweeping recommendations to protect the oceans before damage becomes irreparable. In June, 2003, an independent and privately funded Pew National Oceans Commission and in June, 2004 the U.S. Commission on Ocean Policy, which was required by Congress and appointed by the President, issued these reports. Both reports echoed similar concerns and recommendations on coastal pollution, coastal development and sprawl, ocean governance and fishing.

It is interesting to note this similarity because the composition of each Ocean Commission was considerably different. The federal commission had a large contingent of industry representatives. It was chaired by Admiral James Watkins USN

Chair of U.S. Commission Commends President Bush's Order as Initial Step



**Admiral
Watkins**

Admiral James D. Watkins, USN (Ret.), Chairman of the U.S. Commission on Ocean Policy, met with President Bush December 17 in the Oval Office, where the President had just signed an Executive Order establishing a new Committee on Ocean Policy within the Executive Office of the President. Following the meeting Admiral Watkins indicated that his preliminary assessment is that the President's "U.S. Ocean Action Plan" represents a promising first step toward the implementation of a comprehensive national ocean policy.

"President Bush's response to the Commission's Report, An Ocean Blueprint for the 21st Century, and his signing of Executive Order establishing a Secretarial-level Committee on Ocean Policy within the Executive Office of the President, sets into motion the important process of developing and implementing a new national ocean policy. The President has spoken of the need for fundamental change in core government operations, and we hope that his Plan will extend this vision to our nation's oceans, coasts, and Great Lakes," said Admiral Watkins.

Admiral Watkins went on to say; "However, given the detailed nature of the President's Plan, additional time is needed to review its contents. We need to understand how the Plan addresses the multitude of recommendations made by the Commission as well as the availability of funding to support these activities. I anticipate having more to say about the response early in the new year."

The Commission's Report highlights the serious problems fac-

Executive Order on Oceans Policy

The full text of the President's executive order, signed this month, is available online at:

www.whitehouse.gov/news/releases/2004/12/20041217-5.html

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Message from the National Director ...



The Apostleship of the Sea of the United States of America (AOSUSA) Cruise Ship Priest Program has been a great success. Just a little over a year ago the Committee on Migration of the United States Conference of Catholic Bishops asked AOSUSA to coordinate and administer a Cruise Ship Priest Program for the United States.

At present, we have over 600 Catholic Priests that are members of AOSUSA's Cruise Ship Priest Program. All of these men are on the list of priests approved to be Cruise Ship Priests. They have all received a permission letter from their Bishop or religious superior, and have received their training manual on how to function as a Cruise Ship Priest and are members of AOSUSA. We have filled every cruise that has sought out a Cruise Ship Priest from AOSUSA.

At present, there are two cruise lines that we have agreements with, and that receive the list of approved priests from the AOSUSA. The two cruise ship lines are Holland-American and Celebrity.

I would encourage Catholics who take cruises to only take cruises on Holland-American and Celebrity since they are the only cruise lines that one can be sure has fully accredited and approved Catholic Priests under the auspices of the AOSUSA. None of the other cruise lines to date have signed the agreement that secures the use of priests only from the approved AOSUSA list.

We continue to hear complaints from Catholics who take cruises on Norwegian, Royal Caribbean, Princess, and Carnival; that some of the priests that celebrate Catholic Mass and introduce themselves as Roman Catholic Priests are in fact impostors. The fact is that some of these cruise lines take on board schismatic priests, suspended priests, former priests, or just plain impostors. The Cruise Ship Priests Program was initiated so that this type of deception would not be possible.

We look forward to all of the cruise ship lines signing up with the AOSUSA Cruise Ship Priest Program. Until that happens, please only go on cruises with Holland-American and Celebrity, and please encourage all other cruise ship companies who provide Catholic Mass and Pastoral Care that the AOSUSA Cruise Ship Priest Program is something that Catholics and Catholic Bishops want to have in place throughout the cruise industry.

Please Pray for:

- Repose of the souls of victims of the tsunami.
- Families and friends of the victims and those ministering to them in their loss.
- Those working to provide and coordinate relief and assist in rebuilding efforts.
- Father of Fr. Giacomo Martino, National Director of AOS Italy. Fr. Martino's father has been diagnosed with cancer.
- Merchant mariners involved in transporting military personnel and supplies in dangerous territories.
- Students at US merchant marine academies, who will be starting spring semester studies.

38th Admiral of the Ocean Sea awards held in New York

Masters, crews of seven ships honored during ceremony

The masters and crews of seven Military Sealift Command ships — USNS Shughart, USNS Red Cloud, USNS Sisler, MV Cape Ducato, MV Cape Douglas, USNS Guadalupe and MV Merlin -- were honored by the United Seamen's Service at the 38th annual Admiral of the Ocean Sea Awards in New York City Nov. 5.

Representatives from each ship were presented with an AOTOS Mariners' Plaque for displaying outstanding seamanship, courage and devotion to duty at sea.

The masters and crews of large, medium-speed, roll-on/roll-off ships Shughart, Red Cloud and Sisler and Ready Reserve Force ships Cape Ducato and Cape Douglas received an AOTOS Mariners' Plaque for their combined, unrelenting efforts to save Shughart from a dangerous fire that sparked while the ship was offloading cargo in Kuwait on March 5, 2004.

The crew of Guadalupe, a fleet replenishment oiler, was recognized for the rescue of 13 fishermen aboard a stricken Taiwanese vessel in the Pacific Ocean on June 22, 2004. The seafarers had been adrift for five days with little food or water.

