



CATHOLIC MARITIME NEWS

August 2005

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State of the Industry...

Insiders comment on world trade and the merchant marine today

From Industry leaders -

Introduction to the 2005 Annual Report of the International Chamber of Shipping and International Shipping Federation, reprinted with permission:

Over the past year the international shipping industry has continued to enjoy what has become the longest sustained period of buoyant markets within living memory. Virtually all sectors of the industry have benefited and world trade continues to grow. China is of course the driving force, with India also playing its part, and while the boom cannot last indefinitely there is no imminent sign of collapse.

The test for the industry is whether it can use its current prosperity to positive long term effect. Shipping needs to attract the best people, both ashore and afloat, but the availability of well-trained officers is starting to tighten and qualified shore based staff are not easy to find.

The industry also needs to convince politicians and regulators that shipping is not characterised by the occasional maritime accident, but by efficiency, innovation and enormous financial investment; that the economies of nations depend on the reliabil-



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From Mariners -

Since I am neither an academic nor an economist, I will defer to others the discussion of the economic viability of operating and maintaining a strong American Merchant Marine fleet. As a retired Merchant Marine Officer however, I feel very passionate about the continued support of America's "Fourth Arm of Defense" and its role in transporting key materiel to our troops in Iraq and Afghanistan. During the first Gulf War, while the US was struggling to break out old ships from the reserve fleets in Virginia and California, DOD was contracting with foreign countries for specific type vessels and manned by foreign seamen. Some of these ships and their crews

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From Industry regulators -

The July - September 2005 edition of Transport International, the Journal of the International Transport Workers' Federation, includes comments by IMO Secretary General Efthimios Mitropoulos concerning seafarer welfare.

Shipping, he says, as the only cost-effective way to transport large quantities of goods, is pivotal in today's global economy, and so are the seafarers responsible for guiding the ships.

"Issues of concern to seafarers such as stress, fatigue, workloads, training standards, safety, security and environmental protection are all of prime importance to the committees and subcommittees of [the IMO]," he writes.

The 'human element' is taken into account in developing international standards for the operation of ships and their equipment. One example is the simplification and standardization of terminology in operating and technical manuals, making them clearer, more

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From International Commission on Shipping -

Editor's note: Readers can go to www.icons.org.au for more background and to download the reports and executive summaries.

Since we presented our report on ship safety entitled Ships, Slaves and Competition on 6th March 2001 we have maintained a watching brief on world wide responses to its recommendations.

It is clear that in the time since the ICONS report, much has been done to address mat-

ters of ship safety, security and seafarer welfare. Equally, much remains to be done; abuses and exploitation still exist and shady owners still hide behind layers of secrecy.

Seafarers are still treated as scapegoats and there is a worrying

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President's Column ...



National Director Position Still Up in the Air:

As of the writing of this column, the position of National Director for the Apostleship of the Sea is still on hold. During the recent meeting of the United States Conference of Catholic Bishops, our Bishop Promoter laid out the case for the Office of the National Director to the

bishops' committee that oversees the area of pastoral care of migrants and refugees. The member bishops unanimously endorsed a message to Msgr. William Fay, the General Secretary of the USCCB, outlining their desire to maintain the position of the AOS National Director.

Fr. Jamnicky is anticipating leaving his office for a new assignment in September or October of this year. It is essential for the well being of AOS in the United States, AOSUSA and maritime ministry in general, that this office remain.

Our Secretary General, Doreen Badeaux, has informed me that she will be sending renewal notices for 2006 dues in September. Please respond quickly. This will help prevent the end-of-the-year rush, the need for a second notice, and help get new badges and information out to our 700+ members.

In addition, you will see a small increase in dues for 2006. At our national conference at California Maritime, the membership endorsed an increase in dues to cover our higher operating costs. Dues have not been raised since 2001, and in the meantime, we have taken on a much more active role in the maritime community and have a full office headed by Doreen.

Finally, make plans to observe World Maritime Day during the last week of September. The International Maritime Organization has chosen the theme: *International Shipping - Carrier of World Trade*. Last year in Port Arthur, we sponsored a press conference that was very well-attended. It gave us an opportunity to highlight the work of AOS, the importance of the maritime community to the local community, and the struggles which modern seafarers face.

