



CATHOLIC MARITIME NEWS

July 2005

Vol. 62, No. 7

AOS USA honors 67-year member

Fr. Charlie McTague presented with Star of the Sea Award

As the United Seamen's Service (USS) gathered for their annual meeting of the Council of Trustees, they kindly allowed AOSUSA to use the opportunity to honor our longest serving member, who has served the maritime community longer than USS has existed.

The United Seamen's Service was founded by act of Congress in 1942 "to further the effectiveness of shipment of goods and supplies in foreign commerce by promoting the welfare of United States merchant seamen through cooperation with the United Seamen's Service, and for other purposes."

With centers in Europe, Asia, the Philippines and Africa, USS works cooperatively with AOS, and in some cases hosts AOS in its facilities. In addition, USS has invited the National Director of AOS and the President of AOSUSA to be members of its Council of Trustees.

In this special setting, AOSUSA bestowed its highest honor to Fr. Charlie McTague. Fr. Charlie joined the Catholic maritime ministry as a U.S. seafarer in Hawaii in 1938. Later, going to seminary and being ordained in 1947, he dedicated himself to the special vocation that God gave him to be a priest on ship at sea. When he came ashore, he worked diligently at the Stella Maris Center in Newark, New Jersey.

In a 1988 article that appeared in the Newark, New Jersey *Star-Ledger*, the newspaper noted:

"In the nine years he has been at the port, Father Charlie has become an institution. He is known by sailors from all over the world – as well as truck drivers, longshoremen and port office workers and officials – for his compassion, understanding and deeds on their behalf."

In presenting the award, Fr. Sinclair Oubre, J.C.L., president of AOSUSA, noted his appreciation to USS for allowing AOSUSA to make its presentation. "Many of the folks in the New York/New Jersey maritime community have been touched by the work of Fr. Charlie. This setting allows him to celebrate this special time in his community, and among friends."

The text of the *Star of the Sea Award* reads:

"As a young boy venturing out on the railroad tugs of the Erie-Lackawanna Railroad, Fr. Charles H. McTague tasted seafaring life. At the age of 17 and during the Great Depression, he



Fr. Charlie McTague was honored recently at the United Seamen's Service banquet for his years of service to seafarers. Fr. Sinclair Oubre, President of AOS USA, presented him with the Star of the Sea Award



Many of Fr. Charlie's friends and colleagues supported him at the event as well.



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**If you are not an AOSUSA member, consider joining
as an Affiliate, Associate, Cruise Ship Priest, Mariner,
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Membership Challenge Update



CDR Jon Furukawa

Cheers everyone. In February's issue of CMN, I asked everyone to make a conscious effort to recruit mariner members. We've gained a couple and lost a couple for a net gain of zero. I've been proactive and asked several former shipmates to join, followed-up with them, but haven't met with much success (Charisma isn't one of my strengths). I/we can't get discouraged. This is a follow-up reminder to make an effort to recruit AOS-USA members. I know with 200,000 active mariners, there are at least 60,000 practicing Catholics/potential AOS-USA members.

This is the membership challenge to our Mariners, Port Chaplains and Cruise Ship Priests -

Mariners: You know your fellow Catholic U.S. mariners; mention to them that *AOS-USA is the Catholic Mariner's professional organization* and that as Catholic Mariners, they should look into joining. If you run into any Cadets, let them know student membership is only \$5 per year.

Port Chaplains: As 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. Try to *query each of your organizations annually for interest* in AOS-USA membership: Propeller Club, Port Authority, Council of American Master Mariners, other maritime professional organizations, your eligible Port AOS Volunteers.

