



CATHOLIC MARITIME NEWS

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Conference focuses on social teaching



Joe Holland, author of *Modern Catholic Social Teaching*, presented the keynote addresses at this year's conference

This year's AOS USA National Conference focused on the issue of Catholic social teaching, and Joe Holland presented the main talks over three days.

"What he had to say was fascinating, and he was very down-to-earth so that people felt comfortable to ask questions," said Doreen Badeaux, Secretary General of AOS USA.

Catholic social teaching explores issues involving justice in people's interactions with each other and the form those issues take in our society. One of these areas most evident currently in the maritime industry is worker justice, particularly in such aspects as fair pay. "For us as Catholics, these are moral and ethical issues," Badeaux noted.

The call to social justice, Holland said, involves participating with people at their point of need, a main drive behind the push to meet people in their work environments. This concept forms a major impetus for ministries such as ship visitations, seafarer's centers, ship library programs, mariner aid networks, and more recently for AOS USA, in the Cruise Ship Priest program.

"These are ministries of presence," Badeaux said, "just being with people where they are and being available."

This year's focus on social teaching meets some of the requirements in the USCCB's certification process for maritime chaplains, another area addressed in the conference talks.

Jean Marie Weber, of the USCCB/CCA spoke on the issue of certification and how the process works. One of the requirements of the process is a commitment to continuing education in areas such as social teaching and ecumenism, the focus of last years National Conference. "We chose these topics so when people come, they can meet some of the requirements," Badeaux said.

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Approximately 50 attended this year's national conference, held at the California Maritime Academy. Guest speakers covered a number of topics related to the maritime industry and ministry in that context.

Information on resolutions and decisions passed at the 2005 National Conference appear on page 9

Crew ship sinks after collision with tanker

On Thursday, April 28, the crew ship Rene I and crude oil tanker Genmar Strength collided in the Sabine Ship Channel. The captain, one of the four crew aboard the Rene I, died that weekend of his injuries.

Wreckage from the crew boat blocked the pass so that, until a crane barge was able to remove the ship that Saturday, only vessels less than 100 feet long could go through. The salvaged ship was dry docked at Tubal Cain Marine near the Port of Orange for inspection and possible repair, to be towed back to its home port of Morgan City, Louisiana. The Genmar Strength remained moored offshore until Sunday.

AOS-Beaumont contacted Station Sabine and MSO - Port Arthur and offered assistance in any way possible. In addition, it contacted the Sabine Pilot, who is Catholic and who was on board the M/V Genmar Strength, to offer support and prayers.

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Message to all Merchant Mariners on Maritime Day May 22, 2005

From the Apostleship of the Sea of the U.S.A.

The Annual meeting was held just after the death of His Holiness Pope John Paul II. He proclaimed this the Year of the Eucharist, which means Thanksgiving. We give thanks for your maritime vocation, which we share.

As you continue your pilgrimage across the waters in this Year of the Eucharist, may we assure you that we recognize and thank you for:

- your service to God and Mankind. Your work is crucial to the well-being of economic progress and maritime safety in these troubled times.

- helping us see the face of Christ in the cadet, dock worker, merchant mariner and retired seafarer.

- showing us the dignity of seafarers, who like James and John learned from their father Zebedee, to find God's presence in the bounty of the sea.

- your personal sacrifice of separation from family and loved ones. This sacrifice gives testimony to what is good and human.

As you journey, remember that you are called:

- to be the presence of Christ to others. You are entrusted to bring a spark of divine light to those you come in to contact with on board and ashore.

- to be a fully responsible person showing the dignity of God within you. While the burdens of your life-style are not understood by most of society, we urge you to be fully responsible for your own personal actions, safety and well-being. You are a child of God, a member of a family, and a member of a community. You are important and unique and must treat yourself as such.

- to work toward spiritual and personal growth. Remember, God travels with you. Make a place for God.

Be assured that the Apostleship of the Sea of the United States of America, in our shared pilgrimage:

- Sees the suffering Christ in those who endured the tsunami and those fishermen who struggle to recover their livelihood.

- Stands in solidarity with you in these trying days of port security which may often leave you, or your mates with no access to shore leave, phones or communication with your loved ones.

- Stands ready to serve you in the Mission of Christ, by caring for your spiritual, emotional and material needs while you are in port in a far away land.

- Continues to "put out into the deep" for you and with you, as you face difficulties on unfamiliar shores.

- Offers you the Sacraments of the Church, particularly in this Year of the Eucharist. You are our brothers and sisters in Christ. Our most important gift to each other is the gift of Christ.

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Please Pray for:

- Repose of the soul of Mr. Joe Kalifeh, more than 50-year board member of the Catholic Maritime Club Port of Mobile, AL

- Fr. Frank Eimer, Cruise Ship Priest member, who has had to leave the cruise ship ministry due to failing health. He will continue as a CMN subscriber and continue prayers for the ministry. Please keep Fr. Eimer in your prayers.

