



CATHOLIC MARITIME NEWS

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FOCUS ON TWIC Program Initialization Pre-Registering for TWIC

By Fr. Sinclair K. Oubre, JCL

Last week, the Transportation Security Administration opened its office in Beaumont, Texas, and this week, the office has opened in Port Arthur, Texas. After much discussion, debate and criticism, the issuance of the Transportation Worker Identification Credential has begun.

All ship visitors and van drivers who need unescorted access to enter facilities covered by Maritime Transportation Security Plans will need TWIC's. For most applicants, the cost of the TWIC will be \$132.00. Merchant mariners, some commercial drivers, and those who have special Custom and Border Protection identification will have a reduced application fee.

I would like to take you through the pre-enrollment process. The pre-enrollment process will:

- pre-enroll you for a TWIC
- establish your TWIC account
- allow you to print your Pre-Enrollment Receipt
- allow you to schedule your face-to-face appointment at the local TWIC enrollment office.

The first step is to type www.tsa.gov/twic into the internet browser. This will take you to the TWIC page on the Transportation Security Administration's web site. Immediately under the title, Transportation Worker Identification Credential (TWIC) Program, there are five hyperlinks. Click on the link Pre-Enrollment. You will be taken to the TWIC web site. In the left-hand column, click on Apply for a TWIC.

Here one finds some basic information on TWIC and some legalese. Scroll to the bottom of the page after reviewing the information, and click continue. You now have come to the personal information page. Fill in the requested information, and then type in the box the special little code that is contained in the box just above the submit button. Then hit submit.

The next page allows one to create a new user log in. This page is very straightforward. However, creating your password will require you to use capital and lowercase letters, at least one symbol, and at least one number. If you

need help, click the hyperlink for password rules. When you have created your password, and have answered your two challenge questions, then hit submit.

The Personal Information page appears. Fill out the requested information, and then hit submit. The next page tells you that you are now registered, and can log in. When you log in, you will go to a Welcome page with your first name appearing. At this page, you should print your Pre-Enrollment Receipt. You will need this when you go to your local enrollment center. You can also:

- Update your personal information
- Change your password
- Find the nearest enrollment center to you
 - Schedule / Re-schedule / Cancel an Appointment
 - Determine what to bring to the enrollment center

In addition to the registration information that you can find on line, AOS-USA has also posted

TSA-prepared documents to the AOS-USA web site (www.aos-usa.org/aosdocuments.php), and the AOS-USA Yahoo discussion group.

Though no one in the maritime industry is excited about TWIC, nonetheless, it is here. There will be no more changes in the rules, no grandfathering, no reductions in fees, and no exemptions. The best thing that we can do as AOS-USA members is to be first in line at our local enrollment centers. Then when the implementation day comes, our service to seafarers will not be effected. Because in the end, it is really all about access and service to the seafarers.



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Rev. Sinclair Oubre, J.C.L.
Design/Production Editor

Becky Domec
Composition & Layout

If you are not an AOSUSA member, consider joining as an Affiliate, Associate, Cruise Ship Priest, Mariner, Pastoral, or Student Mariner member"

*please send information for CMN or membership inquiries to
1500 Jefferson Drive
Port Arthur TX 77642
Tel. (409) 985-4545; Fax (409) 985-5945
email aosusa@sbcglobal.net*

Officers & Board Members 2006-2007

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President's Column...

Just Stop It, If You Want Your TV

The Associated Press led off its November 11, 2007, story of the allision of the container ship COSCO Busan this way:

"Federal investigators were considering Monday whether to file criminal charges against the crew members of a container ship that struck the Bay Bridge and ripped a gash in its fuel tank, creating the San Francisco Bay's worst oil spill in nearly two decades."

In the November 21, 2007, issue of Lloyds List, Justin Stares reported that maritime companies and unions lost in their first attempt to overturn the European Union Directive 2005/35/EC on ship source pollution. The companies and unions are concerned that the directive will criminalize another area of maritime work, and will thereby discourage high-quality persons from entering the maritime field. Mr. Stares notes:

"The directive, which is already law throughout the 27 EU member states despite the legal challenge, opens the door to criminal sanctions including imprisonment following accidental pollution.

"It breaks away from the Marpol convention definition of liability based on 'recklessness' and 'intent to cause damage' and introduces the concept of 'serious negligence,' thereby allegedly hindering innocent passage.

"Industries, supported by unions and maritime-friendly governments such as Greece and Malta, argue the law will discourage sea careers."

Finally, I have heard a rumor that Customs and Border Protection is planning on implementing new rules that will make it almost impossible to do crew changes in the U.S. In spite of having D-1 visas, which give mariners access to shore leave, the rumored changes would mandate that seafarers go directly from the ship to the airport for repatriation. For joining the ship, the seafarer must go directly from the airport to the ship.

If this rumor has some basis in fact, we are looking at a situation where a seafarer is safe to visit our community on his second day on the ship, and his second to last day on the ship, but is a high security risk on the other two days, and therefore needs special procedures.

All three of these troubling stories reflect an idea that somehow the seafarer and his or her ship is an invader, who must be carefully watched, and has the potential, at any moment, to willfully disrupt our lives. In addition, we are doing the ship and the seafarer a favor by allowing them to come to our ports.

Everything must be done to clean up the spill in San Francisco Bay, to discover what went wrong, and establish procedures to prevent it in the future, and to compensate those affected, like the fishermen, for their losses.

However, my patience gets a little short when I hear folks in the Bay area complain about how this ship has messed up their beaches and their bay. Few communities in the United States are more dependent on the petroleum products, or consume more electronics, and more clothing that these steel leviathans bring.

When will we begin to see that our lives are inextricably tied together, the mariner and the land lubber?

There is of course an alternative. We just stop allowing those "polluting" ships and "dangerous" seafarers into our ports. That's fine, but cooking on charcoal and riding an old bicycle doesn't sound like progress to me. And what about that big screen T.V.?

Please Pray for:

- Deacon Glenn Teske of AOS Greenbay who has undergone several issues with his heart and is currently on a heart catheter.

- Please join us in prayer for Cardinal Hamao's soul, and in thanksgiving for a life well lived in God's Service.



USNS Gianella Rescues 13 Cuban Refugees

By Captain Robert Lee

Continuing from last month's issue . . .

Day three was also the day they ran out of water. The canned meat also spoiled from the heat, and cans began to explode.

During the fourth and fifth days they had no water or rain. The stronger Yucatan current began to pick them up and carry them north. Knowing they did not have the fuel required to make it to Mexico, they tried to motor east in hopes of getting back to Cuba.

Storm #2 hit them on day 6 and they once again secured the GPS, but continued to motor in what they thought was east. After the storm passed, they discovered they had gone in circles during the storm and had actually ended up farther west. Motor #2 broke down shortly that storm. The storm itself provided two liters of water, which was rationed by syringe at 20cc per person, twice a day.

On day seven, securely in the clutches of the Yucatan current, they watched helplessly as Cuba passed by on their GPS. Drinking the last of their two liters of rain water, they worked at trying to get motor #2 to work again.