Last time I forgot to mention: *Pilots' associations, Mariner*

CHALLENGE, page 3

Please Pray for:

- Suzanne Cali, Affiliate Member, with the Catholic Seamen's Club in Seattle, diagnosed with breast cancer and having surgery this month.
- Shrimpers on the Gulf Coast; the commercial shrimp season opens July 15 in Texas and federal waters.
- Fr. Lorenzo Mex Jimenez, Sr. Rachele Marando, and all of our friends with AOS Progreso, who were recently struck by Hurricane Emily.
- The sister of Fr. Gerard Critch, cruise ship priest member, who is fighting a brain tumor. And for her son who was in a recent accident.
- The continued healing of Fr. Jim Keating (AOS Chicago) and Deacon Derek Skelton's wife (AOS Oshawa), both of whom recently had knee replacement surgery.
- Continued healing of Deacon Glenn Teske, (AOS Green Bay), who is undergoing treatment for cancer.
- Msgr. Alvan P. Heuring, Cruise Ship Priest Member, recovering from hip replacement surgery.
- Healing for Mr. Jim Cratty, Program Analyst at the National Maritime Center, as he recovers from a recent operation.
- Repose of the Soul of Msgr. Francis B. Juchnowski, Cruise Ship Priest Member, from the Diocese of Buffalo.

AOS South Asia shares Sea Sunday message, fishing news

Sea Sunday Message, July 10th 2005.

Issued by the Apostleship of the Sea (AOS). Vatican office, with inclusions by AOS South Asia.

As we celebrate SEA SUNDAY, our hearts and thoughts go to all seafarers, fishers, cruise ships personnel cum passengers, port workers, sail competitions, yachting people, and all their families. On this occasion we are reminded of the debt that our society owes to these workers. We depend on them to ensure the transportation of almost everything we use or consume; especially food from the sea which we always enjoy. In fact more than 90% of the trade and commercial exchanges between nations is done by sea. Achieving this, demands a great amount of courage, expertise, sacrifice and professionalism and yet the great majority of seafarers feel that their contribution to world economy is neither recognized nor justly rewarded.

Dear Collegues/Friends in the AOS and of the AOS,

We have NO good news for all fishing commnties we work with and work for. The ILO and leaders of South Asian Nations have failed the fishers and fishing communities. In fact its leaders stayed silent and did not vote on the crucial issues we thought were in favour of all fishing communities and fish workers. Our AOS representatives were there, our National Fishworkers Forum of India and the World Forum of Fisherpeople rerepresentatives were there. But to no avail. All must now work on lobbying till 2007; by when we hope this will be given a chance to be discussed again.

The main message sent from the Vatican office of the AOS encourages us to keep going at our tasks with hope. I have added on an inspirational piece to remind ouselves that each of us can benefit from the others presence in this passing world if only we think and pray for the others. We should seek the good of others all the time.

I wish all of you meaningful Celebrations on Sea Sunday whreever you may be on the 10th of July 2005.

Xavier Pinto, C.Ss.R.

CHALLENGE _____ *from page 2*

unions, Maritime academies, Maritime academy alumni associations.

Cruise Ship Priests: Do what you can. You may have an active/retired merchant mariner in your parish.

In addition, I'd like to challenge:

Free subscribers to CMN, if you are Catholic and have/had a license or MMD, to join AOSUSA as a Mariner Member.

Retired mariners are encouraged to join.

Like the Knights of Columbus say, 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 get them from Doreen aosusa@sbcglobal.net or (409) 985-4545.

AOS-USA is the Catholic Mariner's professional organization. I know that with a consistent and steady effort, we can increase our AOS-USA Mariner Membership.

World Maritime Day message announced

Every year, the International Maritime Organization, the maritime branch of the United Nations, celebrates World Maritime Day. The exact date is left to individual Governments, but it is usually celebrated during the last week in September. The day is used to focus attention on the importance of shipping safety and the marine environment and to emphasize a particular aspect of IMO's work.

To mark the occasion, the Secretary-General of IMO always prepares a special message, and this is backed up by a paper which discusses the selected subject in greater depth.

The Secretary-General's World Maritime Day message for 2004 is available both as an audio presentation in four languages as well as in the text version.

The message for World Maritime Day 2005 is entitled "International Shipping - Carrier of World Trade."