- Healing for Capt. Ernie Fink, Commanding Officer National Maritime Center, recovering from a recent heart attack.

- Continued healing for Fr. Joseph De La Garza, Cruise Ship Priest member.

- Fr. Don Zarkoski, Cruise Ship Priest member.

- Hurricane Season begins on June 1st. Please pray for the safety of all those who will be in the path of these storms this year, both on land and at sea.

- the continued needs of last year's storm victims in Florida and other states hard hit, who are still working to recover.

- The shrimp boat M/V Jenny.

Capt. Warner honored by Propeller Club

By FR. SINCLAIR OUBRE

Catholic Maritime News

The Propeller Club of the Ports of the Sabine Honored the President of the Sabine Pilots, Capt. Ellen Warner, as the 2005 Maritime Person of the Year during their annual awards banquet.

On Friday, May 6, 2005, more than sixty members of the Propeller Club of the Ports of the Sabine gathered at the Pompano Club for its annual Maritime Person of the Year Award.

With friends and co-workers surrounding her, Capt. Ellen Warner of the Sabine Pilots Association, and an active Catholic at St. Joseph Catholic Church in Port Arthur, Texas, was honored and roasted for her many contributions to the local and national maritime community.

Desiring to follow her father's career path into the merchant marine, Capt. Warner enrolled in Texas A&M Maritime Academy at Galveston, and graduated in 1978. This was the first of many significant milestones in her professional career that would set her apart from the norm in the marine industry.

The Class of 1978 was among the first to include women. Upon graduation she advanced her deck license quickly to become an unlimited master mariner. Capt. Warner was the third woman to receive the highest marine license from the United States Coast Guard. With this unlimited license, she became one of only a handful of women to be the master on a U.S. flagged deepsea ship.

In 1993, Capt. Warner broke another gender barrier by being voted into the Sabine Pilots Association. She became the first woman pilot in its 111 year history, and the second female pilot in the United States.

In her acceptance remarks, Capt. Warner noted that the Sabine Pilots were the best thing that ever happened in her life. Relating her nervousness in applying to be a pilot, she

still remembers how surprised she was when she was voted to be a member of the Sabine Pilots. Capt. Warner went on to thank Capt. David Wood, who was her mentor while in training to be a pilot, and the staff of Sabine Pilots for their help and support.

Capt. Warner is the second woman to receive this honor from the Propeller Club of the Ports of the Sabine. The first was Mary Ann Duplantis, a long time employee of Sabine Transportation. Other past recipients are Steve Hale of Sabine Surveyors, Ben Goldstein, past director of the Port of Port Arthur, Paul Beard of Sabine Universal Products, and Larry Eaves, of Moran Towing of Texas.

The Propeller Club is a national association dedicated to the promotion of the U.S. flag fleet, and the maritime industry. The local Propeller Club includes shipping companies, agents, mariners, and support industries.

In addition to the Person of the Year Award, the Propeller Club of the Ports of the Sabine annually presents the J.C. "Bubb" Rudd scholarship to local high school students to attend the at Texas A&M Maritime Academy in Galveston, and cosponsors the Maritime Memorial Service, which will be held this year at the Seamen's Memorial Sundial, 1000 4th Street in Port Arthur, on May 20, 2005. The Maritime Memorial Service is the local observance of National Maritime Day, which is observed annually on May 22.



Capt. Ellen Warner

CONFERENCE

continued from page 1

Other speakers, including Mike Campling of the International Seafarers Assistance Network, addressed different issues facing the maritime industry and those involved in maritime ministries.

Committee reports and business meetings looked at how AOS USA is accomplishing its mission and purposes. Several resolutions were passed, along with a decision to increase dues, which had not changed in five or six years. "Over the last five years, we've had a lot of administrative work at the conferences because of dramatic changes to the structure of the organization," Badeaux said, "and because we have suddenly grown from an organization of about 90-plus to one of more than 700 people with the addition of the ministry to the cruise lines."

AOS USA hopes to keep growing, and one reason for holding the conferences at maritime academies is to reach out to young

mariners now entering the maritime industry. "We want to let the cadets know about AOS and seafarer's centers," Badeaux said, "and that there is support for them to continue practicing their faith at sea and in the context of their work."

In expanding to address new areas of the industry, AOS USA is working toward fulfilling the guidelines laid out in the *Motu Proprio Stella Maris* of serving all seafarers and all those in the maritime industry. "We feel we're still just touching the tip of the iceberg," Badeaux said.

Along with the talks, attendees gathered for daily morning prayer and Mass. AOS USA was grateful to CAL Maritime Academy, who were gracious hosts and also allowed staff and students to meet with the group to answer questions. Members of AOS Oakland, Stockton and San Diego organized and hosted the event.