Please Pray for:

- Repose of the Soul of Mrs. Anne Wrigley, longtime CMN Subscriber from Churchville, PA.
- Repose of the Soul of Fr. Luke E. Connolly, O.P. Cruise Ship Priest member from Chicago, IL who passed away on June 26.
- Fr. Vincente Jazmines, recovering from surgery on his leg after a bad fall.
- M/S Eagle Aurora, Merchant Ship
- M/S Amsterdam, Holland America Cruise Ship

**Happy 215th Anniversary
to the US Coast Guard !**

Franciscan missionary, mariner honored

Fr. Venant Lalonde, O.F.M., was profiled by Virginia DeForge in a feature called "My Favorite Priest" in the June 2004 issue of *Homiletic & Pastoral Review*.

"It would be inconceivable to any American churchgoer that the priest who celebrates his morning Mass had to shave while treading water in the middle of a stream to avoid being attacked by jaguars," DeForge began. "But such drastic precautions were realities to Franciscan missionary friar, Fr. Venant Lalonde..."

"Today, when the Church has been rocked by scandal and dissent among the clergy, it is a pleasure, especially for us older Catholics, to reflect upon the career of a priest such as Father Lalonde," DeForge continued.

Fr. Lalonde graduated from the New York State Maritime Academy and served in the US Navy on submarines in the Pacific theater during WWII. "Under the extreme stress of perilous operations such as those off Iwo Jima and Okinawa, he noted that the submariners who were the most composed when under attack were the Catholics. He reasoned that this consistent phenomenon was due to their having gone to confession just prior to shipping out on each mission. Having made themselves 'Right with God' and plac-

ing their fate in God's hands, they truly had nothing to fear. What magnificent faith in our powerful Sacrament of Penance!" DeForge wrote.

After the war, Fr. Lalonde entered the seminary of the Order of Friars Minor and served 20 years in Bolivia. "He did not care where in the world he was sent," DeForge says. "When the unpopular Bolivia came up, he jumped at the opportunity no one else wanted... Even now he says those years were the happiest of his priesthood."

"Comfort is something a missionary doesn't even dream about," she continued, "But a missionary's entire focus is on administering the sacraments and teaching Catholic doctrine."

"People may think the religious life is soft, but any priest who does missionary work better be well equipped with survival skills as well as some mechanical and carpentry know how," she said. "In



Fr. Venant Lalonde

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user-friendly, and ensuring they are kept up-to-date.

Emphasis on training and standards is important, since operating today's complex ships requires skill at all levels.

Wider issues include the concern of an upcoming shortage in seafarers and the need to make the occupation more attractive by dealing with deterrents such as the criminalisation of accidents and improving the quality of employment conditions.

The issue of security continues to be a priority, along with the need to balance security with the rights of seafarers. "For the sake of safety and efficiency, as well as for the security aspect," Mitropoulos writes, "[seafarers] need adequate opportunity to relax and recover before they take their ships out to sea again..."

"In pursuing our mission statement of 'Safe, secure and efficient shipping on clean oceans,' we never forget that achieving such objectives would be simply impossible without the vital contribution of the seafarer.

ICONS REPORT _____ *from page 1*

trend toward the criminalisation of mariners as a soft option for States that cannot or refuse to accept their responsibilities under the international maritime conventions. Unscrupulous manning agents and rogue employers still exist and the evidence seems to be that their methods are becoming more sophisticated and better concealed. From both the safety and security perspectives, this is an area that requires urgent global attention.

On the positive side, the moves to better identify seafarers as part of the improvements in maritime security may have far reaching effects in addressing issues such as the proliferation of fraudulent certification, questionable training establishments and dubious manning agents.

Hon Peter Morris,

Chairman, International Commission on Shipping

James D Bell, Commissioner

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refused to sail in harm's way due to political considerations. This was and remains to be entirely unacceptable.

The US government, the American seafarers unions, and the shipping companies realize that it is in the best interest of all to maintain an American flag fleet, however strong. The United States Coast Guard does an excellent job of regulating and licensing US seamen, insisting on background checks and proper training. Flag of convenience countries, havens for companies looking to minimize safety and security and to maximize profits, in some cases employ ill trained personnel who are not seafarers.

