



CATHOLIC MARITIME NEWS

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St. Paul's Abbey accepts Star of the Sea Award *AOS USA presents highest honor posthumously to Br. Marinus*

On the 91st anniversary of his birth, Captain Leonard LaRue/Brother Marinus was presented the Star of the Sea Award (posthumously) on January 14, 2005 at St. Paul's Abbey Newton, NJ.

During the Korean War, the S.S. Meredith Victory (455' LOA; 62' Beam; 10,750 DWT) evacuated 14,000 Korean refugees from Hungnam, North Korea. After the war, Captain LaRue lived the rest of his life as a Benedictine Brother at St. Paul's Abbey. Br. Marinus Leonard LaRue, O.S.B. died in 2001 at the age of 87.

The Star of the Sea Award is the highest award of the Apostleship of the Sea of the United States of America

(AOSUSA). It was presented to the brothers of the abbey by AOS board member for the East Coast and Chair of the Merchant Marine Committee, CDR John Furukawa. Also attending the presentation was CAPT J. Robert Lunney, USNR. Capt. Lunney was the purser of the S.S. Meredith Victory.

To preface the award presentation, Furukawa commented on the rescue's significance and some interesting biblical parallels with the amazing voyage of 14,000 refugees, which included 5 live births onboard the ship during the 4-day trip.

"Here are a few interesting facts regarding the rescue mission:



Pictured left to right are: Jon Furukawa (AOSUSA Board Member); CAPT J. Robert Lunney, USNR (Purser of the S.S. Meredith Victory); Fr. Bosco Kim O.S.B. (Prior, St. Paul's Abbey); and Fr. Joel Macul O.S.B. (Abbot, St. Paul's Abbey).

- The SS MEREDITH VICTORY has its chapter in U.S. History with the retreat from the Battle of the Chosin Reservoir during the Korean War.

- The SS MEREDITH VICTORY rescue has parallels with the Christmas Story. Besides the events taking place during the Christmas season. There was no room at the Inn of Pusan and the Manger was Koje-do Island.

- The voyage of the SSMEREDITHVICTORY and its 14,005 refugees has parallels with Exodus and Moses and the Israelites' escape from Egypt and the parting of the Red Sea.

- The Church has its
STAR OF THE SEA,
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The brothers of St. Paul's Abbey, Newton, NJ, accepted the AOS USA Star of the Sea award, presented posthumously to Br. Marinus/Capt. Leonard LaRue on his 91st birthday.

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202-541-3226, (USCCB-Washington, D.C.)

Membership Challenge ...

From AOS USA Board Member Jon Furukawa:



During our October 2004 AOS-USA Board Meeting at the California Maritime Academy, I was surprised to discover that there are over 800 Cruise Ship Priest and Port Chaplain members, but only 12 Mariner Members (three of the Mariners are also dual-Port Chaplain Members).

I don't know how many retired mariners there are, but there are over 200,000 active U.S. merchant mariners who have a License and/or Merchant Mariner's Document. My rough statistic of the 200,000 mariners says that a third would claim to be Catholic. This means that over 60,000 U.S. mariners are eligible for AOS-USA membership.

I'd like to make a membership challenge to our Mariners, Port Chaplains and Cruise Ship Priests.

- **Mariners:** We must know hundreds of our fellow Catholic U.S. mariners. Set a modest goal of recruiting at least *three* new members. When aboard ship, let the Cadets know that student membership is only \$5 per year.

- **Port Chaplains:** You are truly the backbone of AOS-USA. You are well connected in your local maritime community and must know scores of Catholic U.S. mariners and are probably the Port Chaplain of several other organizations such as the local Propeller Club, Port Authority, Council of American Master Mariners, and other maritime professional organizations. Ask your eligible Port AOS Volunteers to join. Try to *query each of your organizations annually for interest* in AOS-USA membership.

- **Cruise Ship Priests:** try to recruit at least *one* Catholic U.S. mariner

To assist you, try to have several AOS-USA membership applications handy in your Port Chaplain's van and/or in your desk. You can request them from Doreen at aosusa@sbcglobal.net or (409)985-4545.

We have a great organization. I know that with very modest effort, we can significantly increase our AOS-USA Mariner Membership.

Please Pray for:

- Continued recovery for His Holiness Pope John Paul II
- Fishers affected by the tsunami
- Fr. Eduardo Pinzon, Cruise Ship Priest member, recovering from illness

This and the next edition of CMN have a strong focus on disseminating Conference information. The registration packet, and all important documents for the organization can be found on the website at <http://www.aos-usa.org> under "AOS Documents."

MISSION STATEMENT

The mission of the Apostleship of the Sea of the United States of America is to be a spiritual and theological resource to the Roman Catholic Church in the United States of America. The purpose of the AOSUSA is to teach and witness to the Word of God and to serve God's people; especially seafarers, maritime personnel and people of the sea: by fostering their growth and renewal, through prayer, study and Christian service.

**Your Membership benefits include
a membership card,
a copy of our monthly
Catholic Maritime News,
and you are invited to our annual meetings.**

COME AND GET ABOARD WITH THE APOSTLESHIP OF THE SEA OF THE UNITED STATES OF AMERICA

**APOSTLESHIP OF THE SEA
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3211 4th Street, NE
Washington, D.C. 20017-1194
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MEMBERSHIP APPLICATION

I would like to join AOSUSA as a:

- Pastoral Member (\$50)
 Mariner Member (\$50)
 Associate Member (\$50)
 Affiliate Member (\$50)
 ** (Must be enrolled by an AOSUSA member) **

Please PRINT Clearly

Title: _____

Name: _____

Port: _____

Enrolling Member: _____

** (Affiliate Members only) **

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Fax: _____

Email: _____

**Please make check payable to:
AOSUSA
Please send application, check and
appropriate documentation to:**

Apostleship of the Sea of the United States of America
1500 Jefferson Drive
Port Arthur, TX 77642-0646

The AOS USA assists in:

- Training and placing extraordinary ministers of the Eucharist on board ships. In this way, Catholic mariners can gather together on the Lord's day to break open the Word of God and share the Body of Christ even while they are at sea.
- Making available materials that can be used by the individual mariner or the crew to study and expand their knowledge of the Bible and its meaning in their lives.
- Supplying the means to write and publish the history of the Catholic Maritime Ministry and the AOS USA.

- Helping in the planning and execution for the World Congress of the Apostleship of the Sea.
 - Supplying a forum for port ministers to share their experiences and knowledge with one another. AOS USA also acts as a support group for port chaplains as they try to integrate God's call in their lives with the many challenges and hardships they witness on the waterfront.
- If you are a Catholic mariner, a port minister, or a person who loves those who go down to the sea in ships, we would like to invite you to join us in the Apostleship of the Sea of the United States of America.***

STAR OF THE SEA —continued from page 1

tradition of 1 miracle for an individual to be beatified and 3 miracles for an individual to be canonized. I think there are 14,005 people that think that Captain LaRue and the crew of the SS MEREDITH VICTORY performed 14,005 miracles 54 years ago.