The IMO Council at its 93rd session in November 2004 endorsed the proposal of Secretary-General Mr. Efthimios Mitropoulos that the theme for World Maritime Day 2005 would be "International Shipping - Carrier of World Trade." The theme was chosen to provide an ideal opportunity to draw attention to the vital role that shipping plays in underpinning the international economy and its significant contribution to international trade and the world economy as the most efficient, safe and environmentally friendly method of transporting goods around the globe. World Maritime Day will be celebrated on Thursday, September 29, 2005.

McTAGUE _____ *from page 1*

boarded his first vessel, the British-flagged *S/S Northern Prince* as messman. Later, on board the *S/S Monarch*, Fr. Charlie's thoughts turned to the possibility of becoming a priest. While on board the *Monarch*, he was invited to join a crew-sponsored reading club. However, the club turned out to be a Communist cell. While scrounging through the ship's small library, Fr. Charlie discovered a biography of the father of the modern Catholic Social Gospel, Pope Leo XIII. So influenced by Leo and his groundbreaking encyclical *Rerum Novarum*, he began to wonder not only if he had a vocation to the priesthood, but if he could become a priest on a ship at sea.

While making a port call in Hawaii in 1938, Fr. Charlie became a seafarer member the Apostleship of the Sea. Soon thereafter, he entered Darlington Seminary, and was ordained in 1947. From 1938 until now, Fr. Charlie has been a seafarer, a ship visitor, a driver, a pirate radio correspondent and a priest.

In recognition of Fr. Charles H. McTague's sixty-seven years of service to Apostleship of the Sea, the people of the sea, the port of Newark, and all those tens of thousands of seafarers whom he has touched with his love, the Apostleship of the Sea of the United States of America bestows on him the *Star of the Sea Award*, and prays that God will continue to bless him for many years to come."

In accepting the award, Fr. Charlie touched on the missionary nature that has defined his ministry:

"If Jesus didn't sail the Seven Seas, I, as a merchant seaman, I have brought him to Hudson Bay. I have brought him to the South Pole. So, you people have to be thanked for the work you are doing.

"God Bless."



Our Lady, Star of the Sea

Pray for Seafarers

Pray for us

O Mary, Star of the Sea, light of every ocean, guide seafarers across all dark and stormy seas that they may reach the haven of peace and light prepared in Him who calmed the sea. As we set forth upon the oceans of the world and cross deserts of our time, show us, O Mary, the fruit of your womb, for without your Son we are lost. Pray that we will never fail on life's journey, that in heart and mind, word and deed, in days of turmoil and in days of calm, we will always look to Christ and say, 'Who is this that even wind and sea obey him?' Our Lady of Peace, pray for us! Bright Star of the Sea, guide us!

Prayer by Pope John Paul II -- Printed by Apostleship of the Sea, Herald House, Lamb's Passage, London EC1Y 8LE -- email:

AOS-England commissions new icon of Our Lady Star of the Sea

The Icon of Our Lady Star of the Sea - Stella Maris:

The Icon Stella Maris is set in the context of the night and reflects the difficulties of life sensed more deeply at night and perhaps also of the times of the 'dark night of our souls.'

The triangles are symbols of fire which in turn are symbols of the Spirit.

The star is Sirius, the largest and most brilliant star in the heavens. A major star of navigation but also known in mythology as the God Star or the Dog Star that leads. This star was (and is) an object of great worship in many cultures around the world. In the middle east the rising of Sirius in the heavens in June coincided with the annual floods of the Nile upon which the lives of the ancient Egyptians depended.

The visible circulation of the minor stars Sirius A and Sirius B around Sirius itself were also part of this worship culture and form the basis of the Star of David symbol.

The Virgin and Child are positioned in the upward pointing triangle of the Spirit -linking to Sirius the lead star of navigation Mary is herself the Star which illuminates our inner darkness and leads our souls to her divine Son.

The sea has always been the most feared elements of nature because of its enormous power to sustain life or destroy. We are powerless and insignificant in the midst of its rage. Yet in its benign aspect the sea is a source of untold beauty and nourishment for mankind. The sea is therefore a metaphor for life and its perils but also for its wondrous joy and beauty. The world wide ocean also represents all the peoples of the world.