On another note numbers can be deceiving. 150 merchant ships denies the existence of thousands of vessels, seagoing tugs and barges that carry anywhere from 100,000, to 300,000 and 400,000 barrels of petroleum products per trip, container barges and tugs, dredges, coastal passenger ships, and a host of brown water boats of all types, that are protected by the Jones Act. I can think of no more of a comforting thought than to see the American flag flying on a vessel docked at a US port.

In his National Maritime Day proclamation this year, President Bush noted: "America's merchant mariners make our nation more secure and our economy stronger.... Merchant Mariners have served in every conflict in our Nation's history..." Ninety five percent of the soldiers' supplies move by sea, and we need a strong US Merchant Marine to accomplish the task.

We have the base to man and maintain a strong US fleet. Seven maritime academies, an excellent unlicensed seamen school at Piney Point Md., and other localized training programs operated by various companies, all contribute to the highly trained labor force needed to man our ships. If there's a problem it is that the merchant marine is invisible. It has scant public relations apparatus and no mass grass roots support. Education is the key word here.

Cheers,

Harry T. Scholer, 2nd Mate, USMM, Retired

Port Ministry

Boat blessing held for 25th year on Erie Canal in Tonawanda, NY

The Tonawanda News ran a front-page story on the 25th annual Boat Blessing at the wall of the Erie Canal in the City of Tonawanda in June.

Msgr. John I. Ducette of St. Timothy on the Park Roman Catholic Church presided at the ceremony. The event is hosted by the Inner Harbor Yacht Club, and Msgr. Ducette was accompanied by dignitaries from both the Inner Harbor Yacht Club and the Niagara River Yacht Club.

"It's just a nice thing to do," said Ron Croff, a past commander of the Inner Harbor Yacht Club.

Approximately 65 boats made their way to the Delaware Street bridge, where they were blessed and sprinkled with holy water.

"We pray that these people may travel safely on board and that at the end of life's journey they may go to the port of heaven."

At the beginning of the ceremony, Msgr. Ducette recited the Boater's Prayer over the marine radio: "Bless this boat, its equipment and all who will use it. Protect them from the dangers of wind and rain and all the perils of the deep."

St. Timothy's is also the Diocesan Headquarters for the Apostleship of the Sea for the Diocese of Western New York.



Center welcomes Texas Aggie cadets



The *Texas Clipper II* stopped in Port Arthur in June, and Aggie cadets enjoyed their introduction to the hospitality of seafarers' centers. Cadets also visited with the members of a Canadian tug in port at the same time. (Bottom left)



Fishing

Alaskan fishers oppose cruise ship buffer regulation

As reported in the July 2005 issue of *National Fisherman*, many commercial fishermen doing business in Alaska are opposed to a proposed Homeland Security regulation that would create a buffer zone around cruise ships.

The proposed rule would prohibit commercial fishing vessels, charter boats, floatplanes and other watercraft from coming within 100 yards of moving cruise ships or within 25 yards of cruise ships on anchor.

Violators could face fines of up to \$10,000 if they had not first obtained waivers from local port authorities.

The substantial outcry from fishers and other vessel operators during the obligatory 30-day public comment period in March prompted an extension of the comment period for another month. Because of the extension, there was not time to implement the

measure by this tourist season.

The main problem, according to groups opposed to the regulation, is that it's virtually impossible to steer clear of all the cruise ships to the extent required by the rule. Alaska's small bays and harbors are busy, and it is not feasible, fishing groups say, to stay out of the buffer zones at all times, particularly when maneuvering about the harbor to take on fuel or deliver the day's catch.

As an example, it was noted that in narrow bays and passes throughout Southeast Alaska, there have been instances of cruise ships passing close enough to fishing boats that they run over gillnets.

Fishers argue that the proposal is neither equitable or feasible in light of the need for both fishing boats and cruise ships to carry out their businesses.

Merchant Marine

ICS/ISF oppose trend toward criminalizing accidents

This article is reprinted with permission from the ICS/ISF 2005 Annual Report.