"I regret that I did not meet Captain LaRue and honor him during his lifetime," Furukawa said, "but I believe that Captain LaRue is enjoying his heavenly reward."

Those assembled then stood for the reading of the award, which recounts the rescue and Capt. LaRue's later life as Br. Marinus.

On a late summer day in 1950 Captain Leonard LaRue stopped to pray for his ship, SS Meredith Victory, at Old St. Mary's Church in San Francisco. Completing his prayers, he left the church with his Staff Officer, returning to the vessel, they set sail for Asia.

Arriving at Inchon, Korea on September 15, 1950 the ship discharged her cargo and spent the next three months shuttling between Korea and Japan. In the later part of December, Captain LaRue received orders to sail for Hungnam, Korea. Arriving there on December 20 the vessel laid at anchor until December 22, when Captain LaRue guided her through the minefield at the mouth of the port. Once docked, the crew began embarking Korean refugees who were fleeing from Chinese forces. The process continued for the next fourteen hours, when the last refugee was brought aboard at 1110 hours on December 23. By then, 14,000 Korean refugees were packed on the freighter. Sailing from Hungnam, Captain LaRue sailed first to Pusan, arriving on December 24. Like the Bible story though, there was no room for the ship and her human cargo. From there, Captain LaRue sailed to the island of Koje-do where the refugees were allowed to disembark on December 26, 1950. Captain LaRue and the crew of the S.S. Meredith Victory thereby affected the greatest maritime rescue in history.

Four years later, Captain LaRue laid down his sea bag and took up the habit of a Benedictine Brother, and then named Brother Marinus at the Abbey of St. Paul in Newton, New Jersey. For the next 47 years he dedicated his life to prayer, service to the community, and those who visited the Abbey's gift shop. In recognition of the great Christian seamanship of Captain LaRue, and the dedicated life of prayer and hospitality of Brother Marinus, the Apostleship of the Sea of the United States of America bestows this very special honor.

The award is signed by the Reverend Sinclair Oubre, J.C.L., President of the Apostleship of the Sea of the United States of America and by the Most Reverend Curtis Guillory, S.V.D., D.D., Bishop Promoter for the Apostleship of the Sea.

"Kam-sami-da," Furukawa said. "God Bless Captain Leonard LaRue, the Officers and the Crew of the SS MEREDITH VICTORY."

USMMA cadets experience tsunami's tidal after-effects on Maersk Virginia

The following article presents excerpts of an article by Joe Haberstroh, staff writer, appearing in the January 6 edition of Newsday.

As their container ship crept into the port at Salalah, Oman, on Dec. 26, crewmen David Taliaferro and Kyle Bockelman watched as the tide plunged 15 feet in five minutes. Then weird, 50-foot-wide whirlpools broke out all around the Maersk Virginia. Finally, the waves lifted their vessel and ran it aground on rocks.

Taliaferro and Bockelman are sophomores at the U.S. Merchant Marine Academy at Kings Point. They were aboard the 957-foot Maersk Virginia as the tsunami roiled the Arabian Sea.

As part of the academy's training program, they have been serving since November aboard the Maersk Virginia, which carries goods between the United States and India.

When the tsunami struck, their ship was 20 miles from Salalah.

"... the tide was suddenly sucked out from under us," said Taliaferro in an e-mail from the ship to the academy. "We were lucky in that the water was deep enough that we didn't run aground right there."

The ship's crew then waited seven hours before entering the port, apparently to ride in on a higher tide. But the tsunami was still wreaking havoc with conditions in the harbor.

"When we were coming in, the tide dropped 5 meters in five minutes," Taliaferro reported. "There was some extremely strange water action that occurred off our port bow. The water seemed to be swirling in a counter clockwise fashion, about 50 meters in all directions. I was on the stern of the ship preparing mooring lines when the waves took us for a ride."

The tsunami's impact on shipping was light because vessels at sea typically experienced the waves as nonthreatening swells. But the waves did damage some ships that were working closer to shore or at ports scattered around Asia, Africa and the Middle East.

Taliaferro said in an e-mail that the Maersk Virginia had a "ruptured fuel tank, a ruptured ballast tank and a few other odds and ends."

Neither man was injured in the incident. In subsequent e-mails and telephone calls to their families, Bockelman and Taliaferro made it clear that it was not quite a "wave" that had toyed with the Maersk Virginia.

"He said it was more like a real fast-moving tide, or tidal surge," said Taliaferro's mother, Beth Taliaferro.

"He didn't sound scared," Beth Taliaferro said. "It was more like an awesome thing - even more than 3,000 miles away from where it started, it [the tsunami] could push a thousand-foot ship into the rocks."

Maersk Virginia was inside the port's network of channels and about 200 feet from land when it went aground, Taliaferro wrote. "The wave took us and started moving us toward the rocks," he said. "... We again were lucky in that we had enough side thrust and engine power to ride up on the rocks a little bit as opposed to hitting the rocks full force."

The tide continued to rise, which eventually allowed the crew to maneuver the ship to safety.

Meredith Victory Web Site

<http://www.meredithvictory.com/en/index.html>

Fishing

Contamination rumor damaging SouthAsian economy

AOS Coordinator urges common sense support following tsunami disaster

Fr. Xavier Pinto, South Asia Co-ordinator for the Apostleship of the Sea, and a member of the Vatican's International Fishing Committee, recently issued a plea to anyone who is avoiding eating fish because of the tsunami disaster. He also hopes to overturn rumors regarding the safety of fish sold from South Asia. The rumors and the resulting decrease in fish sales, he says, are creating further difficulties for the fishing communities trying to rebuild following the disaster.

"There is a campaign going on regarding those lost at sea as being devoured by the fish. There is another campaign going on about so many dead fish on the shores of other countries... so don't eat fish for some time!

"This campaign is detrimental to the very livelihood of the people you wish to reach out to in the Tsunami 2004 South Asia disaster," Fr. Pinto said in an email.

"Fishing activities in the south of India and in Sri Lanka have been in suspension over the past two weeks. All missing persons at sea have been in that region. The fish coming to your town are from

elsewhere and may be from cold storage. Karnataka and Maharashtra, for example, have good storage facilities," he said.

Fr. Pinto noted that only scavenger fish, killer whales and killer sharks would ever feed on flesh other than their own kind, and these varieties of fish are never sold as food.

"Dead fish on the shores of other countries do not affect the fish being sold in India and Sri Lanka these days," he said.

"If you have stopped eating fish these days, maybe you need not contribute to any Tsunami fund at all," he added. "In that case praying for them too is rather useless!"

"If you don't eat the fish that fishing communities work to get for you, you may be in the category of those who are building up forces for an economic 'tsunami' that will lead to their condemnation and slow death," he said. "Do not let your contributions and prayers go in vain. Just keep eating fish and you will bring our fishing communities to life again!"

"Thank you so much on behalf of the beleaguered and traumatised fishing communities of south India and Sri Lanka."

WFFP statement recognizes World Fisheries Day

This past November, the World Forum of Fisher Peoples issued a message noting the crises facing fishers today and calling on all fishers to unite to solve these problems and protect the waters that sustain their livelihood. This message is reprinted below.