The crew of maritime prepositioning ship MV Merlin was honored for the daring rescue of a man in danger of drowning after

his ship, MV Kephi, sank in stormy seas. Despite gale force winds and 20-plus-foot seas, Merlin's master skillfully pulled the ship alongside a small life raft and



Photo courtesy of United Seamen's Service

Former congresswoman Helen Bentley and Captain William G. Schubert, maritime administrator, present an Admiral of the Ocean Sea Mariners' Plaque to Captain William Helton (center) at the AOTOS awards in New York City Nov. 5. Capt. Helton, master of USNS Guadalupe, accepted the award on behalf of his entire crew for the daring rescue of 13 fishermen aboard a stricken vessel on June 22, 2004.

rescued Kephi's second mate, Eslam Hassan Osman Morgan, from the frigid water.

The United Seamen's Service was established more than 60 years ago to promote the welfare of American seafarers through various assistance programs offered around the world.

More than 4,100 civil service mariners and 3,900 commercial mariners serve aboard MSC's government-owned ships and chartered ships worldwide. MSC operates more than 110 noncombatant, civilian-crewed ships that replenish Navy ships at sea, chart ocean bottoms, conduct undersea surveillance, strategically preposition combat cargo at sea around the world and move 95 percent of military equipment and supplies used by deployed U.S. forces.



The USCG Color Guard prepares to retire the colors as AOS USA President Sinclair Oubre offers the benediction.

Commodore York named as consultant to Vatican's work with itinerant people



Commodore York

Commodore Chris York, National Director of the Apostleship of the Sea, was appointed by Pope John Paul II in August as one of eight new consultants for the Vatican department which oversees the Church's work amongst migrants and itinerant workers, including international seafarers.

The department formally known as the 'Pontifical Council for Migrants and Itinerant

Workers' is charged by the Pope to bring the pastoral assistance of the Church to all those "people on the move" such as: migrants, exiles, refugees, displaced people, fishermen and seafarers, air travellers, road transport workers, nomads, circus people, fairground workers, pilgrims and tourists.

Commodore Chris York said 'This appointment of the Holy Father is

recognition of all the work that God is accomplishing through AOS in England and Wales. Thanks to the generous support of the faithful in England and Wales, we have begun to train and deploy new Port Chaplains and ship visitors around our coast to support the faith of seafarers and spread the Gospel in the maritime community.'

AOS Media Director Alex King said 'Four years ago, the trustees presented to the Bishops conference of England and Wales a plan to make AOS relevant to the lives of seafarers in the twenty-first century. Thanks to the leadership of Commodore York in driving forward this plan, the dedication of AOS Port Chaplains and ship visitors and above all the generous support of the Catholic community, AOS in England and Wales has been recognised by the Holy Father as making an important contribution to the ability of the Church worldwide to support all those on the move'

Fishing

MA Fisherman's Partnership responds to new Oceans Policy report

The Massachusetts Fishermen's Partnership (MFP) has commented favorably to the preliminary report by the US Commission on Ocean Policy, delineating in its official response several proposed actions that it endorses. The MFP's response follows:

The MFP applauds the Commission's focus on an ecosystem approach and the research required to develop this policy shift. The MFP strongly endorses the Commission's recommendations to double federal investment in oceans research, including funding the establishment of an Integrated Ocean Observing System. The MFP especially urges the Commission to further elaborate how to improve oceans and fisheries science through collaborative research as an essential first step towards achieving sensible reform in fisheries management.

The MFP promotes the following positions:

1. Suspend all offshore renewable energy projects in the pipeline until a regulatory framework is in place;
2. Protect traditional water-dependent permissible uses that serve the public interest;
3. Establish a permitting process for offshore development that fairly considers the economic and environmental costs and benefits of a proposed project;
4. Enact National Standards to govern management approaches utilizing dedicated access privileges that check consolidation, protect communities, require that the support sustainable fisheries, and require approval by a super majority before they can be implemented;
5. Establish an independent process to ensure that all National Standards are rigorously enforced in all regulations;
6. Establish criteria for "best scientific information available" that is linked with independent peer review and especially the participation of fishermen;
7. Fund collaborative research to adequate levels and ensure that fishermen are involved in the research process;
8. Definitions describing conditions of fish stocks must clearly separate stocks that are declining due to causes other than fishing;
9. By-catch and discarded fish are not the same and should not be treated as the same;
10. Adequate observer coverage for higher confidence in assessments must be provided;
11. Fishery regulations should minimize adverse social and economic impacts to fishing communities by including input from community-based social science while protecting the ongoing sustainability of fish stocks;
12. Support a pilot program for one fishery ecosystem plan from each region provided the effort is adequately funded, based on a scientific framework that has been developed involving fishermen through collaborative research, and a reasonable amount of time is allowed for effective plans to be created;
13. Disadvantages to US fishermen in relation to foreign imports as a result of conservation and management should be minimized;
14. Members of fishery management councils should be more accountable to fishermen and people in the fishing communities.

It is critical that a comprehensive ecosystem-based approach is developed that builds a sound scientific foundation with the continuous involvement of fishermen to bridge the current lack of consensus on marine environmental well-being. In addition, appropriate ocean uses must be delineated in a rational manner that considers the human component of biodiversity as an essential factor in its management.

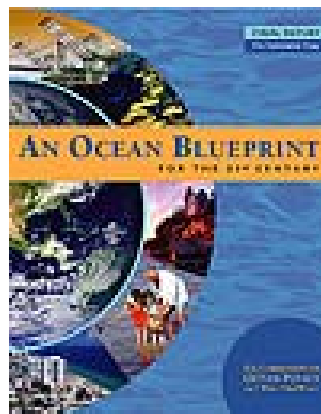
The MFP is well positioned within the commercial fishing industry to serve as a liaison and is willing to assist as the Commission moves forward. It is our sincere hope that ecosystem-based collaborative research will be one of the primary tools used to help succor the ocean and its potential to sustain a variety of permissible uses.