Shipping is an international industry, which depends upon an international regulatory environment if it is to operate efficiently. Politicians and government officials need to understand that the industry's safety and pollution record is set at risk whenever the global regulatory framework is disregarded. ICS and ISF have therefore been very disappointed by the outcome of discussions in the European Parliament about the EU Directive on Criminal Sanctions for Ship Source Pollution. Due to be adopted during 2005, the Directive will permit seafarers to be criminalised and threatened with imprisonment for genuine accidents, placing it in conflict with the obligation of EU States under the IMO Convention for the Prevention of Pollution from Ships (MARPOL).

The industry fully accepts the need for appropriate punishment for deliberate violations of environmental rules and supports the broad intention of the EU Directive, but cannot understand the refusal to make the small changes needed to bring it into line with international law. MARPOL clearly states that pollution from ships is not a criminal action unless committed 'with intent to cause damage or recklessly and with knowledge that damage would probably result'. This reflects the view of IMO that criminalising accidents is neither reasonable nor just given the physical hazards that exist at sea. In maritime law, there is little understanding of the term 'serious negligence' as contained in the draft EU Directive, and there is a distinct danger that the definition of 'serious' will be determined by the scale of an accident rather than the extent of any responsibility on the part of the company or seafarers.

The European Commission has insisted that the Directive is consistent with IMO rules, despite unanimous opposition from pilots', ports' and seafarers' organisations in addition to that from ship-owners. Particularly disappointing was that the recently elected European Parliament reversed some of the improvements that it had previously made to the Directive, apparently driven by a desire to

avoid conflict with the Commission.

The various EU institutions have failed to respond to industry questions about what impact the Directive will have on the conduct of accident investigations. The intention to apply criminal penalties for accidents to ships and crew in EU territorial waters would also appear to undermine EU plans for ships that get into difficulty to use agreed places of refuge. In addition there is a clear need to take account of any action by ships' crews to mitigate pollution following an incident. It is hoped that these issues, including the avoidance of any conflict with MARPOL, will be thoroughly addressed by national authorities when they come to implement the EU Directive. But the outcome of the debate in Brussels has been far from satisfactory.

The threat of criminal sanctions for genuine accidents, again in conflict with MARPOL, has also raised its head in Canada as a result of proposals to extend laws governing the protection of birds to accidental pollution that might be caused by ships. While sympathising with the intention of eliminating pollution damage, the industry has emphasised the importance of upholding Canada's maritime treaty obligations, and the wide range of measures that already exist to counter sub-standard shipping. To this end ICS participated, in co-operation with the Canadian Shipowners' Association, in a Senate hearing in Ottawa in March 2005.

Although the Master of the ill-fated 'Prestige' has been allowed to return to Greece after months of incarceration and two years' restricted movement in Spain pending trial, it is clear that there is a trend towards seafarers becoming scapegoats in attempts to attribute blame following a casualty. In January 2005 ISF/ICS co-ordinated industry representation at an IMO/ILO Working Group - established at the prompting of industry and trade unions - which started to develop guidelines on the fair treatment of seafarers by law enforcement authorities following serious casualties. While less progress was made than had been hoped, the draft guidelines will be further developed for adoption by IMO and ILO during 2005.

INDUSTRY

ity of shipping services worldwide; and that the maritime community is truly international in both operation and outlook.

I am gratified by the efforts the IMO Secretary General, Efthimios Mitropoulos, has been making to promote a better understanding of the role of the industry, and I applaud the theme he has selected for World Maritime Day 2005: 'International Shipping - Carrier of World Trade.' We must use this occasion to emphasise not only the critical importance of the global shipping industry to the health of the world economy, but also the distortions and uncertainties caused by regulations at variance with IMO standards.

Regulatory decisions need to be based on a balanced appreciation of the industry's safety and environmental performance. I have witnessed the benefits to be derived from a well-presented industry case, just as I have seen the confusion to which political snap judgments can give rise. We should not expect that regulators will always agree with what the industry recommends; but we should certainly expect that regulators take note of our views and give them due consideration. Regulation without consultation is almost

invariably bad regulation.