Once again we are getting ready to celebrate World Fisheries Day on 21st November. It is a day of fisher people all over the World to realize that they are at the center of Development and Management of Resources. World Forum of Fisher Peoples (WFFP) is very happy to join this celebration. The seafarers, the fisher women, fish workers and their families are very much involved in this.

We are going through a crisis that fish is depleted through factory vessels, bottom trawling, over fishing and pollution. Unless we address these issues collectively, the crisis will deepen. We have to keep fighting over capacity, over fishing, destructive gears, and pollution of various kinds. The water bodies are polluted by Sewage waste, Industrial Waste, Plastics, Atomic Waste. If this continues all the water bodies in the World will become highly polluted and life will be at stake on the planet. In the name of Development we cannot destroy life. Livelihood of millions of people depends on these water bodies. It is our responsibility and duty to protect these water bodies for the sustenance of the people and the planet. Let us march forward with the slogan PROTECT WATERS PROTECT LIFE.

We would like to conclude this message with certain words from the Chief of Seattle, who uttered these in 1854: *"Every part of the*

earth is sacred to my people... Our dead never forget their beautiful earth, for it is the mother of the RED MAN. We are part of the earth and we are part of it... The shining water, which moves in the streams and rivers, is not just water but the blood of our ancestors. Each ghostly reflection in the clear water of the lakes tells of events and memories in the life of my people. The water's murmur is the voice of my father's father. The rivers are our brothers and sisters, they quench our thirst. The rives carry our canoes, and feed our children... The earth does not belong to man, man belongs to the Earth... If men spit upon earth, they spit upon themselves. All are interconnected. Each one depends on each other."

So let the Fisher Peoples of the World unite to promote and protect our MOTHER EARTH WITH ALL HER NATURAL RESOURCES OF WATER, LAND AND FORESTS. AS WE CELEBRATE WORLD FISHERIES DAY ON NOVEMBER 21st, LET US PROCLAIM IN UNISON: WE WILL TAKE CARE OF OUR MOTHER OCEAN AND THE MARINE RESOURCES AS LONG AS WE HAVE LIFE LEFT IN OUR BODY.

World Forum of Fisher peoples (WFFP)
Velankanny Junction, Valiathura,
Thiruvananthapuram-695008, India.
Tel/Fax. (91)471 2501 376, Tel. 2505216
Email. fishers@eth.net, nff@vsnl.com.
Web. www.wffp.org

Minutes from the 2004AOS USA Annual Meeting

13-16 April 2004 Great Lakes Merchant Marine Academy Traverse City, MI

Fr. Sinclair Oubre opened the 3rd Annual AOSUSA General Membership Meeting at 0925 hours. He discussed changes and additions to the slate of candidates.

Fr. Sinclair opened the session by welcoming all with a special welcome to cruise ship priests attending the meeting.

Fr. Sinclair appointed Tom Matyok as chairperson of the newly created Resolutions Committee. Fr. Sinclair also discussed the need for a Statement to Mariners message. Sister Joy Manthey was nominated as chairperson. Sister Joy declined as she will need to leave the meeting early and cannot participate in the statement's development.

Rear Admiral John Tanner, Superintendent, Great Lakes Maritime Academy, presented *The Maritime World of the Great Lakes*.

Fr. John Jamnicky introduced Fr. Anthony Gittins of the Chicago Theological Union. Fr. Gittins presented *The Mission of the Apostleship of the Sea*.

Fr. Sinclair adjourned the meeting at 1115 for mass and lunch.

Fr. Sinclair re-convened the session at 1330. Fr. Gittins continued his presentation.

Fr. Sinclair opened the floor for 2005/2006, Board of Directors nominations.

Fr. Sinclair surrendered the chair to Vice President Patrick LaPoint.

Fr. Diaz motioned that the president's report and committee reports be given prior to voting. Deacon Connick seconded the motion. After a short discussion Fr. Diaz withdrew his motion.

Fr. Richard Adiukwu nominated Fr. Sinclair for president. Fr. Meriwether seconded the nomination. Nominations closed. Fr. Sinclair Oubre was elected by acclamation.

Fr. Sinclair re-took the chair.

Ms. Doreen Badeaux nominated Tom Matyok for vice president. Deacon Patrick LaPoint seconded the nomination.

Deacon Teske nominated Fr. Jim Keating. Deacon LaPoint seconded the nomination. Fr. Keating declined the nomination, and his name was withdrawn.

Matyok was elected by acclamation.

Ms. Badeaux nominated Mr. Rafael Alvarez for the position of secretary. Deacon LaPoint seconded the nomination. Mr. Alvarez was elected by acclamation.

Deacon LaPoint was nominated for the position of treasurer by Fr. Richard Adiukwu, and the nomination was seconded by Deacon Ghet Bajraktari.

Fr. Keating was nominated by Mrs. Karen Lai, and seconded by Deacon Teske.

Fr. Jamnicky was appointed by the president to count all ballots.

Fr. Keating was elected treasurer by secret ballot.

Deacon LaPoint motioned that all ballots be destroyed. Deacon Teske seconded the motion. No discussion. Motion passed.

Fr. Henry Hernando nominated Msgr. Patrick Gallagher for Pacific

Coast representative. Deacon Teske seconded the nomination.

Ms. Badeaux nominated Capt. Pietro Parravano for Pacific Coast representative. Matyok seconded.

Capt. Pietro Parravano was elected Pacific Coast representative by secret ballot.

Deacon Glenn Teske was nominated as Great Lakes representative by Fr. Keating. The nomination was seconded by Deacon LaPoint. Deacon Teske was elected by acclamation.

Fr. Adiukwu nominated Sister Joy Manthey as Gulf Coast representative. Mrs. Lai seconded the motion. Sister Joy was elected by acclamation.

Fr. Adiukwu nominated Bro. Jim Horan for the position of East Coast representative. Deacon Connick seconded the nomination.

Ms. Badeaux nominated Mr. Jon Furukawa for the position of East Coast representative. The nomination was seconded by Deacon LaPoint.

Bro. Horan was elected by secret ballot.

Fr. Alan Guglielmo was nominated as Cruise Ship Priest representative. Ms. Badeaux seconded the nomination.

Fr. Keating nominated Fr. Robert Sipes. Fr. Perkovich seconded the nomination.

Fr. Sipes was elected cruise ship priest representative by secret ballot.

Fr. Sinclair introduced a discussion regarding By-Laws (attached)* changes.

Fr. Keating motioned that all proposed by-laws changes be voted on as a group. Fr.

Meriwether seconded the motion. No discussion. All changes were accepted.

Deacon Connick proposed that the position of president be restricted to a priest. Fr. Sinclair noted that is not a by-laws issue. It would require a change to the constitution. Fr. Sinclair informed Deacon Connick he would explain the procedure for changing the constitution to him off-line.

Fr. Jamnicky proposed that for the purposes of a quorum on the administrative board that it be based on board positions, not positions that are filled. Fr. Keating seconded the motion. Fr. Sinclair noted his opposition to the motion. After a short discussion the motion passed stating that: *A quorum of the administrative board will be based on board positions, not positions filled. A quorum will be six members.*

The minutes of the 2nd Annual Meeting at Kings Point, NY were presented. Deacon LaPoint motioned that the minutes be accepted. Deacon Teske seconded the motion. No discussion. The minutes were accepted as written.

