



CATHOLIC MARITIME NEWS

September 2004

Vol. 61, No. 9

SCI publishes shore leave survey results

For one week during July, Christian seafarer's centers in fifteen ports kept records of difficulties chaplains and crew experienced accessing vessels or obtaining shore leave.

The Center for Seafarers' Rights of the Seamen's Church Institute conducted the nation-wide survey during the week of July 11-17 and are now publishing the results.

This is the third shore leave survey SCI has conducted; two previous studies were undertaken in February and October of 2003. The purpose of the most recent survey is to assess any possible effects of the International Ship and Port Facility Security Code and the Maritime Transportation Security Act, mandatory as of July 1, 2004.

Chaplains and volunteers at surveyed ports recorded in-

stances where merchant vessel crews experienced shore leave denials on ships they visited or attempted to visit. They also recorded instances where chaplains did not have access to a vessel.

Some of the SCI's conclusions from the survey include one positive effect of the MTSA and ISPS in an overall deduction in instances of private terminals denying shore leave.

On the negative side, the survey showed that the United States' requirement that foreign merchant mariner crewmembers possess a crewmember visa to apply for shore leave in the U.S. remains a significant obstacle. Lack of visa proved by far the most often reason cited for shore leave

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U.S. authorities oppose biometric fingerprinting

Biometric fingerprinting may be the future of seafarer identification but, despite acceptance by shipowners and unions, US authorities have made plain that it will be years before the technology will be considered a workable alternative to visas.

Last week, Nigeria joined France and Jordan in signing up to the International Labour Organisation's new convention on a biometric identification system for seafarers, the first two signatures having already triggered entry into force by February 2005.

Cleopatra Doumbia-Henry, director of the ILO, said the convention envisaged an identification card including a "biometric template", complete with standardised 2-D

BIOMETRIC, Page 5

AOS, Port of Jacksonville, Florida dedicates new Stella Maris Center



Among those gathered for the August 10 dedication of the Stella Maris Center in the Port of Jacksonville, Florida were, from left, Fr. John A. Jamnicky, AOS National Director, The Most Revd. Victor Galione, Bishop of the Diocese of St. Augustine, Deacon Gjet Bajraktari, Diocesan Director of AOS, Victoria Robas, Director of Marine Operations in the Jacksonville Sea Port, and Mr. Randy K. Anderson, Operations Manager. The center is about 1700 square feet, with a beautiful Catholic chapel. See more photos on Page 10.

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CATHOLIC MARITIME NEWS

is published 12 times a year by

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From the President ...

Ouch! This is Not Good News

The September 23, 2004-edition of the *Honolulu Star-Bulletin* carried the Associated Press article entitled *Philippines Is Cited as Terror Training Area*. The article begins: "A secret government report says Muslim guerrillas in the southern Philippines have hosted terror training camps for militant groups from Indonesia and Malaysia for at least seven years - a period when Southeast Asia was plagued by bombings that have killed hundreds of people, like the Bali nightclub attack in 2002."

When the Apostleship of the Sea held its 1997 World Congress in Davao, Mindanao, the Philippines, security was tight for the Philippine president. Muslim rebels had been fighting for years with government forces on the island, and had kidnaped tourists, and killed civilians.

AOS has worked to bring the U.S. government's attention to the plight of seafarers. Tens of thousands of seafarers do not possess D-1 Visas, and are therefore denied shore leave. The U.S. State Department has insisted that it requires each seafarer to sit before a consulate representative to fully ascertain the threat that the mariner poses to the U.S., and his or her qualifications for obtaining a D-1 visa.

AOS continues to wonder how the present State Department practices will fulfill its objectives of preventing terrorists from entering our country. However, those are the rules, and for the time being we must educate ourselves and the public on the plight of visiting seafarers, and advocate with our U.S. Senators for the ratification of ILO Convention #185.

However, any report on the Philippines and terrorists is not good for our efforts. The fact that 90% or more of Filipinos are Christian, and 90% of the Christians are Catholic cannot overcome a report of Muslim terrorists in the Philippines. The fact that there are almost no Filipino Muslim seafarers will not carry much weight either. In the end, reports like the one cited hurts our efforts, and gives fuel to those who want to maintain the *status quo* irrespective of whether the present policies achieve the goal of making our nation more secure.

Please Pray for:

- All our brothers and sisters in seafarers centers along the East Coast and Gulf Coast, recovering from hurricane damage.
- For a special intention requested by Deacon Glenn Teske
- Repose of the soul of Mr. John Brzek, AOS USA Associate Member, AOS-Green Bay, WI.

Deacon Serves as Marquette Port Chaplain

This article is reprinted with the permission of Renee Dietrich of the U.P. Catholic.