They repaired the motor on day eight and tried to motor against the current to the now-closer Yucatan Peninsula; however, the GPS displayed the cold truth. Even with the motor running there was no way they were going to beat the strength of the Yucatan.

Once motor #2 stopped again, they threw both motors over the side to make more room in the boat. Day nine was their second day without water again. At this point some of the refugees began drinking their own urine. They would put what they could into a plastic bottle, and then drag it in the water to cool it off. Once cooled, they would hold their nose and drink it.

Day ten was more of the same. Somewhere in this area they endured storm #3. Waves would crash over the gunnels and at the worst point the boat was half full of water. Old water jugs with cut off tops would serve as bailers. The third storm was more wind than rain and did not supply significant drinking water.

Day 11 brought another cruel insult to the 13 refugees. According to the navigator, on July 31, in the area of 26-10N and 87-54W a black-hulled cargo ship made a close approach and turned around them. He said the ship was so close he could clearly see the name "MINERVA" in blue lettering. He said it was a loaded ship with aft house construction. The refugees became very excited and began waving their bright yellow water jugs. He said they were sure the ship had seen them. Then the ship turned the other way and departed. He said when they saw it begin moving away they shouted for only water, but the answer was silence and a ship that grew smaller on the horizon.

Day 12 was more of the same - more ships sighted, but none that deviated such as the MINERVA. They had no water and continued to drink their own body fluids. One or two would keep lookout while the other lay in the bottom of the boat and tried to keep the sun off of them. Another disturbing thing noticed by the navigator but not shared with the others was that his GPS positions showed them alternately moving both north and south, indicating they were in an area of mixed current. He was hoping they would continue on to New Orleans.

Day 13 was the last day of their ordeal. It started with nice rains at 0530. Because the winds were not too high and the waves only three to four feet, the refugees collected a relatively large amount of water. They got five liters of water and began a 350cc per day, per person schedule. It was in these rains that they saw us pass them at 16 knots.

The navigator said when he saw us reappear about 20 minutes later



Pictured above is the small boat filled with refugees adrift more than 300 miles from land.

out of the rain, he did not get excited. Even though we were going much slower, he could only think of their earlier experience. This matched what we were seeing because despite us being fairly close and barely moving, we still thought there were only four people in the boat. It was not until I put the engine astern that many heads began to pop up above the gunnels. The navigator said when he saw our astern wash, he finally believed we were going to help them.

The debrief with the navigator was very interesting for the cadet and me. He estimated they had seen about 20 ships in the 13 days with the MINERVA and cruise ships being the closest approaches. The navigator sent his email. I noticed he was very comfortable with the computer. He asked me about their fate and he was attentive when I let him know we were going to rendezvous with a U.S. Coast Guard ship. Although there was some disappointment in his face, he was still very gracious. He mentioned he may end up in jail if returned to Cuba. Even with that fate potentially ahead of him, you could tell he preferred it compared to more days aboard the LIBERTAE (Freedom), which was the name of the wooden skiff he built.

All of the Refugees were grateful and very polite. On the morning of August 3, we were scheduled to rendezvous with the USCG ELM to transfer the 13 refugees. At 0800 they ate a good breakfast and prepared what tiny belongings they had. One man insisted on giving his watch to the AB that spotted them. It was the only thing he had to give and he desperately wanted to express his gratitude. The AB accepted the watch and I am sure it will be something he looks at with fond memories for years to come.

Our transfer with the ELM was clockwork smooth. The ELM was exactly where she said she would be and she was ready for the transfer. The communications and small boat handling by her crew was very professional. The weather was calm, so we slowed to dead slow ahead and lowered the port lifeboat with all refugees aboard. We kept the boat locked in the falls and only inches above the highest waves. This made for an easy climb over the gunnels to enter the Coast Guard skiff. One by one, they made their way over the rail with smiles and waves all around. As they headed back to the ELM and I observed our crew, it was easy to see how helping these people out of a desperate situation also helped us aboard the LHG work together as one. Aboard the LHG, every crew member responded to the situation in a way that would make anybody proud. It was astonishing, disheartening, stimulating and bonding all in the same breath.

Port Ministry

Benedict XVI Mourns for Japanese Cardinal who was Past President of Council for Migrants and Travelers

VATICAN CITY, NOV. 9, 2007 (Zenit.org).- Benedict XVI has expressed his sorrow at the death of Cardinal Stephen Fumio Hamao, past president of the Pontifical Council for Migrants and Travelers.



**Cardinal
Stephen
Fumio Hamao**

The cardinal died in Tokyo on Thursday at age 77 after a battle with cancer. His funeral will be held in Yokohama, Japan, where he was bishop before Pope John Paul II called him to his post with the Roman Curia.

Benedict XVI sent two messages of condolence, one to the cardinal's sister, Teresa Tereku Uematsu, another to the current bishop of Yokohama, Rafael Masahiro Umemura.

The Pope recalled the cardinal as a "devoted witness to the Gospel" and noted "his lively concern for the poor and his gener-

ous service to the universal Church."

Stephen Fumio Hamao was born in 1930 in Tokyo. He was ordained a priest at age 27 and in 1970 was named auxiliary bishop of Tokyo. In 1979, he was made bishop of Yokohama.

He dedicated himself to the care of youth, immigrants, refugees and the poor, in particular as president of Caritas Asia and Oceania.

In 1995, he was elected president of Japan's episcopal conference. Three years later, John Paul II called him to Rome to be president of the Pontifical Council for Migrants and Travelers.

At age 76, in 2006, Cardinal Hamao presented his resignation from that post to Benedict XVI.

The College of Cardinals now has 178 members, 103 who could vote in a conclave and 75 who are over age 80, and thus non-voters.