Fr. Jim Keating provided the Treasurer's Report (attached)*. Deacon Connick motioned that the report be accepted. Fr. Weiss seconded the motion. Ms. Karen Lai motioned that Fr. Keating be recognized for his years of service as treasurer. No discussion. The report was accepted as written.

The 2005/2006 Administrative Board:

President: Fr. Sinclair Oubre.

Vice President: Mr. Tom Matyok.

Secretary: Mr. Rafael Alvarez.

Treasurer: Fr. Jim Keating.

Pacific Coast: Capt. Pietro Parravano.

Great Lakes: Deacon Glenn Teske.

Gulf Coast: Sister Joy Manthey.

East Coast: Bro. James Horan.

Cruise Ship Priest: Fr. Robert Sipe.

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The Apostleship of the Sea of the United States of America

1500 Jefferson Drive
 Port Arthur, Texas 77642
 (409) 985-4545
 (409) 985-5945
 Email: sinclair@pernet.net

Welcome to the 2005 AOSUSA Conference at California Maritime Academy

Dear Friends in the work of the AOS:

On behalf of the Administrative Board of the Apostleship of the Sea of the United States of America, I wish to invite you to the *2005 AOSUSA Conference* being hosted at the California Maritime Academy in Vallejo, California, April 5-8, 2005.

Fr. Paul Divine and Robert McKoon of AOS-Oakland have worked hard in preparing for a wonderful four days of prayer, fellowship, education and leisure. Besides the wonderful hospitality that is being afforded us by the California Maritime Academy, the conference will also be highlighted with:

The presence of Stephen Cardinal Hamao, President of the Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples
 The presence of Bishop Curtis Guillory, S.V.D., Bishop Promoter of the Apostleship of the Sea of the United States
 Bishops and the Archbishop from the Bay Area Dioceses/Archdiocese celebrating Daily Mass
 Mr. Joe Holland, professor at the University of St. Thomas in Miami, and author of *Modern Catholic Social Teaching: The Popes Confront the Industrial Age*, instructing us on our Catholic Social Teachings
 Mr. Mike Campling: Director - *International Seafarer's Assistance Network*, on the work of ISAN

We will be staying at the *Vallejo-Maritime North Motel 6*, located a few yards from the Academy gate, and down a tree-lined drive from meeting facilities. Please make your own reservations at Motel 6. Rooms have been blocked out under the name of the *Apostleship of the Sea* for this period, and each participant must see to their own reservations. Please refer to the boxed information on the *Registration Form* for all reservation information.

Vallejo can be reached by Amtrak, and by all the major airlines through the airports in Oakland, San Francisco and Sacramento. Oakland will probably be the most convenient, and have the best fares. The International Maritime Center in Oakland has kindly volunteered to assist in transportation, and has prepared a transportation document. However, you may also rent a car, or take a cab from the airport to the Motel 6. Note, though, that Vallejo is approximately 30 miles from the Oakland airport.

Each day we will have opportunities to pray together. On Wednesday, Thursday and Friday, Mass will be celebrated by our special guest celebrants. We will also pray together Morning and Evening Prayer/Night Prayer. Since the Liturgy of the Hours is part of our treasury of prayer, I ask that you bring your copy of the *Liturgy of the Hours*, or *Christian Prayer* to the conference. If you do not have your own copy of these prayer books, we will be happy to share with one another.

As the weeks progress, we will be updating our conference information through *Catholic Maritime News*, the AOSUSA-Yahoo group, and through emails to the members. So mark your calendars, schedule the volunteers to man your centers, and come West to Vallejo for a wonderful four days.

Your brother in Christ,

Fr. Sinclair Oubre, J.C.L.
 President

AOS USA 4th Annual National Conference

April 5-8, 2005

California Maritime Academy

Vallejo, California

DRAFT AGENDA #2

Tuesday, April 5th:

<p>1:00 - 5:00 Registration</p> <p>5:00 Social hour</p> <p>6:00 Opening Dinner @ California Maritime Academy</p> <p>7:00 Opening Meeting: AOSUSA President's Welcome, Outline of Conference, Establishment of Resolution Committee & <i>Statement to Mariners Drafting Committee</i></p> <p>8:00 Night Prayers - Taken From the <i>Liturgy of the Hours</i></p> <p>8:30 Board of Directors Meeting</p> <p>8:30 Hospitality Suite - Days Inn</p>	<p>9:30 - 11:00 Mr. Joe Holland (author: <i>Modern Catholic Social Teaching: The Popes Confront the Industrial Age</i>) Part I</p> <p>10:00 - 11:15 Reports: Committee Reports (Shore Leave, Cruise Ship Priest, Fishing, Merchant Marine, Certification, Awards)</p> <p>11:15 - 11:30 Break</p> <p>11:30 Mass - Stephen Cardinal Hamao - President, <i>Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples</i></p> <p>12:30 - 1:30 Lunch @ CMA - CAPT Robert Brown, SF Bay and Delta Towing Vessel Operator: Personal sea-going career in the tug/towing sector</p>
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Wednesday, April 6th

<p>6:30 - 8:30 Breakfast @ CMA</p> <p>9:00 Morning Prayer - Chapel (<i>Liturgy of the Hours</i>)</p> <p>9:30 - 9:45 Welcome from Staff of California Maritime Academy</p> <p>9:45 - 10:30 Welcome from Cardinal Hamao (Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples) & Bishop Curtis Guillory (AOS Bishop Promoter)</p> <p>10:30 - 11:00 Approval of 2004 Minutes and Reports: President, Treasurer, National Director</p> <p>11:15 - 11:30 Break</p> <p>11:30 Mass - Bishop Stephen Blair - Bishop of Stockton</p> <p>12:30 - 1:30 Lunch @ California Maritime Academy: Capt. Jack Keever, Master T.V. GOLDEN BEAR II: Education & training of midshipmen</p> <p>1:30 Afternoon Free - Enjoy the Bay Area</p> <p>9:00 Night Prayer (For those Present)</p> <p>9:30 Hospitality Suite</p>	<p>1:30 - 3:00 Mr. Joe Holland: Part II</p> <p>3:15 Mr. Mike Campling: Director - <i>International Seafarer's Assistance Network</i></p> <p>4:00 - 5:30 Small Group Work on <i>Message to Mariners</i> & Mtg. of Resolution Committee</p> <p>5:30 Social hour</p> <p>6:30 Supper @ CMA</p> <p>9:00 Night Prayer - <i>Liturgy of the Hours</i></p> <p>9:30 Hospitality</p>
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Friday, April 8th