"I live on Shot Point and I'm watching an ore boat come in right now as we speak... that's what originally got me started in this new ministry," said Deacon David Adler. That was his opening remark during a recent telephone interview with *The U.P. Catholic*.

Deacon Adler, who serves at St. Louis the King Parish in Harvey, was recently named port chaplain of the Port of Marquette. The appointment was made by Bishop James Garland. As such he is a member of the Apostleship of the Sea - USA, which is under the auspices of the U.S. Conference of Catholic Bishops.

AOS-USA is a part of the Pontifical Commission for Migrant and Itinerant People.

At 66 years old, the deacon of 24 years ministers to men who have long been at sea. These men are often lonely and haven't had the comfort and support of friends and family for long stretches of time. They work months on end, away from their homes and everything else familiar to them, in order to make their living shipping iron ore, limestone and coal to and from the area port.

"Marquette is unique in that we get the same ships over and over again, whereas Green Bay, for example gets a lot of international ships. Some bring in coal and stone and return with iron ore. We minister by providing spiritual and emotional support to the seamen because they are away from home and family and church for long stretches of time. They normally work two months on - one month off. We also offer them religious and recreational reading material, for example *National Geographic* and also videos.



Deacon Adler, AOS-Marquette, MI

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Bishop Burns' address continued

This article includes the remainder of Bishop Burns' address, continued from the August edition of Catholic Maritime News. Burns is the AOS USA Bishop Promoter.

Permit me to tell you a short story. A man was piloting his single-engined light plane, a Piper Cherokee or something similar, and lost his way. He really did not know where he was, and his fuel level had become critically low. Just then he spotted an airfield far below, headed for it, and landed safely. As he jumped to the ground, imagine his surprise when he was surrounded by troops, all carrying menacing guns, all pointing at him. The Commandant of the Base came up and said to him: *You can't land here. This is a top-secret military base. You must be a spy.* They impounded his aircraft, put him in a cell, and interrogated him all night long, without food or sleep. Next morning, they were satisfied that he was nothing other than what he said he was: a pilot who'd lost his way and run short of fuel. So, they re-fueled his aircraft and sent him on his way, with the order: *Don't come back!*

Well, he did. Later that same day he landed again on the airstrip, taxied up to the main building, jumped out, and was surrounded once again by the same troops, armed to the teeth. The Commandant came up to him and said: *Not you again. I told you not to come back.* And the man replied: *I had to. You see, I've brought my wife with me this time. I want you to tell her where I was last night!*

Do we believe what people tell us about life at sea? Are we inclined to dismiss tales of incidents as tall stories: *Oh, that could never have happened. It's been embroidered. It's all an exaggeration. It can't have been like that at all.* Yet some seafarers exist on less than 70pence an hour. Their living and working conditions are appalling. Contracts of employment can be terminated at a whim, e.g. as a result of injury. Pay, compensation, and repatriation are unreliable. ICMA continue to call for a "Bill of Rights" that includes requirements for welfare facilities and services. Unbelievable as it is, the odds are still stacked against an ILO international convention on standards that is capable of ratification and enforcement. Surely no ship should put to sea without having effective insurance cover for the payment of compensation when a

seafarer suffers injury or even death. No ship operating under a Flag of Convenience should operate with impunity. Its owners and registrars should hang their heads in shame if they have scant regard for human dignity or another country's laws. Countries or ports that restrict shore leave for foreign crewmen, or invoke immigration regulations to prevent seafarers leaving the docks area, are exercising inhumane treatment. Life onboard ship is difficult enough because of the long periods of isolation, without being denied the ability to call home, do some shopping for personal needs, or relax away from the ship. Regulations seem to be applied arbitrarily and unevenly. Contracts of employment follow no internationally accepted format. Some crew members have theirs signed by various agents; others have them signed by the Captain; and others have no signatures at all. There are even *addenda* documents that modify or delete favourable provisions in the standard contract. All this can lead to widespread abuse and intimidation.

As time passes, have people become incredulous about the awfulness of seagoing conditions, about the inhumanities that can be done by one human being to another? Do we all too easily turn a blind eye to the destructive power of hatred, racism, and disrespect for the life of another person? Have we forgotten? Will we ever learn? When will God's kingdom come? If God's kingdom is to come to our seafarers, then we will have to combine our faith with **our** good deeds - and do something wholesome and realistic for them. Faith without action justifies nothing. As St James tells us in his epistle: *It is by doing something good, and not only by believing, that a man is justified. A body dies when it is separated from the spirit, and in the same way faith is dead if it is .separated from good deeds.* Hence, our seafarers today know only too well that their spiritual depth is inseparable from their working effectiveness: their faith is inseparable from the good work that they carry out. At the same time, it is difficult to

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Shore Leave / Port Security

SURVEY

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denials.