Port Ministry

Seafarer centers, chaplains provide beacons of comfort for weary sailors

This article, about AOS USA Pastoral Member, Fr. Rivers Patout, is reprinted with permission from The Texas Catholic Herald in Houston, Texas. www.texasatholicerald.org

By JONAH DYCUS
Herald Staff Writer

HOUSTON - Father Rivers Patout was seated in the dining area of the Houston International Seafarer’s Center when a dock worker cautiously approached his table.

“What can we do for you, sir?” Father Patout kindly asked.

Giving a quick point to the lunch counter behind the priest, the man softly answered, “I was just hoping to order some food.”

“Well, just go right behind me and they’ll fix you up,” Father Patout responded with a big grin. It was Ash Wednesday, and earlier that morning, Father Patout had distributed ashes to Catholics visiting the center. Tomorrow, the priest - who also serves as pastor of nearby St. Alphonsus Church - would be greeting seafarers in a section of the docks at the ship channel, occasionally running quick errands for them and other times, just lending an ear to the weary travelers.

The role of port chaplain is multi-faceted, and every encounter they have with world travelers is unique in the diverse ministry of the Apostleship of the Sea, which was established in the diocese in the late 60’s.

With Houston as the nation’s largest port, the archdiocese supports more ministers through the Apostleship than any other diocese. The seafarer centers in Houston, Galveston, and Barbour’s Cut, and their respective chaplains - like Father Patout, a co-founder of the ministry - are provided through the Diocesan Services Fund (DSF). The 2005 DSF campaign, “A Thankful Heart is a Giving Heart,” is the annual appeal for area Catholics to make contributions in support of ministries and organizations facilitated in the archdiocese.

“I can say that port ministry, in my opinion, is the most successful ecumenical work in the world,” Father Patout explained. “Years ago, when I entered (the ministry), there would be six to seven seafarer centers in the same port, all competing for the same sailors. Catholic, Anglican, Dutch, Norwegian you name it. Each had their own center for its denomination or nationality.”

He continued, “We were the first in the world to truly build it from the beginning as a work-together with the government, the port (authority), business people and churches. And now, this is the model for the world. They realized it is really foolish to maintain all of these buildings when we are doing the same work.”

The sea chaplain observed that the ministry has also proven to be fiscally-sound. “(Port ministry) is the most economic foreign mission work, because they come to us, and we don’t have to send anyone to them,” he laughed. “And they come to us in the amount of a couple of hundred thousand people a year, in 7,000 ships.”

It is that opportunity to welcome so many souls that appeals most to Father Patout, a self-proclaimed “people person,” and Karen Lai, his counterpart based in Galveston. Lai is currently serving in her 20th year in the ministry to seafarers.

“When they see us coming to the docks, they know what we are there for,” she said. “I am not there to inspect cargo or go over paperwork - I am only there for them. And every time I approach them, they start to smile right away, because they know that my whole focus is on them. They really appreciate even the smallest things, like just being there to listen to them.”

While Mass and other sacraments are offered at the centers and on ships, and chaplains provide Catholic literature, prayer cards, and rosaries to interested parties, both Father Patout and Lai explain that they are not present for prophesying and conversion - but rather, as witnesses.

“Although I am a Catholic priest and we have a chapel with a service each night, any seafarer is welcome and any religion is welcome,” Father Patout said. “But if the sailor asks, we tell them everything about our faith. We have all kinds of people who want to know more. But if they need help with their non-Christian religion, we help them. We have taken sailors to synagogues, we have brought them to mosques.”

Whether it is a theological question or a trivial request, port chaplains view every encounter as an opportunity to brighten someone’s day, says Lai.

“It is so enriching because we never know, from day to day, who is going to be crossing our path,” she said. “Every day is so different, so unique and wonderful.”

For more information about the Diocesan Services Fund, call the archdiocesan development office at (713) 659-5461.

- • • • •
- **Send us photos from the Maritime** •
- **Memorial Day observances in your** •
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Port Ministry

Treasure on the Mississippi Gulf Coast:

Center for International Seafarers & Truckers provides a home away from home

This article was submitted from The Rev. Charles Corey, a Baptist Minister who runs the Center for International Seamen & Truckers in Gulfport, MS. He is an Affiliate Member with AOS USA.

All treasures are not buried. Sometimes they are above ground and are meant to be discovered! Webster's New World College Dictionary, 4th edition defines "treasure" first, as "stored wealth, esp. in the form of money, precious metals, jewels, etc.." and second, as "any person or thing considered very valuable." The second definition easily applies to the Center for International Seamen and Truckers, located at the Mississippi State Port Authority in Gulfport Ms.

Following highway 90 turning at the sign, Port of Gulfport, the visitor is met by the security officer, who is there to ensure safety by asking for your Driver's License and proof of insurance. This is required by Homeland Security. Just beyond, on the right, the strategic location of the Center enhances its purpose of providing a "home away from home" for the seamen on ships coming from all parts of the world, while also including professional truckers, men and women.