<p>6:30 - 8:30 Breakfast @ CMA</p> <p>8:45 Morning Prayer - <i>Liturgy of the Hours</i></p> <p>9:00 Mr. Joe Holland - Part III</p> <p>10:00 Approval of <i>Message to Mariners</i> & Report from Resolutions Committee</p> <p>10:30 Approval of Resolutions, <i>Message to Mariners</i> & Plans for AOSUSA 2006 Conference @ Texas Maritime Academy</p> <p>11:30 Mass - Archbishop Levada - Archbishop of San Francisco</p> <p>12:30 Lunch @ CMA: Midshipman - Future Plans for a midshipman in the Maritime Industry</p>
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Thursday, April 7th

<p>6:30 - 8:30 Breakfast @ CMA</p> <p>9:00 Morning Prayer - <i>Liturgy of the Hours</i></p>

AOSUSA
 APOSTLESHIP OF THE SEA OF THE UNITED STATES OF AMERICA
 4th ANNUAL CONFERENCE
 April 5-8, 2005
 Vallejo, California
California Maritime Academy

200 Maritime Academy Drive
 Vallejo . CA 94590

(707) 654-1000
<http://www.csum.edu/>

INDIVIDUAL REGISTRATION FORM

NAME: _____
 ADDRESS: _____
 CITY: _____ STATE _____ ZIP CODE _____
 PHONE: () _____ FAX () _____ E-Mail _____
 PORT NAME: _____
 AOSUSA MEMBER: YES _____ NO _____

	<u>Number</u>	<u>Total</u>
Registration Fee (non refundable)..... \$25.00	_____	_____
Conference Fee \$125.00	_____	_____
TOTAL.....	_____	_____

Make Checks Payable to: AOSUSA Send to:
 AOSUSA Conference
 Apostleship of the Sea - International Maritime Center 4001 7th Street
 Oakland, California 94607
 Attn: Mr. Robert McKoon
 Phone: (510) 839-2226 Fax: (510) 839-8193 Email: mckoon@sfbayfarer.org
(Registration deadline: Friday, March 25)

Selected Motel for 2005 AOSUSA Conference

Vallejo-Maritime North Motel 6

I-80 At Sonoma Boulevard/Maritime Academy Drive
 597 Sandy Beach Road/Vallejo, CA 94590

Phone: (707) 552-2912 / Fax: (707) 645-9324 Email: m61361bo@motel6.com

A block of rooms have been reserved under the name: *Apostleship of the Sea.*

Rates are:

\$42.00 + tax.....single

\$47.00 + taxdouble

All participants must make their own motel reservations. They must be made to Vallejo-Maritime North Motel 6 to receive these special rates. The national reservation system will not be able to offer you these rooms and rates.

AOS USA Annual Conference Transportation Options

Via Public Transit

From the San Francisco Airport:

1. Take BART to the El Cerrito Plaza station. Route maps and schedules are posted at the station.
2. Go to 3 below

From the Oakland Airport:

1. Take the shuttle to the Oakland Coliseum BART station. Route maps and schedules are posted at the station.
2. Take BART to the El Cerrito Plaza station
3. From El Cerrito BART, take the BARTLink bus service to Vallejo, call (707) 648-4666 or inquire at the BART station for schedule and cost.
4. Take a taxi, (707) 643-3333, to your hotel or to the CMA

The more adventurous may want to take the ferry from San Francisco to Vallejo. A beautiful 55 minute trip. Highly recommended. Check the schedule at www.baylinkferry.com

1. Take BART from the airport (see above) to San Francisco, Embarcadero station.
2. Hourly (give or take) ferries depart the San Francisco Ferry Building, a 5 minute walk from the BART station.
3. From Vallejo, take a taxi (see above) to your hotel - about a \$10 fare.

Shuttle service

For those unable or unwilling to trust their fate to public transit, the Oakland AOS will provide shuttle service to Vallejo. An offering to cover the cost of gas, tolls, etc. will be appreciated. Please contact us at least 2 days prior to arrival and let us know at which airport you will arrive, arrival time and number of persons:

International Maritime Center

4001 - 7th St.

Oakland, CA 94607

510-839-2226

info@sfbayfarer.org

1. From the airport, take BART to the Oakland West station. Route maps and schedules are posted at the station.
2. Phone the Oakland AOS at (510) 839-2226. We will pick you up in about 10 minutes.
3. We will transport you to the Oakland AOS where you can rest up and wait for other passengers. Free coffee & tea! We will depart for Vallejo when all scheduled passengers have arrived.

Minutes from the 2004 AOS USA Annual Meeting

13-16 April 2004 Great Lakes Merchant Marine Academy Traverse City, MI

Continued from page 6



Admiral Tanner welcomes 2004 Conference attendees.

Fr. Sinclair provided President's Report (attached)*. Deacon LaPoint motioned that the president's report be accepted. Fr. Powers seconded. The report was accepted as written. The session was adjourned at 1615 hours for a short break. Fr. Sinclair reconvened the session at 1645 hours. Ms. Badeaux provided the Secretary General's report (attached)*. Ms. Badeaux answered questions regarding the

mechanics of the Cruise Ship Priest program.

Fr. Sinclair informed the membership that Bro. Jim Horan could not technically have been nominated as East Coast representative. Two people from the same diocese cannot serve on the administrative board. Mr. John Furukawa was nominated and elected to fill the East Coast position.

Fr. Sinclair adjourned the meeting at 1721 hours.

Fr. Sinclair reconvened the annual meeting, Thursday, 15 April, at 0928 hours.

Fr. Sinclair began the session by addressing housekeeping duties. Minor adjustments were made to the agenda based on the progress made on Wednesday.

Fr. Sinclair introduced Fr. Jaques Harel of the Pontifical Council for Migrant and Itinerant Peoples. Fr. Harel addressed the membership. He brought the membership up-to-date regarding efforts to expand AOS and its services around the world.

Fr. Sinclair introduced Fr. Arthur Kennedy who presented the *Maritime Ministry is Ecumenical and Inter-religious*.

Fr. Sinclair adjourned the session for mass and lunch at 1120 hours. Lunch was served aboard the *T/S State of Michigan*.

Fr. Sinclair reconvened the annual meeting at 1356 hours. Agenda was amended suspending committee reports.

Fr. Arthur Kennedy continued his presentation and answered questions.

The session broke into workgroups to work on the AOSUSA Statement to Mariners.

Fr. Sinclair adjourned the formal session at 1500 hours.

Fr. Sinclair re-opened the session at 0930 hours, Friday, 16 April.

Fr. John Jamnicky, AOS National Director, provided an overview of planning for the 4th Annual AOSUSA meeting at California Maritime Academy. The annual meeting will be 4-8 April 2005. It was noted that the 2006 annual meeting will be in Galveston, Texas. He also thanked all the officers and members of the board for their efforts. Fr. Jamnicky also noted the work of those members leaving the board this year. Fr. Jamnicky provided a thank you to all members of AOSUSA for their commitment to the organization and the ministry.

Fr. Sinclair provided an overview of the speakers lined up for the 2005 annual meeting. He also commented on speakers scheduled for the 2006 annual meeting. Fr. Maravilla that at future annual meetings the liturgy should be more systematic and properly facilitated. Fr. Sinclair explained that liturgy is the responsibility of the local/host parish/center. Fr. Jamnicky committed to ensuring the liturgy is better organized at the 2005 annual meeting.