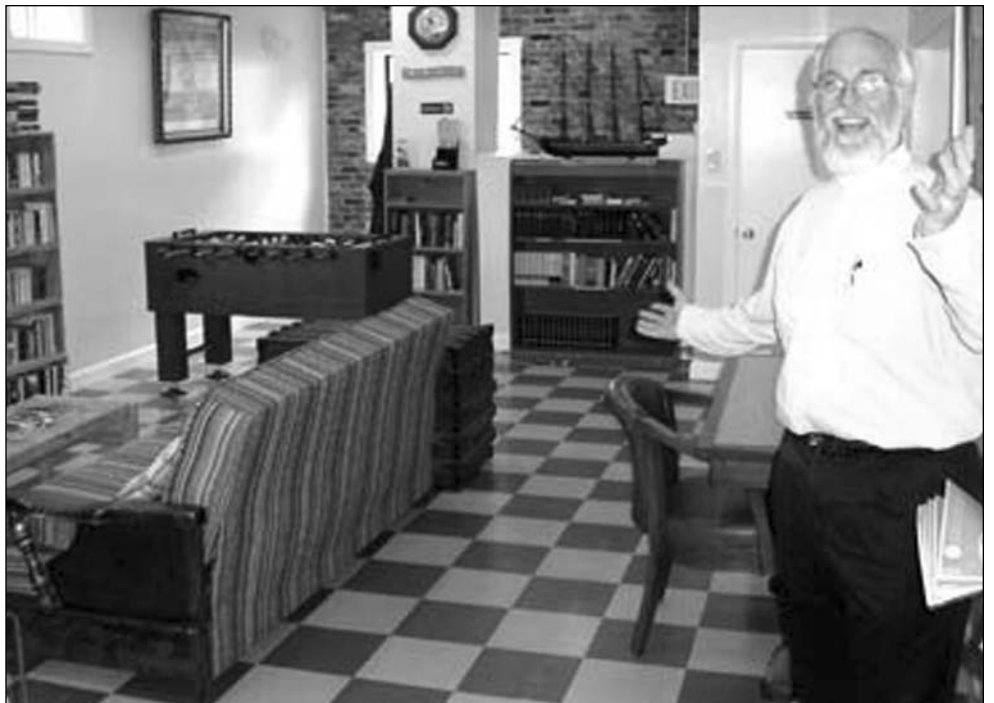
Fleming loses battle for life

**By Rev. J. Loring Carpenter
Executive Director
Seafarer's Friend**

After battling cancer since June, Rev. William Fleming, Mission Director at Seafarer's Friend passed on into God's presence. Bill was involved in maritime ministry for over 23 years, 18 in various roles in the Port of Boston. Most recently he spent his years building a vibrant ministry to seafarers in Boston and mentoring seminary students in maritime ministry. His passion for care and compassion for the life of a seafarers was unparalleled. In addition he was an active member of the Biblical Storyteller's Guild, and a noted ship model builder, with the building of the Danmark, now in the Coast Guard Academy museum,

A Memorial Celebration will be held at 10 am, Saturday, November 17 at Second Congregational Church, 35 Conant St., Beverly, MA 01905.

In addition, Seafarer's Friend has established a William Fleming Fund to honor Bill's dedication to sharing his passion for maritime ministry with students and interns in local seminaries. The proceeds will be dedicated to ongoing internships at



Rev. William "Bill" Fleming giving a tour of the seafarer center in Boston.

Seafarer's Friend in hopes of assuring maritime ministry will continue to be strong in future generations of the Church. A brochure describing the fund is available

from Seafarer's Friend, and information will be available soon on the web site, including the ability to make a gift to the fund.

Merchant Marine

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Whitworth Reports on the State of the Jones Act Fleet

Continued from last month's issue . . .

Similar comparisons can be made in other categories of vessels such as roll-on/rolloff ships. For example, Pasha Hawaii Transport's new vehicle carrier JEAN ANNE operates in the West Coast to Hawaii trade and is nominally rated at 3,000 automobiles. But by the same token, Crowley operates large oceangoing trailer barges in services between the U.S. East Coast and San Juan, Puerto Rico, each of which carries in excess of 400 53-foot trailers.

In either example, the barges in question are transporting cargoes in domestic commerce just are the self-propelled vessels and there is no rationale as to why the selfpropelled vessels should be counted, but the barges ignored.

Returning to the growth I mentioned earlier. 59% growth over 40 years means a net increase of 14,651 vessels. Thus, on average, the fleet has experienced a net increase of over 350 vessels annually, or a net increase of one new vessel added to the fleet almost every day for 40 years! Folks, this is not a business that is dying, or "on it's last leg", this is a thriving, growing & dynamic industry.

When only large commercial cargo vessels are considered, the growth is even more spectacular. This category is important because critics of the Jones Act historically have focused solely on the number of self-propelled vessels greater than 1,000 gross tons when characterizing the fleet, which substantially under-states the capability of the Jones Act fleet to transport goods.

Just to give you a sense of what these numbers mean in terms of cargo carrying capacity, at 68 million tons, the Jones Act fleet would rank among the largest of the world's merchant fleets. Other than China, none of the other flag states in the top 10 based on deadweight tonnage shown possesses a domestic fleet of any note. If all of China's vessels, including barges, were counted its fleet would rank second in total cargo capacity. For comparison purposes, without including the Jones Act fleet as a whole, the U.S.- flag fleet totals only 9 million deadweight tons.

So, just how important is the Jones Act Fleet to the US economy? Over 2.5 billion tons of cargo moves annually in U.S. maritime commerce. Over a billion tons of that commerce, or 41%, is transported domestically by the Jones Act fleet. If you think there's a lot of crude oil coming to the US from the Persian Gulf, or containers from Asia, just look how much cargo moves domestically. A truly stunning number of movements.

This also underscores the importance of these domestic cargoes to the U.S. maritime industry. 97% of all cargoes carried by U.S.-flag vessels, counting both that moving in international trade as well as in the domestic trades, is carried by Jones Act vessels operating in the domestic trade.

It goes without saying that we would not have the greatest fleet in the world if we did not have the greatest crews in the world. The growth and productivity of the Jones Act fleet is the result of increased investment by U.S. shipowners and the cooperative attitude towards productivity improvement that exists between American vessel operators, State and Federal maritime academies and U.S. mariners.

By some estimates, jobs in our industry have increased by 20% in the last five years. Out of curiosity I did a back of the envelopment analysis of jobs afloat based on the numbers of self-propelled vessels discussed earlier and came up with 135,000 jobs on board Jones Act ships alone. This does not take into account those that work in the office or in the ports to support the vessels.

Nor can we ignore U.S. shipyards. When we think about shipyards, we often think largely in terms of the numbers of vessels they produce. As important, however, is their economic impact on the U.S. economy. For example, consider these figures from an economic impact study published by the Shipbuilders Council of America in 2002. In the year 2001, U.S. commercial shipyards contributed —

- \$11.0 billion to U.S. output;
- 147,230 jobs to U.S. economy;
- \$9.4 billion to U.S. personal income; and
- \$3.4 billion in Federal, State, and local tax revenues.

As another example of the growth in shipbuilding over the past ten years, the Aker Philadelphia shipyard has gone from an abandoned U.S. Navy shipyard to delivering five vessels with a combined value of \$600M, and a backlog of up to another 15 vessels worth in excess of \$1.5B. In addition, they went from zero jobs in 1997 to a workforce of over 1300 employees today.

Over the next couple minutes I'm going to give a thumb nail update on each of the following industry sectors. Then I'll spend a little more time on where we are in the liquid bulk side.

- Container
- Roll-on/Roll-off
- Dry Bulk

Offshore Support

Passenger, Cruise & Ferry

As I go through these sectors keep in mind the new vessels and opportunities to be found in each, and the jobs those opportunities can represent.

Collectively, the dry cargo sector has experienced a net increase in the number of vessels and their cargo carrying capacity over the last 10 years. Such growth includes the four new Matson containerships built at Aker Philadelphia. Incidentally, we should all congratulate Matson not only on these new ships, but also on its 125th Birthday! At the same time, with U.S. containerized trade expected to more than double by 2020, there is increasing interest in container on barge services as a means of transporting containerized cargoes that would otherwise contribute to increased congestion on our highways. As a side note, anyone who's driven on the I-95 corridor between Washington DC and NYC soon realizes that we have a serious congestion problem when trying to move products from point A to point B. This container on barge trade includes both coastwise services, such as that operated by Columbia Coastal and services on inland rivers and waterways.