In the previous two surveys, the SCI found that private terminal denials of shore leave to ships' crews represented one of the most common causes for crew detentions. Lack of crewmember visas provided the second most frequent reason.

Only Boston and Philadelphia reported difficulties with private terminals denying shore leave to ships' crews. Chaplains did not report any instances of denial of access to vessels through private terminals, although in some ports, chaplains experienced difficulties in being allowed to board cruise vessels. Most private terminals appear to have implemented the MTSA and ISPS requirements that facility security plans must contain procedures for facilitating shore leave as well as access to ships by representatives of seafarers' welfare organizations.

In a letter to participants of the survey and others involved in ministry to seafarers, Douglas B. Stevenson, Director of the Center for Seafarers Rights thanked participating ports

and encouraged others to pass on their own experiences with shore leave issues.

"Thanks to the fifteen ports that submitted shore leave data from the 11 – 17 July 2004 "snapshot " week," Stevenson wrote.

"In addition, we are now collecting data world-wide of problems from implementing maritime security regulations affecting seafarers. Please report any incidents that you have observed," he said. "An example of a security implementation problem affecting seafarers as reported by Rev. Jim Lindgren in Oakland, California was that one shipping line would allow chaplains access to their ships, but only to the ship's office, thereby effectively blocking any dialogue with crewmembers. We are attempting to correct such problems as we receive them."

For complete survey results, see the table below. More information can be found on the Seamen's Church Institute website at www.seamenschurch.org.

SUMMARY OF SURVEY OF CREW DETENTIONS IN UNITED STATES PORTS COLLECTED BY THE SEAMEN'S CHURCH INSTITUTE'S CENTER FOR SEAFARERS' RIGHTS 11 THROUGH 17 JULY 2004			
PORT	SHIPS VISITED	SHIPS WITH DETAINED CREW	COMMENTS
Boston, MA	11	5	No visas (2 ships); private terminal restrictions (3 ships). No access problems reported.
Brunswick, GA	6	0	No access problems reported.
Galveston, TX	3	1	All crew had visas but only 2 passes given. Chaplain denied access to 4 cruise ships.
Green Bay, WI			No problems reported.
Lake Charles, LA	11	3	No visas (3 ships). No access problems reported.
Morehead City, NC	3	1	No visas. No access problems reported.
Oakland, CA (+Richmond, San Francisco)	12	2	No visas. No access problems reported.
Philadelphia, PA	39	12	No visas (6 ships), private terminal restrictions (6 ships).
Port Arthur, TX	11	0	No problems reported.
Port Everglades, FL	46	4	No visas (4 vessels). No access problems reported.
Port Manatee, FL	6	1	No visas (1 ships). No access problems reported.
Port of NY/NJ	68	8	No visas (7 ships); stevedores boarded before immigration (1 ship); no access to cruise ships at Passenger Ship Terminal
Portland, ME	3	1	13 of 23 crew detained for lack of visa.
San Diego, CA	8	3	No visas. No access problems reported.
Wilmington, DE (+Oceanport, DE City)	17	6	No visas. No access problems reported.

Shore Leave / Port Security

BIOMETRIC

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barcode based on two fingerprints.

"This convention provides an unprecedented international system for identification freely agreed to on behalf of governments, shipowners and seafarers," she said.

The convention opens the way for unique identity cards for up to 1.2m seafarers. As well as fingerprint information, cards would include a photograph and a signature. Unless clear grounds existed for doubting authenticity, authorities should permit entry, the ILO agreed.

A BIMCO spokesman said: "This was a positive development to establish an international seafarer document to facilitate shore leave. Some countries will continue to require visas but the hope is that, over time, this will fall away as confidence develops in the ILO standard."

A spokesman for the International Transport Workers' Federation said that maritime unions were "pragmatic in recognising that the only way to move on was to agree on the need for a biometric ID card".

However, next February's ILO entry into force date only requires those signing up to the treaty to enshrine it in their national law.

Daniel Appave, responsible for maritime technical standards at the ILO, said the US administration had written to the ILO acknowledging that the new convention would make a substantial contribution to maritime security. Its positive position was demonstrated by the fact that "US sources" were financing development of a seafarer identification scheme in the Philippines, he said.

However, the US had also said that it was not in a position to ratify.

A US State Department official commented: "The State Department recognises that identification documents con-

taining biometric information could be useful, but it is likely to take years for such documents to be developed and adopted widely."

Only the current system, using visas, could guarantee to the satisfaction of US authorities that those requesting entry had been "properly interviewed and processed", he said. Accepting documents issued by other states would require a change in the law. There were no such plans in train.