Fr. Sinclair noted how he hopes that future conferences will meet the organization's need to address theological issues and faith.

Tom Matyok took the floor to chair discussion and passage of AOSUSA resolutions written at the 3rd annual meeting. Deacon Connick motioned that the resolutions be handled in total. Fr. Keating seconded the motion. A brief discussion ensued regarding minor editorial changes. Motion to accept all resolutions as written with editorial changes passed unopposed.

Fr. Sinclair retook the floor to chair discussion of the AOSUSA *Message to Merchant Mariners on Maritime Day May 22, 2004*. Minor editorial changes were made. The phrase *as a witness to what you believe* was proposed. Addition of the language was disapproved. Discussion to add *your work as bearers of the commodities whose sources is God's creation* resulted in the language being inserted in the Message. Fr. Hernando made a motion to accept the Message. Karen Lai seconded the motion. Motion passed with changes.

Fr. Sinclair discussed shore leave issues. He noted that all seafarers need to be encouraged to get their D-1 visa. He also discussed ILO-185. Fr. Sinclair recommended that all members go to the Department of Justice web page in order to make comments regarding ILO-185. Comments can be made at: www.trans-inst.org. Discussion regarding port security issues followed.

Deacon Adler motioned that the meeting be adjourned. Fr. Hernando seconded the motion. Motion passed. Fr. Sinclair closed the 3rd Annual AOSUSA meeting at 1036.



Conference guests enjoyed the chance to visit.

**All items stated as "attached" in the minute, can be found on the website at: <http://www.aos-usa.org>
Click on AOS Documents and then choose which item you wish to view.*

Respectfully submitted,
Thomas. G. Matyok, Ph.D.

Port Ministry

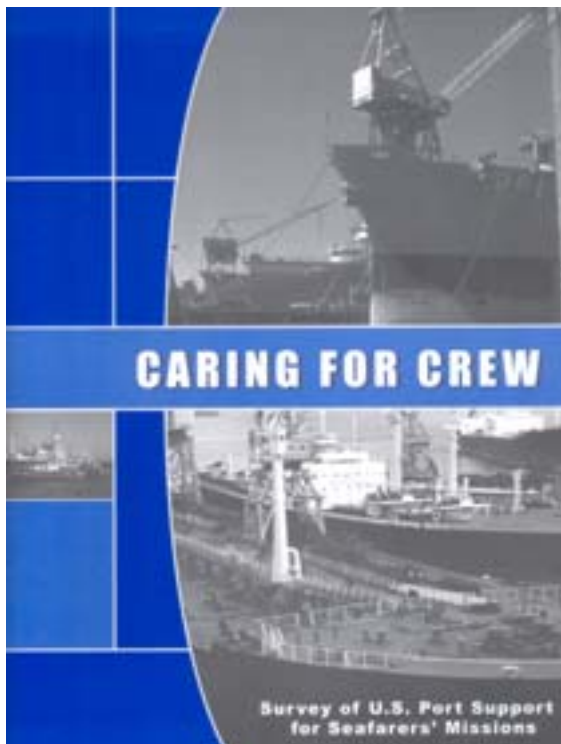
CARING FOR CREW: Survey of U.S. Port Support for Seafarers' Missions

Seafarers' House in Port Everglades recently issued an important study of the relationship between seafarer welfare centers and their local ports. With the explosive growth in port traffic around the country, this study offers a fresh look at the services provided to seafarers visiting our shores. Seafarers' House initiated and coordinated this survey which is based on information from more than fifty seafarer welfare centers and missions in the U.S.

Having read the report, I have ordered copies for all the board members at the Port Arthur International Seafarer Center. Our medium size center participated in the survey, but I believe, more importantly, that the survey will help our board members understand the activities that we perform are in line with the majority of centers around our country. We will be able to take pride that we meet most of the services that are valued by mariners.

Copies are available for \$5.00, and can be ordered by calling 1-800-732-6367, or by visiting www.seafarershouse.org.

Fr. Sinclair Oubre, J.C.L.



IN THE WAKE OF THINGS ...

When some fifty years ago I looked into the wake of things from the poop deck of trap ships & oil tankers its hard to imagine the answered prayers that have taken place as I look out into the wake of an ordained Deacon and Port Chaplain of Oshawa harbor. ...

As an ordained minister in the R.C. Church and a retired plant engineer from secular industries, I find myself working for Jesus Christ in the Engineering & Maintenance department. My ministry is to the marginalized of the community at large. It is to repair broken hearts wherever I find them, the tools given me are:

- You are safe in God's hands through my hands.
- As God has loved me so will I love you.
- I will show you by my actions the loving gifts that come from God.
- The reaction between us will be that of a loving family sent by God.

I will use these tools in the following manner:

- My presence will be the presence of Christ.
- My words will be the words of Christ.
- My gaze will be the gaze of Christ.
- My touch will be the touch of Christ.

We can only give what we have been given by Christ; our gift is the expression of unconditional love. We wrap it in the warmth of our presence, the nurturing of our words, the kindness of our touch, and the gaze of our eyes. We offer it freely and unconditionally. We ask for nothing in return. We hope for a smile, a kind word, a giggle, a warm gaze, or arms reached out for an embrace.

Our task is to mend hearts that are broken by confusion, despair, poverty, neglect, abuse, racism, segregation, old age, chronic illness, mental illness, and developmental disabilities.

We give our presence by staying peaceful when faced with violence, by reaching out to those who hit, by speaking words of affection and encouragement to those who curse, and by protecting those who cannot



help themselves. This sounds so easy. Yet we know from our own lives that it is quite hard.

We find these broken hearts in all ministries to the marginalized of our society: those in our society who are in need, the aged, the sick, those in nursing homes, those in prison, and those who need special attention to bring them to an experience of God's love.

And of course the lonely, those without homes, and those who are far away from home. When we are without family or far away from family, the heart becomes very fragile at times to the point of breaking. It is better to soothe the heart to healing, than to wait until it shatters to many broken pieces.

I had the privilege of soothing many hearts in nursing homes, hospitals, prison... and now on board the many ships I visit in the course of the year.

Peace and Blessings,
Deacon Derek Skelton - Port Chaplain AOS-Oshawa

Cruise Ship Priest Program Notes ...



Celebrity recognized as first participants in Cruise Ship Priest program

AOS USA recently recognized Celebrity Cruises as the first cruise line to come on board with the AOS Cruise Ship Priest program.

Fr. Sinclair Oubre, J.C.L., President of AOS USA, presented an appreciation plaque to Celebrity Cruise officials in recognition of their partnership and participation.

Pictured left to right are: Jacques Wulffaert, Vice President, Total Guest Satisfaction/Hotel Operations - Celebrity Cruises, Fr. Sinclair Oubre, and Chris Jurasas, Manager of Cruise Programs - Celebrity Cruises.

Letter from Fr. Eric Groner

Dear Doreen,

Greetings and best wishes for a happy 2005! I returned from my cruise on Saturday and I had a great time in the Western Caribbean. I received a package from the Migration & refugee services in Washington D.C. before I left; it was filled with rosaries, pray cards and the Apostolatus Maris cards. Both the crew and the daily Mass people received these cards and they were very happy to get them. The Mariner's prayer cards were especially sought after, and it seems that this was a new item for them that they hadn't seen before!! I just wanted to thank you for your help in getting me these items on such a short time basis!!!