Recent years have seen similar growth in the roll-on/roll-off sector, including the new trailer ships that Tote employs in its Alaska trade. While not numerous, roll-on/roll-off Jones Act vessels such as the Tote ships play important roles in supporting the U.S. military. A newly emerging side of this sector is in higher speed ferries such as the Hawaii Superferry scheduled to go into service in Hawaii this Summer. Built at Austal in Mobile, Alabama, the ALAKAI and its sister ship can transport up to 282 automobiles or 28 trucks and 65 autos at service speeds up to 35 knots.

Similarly, the number of vehicular ferries of all types in the Jones Act has more than tripled over the last 10 years. Again this is an area where the Jones Act fleet can play an important role in moving cargoes that would otherwise add to congestion and greenhouse gas emissions on our highways. Intermodal services may be exciting, but the fact is that bulk cargoes (liquid and dry) account for 90% of the tonnage carried by the Jones Act fleet.

On the dry cargo side, the principal bulk trades are on the Great Lakes, where iron ore is king, and inland waterways, where barges carry 20% of the nations coal and 60% of all US grain exports.

See part three in next month's issue.

Merchant Marine

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Professional Development Column ...

Working Ashore versus Shipping Out



Capt. David Teel In my last column I discussed my recent move and how this reminded me of shipping out. This discussion prompted me to think about the transition from sailing to working ashore in an office environment. Here at the National Maritime Center I am one of a dozen professional mariners whose job it is to maintain the license examinations and approve training courses for merchant seaman. As you might imagine the private discussions amongst ourselves quite often turns to sea stories. What is funny or surprising to all of us former mariners is the reaction of non-mariners to our sea stories or discussion of life at sea. As you can imagine sailing and working in an office are radically different ways of life.

While one is at sea and the days are getting long and you are missing being home among family and friends it is quite common to dream of working ashore. I admit that I did have the same dreams while I was at sea. It took me 20 years to finally get around to acting on my dream of working ashore. Well now that I have been ashore several years I have made a rather scary discovery. Working ashore and sailing are not as far apart as one might imagine.

Either ashore or at sea one still has to get up early, commute to work, or put up with individuals that you don't care for. What really prompted me to think about this was hearing other non-mariner staff complain about commuting and working in this office. The funny part about this was that what they were saying were the same things that I had once said at sea. How could this be? I don't have a good answer for this. I did realize that there were many similarities to office work versus shipping out. Mariners and non-mariners alike have similar issues about work.

Enough of talking about shipping out or working ashore, I think I have convinced myself that sailing for 20 years was good but working ashore is not too bad either. Don't forget about applying for a TWIC Card, as a mariner you will need one to gain access to port facilities. Don't forget the upcoming holidays as time with family and/or keeping in touch is important. If you will be at sea during the holidays plan to call if you can or write your family and friends in plenty of time for your letter and/or card can be delivered on time.

Feel free to e-mail me at kps77@verizon.net with questions about training, advancement, or a career at sea.

Capt. David Teel has 20 years sea service as a member of the American Maritime Officers' Union, including 7 years as Master in command of tankers and Roll-on/Roll-off vessels. He was Senior Deck Instructor at AMO's STAR Center and has worked for the last six years at the National Maritime Center as a Marine Transportation Specialist in the Course Instructor Approval Branch. He is a graduate of King's Point (USMMA) and has a Masters of Quality Systems Management from the National Graduate School.

Three dead after storms batter Kerch Strait

By David Osler

MONDAY 12 NOVEMBER 2007 -- At least three seafarers have been killed and eight others remain missing after a storm ripped through the Black Sea and Azov sea region yesterday, causing four vessels to sink.

In one case, up to 2,000 tonnes of oil is thought to have been spilled. There are also unconfirmed reports that around six other ships may have run aground.

With a second storm expected today, Novorossiisk - Russia's number two oil port - took the precaution of suspending oil liftings until weather conditions ease. Meanwhile, much of the Crimean peninsula has been left without electricity supplies.

Three bodies wearing lifejackets have been found washed ashore near the Tuzla Spit. They are thought to have been members of the crew of the general cargoship Nakhichevan, which sunk near Kavkaz laden with sulphur.

Three other crew members are known to have been rescued by a Ukrainian ship. However, the Russian authorities are trying to account for the whereabouts of a further eight seafarers thought to have been on board.

In addition, up to 2,000 tonnes of fuel oil have reportedly been spilled near the Ukrainian port of Kerch on Sunday, after a small Russian-owned tanker Volganef-139 broke up during the atrocious weather.

Some 13 officers and ratings on board the ship's stern drifted for hours in waves up to six metres high, before beaching safely a few miles from the bow section.

As well as the two casualties detailed above, two other vessels are reported to have sunk. One was also carrying sulphur, while the other was laden with scrap metal.

Another tanker sustained cracking to its hull, but remained afloat and no oil egress was reported.

Local officials have been trying to assess the extent of the environmental headache that the Volganef-139 casualty may have created. The 1978-build tanker is one of a Russian series designed for rival and coastal services.

Oleg Mitvol, deputy head of Russia's environment agency Rosprirodnadzor told the Vesti-24 television channel: "This problem may take a few years to solve. Fuel oil is a heavy substance and it is now sinking to the seabed. This is a very serious environmental disaster."

Rosprirodnadzor said some 2,000 tonnes of fuel oil had spilt, although a spokesman for the emergencies ministry spokesman told Reuters news agency that the leak was not more than 1,200 tonnes.

The polluted area lies on the migration route from central Siberia into the Black Sea of red-throated and black-throated Siberian divers, and is also home to porpoises.

Speaking about the two sulphur spills, Mr Mitvol added: "We hope that in the water sulphur will not form any substances dangerous to humans."

The same storm - which could last up to three days - also sank a vessel laden with scrap metal off Sevastopol in southern Crimea. Two of its crew were rescued, but the situation of the other 15 was unknown, Ukraine's emergencies ministry said.

The hull of the tanker Volganef-123 cracked after being hit by high waves, but Maxim Stepanenko, Novorossiisk transport prosecutor, told Russian television this tanker remained afloat and its oil products were not leaking.

Vessels reported grounded include Georgia-flag Captain Ismael and Ziya Koc, registered in Turkey. Both can be seen from the shore near Novorossiisk.

Merchant Marine

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Meet the Mariner: Luke D'Lima

Tell us about yourself?

"I was born and raised in Mumbai (Bombay), India. I am a cradle Catholic. My family parish is Sacred Heart, a large parish of about 50,000.



Luke D'Lima

I was educated at Catholic schools, Sacred Heart and St. Andrews Junior College. I went to a public college, The Institute of Hotel Management and Culinary Technology and graduated with a Diploma in 1998. I recently earned a Bachelor's Degree from Norfolk State University in Virginia."

Tell us about your seagoing background?