On August 9, in a move suggesting that the US itself is struggling to incorporate biometrics in its wider security arrangements, President George W Bush signed legislation delaying plans to require such information in all passports from October 2004 to October 2005.

The State Department official said that US authorities had conceded they would not have the staff to cope with the plan by the initial deadline.

Mr Appave said the ILO was testing biometric technologies in its preparation of a new standard. It had not decided whether several systems would be acceptable, or only one, but it wanted "interoperability", Mr Appave said.

Meanwhile the ITF spokesman said: "Some seafarers are being refused visas and they are losing their jobs. The grounds are discriminatory. Owners are being pressured to take off crews that the US believes are a 'risk'."

Rather than direct discrimination by the authorities on the basis of country or religion, the ILO's Mr Appave said owners would tend to favour those already holding visas, instead of going to the trouble of supporting visa applications for those they had yet to employ.

Lloyd's List Daily News Bulletin is available free online at <http://www.lloydslist.com/bulletin>

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If needed, we offer transportation so that they may purchase personal needs. In the bigger ports there are seafarer centers where they can unwind and relax a little, but Marquette is a bit smaller. It is a ministry of welcoming and hospitality," he said.

Father Ted Brodeur from Sault Ste. Marie is the only other port chaplain serving the U.P.

The Apostleship of the Sea faces social justice issues as well. For example, crewmen aboard those luxurious cruise ships are only paid about \$300 dollars a month plus tips. The crew usually consists of mostly international, third world workers. The Philippines provides a lot of the crews. "They are often taken advantage of as they'll do anything for a job. One of the main problems is that they have no one to go to with their concerns as the ships are "flagged" under one nation, owned by companies of another and crewed by still

another. The crew is kind of caught in the middle," Deacon Adler said.

"There was an African crew serving on an international ship and when they arrived in the north in the early winter they didn't know what was happening to their bare skin! They had never experienced cold! They weren't allowed to get off the ship to get proper equipment or supplies to gear up for weather in the northern Great Lakes," he said. This is an opportunity where a port chaplain can serve as an advocate.

Since 9-11, in some ways there has been an overreaction to security measures.

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ILO185-SID was recently ratified by a second country, Jordan, and will start being recognized internationally. For more information, visit: www.ilo.org/public/english/bureau/inf/pr/2004/37.htm

Merchant Marines

ICSW, ISS elect new Chairmen

The International Committee on Seafarers' Welfare (ICSW) and International Sports Committee for Seafarers (ISS) both recently elected new chairmen.

Former ICSW Chairman Roger Korner retired from the post after eight years. Bjorn Lodoen was unanimously elected as Chairman, effective April 1 and will serve in that position for two years. Vice Chairman is the Revd. Hero Feenders of the International Christian Maritime Association.



Bjorn Lodoen

"The life of a seafarer has changed dramatically during the last ten to fifteen years," Lodoen wrote in a column in the Summer 2004 edition of *Seven Seas*, the ICSW newsletter. "Today, different nationalities from all over the world have to work together. The pressure linked to effectiveness and fast turnarounds is becoming tougher and tougher. Therefore, the seafaring profession is considered to be one of the most challenging in the world, as it requires both being physically and mentally fit to carry out the work. This is why a sound and healthy lifestyle both on board and ashore is very important."

Before becoming involved in seafarers' welfare, Lodoen taught in Norway for ten years. He served for eleven years in Antwerp, Yokohama and New York as a representative of the Norwegian Government Seamen's Service. He was then appointed as Assistant Director for Cultural Affairs at the NGSS head office and later as Assistant Director for the NGSS in Oslo before becoming Director of the Seaman's Department of the Norwegian Maritime Directorate in 2000.

The NGSS has been a member of the ICSW since its formation and has held the Chairmanship of the ISS since the ISS merged with the ICSW in 1992. Lodoen has represented the NGSS as an active participant at the ICSW for many years. Together with the outgoing Chairman, he is the longest serving member of the ICSW Presidium.

Lodoen was previously Chairman of the ISS. Taking over the Chairmanship of the ISS will be Lars Jorgensen, elected unanimously at the organization's June 7 meeting. The Revd. Edward Prasz of Welfare Council of Harbour Gdynia was elected to the post of Vice Chairman. At the same meeting, the United Seamen's Service and Association of International Seamen's Clubs, Ukraine were welcomed as new members of ISS.

ITF invests in health program

The London-based International Transport Workers' Federation has allocated more than half a million pounds sterling, approximately \$894,000, for a health education program for seafarers.

The money, appropriated from the ITF Seafarers' Trust, will fund a three-year health promotion campaign run by the International Committee on Seafarers' Welfare.