The Center is an organization supported by four denominations: Baptist, Catholic, Methodist and Presbyterian. It has four board members from each of these groups. Charles is the only employee and is assisted by volunteer hosts and hostesses. Individuals interested in spreading the Gospel of Jesus Christ to seamen and truckers also give their financial support. Fourteen local churches are there nightly at 18:30 throughout the month and Campers on Mission support them, who park their camping vehicles nearby.

Built high on stilts for protection from the tides, the unique building emulates the comforts of home. A stairway leads to the entrance. The seamen/truckers/visitors are greeted by the host or hostess standing behind a counter. Beyond the kitchen area, to the left, a hallway leads into a large room sectioned off for various uses. Four telephones and an email station make talking back home a favorite to the seafarers and truckers.

A ping pong table, beyond which are game tables, occupy the front section. Another section is a sitting area surrounded by comfortable couches and chairs. Along the walls are shelves for books, cassettes and videos. A lighthouse is centered on the back wall, next to electronic and stereo equipment.

Doors to the far left open into separate shower and bath facilities for men and women. Drinks and candy vendors are situated on the right wall. Outside, a fence protects the balcony that surrounds three sides of the building.

One of the amenities for the Seamen/Truckers is a phone card, which they can buy for a small charge. This enables them to contact their families, keeping in touch with their wives' and children's activities. Understandably, the phone card is a popular commodity and helps to counteract home sickness. Can you imagine the loneliness of being on the high seas as long as six months at a time without seeing your family? On Sunday at 9:00

a.m. Father Louis Lohan welcomed them verbally into the parish family at St. Thomas the Apostle Catholic Church. Four men from the Ukraine were asked to bring the Eucharist to the front of the church. They were all warmed by the hospitality!

Who are these people who come to Mississippi shores? The seamen are Croatians, Filipinos, South and Central Americans, Orientals, Russians, Germans, Spaniards, Polish-almost any nationality you could name. Often, more than one country is represented on ship. There are many banana ships since most of the bananas that come into the United States come through this MS. State Port. If the visitors arrive at the right time, Charles will gladly lead a tour inside the ship. He welcomes the opportunity to introduce American visitors to the foreign seafarers. He calls Deacon Dick Henderson of St. James Catholic when the seaman request a communion service. You will find Deacon Dick Henderson extending his spiritual gift of encouragement. All of these volunteers will say, "It is better to give than receive."

Charles' duties expand beyond that of Executive Director or Chaplain to the Center. He will tell you quickly, "We do everything in the name of Jesus Christ and to His glory!" At the appropriate time he likes to show the Jesus video, which a video team will make available and show on the vessel in several different languages. Charles makes it a priority to be a friend to each seaman/trucker, greeting them with a friendly smile and calling them by name. It is obvious they feel the sincerity of the volunteers love for them. Almost daily, he gathers off-duty seaman into his van and takes them for shopping trips to the mall, to churches for worship and sometimes for parties and various local places of interest in the area.

Some of the seamen return again and again to the MS. State Port of Gulfport, MS. They look forward to the attractions and the comfort offered at the Center. Truly, they have discovered the "treasure," the value of having a "home away from home" on the Mississippi shores.

MS. Pope/Syndicated Writer

Mayor presents proclamation to Catholic Seamen's Club in Seattle

Mayor of Seattle, Gregory J. Nickels, issued a proclamation naming February 15 "Catholic Seamen's Club Day" in Seattle and urging citizens to honor "this extraordinary organization."

The proclamation noted that the club provides a 'home away from home' for seafarers, providing warm meals, a place to relax, advice on personal issues, spiritual guidance, medical aid and other services. For more than 60 years, the club has assisted maritime workers and worked to foster better labor management and relations in the maritime sector. AOS USA extends congratulations and prayers of support to Fr. Tony Haycock, and all the staff and volunteers with the AOS in Seattle.