For many years the shipping industry has assumed that its performance was the best testimony to its success. But its quiet efficiency perhaps contributes to the general lack of understanding of its achievements. We have to increase awareness of what we do and how we do it, and I have been encouraged by the reception accorded to industry initiatives such as www.shippingfacts.com launched during the past year by ICS/ISF with the Round Table of international shipping associations.

This review provides a snapshot of some of the main issues in which ICS and ISF, and the national associations which form their membership, have been involved over the past year. I know how much hard work and professionalism goes into the formulation of industry views and opinions, and I thank all the committees, sub-committees and panels for their time and expertise. They have helped the small but dedicated secretariat to maintain the reputation and high regard in which ICS and ISF have long been held.

Mr. Rolf Westfal-Larsen, ICS Chairman and ISF President

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Cruise Ship Notes...

From Fr. Pat Conroy, S.J.

Fr. Conroy served on four consecutive cruises with Celebrity.

"The cruises were Sunday, 5 PM to Sunday, 8 AM cruises, with the exception of the first, which was a 10-day cruise, so three 'Sunday' masses were Saturday vigil masses. Since there was only one Sunday mid-cruise, there was only one Interdenominational service. All crew masses were held mid-week, since Sundays were the busiest of days for the crew.

"I note that the first of the Sunday vigil masses was not included on the daily schedule for passengers. The first cruise was a re-positioning cruise, and the failure was inadvertent as far as I could tell. Apparently, Infinity had not been cruiseing schedules that called for vigil masses until that week. The only other 'odd' reality was that the final cruise included a rather significantly large observant Jewish population, so our daily mass locations were changed so as not to conflict with the Jewish group's programming. I don't think that mattered. I had told the regulars to be sure to check their daily schedules for all information."

"Those who cruise and find there are masses offered are most pleasantly surprised. They appreciate the opportunity to attend very much."

From Fr. Bob Sipe

Message from Cruise Ship Priest Committee Chair

The Cruise Ship Priest Committee is just getting organized, and we hope to be able to take some of the burden from Doreen in helping build this program. We hope to keep in touch with cruise Priests through this magazine, the aosusa yahoo discussion group, and through occasional e-mails. You can get directions for joining the chat group from Doreen.

While I found my three months of cruising very rewarding, I also found it very challenging at times. I must admit I had some difficulty adjusting to the cruise ship culture, which is very hierarchical, like the military. I was used to working in a very collaborative setting as a Pastor. I was in charge but treated the staff as fellow professionals, and appreciated their input. I wasn't used to being treated as an employee. While I wasn't technically an employee on board, I was considered "enhancement" "personnel, which to me felt like being an employee. I had to eat some humble pie at times.

One of the adjustments that I found hardest to make was that my daily schedule was never confirmed until about 9:00pm the night before, usually by a newsletter which was delivered to my stateroom. Mass was generally at 8:00a.m. in the movie theatre on days at sea, and 5:00p.m. on port days. This was true even during Holy Week. So if you take a Holy Week cruise, be prepared to do Good Friday at 8:00a.m., and maybe Holy Thursday as well.

The relationship with the Cruise Director and the Assistant Cruise Director is extremely important. Some are easy to work with, and some not so easy. I have found that Cruise Directors often don't know the schedule themselves until the night before. The captain or someone else may ask them to work in another program, and the movie theatre is the only place to do it. So scheduling your shore excursions can be tricky. Schedule them at a time when a change in the Mass schedule won't make any difference.

Publicity for services can also be a problem. Many lines have a policy of not making announcements over the public address

system. You may get to be introduced at one of the evening programs, or do a TV Video which is played along with all the other "enhancement" amenities on the shipboard TV. On the other hand the only publicity you may get is in the daily bulletin, which many passengers don't read. The cruise can be half over before many know that you are on board. That is why your visibility all over the ship in your clerical dress the first few days is so important. I found it helpful to introduce myself to as many people as possible and invite them to services.

Ministry to the crew is very important, but can be very difficult since they work such long hours. Crew services may be at 10:30p.m or later. The Crew Activities Director is responsible for the services, so it is important to develop a good relationship with them. Some lines will allow you to visit the crew mess, and some will not.