The four fish are a reference to the four Gospels, and ultimately Christ Himself who was known to the early Christians as the Great Fish (Ethos)

The boat in the background is a symbol of the individual soul of the believer on the spiritual path. This boat of life can be navigated safely by turning to Christ as guided by Our Lady star of the Sea, the star of our life.

The boat is also an image of the Church Militant navigating through time, through life and to the promised land.

Our Lady is depicted standing on the moon, again an object of worship in ancient religions. The image also recalls the verse in Revelation Chapter 12. "And there appeared a great wonder in heaven; a woman clothed with the sun, and the moon under her feet, and upon her head a crown of twelve stars"

Stella Maris ("The "Star of the Sea") has long been the favourite title by which people of the sea have called on her in whose protection they have always trusted: the Blessed Virgin Mary. Her son, Jesus Christ, accompanied his disciples in their vessels, helped them in their work and calmed the storms. And so the Church accompanies seafarers, caring for the special spiritual needs of those who for various reasons live and work in the maritime world.

The Sea covers two thirds of the planet and the people of the sea, those who live, work or have their present or past way of life linked in any way to the sea are served by the Church through the Apostleship of the Sea (AOS). The AOS is often known locally as Stella Maris after the name given to the many seafarers hostels provided in ports around the world.

The AOS today has a presence in some 116 Countries and is striving to serve many millions of people. These are people who may always be on the move or who may be shore based. These are people involved in the international seafaring and coastal seafaring trades, in commercial fishing and in subsistence fishing communities, in the offshore oil industry or in the cruise shipping industry plus the many contract sailors employed in yachting around the world. 'Our Lady Star of the Sea' is the patron of the AOS and all those who contribute to this work of serving the People of the Sea.

This Icon of our Lady Star of the Sea was painted in the Neo-Coptic style by the

ICON, page 5

Port Ministry

Seafarer advocates rally behind Ukraine center

Several organizations dedicated to seafarer welfare have come together in support of the seafarer's center in Yalta, Ukraine, where local port officials are attempting to take over the building.

John McLaughlin, in New York, wrote about the situation in an article that appeared in Lloyd's List in June.

According to McLaughlin, Emma Kouznetzov and Tatiana Sitalo, respectively director and deputy director of the Yalta International Seafarers' Centre, allege that the newly appointed president of the local port authority, Juriy Formus, is attempting to have them illegally evicted from the building where the centre has been lodged since 1957.

The center has been attempting to renew its lease on the building for several years and recently secured approval from Ukraine's ministry of transport despite the long-standing opposition of the previous port director.

Mr Formus, who was appointed to lead the port authority after the recent election triumph of Ukrainian president Viktor Yushenko, appears to have taken a considerably more aggressive stance than his predecessors.

In addition to seeking the center's eviction as an illegal tenant in arrears on its bills — a charge the center's directors strongly dispute — he has had the building's electricity cut off and its entrance gate welded shut.

Some of the center's overseas friends include the International

ICON _____ *from page 4*

internationally renowned iconographer Dr Stephane Rene who is the only exponent of this sacred artistic tradition in the West. The Coptic icon is the direct heir to the spirituality of the Desert Fathers who were the first Christian Monks (Coptic period 2nd to 7th centuries) and lived in the deserts of the Middle East. They led a prayerful and reflective way of life and developed a spirituality which shaped many monastic rules such as that of St Benedict. St Jerome was a Desert Father, and he identified in his writings that Mary, the Mother of God, was the 'Star of the Sea'.

The Star of the Sea is the most ancient of titles for Our Lady. It is premised that in the time of Our Lord, the equivalent phrase of 'Our Lady' in the Aramaic language of that day meant pilot, leader or guide - someone who could navigate through the sea or the desert by the stars and lead people to safety. The stars were and are used as a guide to safety and to new life. The sea covers all the earth and symbolises all the people of the earth. Our Lady was therefore identified from the very earliest days of the Church as the guiding light to her son, Our Lord, for all the people of the earth.

Transport Workers Federation, which awarded them a \$200,000 grant to refurbish their building, and the Center for Seafarers' Rights.