2005 AOS USA National Conference



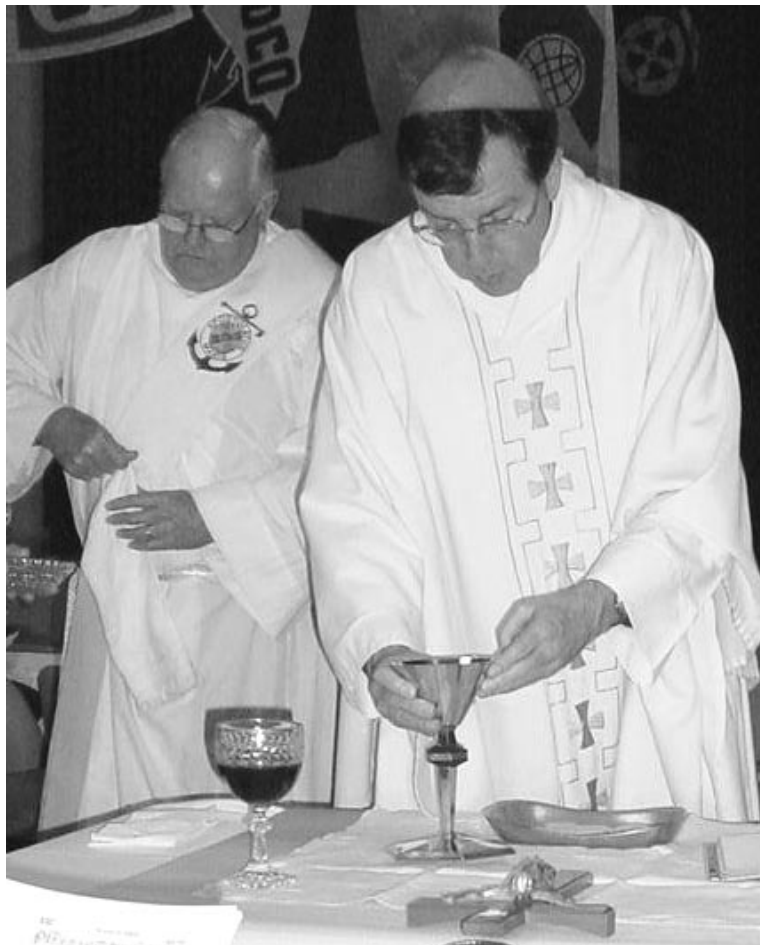
A spokesman of the California Maritime Academy welcomed attendees of the AOS USA National Conference (far left). Speakers at the conference included Mike Campling of the International Seafarers Assistance Network (above left) and Jean Marie Weber of th USCCB/CCA.



Conference attendees heard from a variety of speakers, including Cpt. Brown (at right) and also had some free time to visit local ports and see, among other things, the SS *Potomac* and a car carrier. (above)

Photo Gallery: CAL Maritime Academy

At a Mass during the conference, Bishop Allen H. Vigneron of the Diocese of Oakland consecrates the bread and wine, assisted by Deacon Joe Connick. (right photo)



Top left, Bishop Richard J. Garcia of the Diocese of Sacramento blesses the kitchen of the California Maritime Academy. Members of the kitchen staff had requested, when AOS USA held an event at the Academy earlier, if their facility could be blessed. On AOS USA's return visit for the conference, the blessing was performed, and the staff were very pleased. Above, Bishop Garcia and Rev. Fr. John A. Jamnicky, AOS USA National Director, are joined by the kitchen staff following the blessing. Students asked if it would affect the taste of the food.

Cruise Ships

Big Apple, Big Easy see big gains in cruise departures

According to a MARAD study, overall cruise departures increased by more than 12 percent in 2004 for the 17 major cruise lines. The biggest increases were in New York, with 27 percent more cruise departures, and New Orleans, with 33 percent more.

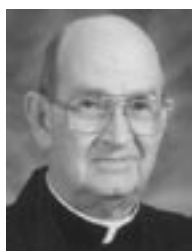
The survey also noted an increase in the number of days passengers cruise. Six to eight day cruises remain the most popular.

Letters to AOS USA

From a cruise passenger...

My husband & I were on a Horizon Celebrity Cruise April 15-23. I would like to express words of gratitude for the wonderful Apostleship of the Sea and the spiritual and holy priest (Fr. Frank B. of Nebraska) who celebrated Mass everyday with genuine heartfelt love and praise. The scenery and experience of my first time cruise was nice but the best part of each day was receiving our Lord in Holy Communion. It was also comforting to know that there were other fellow Catholics enjoying God's good earth but not forgetting to worship Him. Thank you and God Bless this ministry always.

Virginia Stefano



Fr. Roy Bauer

I want to convey to you what a joy it was to be on the Norwegian Dream during Easter week. They are not used to having a cruise ship priest on a regular basis, but they tried to be helpful. Fortunately, I brought a purificator and a people's missal that has even the weekday readings in it. They never found a lectionary, and they placed a bottle of wine on the altar that had never been opened, so at the Offertory a ship employee seeing our crisis, rushed to a bar to find a cork screw. They had a good sound system and everything else went well. But what I want to say is what an experience it was when the cruise director suggested to have a Mass on Friday for the pope when he was dying. About 135 patrons attended the Mass. On Saturday, after the pope died, we had 225 Communions.

Sincerely,

Fr. Roy Bauer



Fr. Mark Haynes

great learning experience for all of us.

Fr. Mark Haynes

Tips on Tipping...

and other reminders for Cruise Ship Priests

From Doreen Badeaux, AOS USA Secretary General

Gratuities

On page 6 of the Cruise Ship Priest Manual under "Tipping and Gratuities" it says "Each cruise line has its own policy regarding tipping. You should follow this policy. Even if there is no tipping policy, it is important to be generous to those serving at sea. Ask your cruise line assignment representative as to individual cruise line policies."