Called SHIP, the Seafarers' Health Information Program went active this month and will cover seven topics including AIDS/STIs, physical fitness, cardiovascular disease, food, obesity and malaria. The information will be disseminated to seafarers on board ships and ashore through videos and DVDs, comic books, posters and stickers. The program will

also use the resources of the global network of seafarers' centers and welfare agencies to get its health message across.

"Seafarers are among the most isolated demographic groups of workers in the world in relation to access to medical care, both in emergency situations and for primary healthcare," says Dr. Rob

Verbist, SHIP project manager. "The main battle is to get our SHIP message going to the hearts and minds of individual seafarers, which in turn will help them change their often hazardous lifestyle."

For more information and maritime news, visit the ITF website at www.itf.org.uk/english/newsonline/

Seafarers unions support AOS resolution

The Seafarers International Union, based in Washington, D.C., recently reprinted AOS USA's resolution in support of U.S. Merchant Mariners.

The entire text of the resolution, along with the message to merchant mariners on Maritime Day, appeared in the union's publication *Seafarers LOG* in the September 2004 edition.

This publication is also distributed to the membership of the National Maritime Union, so the message reached a large number of seafarers and others involved in maritime pursuits.

AOS USA is appreciative of the opportunity provided by these unions to get our message of support out to more seafarers.



Cruise Ship Priests

Priest relates faith-filled fish tale during Alaskan cruise

The following story actually took place while Fr. O'Toole was chaplain on the Holland America, Ryndam cruise through the inside passage of Alaska.



Fr. Tim O'Toole

Recently Fr. Tim O'Toole, pastor of St. Anastasia parish and school in Ft. Pierce was vacationing with his brother and sister in law, Dennis and Peggy O'Toole of Stuart, in Alaska. Both Fr. Tim and his brother enjoy fishing. While in Sitka, Alaska, they paid Patrick, the young captain of a 28-foot fishing boat, to take them out Halibut and Salmon fishing.

Patrick asked Dennis and Fr. Tim what they did for a living. When Fr. Tim answered: "I'm a priest", Patrick immediately said: "I'm raised Catholic, from a Boston Catholic family. We went to Mass every Sunday together while I was growing up. Now all I can tell you is that I'm a non-practicing Catholic."

Fr. Tim thought about Patrick's words and prayed that God would help him to say or do the right thing to influence Patrick to go back to Sunday Mass. Fr. Tim felt sad that Patrick was missing the most important aspect of his young life, a strong relationship with Jesus Christ, best realized for Catholics through full, active participation at Sunday Mass.

Fr. Tim's opportunity came when he caught the first King Salmon. Patrick was delighted! He said: "I was hoping that one of you would catch a King Salmon, we need one for bait." Fr. Tim immediately responded: "Patrick, hoping is not good enough. I was praying." Patrick laughed and said: "You make your point, Father."

It was a beautiful, sunny day, seas were about 2 feet and the scenery was magnificent. The Alaskan shore was visible from the fishing vessel. A dormant volcano was the predominant background. Whales were spouting, and a Bellina Shark nudged a dead Salmon then soon returned to eat it. Fr. Tim and Dennis caught some fish.

When it was time to make the hour boat trip back to shore Patrick said "Hang on." Fr. Tim and Dennis were in the bow (front) of the boat. Neither paid much attention to the captain's words, not thinking that he was about to do something foolish.

Patrick started his diesel motor. He then attempted, from the hull (back) of the boat, to pull loose an anchor that was stuck to the floor of the ocean, a depth of 400 feet. The brothers had no idea what Patrick was up to, only that all of a sudden the boat was capsizing, water was pouring in, and

everything was falling from one side of the boat. The noise of the racing engine and the crashing gear was awful. Dennis was dumped into the ocean. Fr. Tim, for fear of being cut by the racing motors, jumped as far as he could from the capsizing boat. It all happened so fast and unexpectedly that no one had time to grab a life jacket. When Fr. Tim surfaced he was afraid. He thought of how deep the ocean was and the shark that had previously been spotted. Then he remembered the Gospel of the previous Sunday in which Jesus told his disciples, "Do not fear for anything." Fr. Tim had preached on how useless fear is and realized that he had to practice what he preached.

He prayed that the Lord would take his fear from him. Fr. Tim said that his fear then shifted from his own person to fear for the safety of his brother and the captain. He saw Dennis, a poor swimmer, struggle to swim to the boat. Dennis was only a short distance from the boat, but the boat motor was still racing, and it seemed that the boat was moving away from them.

Dennis managed to grab hold of the side of the capsized vessel, and Fr. Tim prayed that his brother would be able to hold on.

Next, Fr. Tim saw Patrick, wide-eyed and terrorized, trying to find an escape route from the upside-down boat cabin that was rapidly sinking below the surface. Fr. Tim was weighed down in the water with a lot of extra clothing that he wore thinking that the day might turn cold while fishing out on the ocean. It was a hard swim against the oncoming swells. He prayed: "Lord, I'll never be able to make it over to Patrick in time to help him out of that cabin. Please, help him escape."