Fr. Eric Groner, SVD



The Miami Herald ran an article about the AOS USA Cruise Ship Priest program in their Saturday, January 15 edition. The article was picked up by the Associated Press and ran, in an abridged form, in several other papers around the country as well.



Letter from Fr. Joe Christensen

Hello Doreen - My first cruise is over and it was a wonderful experience. ... So many great things happened. I did not get seasick although many others did in the early rough sea days. The Protestant Chaplain's wife did get quite sick. One of the crew cured her with slices of green

apple(Granny Smith) and salt. It really worked.

I just wanted you to know that it was such a lovely experience. I hope you folks will let me go again next year.

I had one old gentleman tell me that having the priest on board made his cruise 'perfect'.

Keep in touch. And many thanks for all your help.

Peace - Father Joe Christensen



Room of Tears...

One lady who had been to the Vatican show at the Houston Museum... said 'I liked when the Pope goes into the Cry Room.'

Maritime community considers effects of the 2004 Election and the 109th Congress

Reprinted Courtesy of Propeller Club Quarterly
www.propellerclubquarterly.com

By Yvette Robitaille and Rolf Marshall

The 2004 election resulted in President Bush's re-election and increased Republican margins in both the House and Senate. Republicans will hold 55 (of 100) seats in the Senate, 232 (of 435) seats in the House and control the White House. President Bush has already stated that his re-election, along with the increased Republican presence in the legislative branch, have given him a clear mandate; Republicans perceive this election to be approval of a broader GOP agenda than just Iraq and the war on terrorism.

Nonetheless, the White House agenda for the next four years will likely continue its main focus on the war and terrorism. Additional broad areas of interest will likely be financial issues (tax reform, Social Security reform, health care financing reform), legal reform (justices, class action, asbestos), social issues (gay marriage, faith-based initiatives), and the energy/environment.

During the campaign, President Bush released a statement which said that the U.S. needs a maritime policy tailored to 21st century needs. He maintained that programs which have contributed to the growth of the domestic fleet, such as the Jones Act, and those that guarantee inter-modal cargo lift when needed in times of crisis or conflict, such as the Maritime Security Program, should be maintained. The President has said he will vigorously pursue negotiations aimed at ending international practices that disadvantage the maritime industry. In his second term, President Bush said he intends to seek to provide the conditions under which the American maritime industry can compete and grow in the 21st century. Specifically, Bush said he will support a revitalized industry that creates jobs and is a competitive transportation option in both foreign and domestic markets.

Bush's re-election had an immediate effect on the maritime industry. Shipping shares were among the U.S. stocks that jumped on U.S. exchanges the morning following the election. The results were broadly in line with overall gains seen on the market. One shipping analyst described Bush as the "friendlier candidate" for the maritime market. Other analysts contend that a second Bush administration will likely push oil prices higher as the Strategic Petroleum Reserve is topped and instability continues in the Middle East, which could drive up shares of tanker markets.

The U.S. maritime industry is looking for the Bush Administration to show more "urgency" and "commitment" on maritime issues this time around. The industry feels the first term featured "bold talk" from the Administration about how much it was doing on maritime security (with some successes), but very little in the way of funding to turn policy into effective reality. Specifically, the U.S. maritime industry wants more coherent action and financial commitment in this area and other areas. There are high hopes for progress in developing the short-sea shipping sector, with a range of financial incentives now under consideration at DOT. The industry also will look for ratification of the UN Convention on the Law of the Sea and for a commitment to the U.S. merchant marine through the MSP and the planned construction of 5 new product tankers.

Legislatively, there are several maritime-related initiatives that



President Bush's re-election may impact. TEA-21, for example, officially expired on September 30, 2003. Congress has approved six extensions over the past 13 months because negotiations

to pass a reauthorization bill have been stalled in conference. There was some discussion as to whether or not the bill would be passed during the lame-duck session, but the main focus of the Congress at this time is to pass the remaining appropriations bills. It is likely the bill will die at the end of the 108th Congress, making passage of a transportation reauthorization bill a priority in the 109th.

Title XI will continue to lack White House support. MARAD was recently criticized by the Inspector General for "not sufficiently enforcing the reserve requirements established to mitigate the risk of a non-compliant loan." In similar circumstances, Congress has supported Title XI funding. It is unlikely an additional push for funding or support of the Title XI program will top the White House maritime agenda.

At the same time, SCOOP has proposed the use of the Capital Construction Fund (CCF) to stimulate the development of the short-sea shipping sector. With financial incentives via SEA-21 currently on the table at DOT to develop the short-sea shipping market, it is possible the CCF could see a boost in funding in the next Congress. In addition, short-sea shipping advocates are hoping lawmakers will consider a bill which would exempt break bulk and intermodal cargo moving by domestic coastwise shipping from the Harbor Maintenance Tax. DOT is expected to present SEA-21 to the 109th Congress.

Another potential vehicle for changes in the domestic maritime industry could come in the form of a free trade agreement (FTA). The Bush Administration is currently negotiating several FTA's: CAFTA, Andean nations, Panama, Thailand and Vietnam. It has been rumored that House and Senate leaders will seek a "CAFTA-plus" vote, bundling all pending FTA's for a single vote. The Administration, however, has its work cut out on the Democratic side, as Rep. Cal Dooley, a champion of trade liberalizing initiatives will retire at the end of this Congress. In addition, seven of the 21 House Democrats who voted previously to give President Bush current trade promotion authority, which expires on June 1, 2005, have either retired or were defeated. There has been a recent push in the Panama FTA negotiations to include maritime issues in the final agreement. In the past, the United States has successfully resisted these efforts, but a new precedent could be set if Panama is able to incorporate maritime services in its FTA.

The maritime industry will not likely be on the forefront of the White House or legislative agenda despite the war and increased focus on terrorism and security. The recently renewed MSP/VISA program will go forward and it is possible that maritime will become an important topic in the next Congress. The large trade agenda, which is a priority for President Bush, could also force maritime into the spotlight over the next several months.

Rolf Marshall and Yvette Robitaille are with the Washington, DC law firm of Preston Gates Ellis & Rouvelas Meeds, LLP. Mr. Marshall is a partner in the firm and chairs the firm's Maritime Industry Practice Group. Ms. Robitaille is a Government Affairs Assistant specializing in maritime legislative and policy matters.

Shore Leave/Port Security

Dept. of Homeland Security announces Maritime Security Advisory Committee

The Department of Homeland Security recently completed its appointment of the members of the Maritime Security Advisory Committee. Quickly reviewing the list, a number of the members are friends of AOSUSA. Please look among the members for local maritime leaders, and make contact with them regarding our concerns for Shore leave and the adoption of ILO 185 on Seafarers Identification Documents. ed.

US Coast Guard Press Release issued January 6, 2005

WASHINGTON – The U.S. Department of Homeland Security today announced the appointment of the following individuals to serve on the National Maritime Security Advisory Committee.