(The cruise line assignment agents would be Msgr. Harriman, Fr. Gallagher, Robert Vazquez, and Peter Grant.)

Robert recently wrote to me with a concern about this. Though the priest was given a paper at the beginning of the cruise which stated the appropriate amounts to tip, the tip given to the stateroom attendant was only \$10 (and this was for 2 people for 14 days.) It may be that he lost track of the paperwork, but if one is at all unsure, please check with a cruise director, or others on board. Checking with the assignment agent before departing for the ship is best, so that you will know an appropriate amount to bring.

Also, it may be that the individual priest felt the service was negligent. If this is the case, Robert urges the priest to discuss this with the Cruise Director while on board. A low tip can be seen as a sign of that crewmember's poor service. If this is not the intended meaning, we do not wish to put that attendant's job in peril. However, if they are not doing their job, it should be tactfully mentioned to the Cruise Director, so the person has an opportunity to correct it. And lastly, our Catholic Social Teaching reminds us to pay fair wages.

Evaluations

Several of you have asked about the evaluations which are done on board at the end of the cruise. Many would like to know how they did, so they can continue to "mold their ministry," continue with their strengths, and work on their weaknesses. Though I appreciate that and agree that this would be helpful, at this point, all that I can say is that it is a cumbersome task at best for those evaluations to be put together. Generally, the priest is evaluated on a form with everyone else. So in order to get the feedback about an individual, it does take time. It is my understanding that the assignment agents do not even see these, unless there is particularly negative, or particularly positive feedback on an individual.

So in other words, "no news is good news." If there are particularly negative comments, you will know. However, please know this. According to Robert at Celebrity, of all the "Enrichment Personnel or Activities," the priest consistently gets the highest praises and the greatest number of participants. I would suspect it is much the same on any cruise line.

I will say this. I get many positive comments online, from Lay Catholics. If they are able to tell me the name of a particular priest, I do forward the comments to the priest, as well as to the cruise line, so they will have the value of that feedback.



National Maritime Day, 2005

A Proclamation by the President of the United States of America

America's merchant mariners make our Nation more secure and our economy stronger. Throughout our history, they have promoted commerce and protected our freedom. On National Maritime Day, we honor the dedicated service of the United States Merchant Marine.

Each year, the men and women of the U.S. maritime transportation system move more than 2 billion tons of cargo along our waterways and across the open seas. Many of the raw materials Americans purchase are transported by merchant vessels, and merchant mariners ship agricultural products and finished goods in and out of the United States every day.

Merchant mariners have also served in every conflict in our Nation's history. The U.S. Merchant Marine helps provide our Nation's Armed Forces with crucial supplies and equipment. These brave men and women demonstrate courage, love of country, and devotion to duty, and we especially honor those who have made the ultimate sacrifice in defense of our Nation. The United States is safer and the world is more peaceful because of the work of our merchant mariners, and we are grateful for their service.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day," and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2005, as National Maritime Day. I call upon the people of the United States to celebrate this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand five, and of the Independence of the United States of America the two hundred and twenty ninth.

GEORGE W. BUSH

Conference resolutions address Mass, dues, messages to mariners

Resolutions passed at the 2005 AOS USA National Conference include a change in the membership dues, a message of belated thanks to merchant mariners of WWII, and a resolution regarding a request for renewed approval of the English translation of the Mass of the Blessed Virgin Mary, Star of the Sea.

The conclusions of these resolutions are as follows: (full texts will be available online)

Regarding the resolution for "a Belated Thank You to the Merchant Mariners of WWII Act of 2005,"

BE IT RESOLVED THAT the Apostleship of the Sea of the United States of America meeting during its 2005 Annual Conference at the California Maritime Academy wishes to express its most sincere support for H.R. 23 of the 109th Congress to pass a Belated Thank You to the Merchant Mariners of World War II.

Regarding the resolution concerning an "*ad interim* approval of the English translation of the Mass of the Blessed Virgin Mary, Star of the Sea,

BE IT RESOLVED THAT the Apostleship of the Sea of the

United States of America meeting during its 2005 Annual Conference at the California Maritime Academy wishes to humbly request the Pontifical Council for the Pastoral Care of Migrants and Itinerant Persons to communicate to the Sacred Congregation for Divine Worship and the Discipline of the Sacraments, and request a renewal of the *ad interim* approval of the English translation of the Mass of the Blessed Virgin Mary, Star of the Sea, so that English speaking Catholics can continue to Honor Our Lady in the Mass as "Star of the Sea."