Fr. Tim's prayers were immediately answered as he watched Patrick swim to freedom through an open window in the cabin. The young, agile captain quickly climbed to the top of the capsized boat. He helped Dennis climb up on top of the boat. By that time, Fr. Tim had made the swim over to the boat too. A nearby fishing boat saw the three men waving for help and rushed over.

From the deck of the rescue vessel, Fr. Tim, Dennis and Patrick watched the capsized boat sink to the bottom of the sea. The captain of the rescue vessel, a seven-year Coast Guard veteran, said that he had "seen a lot of capsized boat accidents in these Alaskan waters, but they always involved a drowning or broken bones. It's a miracle that no one got hit in the head with the boat as it was turning over or suffered a broken leg or arm, not to mention drown." The three men

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Cruise Ship Priests

Retired priest shares remembrances of first cruise

Fr. Walt Phillips sailed this summer on the Celebrity Cruise Lines ship Infinity and shared his experience with AOS USA, which oversees the recently-instituted Cruise Ship Priest program.

On May 24, 2004, I boarded a plane at North Platte, Nebraska and flew to Denver, Colorado, then on to Fort Lauderdale, Florida for a totally new adventure for me. I was getting on the Celebrity Cruise Line ship Infinity for a trip through the Caribbean and the Panama Canal, up the West Coast of Mexico and to San Diego, California.

We made about six stops on that trip. The highlight of the trip was going through the Panama Canal. At San Diego, most of the passengers embarked, and we took on a whole new group of people and set sail for Hawaii and stopped at the five major islands, ending at Honolulu. From there, I flew back to Denver and then to North Platte, where friends picked me up and brought me back to Ogallala.

What a great adventure! Each day, most of the guests gathered for a lecture about where we would be stopping the next day. The man who gave the lectures was so entertaining. He spent three days telling us about the construction and operation of the Panama Canal. I had never understood before how the canal operates - and then to see it actually happening was a thrill I'll never forget.

Each day began with Mass, and there would be 40 to 50 people for daily Mass. The theater seats 300 people, and it was standing room only for the 4 p.m. Saturday Mass and about half full for the Sunday Mass at 8 a.m. At 9 a.m., I would have an interdenominational service for those who were not Catholic.

The crew and passengers were so very helpful in getting everything set up for Mass and the other service. They also had people who picked out appropriate songs and led the singing. All the necessary items were provided and were brand new for that cruise. The crucifix and candlesticks



Fr. Walt Phillips

were in the form of an anchor, and the chausible had the insignia of the Apostolate of the Sea embroidered on the front.

One of the three weekends, I had a Mass for the ship's crew, and that Mass was Saturday evenings at 10:30 p.m. The crew gets off work at 10 p.m., and that was the only time they were free to go to Mass. There were around 100 crew present, and they provided lectors and song leaders and all the help I needed.

I'm 75 years old and have been 'retired' since 1994. I have muscular dystrophy and am full of arthritis. I still substitute in parishes almost every weekend, which I've been doing since 1974. Sometimes, I even take care of parishes for several months at a time when the priest is on a sabbatical.

One of the suggestions I received from the Secretary of the Apostolate of the Sea was to bring along something for the crew, like medals or rosaries or such. I had just found a little booklet titled, "Pillar of Truth, Pillar of Fire." It is a brief, clear and concise statement of what we believe as Catholics. I brought along a box of 500 copies and not only gave them to the crew but also had them on a table for Sunday Masses. Every one disappeared! Several people told me they were the easiest to understand and clearest statement of our beliefs they had ever seen. They greatly appreciated them and even asked if they could take more than one to send to their children who have not been active in practicing their faith. I assured them they could take as many as they wanted.

This was a great experience, and I signed up for another in 2005 from Vancouver to Alaska via the inside passage-way. That is supposed to be a great time for seeing all the different kinds of whales and the breaking off of glaciers that crash into the ocean.

If you are looking for an exciting vacation, I'd highly recommend doing this.

Fish Tail - Continued from the previous page

escaped without a scratch!

Patrick sat down next to Fr. Tim. Fr. Tim said jokingly: "Patrick, it's a good thing you had a priest on board." Patrick smiled but then very sincerely apologized for sinking the boat and said: "Father, I'm going to Mass this Sunday and every Sunday afterwards." Fr. Tim said, "Young man, the Lord must really think a lot of you. He went to a great length to get you back to Sunday Mass. You are a young,

single man. Given the givens of the effort that the Lord made to get through to you today, maybe you should think about entering the Seminary."

Patrick smiled.