"I went to sea from 1999-2004, with seven contracts with Celebrity Cruise Lines. My first contract was for ten-months, I started off as a Snack Steward which meant that I was the buffet refiller. I was promoted on the same on contract to Bus Boy. I did a second seven-month contract as Bus Boy, then promoted and did two seven-month contracts as a waiter. I was promoted again and did three seven-month contracts as Assistant Maitre D'. With Celebrity Cruise Line, the Maitre D' was always French, so Assistant Maitre D' was the highest position that I could obtain. I sailed on several ships: the Horizon, Monarch, Century, and Millennium."

Tell us about your experience going to sea?

"As a member of the dining staff I worked 15-17 hour days for seven months with no day off. Initially it was difficult but I was young and you get into the swing of things and then it is easy. I was able to see the world, but when I got ashore, a 'day-off' was really only a 'meal-off'."

Sounds like a hard job, how was the pay?

"The pay was good. I thought it was strange, almost obscene that I was making more money in my early twenties than both of my parents com-

bined."

May I ask your parents' occupations?

"They were professionals, my father was a bank manager and my mother a school teacher."

Where you able to attend Mass?

"I did not have much of a chance to attend Mass. There was usually a Priest onboard for the regular crew and passengers, but was a member of the dining room staff working the meal hours I was never able to attend Mass, especially during the High Holy Days. Our homeport was Ft. Lauderdale, FL. There was a great Seamen's Center that provided good services. I could always get a free Bible, Rosary and transportation for shopping."

Where you able to get to a Catholic Seamen's Center at other ports?

"At other port of calls I was more interested in seeing the sights, buying sundries and calling home. My time ashore was limited to a "meal-off" and I was always concerned with making it back aboard to work the next meal."

Tell us how you'd like to see AOS-USA help mariners?

"A lot of the crew is Catholic, I would say about 50%. Even the smaller passenger ships had a crew of about 950 and half of it was Catholic...Filipino, Indian and South American. It would be good if the Priest could do an additional Mass that was at a time so the Dining Room Crew could attend Mass."

What do you think about a passenger ship crewmember being a Commissioned Eucharistic Minister to help with your faith? "I think that would help."

So what are you doing now? "I got married in 2004 and joined the U.S. Coast Guard Reserve in 2005 and I have been on active duty for about two years now. My wife and I have a two-year-old daughter and we live in Virginia Beach where I am a manager at a Ruby Tuesday Restaurant."

A sad tale of a sunken ship-News from AoS Chennai

The 12-member crew of a Maldives cargo ship M.V.GERADU EMPIRE, which sank off the Tamil Nadu coast, on October 16, 2007 was rescued by a German ship and brought to Chennai on October 20th, night. They include eight Indians, two Sri Lankans and two Maldivians. Of the Indians, two are from Tuticorin, five from Lakshadweep and one from Mumbai. Captained by Ali Shammem of Maldives, the ship, M.V. Geradu Empire, owned by Hazash Enterprises, Mali, was carrying cargo from Tuticorin port to Kuludhufushi in Maldives on October 16, when its engine room began to fill with sea water, while the ship was 36 nautical miles off Kanyakumari.

"A huge crack had developed at the bottom of the 30 plus -year old vessel. The water gushed in and one of our crew members pressed his foot on the crack, hoping to prevent the water getting in. But he pulled out once the water reached his neckline, we tried every thing to stop the water, but nothing worked," said Anand, a crew member from Tuticorin.

"I tried blocking the water by placing sand bags on the crack that had developed. But very soon the water rose to my neck. I could smell death," said 21-year-old Rasheed from

Lakshwadeep, one of the crewmembers.

Captain Shammem, said, "We noticed the water entering at around 11.30 am on October 16. We could not do much to stop the water inflow. Then we dispatched distress messages through the wireless and a German ship, M.V. Scan Brazil responded by 2.20 pm. The rescue operation was completed by 5 pm."

Some of the crew members claimed the emergency position-indicating radio beacon on the ship, meant for sending emergency signals, failed to function when the ship was sinking. There was no emergency generator as well," another member of the crew, now lodged in a city hotel, alleged.

As soon the news was reached to ITF local inspector and AoS, we started working together of the possibilities to accommodate them at seafarers' welfare center. But the company agency made all the arrangements for the crew to stay comfortably in the hotel.

Mr.Sreekumar and Fr.B.Anthony were involved in setting the matter with regard to their salary and compensation. The drama went for the past six days and finally it came to end yesterday (25-10-2007) when all of them received their wages with the compensation.

"We were rescued by a German ship M.V. Scan Brazil and were brought to Chennai port on October 20. Since the time we arrived Chennai, we are thankful to Mr. Sreekumar of ITF, Fr. B. Antony of Apostleship of Seas and Mr. Manoj Joy of Sailors Helpline, for assisting in all possible manner, including our stay in Chennai and making arrangement to get in touch with our family and arriving at an settlement with respect to our wages and compensation" said Chief Officer, Suk. Jayasinghe. Fr.B.Anthony port Chaplain, Chennai port thanks the Captain of M.V.Scan Brazil who has saved the seafarers from the sinking vessel.

No	Crew Member Name	Designation
1	Ali Shameem	Master
2	Suk. Jayasinghe	Chief Officer
3	Ibrahim Hassan Mahir	Chief Engineer
4	Countnho Jarard F.T	2nd Engineer
5	Sideek Odivalimaligue	AB
6	Ismail Kalhigothige	AB
7	Ismail	Oiler
8	Abdul Azeez	AB
9	Gopinath Alandurai	AB
10	Rashid Karimougothi	Oiler
11	Wilfred Anand	Welder
12	Weerabangsa Maas Nizam	Cook

PIRACY UPDATES

Somali Piracy

Mon 29 Oct. 2007

A Panama flagged Chemical tanker Golden Nori was hijacked yesterday at 0330hrs while underway in position 13:05N 050:24E, approximately 70 NM North of Caluula, Somalia.

This marks the first merchant vessel hijacking in the main Gulf of Aden shipping lane in many years.

Mariners are advised to be on high alert when transiting this area, particularly through to the end of November, when the mild weather of the fall transition period is conducive to small boat

The ill-fated chemical tanker is owned by a Japanese based Despina Shipping Company and her managers are Durval Kaiun KK of Japan.

Her 23 multi-national Asian crew members are said to be cool and calm.

Filipino crew on the rampage

5 Nov 2007

Nine filipino crew members of a fishing vessel have overpowered the master of their vessel while at high-seas some 2 to 5 days from Mauritius.

The incidents happened last evening. The vessel is currently under way back to Port-Louis.

The master under captive is a Chinese national and he is said to be very cruelly person.

The Phillippines Embassy in Nairobi is sending over a diplomatic official to Mauritius while the Mauritius port authority says that they will inform the Mauritius coast guard.

The French Embassy in Nairobi say that they will get in touch with French naval boats in the region to find out if they could offer any practical assist to the seafarers while at sea.