Regarding the change to dues structure, the board approved a \$10 increase for all categories except student members, which will remain \$5. This means the dues for Pastoral, Associate, Mariner and Cruise Ship Priest members will be \$60 and the dues for Affiliate members will be \$35 in 2006. The reasons for the increase include increased membership and the addition of paid staff.

In addition, the board released its annual Message to Mariners statement for 2005, emphasizing the year of the Eucharist and the fishers affected by the tsunami.

Merchant Marine

British-flagged ships labeled flags of convenience by ITF

According to an April 21 Lloyd's List article by David Osler, almost 90 British-flagged ships have been branded flag of convenience vessels by the International Transport Workers' Federation.

The decision, announced April 20, marks the first time seafarer unions have exercised such sanctions against a large chunk of a traditional shipping country's main register. This could damage efforts to rehabilitate shipping's image with the public, which attaches negative connotations to the term.

A meeting of the International Transport Workers' Federation fair practices committee in Brazil last week voted to add North Korea, Georgia, and the French second register to the list of FoCs. The committee, which co-ordinates union campaigns against FoC shipping, also singled out two companies that use the British flag extensively. Some 19 ships operated by British company Laphorn and a further 65 operated by Israeli-owned Zodiac Maritime but flagged in Britain have been declared FoC vessels on a "ship by ship" basis.

The move spares the Red Ensign the indignity of being declared an FoC in its own right, landing it on equal terms in union eyes with Equatorial Guinea and landlocked Mongolia. Altogether, the ships represent well over 10% of all British registered commercial vessels of 500 gt and above, which total 754.

The decision could have practical consequences for the owners. ITF-affiliated dockworkers in countries where trade union organisation remains strong refuse on occasion to work such ships.

Laphorn has been embroiled in a dispute with the RMT over the last year, with the ratings' union insisting that it pays Filipino seafarers below internationally agreed minima. But Laphorn managing director, Tim Lowry, said he was "surprised and disappointed" by the move.

"Laphorn is a quality operator and proud of the terms and conditions under which its crews are employed," he went on. "We pay well above International Labour Organisation rates. I frankly do not understand what the ITF are trying to achieve and can only assume this is for political reasons."

Zodiac, owned by the Israeli billionaire Ofer family, has a policy of refusing to speak to the press and yesterday declined to return calls requesting comment.

Fight looms over pay

According to Lloyd's List, the ITF fair practices committee has decided to raise the benchmark rate for ratings to \$1,550 a month from the start of next year, a pay rise of more than 10%, writes David Osler.

Such a high increase over the existing level of \$1,400 is bound to meet with resistance from many shipowners. But Steve Cotton, secretary of the ITF's special seafarers' department, described the pay increase as "fair" and "feasible" in the light of the present industry boom.

Legislators propose scholarship aid for Marine Science students

According to a March 10 press release on legislative proposals in the House of Representatives, U.S. Reps Jay Inslee (D-WA), Vernon Ehlers (R-MI) and four other Members of Congress introduced legislation to provide a federally-funded scholarship program for graduate students to study marine sciences in areas for which the National Oceanic and Atmospheric Administration (NOAA) recruits.

Inslee's National Marine Scholarship Act will address current shortcomings in our national university system's ability to attract graduate students into marine

sciences and an anticipated shortfall in the number of future ocean professionals. The legislation also encourages marine science participation by minority students and other groups that have traditionally been underrepresented in scientific fields. The bill provides \$5 million annually for partial or full scholarships in graduate marine studies, and scholarship recipients will be required to temporarily work for NOAA following graduation.

Said Inslee, "Ocean health is a shared value among communities in Puget Sound, who enjoy our aquatic resources and marine life on a daily basis. By encouraging university students to pursue marine research, we will ensure that the Pacific Northwest has the future talent to address problems facing fisheries, pollution, marine mammals and tsunami detection science. This legislation will be especially helpful to our local colleges and universities that have a strong relationship to NOAA research and ocean studies. Oceans are a critically important habitat and the National Marine Scholarship Act will help us better understand their effect on our climate, ecosystem and economy."

Blake Trask, a master's candidate at the University of Washington's School of Marine Affairs is one such student who could benefit from the legislation. Said Blake, "As a graduate student at the School of Marine Affairs, finding funding for research is always challenging. Many of my colleagues go into serious financial debt, not because they expect to make money, but because they are dedicated and love their work. This legislation sends a signal to graduate students like me that our research is meaningful and that it has a future. The National Marine Scholarship Act would provide me and my colleagues with the funding to conduct high-quality research on ocean issues, and attract other qualified and enthusiastic students to marine science studies."

For more information:

www.house.gov/inslee/issues/environment/ocean_scholarship.html.

"Oceans are a critically important habitat and the National Marine Scholarship Act will help us better understand their effect on our climate, ecosystem and economy."
-- U.S. Representative Jay Inslee (D-WA)

Merchant Marine

Oakland AOS provides safe harbor for seafarers

From Marin, San Francisco and Treasure Island, thousands of onlookers saw the towering cranes squeeze under the Gate and Bay bridges with only inches to spare. After 24 days at sea in midwinter, the freighter *Zhen Hua One* delivered its giant cargo from Shanghai, China to the Port of Oakland on March 5, 2005.