COMMISSION

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ing our nation's marine environment and its resources. The report offers over 200 recommendations that, taken collectively, offer a strategy for promoting multiple uses and balancing competing stakeholder interests in our nation's oceans, coasts and Great Lakes.

The new Committee on Ocean Policy will be instrumental in guiding the implementation of the Commission's recommendations for changes in ocean and coastal related governance," continued Admiral Watkins. "The President's continuing leadership and a serious commitment to funding are essential in setting the course for a new national ocean policy. This policy is needed to move the nation toward an ecosystem-based management approach, reversing



the continuing degradation of these economically, ecologically and aesthetically valuable resources."

Admiral Watkins also emphasized the need for immediate and dramatic change in the science supporting ocean management, and the education of students and the general public about the importance of an ocean stewardship ethic.

Admiral Watkins also emphasized the importance of the Administration and Congress working together to build on the President's initiatives. "I am confident that ocean and coastal issues will be identified as a national priority when the 109th Con-

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PARRAVANO

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(ret). The independent commission was made up of scientists, fishermen, environmental groups, philanthropists, governors, a coastal city mayor, a senator from Guam and an economist. It was chaired by the Honorable Leon Panetta. Both commissions spent three years in assimilating information on the current status of American ocean policy. Both held numerous public meetings and focus groups in many coastal communities.

In their recommendations, both reports stressed upon the urgency of implementing the following: a reform in how we manage the oceans and coasts; a reform in the way that development and sprawl is affecting access for traditional and coastal dependent activities; stopping pollution that enters into the oceans; and supporting sustainable fisheries. Without these reforms and changes, our oceans and coastal communities would be in harm's way. The longer that we wait for these reforms to take place, the more difficult it will be to reverse the decline in the productivity of the oceans and the coastal communities.

Also, as we begin the new year, Congress will have dialogue on three bills, which were introduced late in 2004. The first bill "Oceans Conservation, Education, and National Strategy for the 21st Century Act" (H.R. 4900), or "Oceans 21" for short, was introduced by U.S. Rep. James Greenwood, R-Pa. The bill would give the National Oceanic and Atmospheric Administration its own statutory basis for existing and the clear mission and goals needed to make the agency stronger, more effective, science-based and service-oriented. It also would increase resources for the coordination of marine research and education. Sen. Barbara Boxer, D-Calif., is expected to introduce a similar bill in the Senate. The second bipartisan bill was introduced by the Senate Commerce Committee's ranking member, Ernest "Fritz" Hollings, D-S.C., the National Ocean Policy and Leadership Act (S. 2647) that would build upon the USCOP report. Among other things, it would establish a Council on Ocean Stewardship in the Executive Office of the President to coordinate federal ocean and atmospheric activities, analyze federal ocean and atmospheric budgets annually, and identify statutory and regulatory redundancies and submit a biennial report to Congress. Finally, another bipartisan

For more information:

www.pewoceans.org
Executive Order
www.oceancommission.gov
U.S. Ocean Action Plan

bill, The Deep Sea Coral Protection Act (S.1953/H.R.4897), authored by Rep. Greenwood and Sen. Frank Lautenberg, D-N.J., would prohibit the destructive commercial fishing practice of bottom trawling in the underwater virgin forests of deep sea corals.

On December 17, 2004, President Bush announced the establishment of a Cabinet level Committee on Ocean Policy to coordinate ocean related activities and to consider the numerous recommendations issued from the ocean commissions. The Executive

Order on Ocean Policy was issued in response to the ocean commission reports. At first glance, the executive order falls short of implementing the array of recommendations of the ocean commissions. Just how instrumental and supportive this executive order will be in addressing the issues of declining employment in the fisheries, coastal development and sprawl, pollution from runoff and the mess in the regulatory framework remains to be seen.

Regardless of what the legislative Oceans-2005 agenda will be, we still have our work to do. Just like Jesus called upon his disciples to advocate his following; the oceans need us to advocate its continuing source of life and bounty. The people that we touch are those that depend upon the oceans' offerings of work, food, and spirit. When I served on the Pew Oceans Commission, I learned that the Oceans belong to all of us, not just to those that live near it. As humans, we all benefit and rely on the future of healthy and productive oceans and hope that the resiliency of natural processes will prevail over human intervention. Our services in the maritime ministry and those that work on the Oceans are based on a faith that the oceans will be free from pollution, that fish stocks are abundant, that our working waterfronts will not be displaced by development and sprawl and that fair wages will prevail. When we profess this faith, we must ensure that those people and families that depend upon the oceans will not be lost in the process. This is the central point for advocating reform in how America interacts with its oceans.

Mr. Parravano lives with his wife, Joan, in Half Moon Bay, California.



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gress convenes," said Admiral Watkins. "With a clear mandate from the President, and strong, bipartisan support among Members of Congress, we can begin the difficult, but critical process of implementing a comprehensive national ocean policy. However, success in this endeavor will require the cooperation and support of nongovernmental organizations, industry, and public citizens with an interest in the nation's oceans, coasts and Great Lakes."

With respect to the future of the Commission, the Admiral stated: "While the Commission will cease to exist as a government entity on December 19, 2004, my fifteen fellow Commissioners and I will continue to work to educate the nation about our Report and

monitor the implementation of our recommendations.

We thank the President, the Congress, and the American people for their support throughout the Commission's work. We are heartened that Americans are talking about the report and recognize the importance of addressing the serious problems confronting our oceans, coasts and Great Lakes. As evidenced by legislation introduced in Congress and the President's announcement today, our nation's political leadership is responding with prompt attention. We look forward to continuing to work together with the public and our political leaders in implementing a comprehensive national ocean policy."