With US Help, Ship Crew Defeats Pirates

By Edward Harris

NAIROBI, Kenya (AP) — A U.S. Navy destroyer helped sailors who retook control of their vessel Tuesday in a deadly battle with pirates after the North Korean-flagged ship was hijacked off Somalia, the American military said. A helicopter flew from the USS James E. Williams to investigate a phoned-in tip of a hijacked vessel, and demanded by bridge-to-bridge radio that the pirates give up their weapons, the military said in a statement. The crew of the Dai Hong Dan then overwhelmed the hijackers, leaving two pirates dead, according to preliminary reports, and five captured, the military said. Three seriously injured crew members were brought aboard the Williams, the statement said. The pirates remained on the Dai Hong Dan, which the crew was returning to the port of Mogadishu. A U.S. Navy spokeswoman said piracy was a scourge in Somalia's waters, and American ships were available to intercede. "When we get a distress call, we help," said Cmdr.

Lydia Robertson of the U.S. Fifth Fleet told The Associated Press by telephone from Manama, Bahrain. Geoff Morrell, a spokesman for the U.S. Defense Department, said piracy off the Horn of Africa is a concern because "you're talking about an area that has seen greater terrorist involvement." It's logical, Morrell said, that the military would want to know "what is being transported on the high seas and who is out there operating and if they have nothing but the best intentions in mind." Andrew Mwangura, program coordinator of the Seafarers Assistance Program, said an estimated 22 crew members were aboard the North Korea-flagged vessel that gunmen seized late Monday in Somali waters. His group independently monitors piracy in the region. Workers at the Mogadishu port said the vessel delivered a load of sugar from India. An international watchdog reported this month that pirate attacks worldwide jumped 14 percent in the first nine months of 2007, with the biggest increases in the poorly policed waters of Somalia and Nigeria. Reported attacks in Somali waters rose to 26, up from eight a year earlier, the London-based International Maritime Bureau said through its piracy reporting center in Kuala Lumpur, Malaysia. The U.S. Navy said ships in a coalition monitoring the waters near Somalia were also following a hijacked Japanese vessel in those waters, and that four other boats are still controlled by pirates near Somalia. Somalia has had 16 years of violence and anarchy, and is now led by a government battling to establish authority even in the capital. Its coasts are virtually unpoliced. Piracy off Somalia increased this year after Ethiopian forces backing Somali government troops ousted an Islamic militia in December, said Mwangura. During the six months that the Council of Islamic Courts ruled most of southern Somalia, where Somali pirates are based, piracy abated, Mwangura said. At one point, the Islamic group said it was sending scores of fighters to crack down on pirates there. Islamic fighters even stormed a hijacked, UAE-registered ship and recaptured it after a gunbattle in which pirates — but no crew members — were reportedly wounded. The Somali capital has become especially unsafe in recent days, with fighting over the weekend between an Islamic militia and government forces backed by Ethiopian troops. The U.N. refugee agency said Tuesday around 36,000 people have been driven from their homes in what locals said was the worst fighting in months, adding to the tens of thousands who fled the capital earlier this year. Somalia's president named Salim Aliyow Ibro, a former deputy prime minister, as caretaker prime minister, a day after the outgoing premier lost a power struggle in the government and resigned. By law, President Abdullahi Yusuf must name a permanent prime minister within 30 days of the resignation. The new prime minister struck a conciliatory tone Tuesday, calling for an end to the country's crisis "The time of fighting has ended, and we are in the season of reconciliation," he told The Associated Press. But hundreds more families around the city's main market were preparing to flee the capital on Tuesday, loading trucks, buses and donkey carts with their belongings, said Jennifer Pagonis, spokeswoman for the U.N. High Commissioner for Refugees. "They're really rather confused about where to go: whether to stay, whether to leave the city entirely or whether to relocate to another part of the city," she told reporters in Geneva, Switzerland. Associated Press writer Lily Hindy in New York contributed to this report.

Piracy Updates are sent in by Andrew Mwangura, Coordinator of the Seafarer Assistance Program, in Mombasa, Kenya.

Letters

Open Letter to AOS-USA Members regarding AOS Networking Technology

Dear Friends,

I would like to encourage each of you to utilize some of the wonderful networking technology that we now have.

At one time, even 10 years ago, it was difficult to interact with AOS colleagues in other ports around the country, and especially around the world. Time Zones, work schedules, old phone directories, and astronomical phone bills... just made it difficult at best.



**Doreen
Badeaux**

However, through the use of the internet, we have tools that can make that interaction much easier.

In November, colleagues from Kenya, USA, Mauritius, Rome and other places, were able to dialogue together quickly and efficiently in order to aid the crew of a fishing vessel. The situation was resolved in about 50 hours. We used the network.

The use of the AOS directories on the AOS-USA website <http://www.aos-usa.org>, the AOS International Website <http://www.stellamaris.net> and others allows prompt access to AOS colleagues anywhere in the world. And our NAMMA <http://www.namma.org/> and ICMA <http://www.icma.as/> websites do the same for us in contacting our Protestant colleagues.

However, your input is needed in order to make it truly successful. The AOS International Website is ably prepared and moderated by Michelle Homden michellehomden@apostleshipofthesea.org.uk of Great Britain. However, she can only add stories or update your contact info if you send the information to her.

There is an excellent Discussion Forum, in the Extranet section of the International Website <http://www.stellamaris.net/extranet>. To access this area, you simply need to contact Michelle to request a user name and password. Once there you can share stories, files, pictures, needs, etc with your AOS friends around the world. And actually, once there, you can edit your own port information, so that visiting seafarers and others will have your latest contact information, and they will know what services your Center provides.

Finally, AOS-USA has a yahoo discussion group which is radically underused. Many new Port Chaplains have questions about where to get Chinese newspapers, or just how to do those everyday things that some of you veterans take for granted. And many of our new Cruise Ship Priests have questions that could be best answered by another veteran Cruise Ship Priest. So please consider joining

the discussion group and adding little tidbits of helpful ideas, or share a concern online.

If you're interested in joining the discussion group contact me at aosusa@sbcglobal.net or PH: 409-985-4545 and I'll send you the information needed.

Thanks for considering how you can add to the Network and make it stronger!

Doreen M. Badeaux
AOS-USA Secretary General

P.S. Special note to our Cruise Ship Priest members: We encourage you to use the AOS directory on the International Website, and the USA website in order to find the AOS Port Chaplains in your ports of call. They are happy to assist you while in port, and to meet others in their network! You can also be of great assistance to the Port Chaplains by letting the Crew Members on board ship know about the AOS Port Chaplains and how to contact them.

Having sailed with Celebrity as chaplain from Barcelon to Venice (7th-14th October), may I compliment all who made the two weeks the most enjoyable of the year.



**Fr Eoin
Thynne**

It was a privilege to be on board Millennium and I am indebted to the Assistant Cruise Director, Ms. Lisa Gallant for her kindness, concern and the professional manner in which she carried out her duties. May I recommend an increase in salary and promotion!

The positive attitude of the passengers and the constant care from the crew contributed to a marvelous cruise. It really was a joy to be on board, to celebrate Mass, meet the crew and mingle with the passengers.