AOS USA had to work very hard to get the current cruise lines on board. When AOS USA was asked to take on this program, it was to ensure that the priests on board were valid and in good standing, and that the Liturgy was conducted appropriately. Like many of you, I would like to see certain changes or enhancements for the priest on board. However, I have come to see that we must first work on these 2 points. We must help encourage other cruise lines to join the program, because there is no other way to ensure that the priests on board those other cruise lines are valid and in good standing. We must also do our part in running well organized Liturgy, and giving constructive input to AOS USA so that they know what is going on on board, and where to focus energy.

Through this committee, I hope that we can share our experiences and help make every experience a smooth one for each priest on board. Cruise Ship Ministry is rewarding. But like parish ministry, there may be a number of "growth" moments. That's the reason we got into this business, isn't it!

Quick Bible Q&A:

Q. What kind of man was Boaz before he married?

A. Ruthless.

Q. What do they call pastors in Germany?

A. German Shepherds.

Q. Who was the greatest financier in the Bible?

A. Noah. He was floating his stock while everyone else was in liquidation.

Q. Who was the greatest female financier in the Bible?

A. Pharaoh's daughter. She went down to the bank of the Nile and drew out a little prophet.

Q. What kind of motor vehicles are in the Bible?

A. Jehovah drove Adam and Eve out of the Garden in a Fury. David's Triumph was heard throughout the land. Also, probably a Honda, because the apostles were all in one Accord.

Health & Fitness

SHIP program focuses on health education

This information is reprinted from the ICSW and ISS publication, Seven Seas.

Seafarers' Health Information Project is a three-year programme that aims to improve the seafarers awareness of the health issue and allow them to take greater responsibility for certain aspects of their own health. The information will be disseminated to seafarers on board ships and ashore through videos and DVDs, comic books, posters and stickers. The project began with the project development study from July to December 2003. Following a grant funding from the ITF Seafarers Trust, the programme commenced on 1 September 2004, and represents the culmination of an extended period of activity in this area:

- Merchant Navy Welfare Board, UK Sexual Health Information pack for seafarers- produced in 1999, with all products currently available for download from the ICSW website at www.seafarerswelfare.org.

- Feasibility study into the promotion of seafarers' health & hygiene at sea commissioned by the ICSW in 1999, which led to:

- Hygiene in the Galley Pilot study developing and testing of material in three UK ports. The resulting booklet, sticker and subsequent moving image cartoon were well received by seafarers and welfare agencies.

- Seafarers' Health Information Project Development study conducted between August and December 2003 with the objective of refining the health issues and delivery vehicles/methods for the main three-year programme. The comprehensive PDS report was approved at the Kaszuby Annual General Meeting, after which it was agreed that the three-year programme would proceed.

Health is a state of physical, psychological and social well being. It is, therefore, natural that the ICSW has always taken great interest in health matters for seafarers.

While on board ship, seafarers are isolated from medical care, both in emergency situations and for primary health care. In spite of many efforts made by training courses, companies, unions, medical services to assist seafarers in case of accidents and illness onboard, seafarers still suffer more than other workers. Although work and working environment are very important elements influencing the seafarers health, lifestyle and attitude play a big role as well. Seafar-

LALONDE

truth, while in Bolivia [Fr. Lalonde] saw numerous tragedies and endured many privations. Yet he soldiered on, learning to speak fluent Spanish and two Indian dialects, winding up precarious mountain trails on donkeys, flying planes, fixing boat and vehicle engines, swimming rivers – whatever had to be done to minister to God's forgotten people. By the end of his tenure in Bolivia, this exceptional priest had survived two heart attacks and a long-standing bout with intestinal worms."

"Of French-Canadian heritage, Fr. Lalonde is slight of build, still with a full head of silver hair, and a smooth face whose serenity belies his adventurous past. He is a modest, unassuming person who, like every Franciscan I ever met, has a ready smile for all who approach him."

"He has truly walked the talk; his religion has been his way of life.

ing is a male dominated industry and so-called male medical and lifestyle problems are very prominent. Messages of the Information Programme focus on the lifestyle of the individual seafarer, in relation to living conditions onboard.