"On behalf of Secretary Ridge, I am delighted to welcome these advisors to our team," said Admiral Thomas H. Collins, commandant of the Coast Guard. "We look forward to working with the Committee to continue strengthening our efforts to protect our ports and waterways while keeping them open for commerce."

The advisory committee has been established to provide advice to the Department of Homeland Security via the U.S. Coast Guard on matters such as national maritime security strategy and policy, actions required to meet current and future security threats, international cooperation on security issues, and security concerns of the maritime transportation industry as mandated by the Maritime Transportation Security Act of 2002.

Members of the committee are:

Christopher Louis Koch, president & CEO, World Shipping Council
 Joseph H. Langjahr, vice president and general counsel, Foss Maritime Company
 Thomas E. Thompson, executive vice president, International Council of Cruise Lines
 John C. Dragone, vice president, operating division, Maritrans Operating Company, L.P.
 Mary Frances Culnane, manager, San Francisco Bay Area Water Transit Authority
 Basil Maher, president and chief operating officer, Maher Terminals
 Charles Raymond, chairman, president, and CEO, Horizon Lines
 Alice K. Johnson, senior supervisor, PPG Industries, Inc.
 Timothy J. Scott, global director, emergency services and security, The Dow Chemical Company
 Mark Witten, senior regulatory advisor, Gulf of Mexico Deepwater Business Unit, ChevronTexaco
 Robert R. Merhige, III, deputy executive director, Virginia Port Authority
 Jeffery Wayne Monroe, director of ports and transportation, Portland, Maine
 Lisa Hember, vice president, Maritime Exchange for the Delaware River And Bay
 Wade M. Battles, managing director, Port of Houston Authority
 John Hyde, security and compliance director, Maersk Sealand Inc.
 William Eglinton, director of training, Seafarers International Union of North America, AFL CIO
 James Stolpinski, president, Local 920, International Longshoremen's Association
 David Halstead, chief, Florida Domestic Security Preparedness, Florida Department of Law Enforcement
 Theodore Louis Mar, chief, marine safety branch, California Dept. Fish and Game
 Victor Zaloom, professor and chair of industrial engineering and director, engineering graduate programs and Center for Ports and Waterways, Lamar University.

The Sinking Of Global Island (Ex-Hirma)

Condensed from an article submitted by Andrew Mwangura, Programs Director, Seafarers Assistance Program (SAP)

The Motor Vessel Global Island sailed from Mombasa on 25th December, 2004, and she was expected to arrive in Dubai on 17th January, 2005 but due to her un-sea worthiness, she did not make it.

The vessel encountered very rough seas from the 27th of December and was subjected to heavy rolling, pitching and frequent pounding, causing equipment to shift on board the vessel and causing damage to the vessel.

On 29th December, the vessel started taking water, and by 1st January, about 500 metric tons of water were in the holds, the ballast pumps were overwhelmed, and the water in the hold kept increasing. As a result, the ill-fated vessel seriously listed and sank 45 nautical miles off the Somali Coast at about 15.00 hrs. All seven crewmen had their life jackets on and abandoned the vessel. The lifeboat turned over as it was lowered due to rough sea. Only five crewmembers managed to board the life raft. Their efforts to help the Master and a crewmate on board the life raft were thwarted by the ravaging waves, and the raft was unfortunately swept away from the two missing crew by strong winds.

On 2nd January, the five crew members were rescued by the U.S. Navy Ship USS HUE CITY, which was responding to distress call relayed by US Coast Guard Alameda. A search for the missing crew by US Navy Vessels, two US Navy Helicopters and a P3 Orion Maritime Patrol Aircraft assisted by two commercial cargo ships, which were in the vicinity, was called off on 5th January.

The rescued crewmembers were later transferred on to a Kenya Navy Ship KNS Madaraka and were returned safely to Mombasa. The missing

crew are German National Capt. Wolfgang Beckert and Kenyan A/B Welder, Mr. Joseph Gitau. The survivors are Tanzanian Chief Officer Cleophas Mufungo, Chief Engineer Godfrey Gechomba, 2nd Engineer Humphrey Omondi, Electrician Nesphory Mwabili and Cook Raymond Lewa (all Kenyans).

It is disheartening to note that once again, seafarers have lost their lives on a rust bucket along the Indian Ocean. It hurts very much to note here in that the 1,998 tones sub-standard vessel sailed out of Mombasa on the fateful voyage without crew list, either crew agreement, and she was under manned. Available documents indicate that the vessel's port of registry is Madeira, but strangely on the fateful voyage, she was flying Cooks Island's flag.

SAP calls upon the International Transport Workers' Federation (ITF), the government of the Federal Republic of Germany, government of Tanzania and the government Kenya to intervene and take appropriate action unto this matter.

In a span of 17 years, more than 57 seamen have lost their lives along the Western Indian Ocean, and 158 seafarers and fishers have been seriously maimed with no compensation at all.

It is a requirement that ships be dry docked at most within 18 months. Global Island has never been dry docked for more than six years. The 26-year-old Global Island (Ex-Hirma) was managed by Tradex Pacific Ltd., of New Zealand.

There is also a need of a competent ITF Inspector to inspect FOC and substandard ships calling the Mombasa Port. There is also an urgent need of doing away with the out-dated Kenya Maritime Laws so that to give more powers to the Merchant Shipping Superintendent to inspect all ships calling Kenya Sea Ports.

Apostleship of the Sea USA
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“On the Water” on the National Mall

*Reprinted Courtesy of Propeller Club Quarterly
www.propellerclubquarterly.com*

The Smithsonian's National Museum of American History is developing a major, new maritime history exhibition, Web site, and public education project, “On the Water: Stories from Maritime America.”

The 8,000 sq. ft. exhibition will be installed on the first floor of the Museum, located on the National Mall in Washington, D.C. Five million people visit the Museum annually and more than seven million visit its Web sites. Pending funding of \$4.5 million, the exhibition will open in 2007 and be on view for 20 years. “On the Water's” main message—that maritime activity was critical to American history and is essential to life today—will resonate with Propeller Club Members. Because many

Americans are unaware of the maritime influence on their history or their everyday lives, the Museum is focusing attention on this important topic. “On the Water” will span more than three centuries, beginning in the 1600s with the web of maritime trade connections between Europe, Africa, and the Americas, and continuing to the present day of global maritime commerce. The exhibition will highlight maritime activity along America's coastal and inland waterways, and explore the changing dynamics of ocean transport and travel. Stories of real people—immigrants, merchant mariners, pilots, fishermen, leisure travelers and many more—will be featured throughout the exhibition. ...

For more information about “On the Water: Stories from Maritime America” and how you can help, contact Paula Johnson, Project Director and Curator, at 202-633-3908; johnsonpa@si.edu

A related exhibit, “America on the Move,” portrays the impact of containerization in San Francisco and Oakland in the 1970s. “On the Water” will complete and complement this popular exhibition at the Smithsonian's National Museum of American History. *Photo by Jeff Tinsley, courtesy of the Smithsonian, NMAH, Transportation.*

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