I express my gratitude to the Apostleship of the Sea and Celebrity Cruises for providing Mass kit, vestments, and everything necessary for the celebration of the liturgy. It was a joy not having to carry extra luggage.

I hope the opportunity presents itself to cruise again and perform chaplaincy duties.

Thank you Doreen for all your assistance and for continually updating me on AOS-USA Activities.

With every good wish and blessing for the future.

Yours Sincerely,
Fr Eoin Thynne
AOS-USA Cruise Ship Priest
Dublin, Ireland

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CONGRATULATIONS!!!

Our prayers and best wishes go out to Karen Lai with AOS Galveston/Texas City who became Mrs. Edward Parsons earlier this month.

In The Know: 10 steps to implement TWIC

By Carol Lambos

The JOURNAL of COMMERCE ONLINE

Based on rules in effect on Oct. 14, 2007

Congress mandated the Transportation Worker Identification Credential in the Maritime Transportation Security Act of 2002 (MTSA) as amended by the Security and Accountability for Every Port Act of 2006 (SAFE Port Act).

MTSA directed the secretary of the Department of Homeland Security to prescribe regulations that would prohibit an individual from gaining unescorted access to a secure area as designated in an approved security plan of a regulated facility unless that individual holds a duly-issued transportation security card and is otherwise authorized by the owner or operator to be in such a secure area.

Only individuals who are not deemed a terrorism security risk after a criminal history records review and national security database check will be issued a TWIC.

The TWIC card is to contain biometric identification data that can be accessed and verified when presented to a facility to gain access to secure areas.

This ensures that the individual presenting the TWIC is in fact the individual who applied for and was approved by the Transportation Security Administration for such access.

In its initial phase, the TWIC will only be required to be used as a "Flash Pass." This means that only a visual inspection of a TWIC will be required when used to gain access to a secure area.

It has been announced that the TWIC will be the required credential to gain access to secure areas of regulated facilities by Sept. 28, 2008.

The TWIC will cost \$132.25 and will be valid for five years.

Phase Two will require that the facility utilize a TWIC reader to verify the electronic biometric information stored within the card.

Regulations for TWIC reader technology specifications have just been published and can be viewed at http://www.tsa.gov/what_we_do/layers/twic/index.shtm.

TWIC enrollment began at the Port of Wilmington, Del., on Oct. 16, 2007.

Enrollment will begin in Corpus Christi, Texas; Baton Rouge, La.; Beaumont, Texas; Honolulu; Oakland, Calif.; Tacoma, Wash.; Chicago/Calumet, Ill.; Houston; Port Arthur, Texas; Providence, R.I.; and Savannah, Ga. shortly thereafter.

Information about the mandated TWIC pilot programs to test TWIC reader technology solutions will be forthcoming as well.

Notwithstanding the considerable delays in the implementation of the TWIC program, there are ways that prudent owners and oper-

ators can be prepared for the required implementation of the TWIC program. The following 10 steps should provide some assistance.

1. Know the law.

The enabling language and legislative rationale for the TWIC program as set forth in the MTSA § 70105, SAFE Port Act Sec. 104, see also remarks of Sen. Ernest Hollings in the Congressional Record, Nov. 14, 2002 at S10975.

2. Connect the dots.

Understand how implementing the TWIC program relates to the substantive requirements for facility security plans as outlined in MTSA § 70103 and SAFE Port Act Sec. 102. "Current regulations for appropriate identification for gaining access to a regulated maritime facility." 71 Fed. Reg. 25066 (April 28, 2006) (Maritime Identification Credentials).

3. Learn how the program will function.

Know and understand the regulations promulgated by the Coast Guard and Transportation Security Administration implementing the TWIC program for regulated facilities in general, see 33 C.F.R. pt. 105 (2003) as amended by 72 Fed. Reg. 3582-5 (Jan. 25, 2007), and for facility access control in particular see 33 C.F.R. § 105.255 (2003) as amended by 72 Fed. Reg. 3583 (Jan. 25, 2007).

4. Learn how the program will be enforced.

Understand how the Coast Guard will interpret and enforce the TWIC regulations by reading Coast Guard Navigation and Vessel Information Circular (NVIC) 03-07.

5. Know who will need a TWIC.

In NVIC 03-07, the Coast Guard indicates that among the populations that it expects to need unescorted access to secure areas of facilities and would accordingly be required to obtain and present a TWIC include: long-shore workers, drayage truckers, facility employees who work in the secure area, truckers bringing cargo onto a facility or picking up cargo at a facility, surveyors, agents, chandlers, port chaplains, and other maritime professionals. Review the individuals that seek and are granted access to your facility. Besides employees, think about service providers and contractors as well. Determine who will need a TWIC at your facility.

6. Know who is eligible for a TWIC

Know who is eligible for a TWIC and how they will get one.

a. Immigration status: U.S. citizens and lawful permanent residents are eligible for a TWIC. Foreign citizens with certain legal status to work or live in the U.S. may be eligible as well. A complete listing of the immigration status that is necessary to obtain a TWIC is found at 49 C.F.R. § 1572.105.

b. Terrorist activity, criminal history, mental incapacity: An individual who has a con-

nection to terrorist activity, has been convicted of certain crimes or has been determined to lack mental capacity will be ineligible for a TWIC.

i. Permanent disqualifying offenses: If a person has a record of having committed one of the offenses enumerated in 44 C.F.R. § 1572.103(a), he/she is ineligible for a TWIC. Such offenses include, but are not limited to, espionage, sedition, treason, terrorism, murder, dealing in explosives.

ii. Interim disqualifying offenses: A conviction within seven years, or release from incarceration within five years of a TWIC application for one of the interim disqualifying offenses enumerated in 44 C.F.R. § 1572.103(b) will also render an individual ineligible for a TWIC. Such offenses include, but are not limited to, firearms crimes, extortion, fraud, bribery, smuggling, kidnapping, arson, robbery, rape, and assault with intent to kill.

iii. Mental incapacity: A person who has been adjudicated as lacking mental capacity or has formally been committed to a mental health facility by a lawful authority is also ineligible for a TWIC.

c. Enrollment and pre-enrollment — learn where the enrollment centers in your port will be located. TWIC enrollment will be conducted by Lockheed Martin. A notice will be published in the Federal Register indicating when TWIC enrollment at a specific location will begin.

Owners and operators must notify workers of their responsibility to enroll for a TWIC during the enrollment period. Applicants with access to the Internet can pre-enroll to save time during enrollment. Applicants must provide certain identity documents, submit fingerprints, be photographed and sign application documents at the time of enrollment.