Shore Leave / Port Security

Port IDs yanked in Miami

Lost money, violated environmental rules and having to replace 13,000 IDs plague Dade's past

When José Rodríguez's drivers tried to enter the Port of Miami-Dade to deliver their customer's cargo, they were surprised when officers confiscated their identity cards.

Rodríguez said the port took a week to replace the identity cards, leaving his six drivers without a week's worth of pay — \$1,200 to \$1,400 apiece — back in August.

The six are among 13,000 identification cards yanked since mid-June from port workers — who range from truckers to longshoremen. The problem stems from the March investigation of a Miami-Dade police officer who issued 130 tainted badges.

Now, the resulting sweeping reissue of all port ID cards is adding to the litany of problems plaguing operations at the Port of Miami-Dade since mid-summer, including a work stoppage by truckers, increased security concerns and management problems at the terminals that lease the facilities from the port. And drivers say the badge problem is costing them more money when they're already strapped.

"How would you feel if you had a driver in the port for four, five hours doing nothing?" said Rodríguez, whose company, Queen Transport, usually sees revenue of about \$1 million a year. "I don't think we can do anything about it. They do whatever they want."

Rodríguez figures he has lost between \$10,000 to \$20,000 a week in business over the past two months, after seeing business cut from six containers per driver each day to three containers.

This process involves confiscating IDs from port users, who then have to reapply at the department's on-site office for a fee of \$60. They must appear in person to verify their identities and backgrounds, give their fingerprints, which are also cross-referenced with both the Florida Department of Law Enforcement and national criminal records, and confirm that they are employed.

"We know some deactivations have caused interruptions and service issues," said Nelson Oramas, the assistant port director for security at the Port of Miami-Dade, who has received calls every day since mid-June about the issue. "This is the price of working and being able to function in today's high-service environments."

The IDs were deactivated following the March investigation of 24-year police veteran Glenda Wingard, who is suspected of having sold badges illegally or issued IDs without essential criminal background checks, Oramas said. Wingard, who was removed from the port and assigned to clerical duties, was also being investigated for providing a port badge to her son.

Wingard's case is still being investigated, said Robert Williams, spokesman for the Miami-Dade police.

IMO to host diplomatic debate to step up anti-terrorist action

A diplomatic conference to strengthen and modernise action against pirates and terrorists is to be held at the IMO next October, writes Michael Grey.

With a timetable agreed at last week's Legal Committee, the special conference will adopt amendments to the 1988 Suppression of Unlawful Acts Convention, that deals with the seizure of ships by force, acts of violence against persons on board ships and the placing of devices aboard a ship to destroy or damage it.

The conference will take into account the upsurge in terrorism and incorporate provisions for boarding suspect ships and the arrest and extradition of terrorists.

Other items considered at the meeting included a draft convention on wreck removal, places of refuge and measures to protect those aboard ship against crimes.

A joint initiative with the International Labour Organisation on the fair treatment of seafarers involved in maritime accidents will progress with the formation of a special working group in January. It aims to produce international guidelines that prevent seafarers being detained by coastal states and other authorities after accidents.

The committee was unable to resolve the issue of compulsory pilotage in straits used for international navigation, such as the Torres Strait, where proposals by Australia and Papua New Guinea would make pilotage mandatory on safety and environmental grounds.

Unions, shipowners urge governments to grant mariners entitled shore leaves

The following article is reprinted in part from the Seafarers' Log and includes comments by AOS USA's President regarding shore leave on World Maritime Day.

Maritime unions and shipowners, in a show of solidarity with seafarers on World Maritime Day (Sept. 30) over the denial of shore leave, urged governments not to prevent mariners from enjoying their entitlement to go ashore.

In an unusual cooperative venture, members of the Round Table of shipping organizations—BIMCO, the International Chamber of Shipping (ICS) and International Shipping Federation (ISF), Intercargo and Intertanko—tackled the issue of maritime security and jointly wrote an open letter to U.S. Secretary of State Colin Powell expressing the shipping industry's concerns.

"On World Maritime Day we are all joining to back the basic rights of those who work at sea and to remind the U.S. and other governments that enhanced security will be achieved by cooperation, not confrontation," said ITF General Secretary David Cockroft.

ICS/ISF Secretary General Chris Horrocks added: "We are all committed to improving security, as demonstrated by the implementation of the ISPS Code (International Ship and Port Facility Security Code), but we want to remind governments—especially

Merchant Marines

Paris MOU States conduct inspection campaign to evaluate ship conditions

The 20 Maritime Authorities of the Paris Memorandum of Understanding on Port State Control conducted a three month concentrated inspection campaign focusing on living conditions. Inspections were conducted between October and December of 2004.

During every port State control inspection within the Paris MOU region, the working and living conditions were to be verified in more detail for compliance with the international standards of ILO Merchant Shipping (Minimum Standards) Convention, 1976 (No. 147) and the Protocol 1996 to ILO147.

The inspections were to be focused on the accommodation (including hospital), the galley and food and water supplies and storage, as well as hours of work/rest and working schedules. Port State Control Officers evaluated conditions using a list of 12 selected areas and items of inspection.

If deficiencies were found, the Port State Control Officer was to conduct an in depth investigation into working and living conditions on board. Penalties for violations could include sanctions by the port State, varying from recording the deficiency and instructing the master to rectify within 14 days to the detention of the ship until all deficiencies have been rectified.

Detained ships could face follow-up inspections in other Paris MOU ports and publication in the monthly list of detentions issued by the Secretariat of the Paris MOU.