Forgotten in the excitement were the 32 crewmembers that brought the ship safely across the Pacific. But the crew of *Zhen Hua One*, like the crews of more than 3,700 cargo ships that dock in Bay Area ports annually, are the reason the Apostleship of the Sea exists. A branch of the U.S. Conference of Catholic Bishops' Pastoral Care of Migrants & Refugees Office, the Oakland-based AOS has provided spiritual and temporal care to seafarers since 1976.

So it wasn't long after the ship arrived at Berth 33 that an AOS volunteer stepped up the gangplank and made his way to the crewmembers' dining room. There he was told the crew would stay while the ship was in port:



Volunteers went shopping for the crew of *Zhen Hua One* and gave them a cake from Oakland's Chinatown to commemorate the visit.

their company did not obtain the U.S. visas needed for them to go ashore. Sadly, such confinement now is typical, a result of the visas' high cost and the plethora of other paperwork associated with security.

In U.S. ports, local ship visitors increasingly are the crew's only link to the outside world. The visitors loan the crew cell phones and go shopping for the crew's needs. They bring aboard newspapers and books. And they represent a much-needed reminder that the crew is not forgotten on a wide, indifferent sea.

In the Bay Area, AOS has been directed for 20 years by Fr. Paul Devine.

Fr. Devine and four ship-visitor volunteers are based at the International Maritime Center, located at the west end of Seventh Street in the Oakland port. Next door to the center is Port View Park— a dramatic, waterside vantage point and undiscovered East Bay gem.

For seafarers who get visas and can leave their ships, the International Maritime Center provides recreational facilities, a library and a snack bar. Telephones and internet-access computers allow seafarers to communicate with loved ones at home. (Communications are off-limits on most ships).

The center also has a small chapel where mass is celebrated. Due to tight crew work schedules, however, mass or Eucharistic services are held more often aboard ship just before the lunch break.

Volunteers coordinate transportation for shopping and other errands during the seafarer's short stay in port. Shipping places a premium on handling cargo quickly and sending vessels back to sea. This means a seafarer rarely gets more than four hours on shore.



The *Zhen Hua One* was welcomed to Oakland by AOS volunteer Bob McKoon, left, who presented a poster of the ship's arrival in San Francisco Bay to the ship's master, C. J. Liu.

Welcome aboard!

To learn more about the ministry, please contact the International Maritime Center at 510/ 839-2226. Information on the International Maritime Center can be found at www.sfbayfarer.org.

Be ye fishers of men.
You catch them - He'll clean them.

God doesn't call the qualified;
He qualifies the called.

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Upcoming Events For Maritime Ministry

July 10, 2005 Sea Sunday
October 24-25 AOS USA Board Meeting, Washington D.C.
October 25-29 NAMMC, Montreal
November 25 World Fisheries Day
February 5-17, 2006 AOS Port Chaplaincy School
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

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Lightship *Relief*



The Lightship *Relief* is docked at Jack London Square in Oakland, California. It has been preserved for the public by the U.S. Lighthouse Society. WLV-605 was commissioned in 1951 and served at the OVERFALLS station near Delaware and the BLUNTS station near California before becoming a RELIEF vessel for the west coast stations.

Lightships, essentially floating lighthouses, served mariners in this country for 163 years, from 1820 to 1983. Over the years, 116 stations were established along the three coasts of our country (Atlantic, Gulf and Pacific) and in the Great Lakes, showing the entrances to harbors or warning of underwater obstructions such as reefs. Only 12 remain in this country; all lightships in the US have been retired and many replaced by buoys, LNB's (Large Navigational Buoys), or Texas Towers. The lightship has passed into history along with the coasting schooner and the whale ship.

Because lightships often served on several stations during their service life they are officially known by their hull number, in our case the number is LV 605, which stands for light vessel #605. When assigned to a station the vessels had the station name painted on the side, such as BLUNTS or OVERFALLS. The name RELIEF was painted on vessels assigned to spell a station ship when she came in from her station for maintenance.

Station locations were such that construction of a lighthouse was impracticable because of such issues as water depth, currents or expense. They were, in fact, floating lighthouses. One unique attribute of lightships is the large mushroom anchor (weighing 6,500 lbs.), which extends out from the bow. This anchor allowed the vessels to maintain their station in all states of weather, even when other vessels sought safe haven during gales or hurricanes.

WLV-605, one of six lightships constructed for the Coast Guard, was built by Rice Brothers Shipyard in Boothbay, Maine, in 1950. She was commissioned in 1951 and served until 1975. In 1986, the ship was donated to the US Lighthouse Society.