CSR director Doug Stevenson noted that the center's directors had worked against powerful odds to keep it afloat and effective, going several years without salary at a time when the remnants of the Soviet InterClub system were being closed down and sold off.

Tom Holman, administrative officer for the ITF seafarers' trust, noted, however, that land and property issues have been contentious in the former Soviet Union.

"Whenever you have a nice building in a good position in a port, a lot of people want to get their hands on it. There have been numerous battles like this already," he said.

Viacheslav Luzin, maritime adviser at the ministry of foreign affairs in Kiev, said the ministry had written to the cabinet of ministers of Ukraine "requesting that they do everything possible to preserve the Yalta seafarers' centre."

Luzin said the center served a vital purpose in enhancing seafarers' welfare. In addition, he added: "It is important for the prestige and image of Ukraine. We are very receptive to the various requests from international organisations that we assist in the survival of the centre."

Advocates for the center around the world continue to urge officials to keep the Yalta center open and not allow greed for commercial waterfront to dispossess those trying to serve the seafarers.



Father Jim Boyd of the San Diego Stella Maris celebrated Mass at the Stella Maris Chapel with the crew of the Connie Jean, which is the last commercial deep sea fishing vessel on the California coast. Also in the picture is Neal Beard (he has the beard) and Elena Sanchez, the wife of volunteer Alex Sanchez, who took the picture. This picture also appeared in the San Diego Catholic Diocese's prize winning newspaper, The Southern Cross.

Merchant Marine

PIRACY

Kidnappings raise question of ransom coverage

P&I clubs have been reluctant to pay out for the cost of ransoms after spate of kidnappings in the Malacca Strait.

As reported by Marcus Hand in the June 24 edition of Lloyd's List, ship owners face a quandary in how to cover the cost of a ransom if crew members are kidnapped and held hostage. Insurance company policies vary in their coverage of such costs, and it can be difficult to find out exactly what those policies are.

If the worst happens and crew from your vessel are kidnapped by pirates, your P&I insurer may well not pay out if a ransom is paid to secure their safe release.

The spate of kidnapping crew for ransom by heavily armed pirates over the last year in the Malacca Strait has left owners with little choice than to pay up if they want to see their crew alive again.

However, when owners have tried to claim for ransom payments, they have found they are treated as discretionary claims by their P&I insurer. Whether the Club has paid out in full, part or not at all varies from case to case.

"There is no express inclusion or exclusion of cover in P&I Club rules," said an insurance industry source. "A shipowner might seek to submit a claim to his P&I club under principles of mitigation costs or other discretionary cover, but it can not be predicted how such discretion would be exercised and any decision is likely to be confidential."

Simply not paying the ransom has proved not to be an option, with weak law enforcement in particular on the Indonesian side of the Malacca Strait, where kidnapping is prevalent. Last year, an Indonesian owner negotiated a ransom with the pirates but then decided not pay. As a result, the hostages were killed.

One owner said that, while the payment of ransoms was not covered under standard P&I policies, some clubs would consider payment if the member concerned appealed. The source said he was aware of at least one case where this had happened, although in such cases, the club would only pay part of the ransom, not the full amount.

In other cases, clubs are reported to have refused to pay out over ransom payments, and owners have accepted this. An International Group Club recently issued a circular saying the best course of action to ensure cover was to take out a standalone kidnap and ransom policy. Despite having been circulated among insurance brokers, it is understood the club has since claimed this was an internal document and not its official position.

Ironically, if the seafarer is shot dead by the pirates, the Club is liable to pay a death compensation claim, and this has led to one possible avenue for appealing claim for a ransom payment.

In at least one case an owner has been able to successfully appeal based on the application of sue and labour claims. The owner was able to show that he both acted prudently in securing the release of the seafarers and the ransom was less than the Club would have had to pay in death compensation.

The wide range of scenarios that have played out illustrates the lack of a common policy when it comes to the payment of ransoms.

Robert Gordon, managing director of Singapore-based P&I correspondents Seasia P&I Services, believes Clubs need to clarify the situation.