Later, in private prayer, Fr. Tim said that he prayed: "Lord, thank You for making me Your instrument to get that young man back to Mass. But next time, would you please be a little more gentle in your ways?"

Adler - Continued from Page 5

Foreign seafarers are not allowed to get off their ships unless they have a class-D visa, "That's what we are dealing with right now. The Coast Guard is trying to work with AOS-USA to change this. Due to the Department of Justice, Homeland Security Act, a crew list is no longer accepted to allow seafarers to leave the ship for medical help, for shopping, for any reason whatsoever. This mainly affects seafarers on international ships," he said.

Deacon Adler said that he is also fortunate to be able to work closely with the U.S. Coast Guard team at the Marquette station and was recently invited to attend the Change of Command ceremony. As port chaplain, he is able to provide spiritual and emotional support to the "coasties." With a son serving in the coast guard in Alaska, he is also a somewhat of a father figure to the men.

In addition to his port chaplain appointment, Deacon Adler is also involved in prison ministry and serves as on-call chaplain to Marquette General Hospital and spiritual advisor to the Society of St. Vincent de Paul Marquette District.

"Regardless of the ministry, it is all about serving or being present to others. Some of the best deacons I know have never been ordained," he said.

His wife, Betty, shares in much of his ministry to others. Together they take Communion to the hospitalized and homebound.

AOS USA honors Capt. LaRue/Brother Marinus of St. Paul's Abbey

John Furakawa, AOS USA Board Representative for the East Coast, will be presenting an award on behalf of the Apostleship of the Sea to the monks of St. Paul Abbey in Newton, New Jersey, posthumously honoring Brother Marinus/Captain Leonard LaRue for his life of service, both before and after becoming a monk.

On a late summer day in 1950, Capt. Leonard LaRue stopped to pray for his ship, the *S/S Meredith Victory* and her crew at Old St. Mary's Church in San Francisco. Completing his prayers, he left the church with his staff officer, returning to the vessel, they set sail for Asia.

Arriving at Inchon, Korea on September 15, 1950, the ship discharged her cargo, and spent the next three months shuttling between Korea and Japan. In the latter part of December, Capt. LaRue received orders to sail for Hungnam, Korea. Arriving on December 20, the vessel laid at anchor until December 22, when Capt. LaRue guided her through the mine field at the mouth of the port. Once docked, the crew began embarking Korean refugees who were fleeing from Chinese forces. The process continued for the next fourteen hours, when the last refugee was brought aboard at 1110 hours on Decem-

"She joins me at the prison and is especially effective in the maximum security unit," he said. "She was there when 7 men were baptized and brought into the Roman Catholic Church and she supports the weekend Keryx Prison Ministry program."

"We will never forget the time we heard an inmate tell our group, "I have heard about love but this is the first time I have experienced love," he said.

"Ministry is so rewarding. Whether it is the hospital or prison or making visits for St. Vinny's it is all about the ministry of presence. Being the presence of Christ and recognizing the presence of Christ in those we serve," he said.

Deacon Adler was ordained for the Diocese of Saginaw on October 19, 1980. He came to the Marquette area in 1993 to serve as the diocesan director of Stewardship and Planning.

He was the first permanent deacon to serve at the cathedral, and in the Marquette Deanery.

Deacon David and Betty have been married 43 years and have a daughter, two sons and three grandchildren.



Brother Marinus/Capt.
Leonard LaRue

ber 23. By then, 14,000 Korean refugees were packed on the freighter. Sailing from Hungnam, Capt. LaRue sailed first to Pusan, arriving on December 24. Like the Bible story though, there was no room for the ship and her human cargo.

From there, Capt. LaRue sailed to the island of Koje-Do, where the refugees were allowed to disembark on December 26, 1950. Capt. LaRue and the crew of the *S/S Meredith Victory*, thereby affected the greatest maritime rescue in history. (For more information on the rescue, visit www.meredithvictory.com/en/index.html)

Four years later, Capt. LaRue laid down his sea bag, and took up the habit of a Benedictine brother, and the name Brother Marinus at the Abbey of St. Paul in Newton, New Jersey. For the next 47 years he dedicated his life to prayer, service to the community, and those who visited the abbey's gift shop. In recognition of the great Christian seamanship of Capt. Leonard LaRue, and the dedicated life of prayer and hospitality of Brother Marinus, the Apostleship of the Sea of the United

States of America bestows this very special honor.

Our Lady Star of the Sea Pray for Him

Letters to AOS USA

Letter from US Coast Guard Marine Safety Office

Port Arthur - August 24, 2004

Thank you for forwarding the Resolution of the Apostleship of the Sea of the United States of America. Reading it to the crew served to remind them of those things we can do, when possible, to help seafarers. I plan to have the Resolution framed and displayed at the Marine Safety Office for all to read.