Approximately 4,000 inspections were anticipated during the CIC. The results are being entered in the SIRENAC database of the Paris MOU; results of the campaign shall be analysed early next year and will be submitted to the Committee of the Paris MOU.

It is expected that the next concentrated inspection campaign will focus on the implementation of the Global Maritime Distress

and Safety System.

Port State Control is a check on visiting ships to see that they comply with international rules on safety, pollution prevention and seafarers' living and working conditions. It is a means of enforcing compliance where the owner and flag State have failed to ensure compliance. The port State can require defects to be put right, and detain the ship if necessary. It is therefore also a port State's defence against visiting substandard shipping.

Regional Port State Control started in 1982 when fourteen European countries agreed to coordinate their inspection effort under the Paris Memorandum of Understanding on Port State Control (Paris MOU). Current membership includes 15 EU countries plus Canada, Croatia, Iceland, Norway and the Russian Federation. The European Commission, although not a signatory, is also a member of the Committee.

With the new members joining the European Union, the MOU is also expected to expand to 26 members. Estonia, Latvia and Lithuania, as well as Cyprus Malta and Bulgaria have been granted co-operative status.

Inspection reports are recorded on a central database, SIRENAC, located in St Malo - France, available for search and daily updating by MOU member countries. The Secretariat is provided by the Netherlands Ministry of Transport, Public Works and Water Management.

The Paris MOU has been a blueprint for the introduction of regional regimes of port State control in the Asia Pacific Rim (Tokyo MOU), Latin America (Via del Mar), the Mediterranean, Caribbean and other emerging regional port State control regimes. Canada and Russia are members of both the Paris MOU and the Tokyo MOU.

US Coast Guard taken to task on treatment of seafarer witnesses

Lloyd's List reported in their December 17th edition on a situation involving the detainment of seafarer witnesses in an environmental case.

The New York-based Center for Seafarers' Rights has called for a major reassessment of the treatment of merchant mariners co-operating in investigations of environmental accidents in the US, writes John McLaughlin in New York.

In a letter sent on Wednesday to Thomas Gilmour, the US Coast Guard's assistant commander of marine safety and environmental protection, CSR director Doug Stevenson said port chaplains around the US had recently noted a spate of cases involving forced detention of seafarer witnesses in environmental cases.

"In one of the most troubling reports, mariner witnesses were shackled and held in immigration prison when their company refused to continue paying for a hotel," he said, adding that "this appears to be something new that has developed over the last few months".

In a statement, CSR said it did not dispute the need to protect the marine environment and vigorously enforce federal environ-

Online "Equasis" database makes ships' records available to mariners

The online journal Shiptalk recently reviewed a resource, which makes information compiled by the Port State Control more easily accessible to the public. One AOS member recommended that mariners could use it to check out the record of a ship before they report onboard.

If you haven't checked out the Equasis database already, we would recommend that you do when you get the chance. Anybody (seafarers included) can register free of charge and access all available information on the vessel of their choice, see - www.equasis.org

The site was officially launched on 23rd May 2000 and the usage and information on the quality and safety of the world fleet has grown day on day since then.

Equasis is supported by the maritime administrations of France, UK, Spain, Singapore and Japan, the US Coast Guard and the European commission.

Information is provided by Port State Control, private inspec-

Letters to AOS USA

Letter from Deacon Derek

Fr John & Doreen:

I received the Catholic Maritime News. Thank you for sending it to me. Things in Oshawa are going pretty good, three ships due this week, and about 10 remaining for the balance of the 2004 shipping season.

Blessings, *Deacon Derek*



Letter from Monsignor Jim Reynolds

Hi Doreen,

Three cheers for your courage in letting us know how important it is for all of us to put our best foot forward for the Catholic Church especially these difficult days.

How well I recall my first cruise as Chaplain aboard the Santa Paula of the Grace Line to South America. Genial Msgr. O'Donnell, the Port Chaplain of New York, personally escorted me to the pier and imparted three rules of fatherly advice in between puffs on his cigar: "Fr. Jim, I know you will be a good priest on board ship as you are on land but I have three rules: 1) Celebrate Mass at the assigned ship's time not five minutes before or after. 2) Don't allow anyone else in your stateroom. and 3) Stay the hell out of the bar!"

Best wishes!

Sincerely,

Monsignor Jim Reynolds

Letter from Fr. Jack Walsh

Greetings and best wishes from the Port of Davao...

I am happy to tell you that one of the very first acts of the new Archbishop in the area of the Port of Batangas in Luzon was to appoint a Filipino Diocesan Priest as Port Chaplain... Alleluia. We now have 9 Port Chaplains: 3 foreigners and 6 Filipino. It has taken us 8 years to get this many— we started in Dec. 1996 to pressure the Hierarchy to give us port chaplains for 10 very busy and high priority Ports throughout the country. It is now the 8th year since then and we have gotten 6!!! And the Philippines is supplying one-third (350,000+) of the world's 1.2 million registered Seafarers!!! We live in hope... Take care...

Peace, good health and best wishes to all there with you...

Jack Walsh and the AOS Crew in the Port of Davao

Letter from Malena Verkruijsen,

Thank you for your forwards and articles - very interesting indeed, especially the last one about Lloyd's List and criminalisation.

I once heard my dad mention something about this, like when a ship navigates under another flag and something happens, the poor seafarers from different countries, especially from the south and the Philippines or low-paying countries have to be the paying goat. The owners don't care a huut about anything; these poor sailors pay for it... or lose their job. It is frustrating for them as they have families to feed and take care of their payments, and they lose time...

I hope all is well with you and yours. Take care; our Lady Stella Maris will have to look on this matter, and I am sure she will. May she bless you and keep you safe and the seafarers too.