"The Clubs need to stop sweeping this under the rug. It is not right that owners are left in limbo," he said. He feels that it should be made clear that claims will be assessed on the merit of each case or, "If they want to say 'No, we do not pay ransoms', they should say No".

Should the latter be the case, they should advise owners how to seek kidnap and ransom cover.

Even if clubs do cover ransom payments, it is not something they are likely to publicize. One source noted that if the pirates knew the seafarers they kidnapped were covered by insurance, they would make much higher ransom demands, banking on the insurer having far more money than an owner and operator of tugboats.

"If these people know the owners have insurance, the demands are going to become phenomenal," one insurance executive stated.

As it stands, the demands of kidnappers in the Malacca Strait have generally stayed in the \$50,000 to \$100,000 range, with room to negotiate to lower sums they know the shipowner can afford to pay; at the same time, the pirates are guaranteed a handsome return.

Bill introduced re: benefits for WWII merchant mariners

Senator Nelson (D-NE) introduced a bill (S. 1272) to amend title 46, United States Code, and title II of the Social Security Act to provide benefits to certain individuals who served in the United States merchant marine (including the Army Transport Service and the Naval Transport Service) during World War II.

Old Radio Officers never die, their ??? 's just drop off!

An article in the July 5 online newsletter *Ship Talk* (www.shiptalk.com) noted the addition of a new Morse code signal - for the "@" symbol.

"We understand that the Morse code is finally entering the 21st century, or at least is limping into the late 20th," the article said.

The new sign, which will be known as a "commat," consists of ?-?-?, a combination of the signals for "A" (?-) and "C" (-?-?). "This is the first new Morse symbol to be introduced since the First World War, however, at this juncture we understand there are no plans to amend semaphore, or indeed smoke signals."

Letters...

From Harry T. Scholer (USMM) ret.

I can't tell you how pleased I was to learn that Father Sinclair and the U.S.S. are honoring Father McTague. I knew him in the 1950s as a parish priest from St. John's Church in Fairview, New Jersey. The area population was mostly Italian immigrants and I worked for the sons of one of them who had a moving business, called Ferraro Movers. Fr. Charlie operated a store front mission that provided furniture and household items to the newly arrived, who had little more than a trunk full of clothes and some cherished reminders of the Old World. When it came time periodically to clean out the warehouse or if people just wanted to replace old furniture with new, myself and the grandsons would be told by old man Ferraro: "Take it to the priest" I grew up in that family and my parents used to refer to me as their Italian son. Once a year St John's would close the main street in front of the church, Anderson Ave. and have a carnival. I loved it and would spend all my time there.

Years later I went to sea and one day as I was walking from my ship, the SS Guayama, in Port Newark to the main gate which was a long way away, a battered station wagon pulled up and the man inside offered me a ride. It was Fr. Charlie and he brought me to the Seaman's Center where I called my wife. I wasn't sure if he remembered me but I know that he remembered St. John's.

I'm happy to hear that he is still serving ... convey my respect and best wishes to him.

Regards, Harry T Scholer (USMM) ret.

From John H. Keppel,

Merchant Marine Veterans of WWII, San Pedro, CA

Dear Rev. Jamnicky,

On May 8, I was pleased and surprised to receive your letter of May 5 re the activity of the Apostleship of the Sea in relation to H.R. 23. As a member of the Merchant Marine Veterans of WWII based in San Pedro, CA, it was most heartening to know that an organization as important as the Apostleship of the Sea was also interested in the passage of H.R. 23. We passed a resolution of support for the bill at our last General Meeting, and intend to marshal the support we are able to for the passage of the bill.

I would be pleased to receive copies of the Catholic Maritime News, and I wish to tell you that we intend to send you copies of our Anchor Light publication.

Thank you for your support and Hurrah for the Apostleship of the Sea.

Sincerely, John Keppel

The wise old Mother Superior from county Tipperary was dying. The nuns gathered around her bed trying to make her comfortable. They gave her some warm milk to drink, but she refused it. Then one nun took the glass back to the kitchen. Remembering a bottle of Irish whiskey received as a gift the previous Christmas, she opened it and poured a generous amount into the warm milk. Back at Mother Superior's bed, she held the glass to her lips. Mother drank a little, then a little more. Before they knew it, she drank the whole glass down to the last drop.