International and national campaigns exist on topics related to lifestyle and health, however SHIP takes fully into account the specific experiences and needs of seafarers. The three-year campaign (until 31 August 2007) will address seven health topics. Each topic runs for one year. A new topic is launched every four months.

SHIP will reach out to seafarers all over the world through the Regional Development Programmes developed and run by the International Transport Workers' Federation (ITF) and International Committee on Seafarers' Welfare in various parts of the world.

SHIP encourages seafarers to develop personal skills and exercise control over their own health and well being.

Health messages are distributed to seafarers in various forms. Central to SHIP is the dedication of ship visitors. Addressing small groups or even individual seafarers about lifestyle and health risks is a meaningful addition to the work of ship visitors. Support of welfare organisations, through the ICSW membership, is crucial in that respect. The promotion of seafarers health among the widest cross section of welfare workers is one of the main tasks of the project.

Seafarers are not the only target group for the project; shipping companies, manning agencies, medical clinics, international organisations and many others are being approached to assist in the distribution of the messages. Training courses and maritime academies are an excellent platform to make future seafarers and officers aware of the importance of prevention.

SHIP helps domestic, workplace and leisure environments to encourage and sustain the health and well being of seafarers. It is a challenge to organise this project on such a large scale. The project co-ordinator will travel globally to inform and instruct regional & local representatives and ship visitors on the message content and ways of spreading them.

The Seafarers' Health Information Programme (SHIP) website is currently under construction and may be viewed at:

www.seafarershealth.org D. R. Verbist, Project Manager

from page 3

From his youth as a submariner, he has always been 'Right with God,' willing to accept his will for him with confidence and love," DeForge wrote.

Fr. Lalonde serves at St. Agnes Church in midtown Manhattan, on loan from his home friary, St. Francis of Assisi on West 31st Street.

He is also an active member of the Council of American Master Mariners (open to those who hold a valid USCG unlimited Masters License and have commanded vessels of over 5,000 gross registered tonnage.) In 1999, he received the first Lalonde Spirit of the Seas Award, named in his honor, from CAMM in Mystic, Connecticut, for exemplary service to mankind, especially seafarers.

"His whole life long, Fr. Lalonde has lived the complete Franciscan way," DeForge concluded. "We would all do well to imitate him."

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Upcoming Events For Maritime Ministry

September 18 National Talk Like a Pirate Day (*Aarrrr!*)

September 25 National Seafarer Day, Philippines

September 30 World Maritime Day

November 25, 2005 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

Rosie the Riveter Memorial - Richmond, CA



The stainless steel sculpture evokes a ship's hull under construction. "Image ladders" recall those used by workers.



Designed by visual artist Susan Schwartzenberg and landscape architect/environmental sculptor Cheryl Barton, the Rosie the Riveter Memorial: Honoring American Women's Labor During WWII is the first in the nation to honor and interpret this important chapter of American history.

Selected through a 1998 competition open to West Coast artists, the team describes their design as a "construction metaphor exploring the symbolic connection between building ships and the reconstructive processes of human memory."

Sited at the former Kaiser Shipyard No. 2, the memorial evokes the act of constructing the ships with mass-assembly techniques adopted by Kaiser to make ships in Richmond more quickly. The principal component is a walkway, the length of a ship's keel. The path is inscribed with a timeline about the home front and quotes from women workers. Sculptural elements encountered on the walkway are drawn from ship's blueprints and suggest the unfinished forms of hull, stack and stern under construction.

Porcelain enamel panels on the hull and stack reproduce memorabilia and letters gathered from former shipyard workers during the course of the Memorial project, along with photographs of women at work in jobs across the nation. The panels, quotes and timeline illustrate the complex opportunities, challenges and hardships faced by women during the war years, including gender discrimination, hazardous working conditions, food rationing, and shortages of housing and childcare.

More than 200 "Rosies" attended the memorial's dedication ceremony on October 14, 2000. An estimated 18 million women worked in WWII defense industries and support services including steel mills, foundries, lumber mills, aircraft factories, offices, hospitals and daycare centers.

For more information:
www.rosietheriveter.com