Letter from Fr. Sinclair Oubre,

AOS USA President

The Blessings of the Christ Child to all of You

As we put together this issue of *Catholic Maritime News*, Christmas is just around the corner. On behalf of the Administrative Board of AOSUSA, Doreen Badeaux, our secretary general, Tracie Middleton, our composition editor and myself, we want to wish you a very merry Christmas.

My thoughts are centered on the upcoming feast of Epiphany. We in maritime ministry have the special opportunity to experience this mystery every day. Seafarers are truly today's magi. They come from the east and west to our community. They visit our centers, and if we are really graced, they will be able to witness the presence of the Christ-child. What a delight, if when they leave our community, they can go back to their homes, and proclaim what they witnessed: the presence of Christ.

Many blessings to you and those whom you love, and may the Emmanuel reassure us that God is really with his people.

Fr. Sinclair Oubre, J.C.L.

President

Two Catholic Bogs...

There were two Catholic bogs, Timothy Murphy and Antonio Secola, whose lives parallel each other in amazing ways.

In the same year Timothy was born in Ireland, Antonio was born in Italy. Faithfully, they attended parochial school from kindergarten through their senior year in high school. They took their vows to enter the priesthood early in college and, upon graduation, became priests.

Their careers had come to amaze the world, but it was generally acknowledged that Antonio Secola was just a cut above Timothy Murphy in all respects.

Their rise through the ranks of Bishop, Archbishop and finally Cardinal was swift to say the least, and the Catholic world knew that when the present Pope died, it would be one of these two who would become the next Pope.

In time the Pope did die, and the College of Cardinals went to work. In less time than anyone had expected, white smoke rose from the chimney and the world waited to see whom they had chosen.

The world, Catholic, Protestant and secular, was surprised to learn that Timothy Murphy had been elected Pope!!

Antonio Secola was beyond surprise. He was devastated, because even with all of Timothy's gifts, Antonio knew he was the better qualified. With gall that shocked the Cardinals, Antonio Secola asked for a private session with them in which he candidly asked, "Why Timothy?"

After a long silence, an old Cardinal took pity on the bewildered man and rose to reply. "We knew you were the better of the two, but we just could not bear the thought of the leader of the Roman Catholic Church being called 'Pope Secola.'"

From the book locker ...

Boneheads of the Sea: A Book Review

The Eagle Mutiny

By: Richard Linnett & Loiederman

Naval Institute Press

291 Wood Road

Annapolis, MD 21402

Copyright: 2001

ISBN: 1-55750-522-5

The Seafarers International Union, established on October 15, 1938, as the American Federation of Labor's unlicensed maritime union, took as its motto: "The Brotherhood of the Sea." Placed on the official seal of the union, this motto expressed both an ancient principle of the merchant marines, and an underlying principle of maritime trade unionism.

The "Brotherhood of the Sea" is still practiced daily. When a vessel hears of another vessel in distress, it diverts from its course and head directly to assist its brothers and sisters. Every year, the United Seamen's Service honors wonderful examples of the "Brotherhood of the Sea" at its Admiral of the Ocean Seas Banquet.

The "Brotherhood of Sea" is also experienced in the world of trade unionism. In this case, it recognizes the solidarity that joins together all working mariners. Their work, and professionalism draw them together, and forge a brotherhood of men and women of different races, religions and ethnic backgrounds.

However, in *The Eagle Mutiny*, two young, and somewhat unstable members of the Seafarers International Union concoct a half-baked plan to impede the Vietnam War by sabotaging a cargo ship carrying napalm and military supplies.

On February 17, 1970, Clyde McKay took a fireman's job on the *S/S Columbia Eagle*. His friend and co-conspirator, Alvin Glatkowski, took the BR job (bedroom steward's assistant) at the Seafarers Union Hall on Terminal Island, Long Beach, California. Leaving the union hall, the men traveled to pier 245J to join the *Columbia Eagle*.

Build in 1945 at Portland, Oregon, the *Columbia Eagle* was originally christened the *Pierre Victory*, and was originally constructed to carry supplies and munitions to Europe and the South

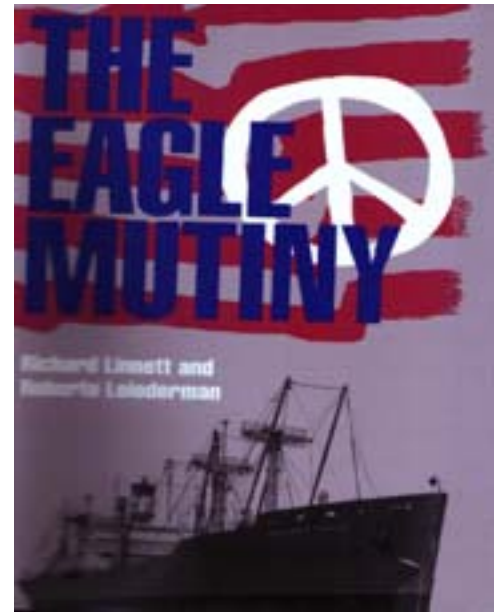
Pacific during World War II. After the war, she was eventually purchased by the Columbia Steamship Company, and re-named.

On February 18, 1970, McKay & Glatkowski boarded the *Columbia Eagle*, and the ship sailed for Southeast Asia on February 19, 1970.

Linnett and Loiederman proceed to relate the

tale of the first armed mutiny aboard an American ship in more than 150 years. Drawing from the ship's log, military and Coast Guard reports and the testimony of crewmembers, they relate the voyage to Thailand, the plotting of the conspirators, and the ultimate tragic end for both characters.