Applicants also will be required to pay the fee in cashier's check, money order or credit card. Lockheed Martin will utilize a combination of fixed and mobile enrollment centers at locations to be announced. Employers with a large number of workers are encouraged to volunteer to host a mobile enrollment site. The TSA will notify the applicant when the credential is ready for pickup and what processes are necessary to activate the TWIC.

d. Appeals and waivers. An appeals-and-waiver process is available for individuals who are denied a TWIC. Appeals are generally for mistakes of fact in the security threat assessment process — for example, the wrong "John Smith," or an arrest that appears on the record as a conviction. Waivers are for individuals who committed an interim disqualifying act but can provide appropriate evidence of mitigating circumstances. Waivers are not available for permanent disqualifying offenses. The protocols for the appeals and waiver

process are found at 44 C.F.R. § 1515 et seq.

7. Formulate a TWIC policy for your facility

Formulate a TWIC policy for your facility. Merely possessing a TWIC does not automatically grant an individual access to a facility. The facility owner or operator is the arbiter of who shall be granted access. Moreover, neither the TWIC enabling statute, regulations nor NVIC 03-07 require owners or operators to provide escorts to individuals seeking unescorted access to secure areas. Therefore, in order to prevent confusion a facility should prepare a TWIC policy.

(a.) Escorting vs. Monitoring

Learn the difference between "escorting" and "monitoring" and between secure and restricted areas: Escorting is defined as "ensuring that the escorted individual is continuously accompanied while within a secure area in a manner sufficient to observe whether the escorted individual is engaged in activities other than those for which escorted access was granted." 33 C.F.R. § 101.105.

Restricted areas require "a live, physical side-by-side escort" but not necessarily a one-on-one escort. In a secure area, the escorting requirement is more flexible and would permit both physical accompaniment as well as monitoring. There is a special provision for escorting groups in enclosed vehicles.

Monitoring requires the "observation of an individual with means to respond if they are observed to be engaging in unauthorized activities or in an unauthorized area." Closed-circuit television cameras and other electronic surveillance may be acceptable forms of monitoring but generally not for groups of workers. What approach the owner or operator takes regarding this matter is dependent on the nature of the operation and should be reflected in a security plan.

(b) . Double Check with USCG

Review your TWIC policy with Coast Guard personnel in your Captain of the Port zone to familiarize them on how you intend to implement the TWIC program at your facility.

(c). Secure vs. Restricted Areas

Determine whether you need to redefine secure or restricted areas in your facility security plan.

There is a distinction between secure areas and restricted areas of a facility. Secure areas refers to the area over which an owner or operator has implemented security measures for access control.

Restricted areas would be the most secure and limited areas of a facility and usually falls within a secure area.

Owners and operators have discretion to designate an entire facility or vessel a secure or even a restricted area.

Such a designation must be reflected in the facility's security plan and would impact the facility's procedures on escorting and monitoring.

Because the regulations differentiate

between acceptable escorting ratios and monitoring protocols in secure and restricted areas, each facility should determine its own needs and amend its security plan if necessary.

The Coast Guard has extended but not announced a new deadline to file this type of amendment to a facility security plan.

8. Know the technology demands

Know the technology demands of a fully integrated TWIC system will place on your operations and plan accordingly.

Phase Two will require that the facility utilize a TWIC reader to verify that the electronic biometric information stored within the TWIC matches the person presenting the TWIC for access. Such a reader will be required at vehicle and pedestrian gates and will need to be secured and mounted on pedestals and have certain power and data requirements. The reader will have to function in all weather conditions.

The industry has indicated that it prefers a contactless TWIC reader. This means that the TWIC is waved in the proximity of the reader without being inserted into the reader. An individual also will have to touch the reader with a finger to permit it to verify the fingerprint with the stored biometric fingerprint within the TWIC.

Learn how the reader accesses information from the TWIC. After the fingerprint is verified, the facility's system will need to verify that the TWIC is valid and has not been revoked by the TSA.

The facility will be required to obtain updated revocation information periodically from the TSA, with the frequency determined by the Maritime Security level set by the Coast Guard.

Once the reader indicates that the biometric data has been verified, it is still up to the facility to determine if that specific TWIC holder is permitted facility access.

Integrating the facility's physical access control policy and function will require the creation of some form of electronic communication between the facility's database of TWIC holders authorized for facility access and the TSA database of valid and un-revoked TWICs.

Published TWIC reader specifications rely on a TWIC Privacy Key (TPK). This means that facilities will have to integrate the TWIC into their physical access control systems in one of three ways (72 Fed. Reg. 53788 [Sept. 20, 2007]):

Utilizing one of three magnetic stripes on the TWIC to transfer data by swiping the TWIC through a magnetic stripe reader and then presenting it to a contactless reader.

Pre-registration of the information on the magnetic stripe into a local physical access control system and then presenting the TWIC to a contactless reader.

Pre-registering the biometric minutiae templates into the local physical access control

system until retrieved upon presentation of the TWIC to a contactless reader.

Facilities should be working with their system integrators on how the TWIC reader specifications will be integrated into their facility physical access control systems.

Interview biometric card reader purveyors and learn about their technology approach and potential solutions.

Understand, with your systems integrators, how the TWIC verification and access authorization will integrate with terminal operating and access control systems.

Plan for appropriate IT resources to ensure around-the-clock functionality.

9. Understand your obligations

Understand your obligations as a facility owner or operator: The effective date of the TWIC program is being rolled out on a Captain of the Port zone basis. Notices regarding the relevant compliance dates of the TWIC program in each Captain of the Port zone's will be published in the Federal Register.

There will be a Federal Register notice announcing when TWIC enrollment begins in each Captain of the Port zone and another notice published at least 90 days in advance of the compliance date for each zone.

Compliance dates are the dates that all facilities within a given zone will be required to use the TWIC as the required form of identification to permit an individual unescorted access to secure areas. The regulations require employers to provide notice to employees of their need to obtain and use a TWIC. 44 C.F.R. § 105.200(14).

Certain Captain of the Port zones may have a compliance date earlier than Sept. 28, 2008. Coast Guard enforcement begins on the compliance date.

The Coast Guard intends to do spot checking of TWICs utilizing hand-held TWIC readers to ensure compliance.

A vessel or facility not implementing the TWIC program after the compliance date will be subject to civil penalties and may be subject to control and compliance measures.

10. Early Applications

Encourage individuals to go for early TWIC applications: Although owners and operators will not have access to TWIC application information, if you become aware of an individual who is reticent about applying for a TWIC because of an event in his or her past, you should encourage them to apply for the TWIC as early as possible to allow them time to fully utilize the appeals-and-waiver process.

Set a good example and get your TWIC as soon as possible.

Source: Carol Lambos / The JOURNAL of COMMERCE ONLINE

Carol Lambos is a partner in The Lambos Firm in New York . She can be contacted at (212) 381-9700 or cnlambos@lambosfirm.com.

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Upcoming Events For Maritime Ministry

November 21, 2007 World Fisheries Day

January 4, 2008 Feast Day of St. Elizabeth Ann Seton,
Patron Saint for the US Merchant
Marine

April 1-3, 2008 AOS-USA Annual Conference

Some of you have asked when your area is scheduled for the TWIC roll-out.

The latest schedule can be found by clicking the following link: <http://www.tsa.gov/assets/pdf/twicquarterlydeploymentschedule.pdf>

The TSA website is the best place to go for up to date info.

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