"Mother," the nuns asked with earnest, "Please give us some wisdom before you die."

Barely audible and with a serene look on her face she said, "Don't sell that cow."

Cruise Ship Notes...

Fr. Perkovich introduces new book on Polka Mass

What's hot in the polka world? - Fr. Frank Perkovich's new book, *Dancing a Polka to Heaven*.

Fr. Perkovich is a Cruise Ship Priest member of AOS USA and has celebrated the polka mass on board cruise ships.

The book was necessary, not just to write about the life of Fr. Perkovich, celebrating his 50th year as a priest, but also as an historical document to promote the polka mass.

The polka mass was originally created by Fr. George Blasko of Pennsylvania. Fr. Perkovich, hailing from Minnesota, then took his own Iron Range Version and promoted it nationwide. He even took the polka mass to the steps of St. Peter's Basilica in Rome, where it was enjoyed by the Holy Father, who encouraged Fr. Perkovich to spread the word of the polka mass to all cultures.

As a final tribute to his Slovenian/Croatian culture, Fr. Perkovich has left a legacy for the future and hopes that it will inspire you.

As Fr. Perkovich says, "Go in peace to love God and love the polka!"

Copies of the book may be ordered from:

Fr. Frank Perkovich
12 SW 2nd Street
Chisolm, MN 55719
(218) 254-5444



Fr. Frank Perkovich, Cruise Ship Priest member, recently published a book about his 50 years in the priesthood, with particular focus on his involvement in promoting the Polka Mass.

Cruise Ship Priest program noted in MRS annual report

In a short article titled "Taking God on the Journey," the USCCB's 2004 annual report of the Migration and Refugee Services recognized the work of the Cruise Ship Priest Program in AOS USA.

"MRS' most recent outreach is to people aboard cruise ships - tourists and crew members," the report noted. "More than 700 trained and qualified priests are serving Masses and celebrating the Eucharist for these people at sea." (www.usccb.org/msr)

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Upcoming Events For Maritime Ministry

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

Catholic Maritime News

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Heungnam Evacuation Monument, Geoje City, South Korea



The evacuation of Heungnam saved 197 vessels, over a hundred-thousand military personnel, some 98,000 North Korean refugees, about 17,520 vehicles and 350,000 measurement tons of cargo when Korean and UN forces were besieged by the Chinese army in eastern North Korea, in November, 1950. The SS Meredith Victory pulled the military and North Korean refugees out through the Heungnam port and safely arrived in the Jangseungpo port, Geoje Island, South Korea.

The Heungnam Evacuation Monument was unveiled on May 27 at Korean War Refugees' Camp Site in Geoje Island.

The Dedication Ceremony was cohosted by the Ministry of Patriots and Veterans Affairs, the Commemoration Association of the Heungnam Evacuation Operation, and Geoje city. According to event organizers, the purposes of the monument and ceremony are to remember the humanitarian spirit of the operation, regarded as one of the most inspiring and miraculous rescue operations in war history of the world, to further enhance friendship and cooperation of the 22 nations that participated in the Korean War, and to nurture the patriotism of the Korean people.

The Heungnam Evacuation Operation successfully completed a daring rescue of 14,000 North Korean refugees and is remembered as one of the most humanitarian rescue operations and as the 'Largest rescue operation by a single ship' in the war history of the world.

Captain Leonard P. LaRue of the Meredith Victory received "Ulji Order of Military Merit," the second highest military decoration from the Korean government, in 1955. Capt. LaRue became a monk, taking the name Brother Marinus. Last year, AOS USA honored him posthumously with the Star of the Sea Award.

The memorial includes a monument with the SS Meredith Victory and General Douglas MacArthur's face carved on it, mural relief that explains the merit of those involved in the rescue operation, and Lawn Plaza symbolizing the open sea.

For more information, visit the MPVA's website at:
<http://english.mpva.go.kr>