In the end, one takes a fascinating trip with two emotionally disturbed young American men, who through their own despair and hopelessness, cause a national and international incident. Their actions also transform the ancient mariners' motto from the "Brotherhood of the Sea" to a new title for these guys: "Boneheads of the Sea."



In other News ...

Freighter Master convicted in Louisiana for operating vessel while intoxicated

The U.S. Coast Guard issued a Press Release in November stating that the master of a freighter was convicted in federal court of operating his vessel while intoxicated.

Contract workers cleaning cargo holds on the freighter while it was near Reserve, Louisiana notified the Coast Guard that the master

appeared to be drunk. The Coast Guard boarded the vessel and verified the condition of the master, who was then arrested. The master has been sentenced to one-year probation, restriction from being a master or licensed officer on any vessel in U.S. waters for one-year, and a fine of \$5,500.

SHORE LEAVE

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the U.S.—that this is best achieved by working together, not by treating visiting seafarers as potential terrorists.”

Efthimios Mitropoulos, secretary-general of the IMO, called for balance between the need to strictly implement the new security regime and to facilitate global trade.

On security matters, Mitropoulos urged unceasing preparedness. “Terrorism is not a matter of concern to just one country or a group of countries—it is a global issue that affects us all,” he said. “We should spare no effort to ensure that, together, we build a robust and resilient defense.”

The text of the alliance’s letter to Secretary Powell, dated Sept. 30, follows:

Seafarers play a significant role in the smooth operation of the world economy, with around 90% of trade in the world’s raw materials, food and products being transported by sea. On the occasion of World Maritime Day, we are therefore writing to draw your attention to a particular problem confronting the global shipping industry and the 1.25 million seafarers working on board merchant ships that service international trade.

Due to the special nature of seafarers’ employment—with crew working at sea during voyages of several weeks’ duration—the provision of shore leave in the foreign ports that seafarers visit is vital to ensure their wellbeing and welfare. However, one of the unresolved problems created by post 9/11 security concerns is the tighter restrictions being placed on the movement of seafarers by certain governments, not least the United States.

Apart from concerns about welfare, the entry into force of the International Maritime Organization (IMO) International Ship and Port Facility Security (ISPS) Code has conferred a major new security role on seafarers. Maritime employers and seafarers’ trade unions therefore believe that unreasonable restrictions on shore leave are counterproductive. They simply generate ill feeling amongst those who have such an important part to play in ensuring the security of ships, port facilities and society at large.

The most acute problems have been experienced in the United States, where in addition to the frequent denial of shore leave some companies have been required to hire armed guards to prevent foreign seafarers from leaving their ships. However the problem is widespread, with many other countries no longer adhering to the principle that seafarers should not be required to obtain visas in order to enjoy shore leave, established in international law by the IMO Facilitation Convention, 1965, and the International Labour Organization (ILO) Seafarers’ Identity Documents Convention, 1958.

To address concerns about security following the 2001 terrorist attacks on the United States, but in a manner compatible with providing seafarers with shore leave, ILO has adopted, in June 2003, a new Convention on the Security of Seafarers’ Identity Documents (ILO 185).

Crucially, the Convention maintains the principle that port states must afford special treatment to seafarers for the purpose of facilitating shore leave or crew transits, and that seafarers holding the new ID should not normally be required to apply for a visa in advance in their home country. The global shipping industry and seafarers’ trade unions are especially concerned that seafarers must now hold individual visas for entry to the US in order to have any possibility of being granted permission to enjoy shore leave. Apart from the practical difficulties this policy creates, it also gives a negative signal to other governments that are considering whether to ratify the new ILO Convention.

As we celebrate World Maritime Day, we respectfully urge the United States to do all that it can to facilitate the movement of seafarers and the provision of shore leave.

Yours sincerely,

David Cockcroft

General Secretary

International Transport Workers’ Federation

Chris Horrocks

Secretary General

International Chamber of Shipping/International Shipping Federation

(On behalf of the Round Table of international shipping associations)

Meanwhile, as members of the Round Table were observing World Maritime Day 2004 in London, Pope John Paul II prayed for seafarers worldwide. At a meeting at his summer residence, the Pope said that his thoughts went out to all who worked at sea, and prayed “that they may be able to live with dignity and security.”

Elsewhere, World Maritime Day for the first time was commemorated in Port Arthur, Texas.

Rev. **Sinclair Oubre** of the Apostleship of the Sea and the Port Arthur International Seafarers Center, called for ways for foreign seafarers to have shore leave on U.S. soil, *The Beaumont Enterprise* reported.

“With three liquid natural gas facilities in the planning stages for the Port Arthur area, our maritime future is bright and exciting. I pray that as we move into that future that the seafarers who are essential to our community will not be seen as a ‘problem,’ but an opportunity to welcome and serve,” said Oubre, who is an SIU member.

MIAMI *continued from page 6*

The port, which is working with the United States Coast Guard, the Florida Department of Law Enforcement and Miami-Dade police on the investigation, said the process is also part of its attempts to establish higher standards of security.

"From a security standpoint, access control to port facilities is an important element of the overall security plan," said Tony Russell, spokesman for the 7th Coast Guard district. "You need to know who is coming onto the port, who is coming on for security reasons and ensure they have legitimate business within the port."

As for the IDs, "a fairly large number" have been checked so far, Williams said. About 1 percent of the 13,000 IDs were illegally issued, Oramas said.

But companies say they shouldn't have to pay for someone else's mistake.

Gina Devine, the president of TGL, a cruise ship waste management company based in Davie, couldn't enter the port to service her ships. Her driver waited in an office for five hours to get a new ID. Meanwhile, one of her garbage cans sat on the dock in violation of codes from the U.S. Department of Agriculture.

"I am so frustrated," said Devine, who is thankful that most of her business goes on at Broward County's Port Everglades.

Enrique Alemany's ID was confiscated twice. The stevedore for Eller-ITO first had his ID deactivated in late July. The following week, Homeland Security officers confiscated his ID again, saying that he was still on a list of people whose IDs had to be checked.

So he had to take time off again. When he returned to the ID office, the officers there couldn't find his confiscated ID and issued him a new one.

The port's problems have also affected those who work in the offices.

Raul Iglesias, a royalty clerk at the International Longshoremen Association, was hoping to renew his ID but the port took so long to issue a new pass that he lost more than \$700 in pay.

"We all understand the need to have fingerprints done but why do things this way? You stop people with a legal ID, confiscate it and tell them to go the ID office and get fingerprints, we have to pay \$60 and lose three days of work," said Iglesias, 59.

WITNESSES *continued from page 7*

mental laws. But it was concerned "that mariners increasingly are suffering severe penalties for co-operating with investigations of environmental crimes".

"These mariners are not whistle-blowers eligible for rewards for reporting environmental crimes," Mr Stevenson said. "Their honesty results in their pay cheques being stopped and their losing their ability to return home."

CSR cited a number of recent cases in which mariner witnesses had been harshly treated. They included 12 crew of the Katrina,

EQUASIS *continued from page 7*

tions

(OCIMF), the International Association of Classification Societies (IACS), the International Group of P&I Clubs, the International Labour Organisation (ILO), the International Transport Federation (ITF), Lloyd's Register Fairplay, Intercargo and Intertanko.

So how can it be of use to the individual seafarer?

Until you visit the site yourself you will not appreciate the volume of information available on a per ship basis. Not only will you find information on quality and safety issues you will also find information on the "human - element". This section of the site covers such matters as crew complaints, fatigue, false certification, wage issues, substandard accommodation, food and water related problems, you are also advised if the particular vessel you are searching on is subject to a collective bargaining agreement.

Any of the abovementioned problems are highlighted with a note of the specific breach of the applicable ILO regulation. At the touch of a button you have all the information you need to make your judgement call as to whether or not the vessel you have been offered by your agent is worth travelling half way around the world for.

We hear many horror stories about individual seafarers being black listed by particular owners or manning agents. Equasis provides the seafarer with a ready-made black list of their own.

However, you should be aware of the limitations of the system, not all vessels are classed with IACS, insured by an IG P&I Club or trade within the catchment area of the PSC administrations referred to above. If your vessel falls within this group you probably won't find mention of it in Equasis, however, it will probably be true to say that you don't need a database to tell you the condition of your vessel as you will be experiencing the delights economy class syndrome first hand.

The beauty of Equasis is that any legitimate and truthful complaints made by an individual or group of seafarers to the appropriate organisation such as the ITF, PSC or USCG will now be fed back into the database and be of benefit to other unsuspecting seafarers.

Whilst the database was originally designed for use by insurers, charterers, brokers, shippers and banks, the knock on effect of improving the seafarers knowledge of the ship he or she is asked to join is immeasurable.

www.shiptalk.com/pages800/money800.asp#equasis

who witnessed an illegal oil discharge at Los Angeles/Long Beach earlier this month. The shipowner initially paid for their hotel but then baulked when it became clear the crew members were testifying against the company.

The CSR claims the seafarers were "led out in shackles and detained overnight by US marshalls" before being released into the custody of the California seafarers' centre. They now sleep on the floor of the centre and subsist on its charity.

Apostleship of the Sea USA
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Port Arthur TX 77642-0646

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Upcoming Events For Maritime Ministry

April 5-8, 2005

AOS USA Annual Conference,
California Maritime Academy

May 20, 2005

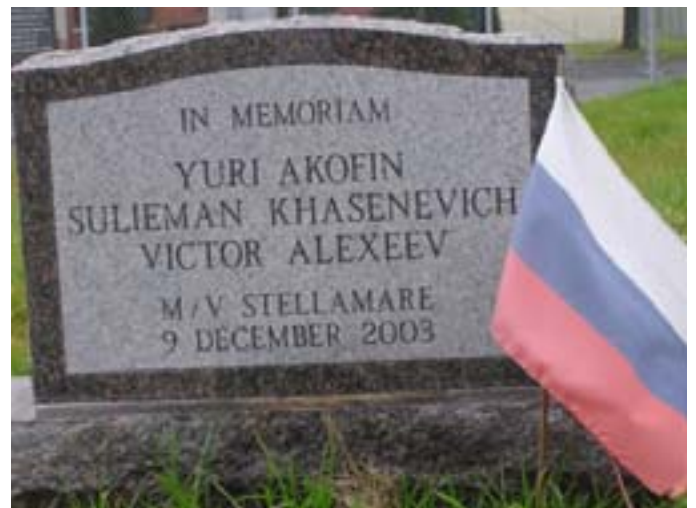
National Maritime Day

July 10, 2005

Sea Sunday

November 25, 2005

World Fisheries Day



M/V Stellamare memorial in the Port of Albany, NY

Photo and information provided by:

Gene & Polly Lemmerman, AMM Volunteers

On December 9, 2003, the freighter *m/v Stellamare* capsized in the Hudson River at the Port of Albany, NY while loading two very heavy electric generators. Three seamen, Yuri Akofin, Victor Alexeev and Sulieman Khasenevich, of the all St. Petersburg, Russia crew drowned.

The Albany Maritime Ministry, with assistance from port businesses and personnel, procured a monument and dedicated it to the deceased seamen and their shipmates. The ship has been recovered and sold Captain Alexander Saleh, who has renamed her the *Nadalina S* and moved her to the Bahamas for refurbishing. He plans to use her to haul freight between the Black and Mediterranean Seas.