We greatly appreciate this recognition. It will serve as a reminder to us of the importance of the Seafarers.

Sincerely,
S.K. Richey
Captain, U.S. Coast Guard
Commanding Officer

Dedication of new Stella Maris Center



Deacon Gjet Bajraktari visits with Indian crew members during the dedication of the Stella Maris Center in the Port of Jacksonville, Florida on August 10.



Crew members, visiting guests and clergy, and those involved in the AOS ministry at Port Jacksonville prayed together and enjoyed a light lunch. The event was covered by two local TV stations and the Jacksonville Times Union newspaper.



Fr. Ted Brodeur, AOS Port Chaplain in Sault Ste. Marie, MI with Fr. John A. Jamnicky, AOS USA National Director, and friends during Fr. Jamnicky's visit to Sault Ste. Marie this summer.

This summer, Fr. John A. Jamnicky, AOS USA National Director, made a visit to Sault Ste. Marie, Michigan, where he was hosted by Fr. Ted Brodeur, AOS Port Chaplain, at his home on the Goulais peninsula of Ontario, Canada, on the shore of Lake Superior. Fr. Brodeur enjoyed the visit as well and sent these photos, along with a letter, excerpted here.

"During his stay, Fr. Jamnicky had the opportunity of enjoying many adventures in the north country: ... a tour of the only Native American reservation within the city limits (two out of every five people are Native American of the 17,000 citizens of Sault Ste. Marie); a trip to Taquamenon Falls, the largest falls west of Niagra in the United States; and a tour of the Army Corps of Engineers lock operations in the Port of Sault Ste. Marie."



A ship waits in the lock at the Port of Sault Ste. Marie, one of the places Fr. Jamnicky visited during his stay with Port Chaplain Fr. Brodeur. While there, they visited with lock personnel, including Chief Technician Carmen Paris, Chief Lockmaster Gary Clow and Recording Clerk Jane Boyer.

Continued from Page 3

minister to the spiritual needs of an individual if his physical needs are lacking (e.g. terms and conditions of employment, exploitation, an environment akin to slavery, days filled with risks and dangers). You cannot say to individuals: *Lift up your hearts!*, when, by contrast, for other reasons arising from their job or working environment, they feel downtrodden, they are kept low in self-esteem and self-worth, they feel worthless, unappreciated, lacking in dignity and without a sense of personal worth. The Beatitudes of St Luke's Gospel sum up the mission we have to take on towards those in need. *Blessed are the poor in spirit. Blessed are the persecuted. Blessed are those who mourn.* But all 8 Beatitudes can be summed up in one, which might read: *Blessed are those who comfort the disturbed.* Yet, in today's world, other persons are needed too. For: *Blessed are those who disturb the comfortable.*

So, when will governments intervene to challenge grossly unfair terms and conditions of employment that suppress the dignity of the person? When will governments intervene to challenge grossly unfair exploitation of seafarers in order that suppliers can trade at more competitive prices? When will governments intervene to lift seafarers out of poverty? When will governments intervene to overcome the greatest disease of all: viz indifference? Instead of alleviating poverty, rich suppliers and transporters are exploiting seafarers to the benefit of their own industries. Exploitation has become a commodity that is commercially traded itself. People are not commodities and their human rights cannot be traded. Faced with the tragic situation of persistent poverty which afflicts so many people in our world, how can we fail to see that the quest for profit at any cost and the lack of effective, responsible concern for the common good have concentrated immense resources in the hands of a few while the rest of humanity suffers in poverty and neglect? Globalisation will not lead to increased wages and better conditions for our seafarers. Yet, globalisation must be at the service of the human person; it must serve solidarity and the common good. A global world is essentially a world of solidarity. It is only if the strong will help the weak, that everyone will become stronger.

Before becoming Bishop of the Forces in Great Britain two years ago, I was a Naval Chaplain for 16 years. In one particular ship in which I served, the same vegetable had been served at every meal for almost a week. That vegetable was cauliflower. I never knew there were so many different ways of serving cauliflower. It was coming out our ears! The ship's company prevailed upon me to say something about cauliflower on my morning broadcast. So, I did- foolishly. I asked the chefs and caterers if they could delve more deeply into their cold-storage compartments and find some alternative to cauliflower. I thought nothing more about it, until I returned to my cabin about midday. As I approached the door, I detected a foul smell coming from inside. On entering, I saw a deep oven-dish on the chair, covered by a sheet of greaseproof paper. In the dish were 5 small loaves and 2 fish. There was a message on the greaseproof paper, signed by the chefs and caterers. It read:

Jesus managed it for 5000. Do you think you could do something for just 200 of us? The word impossible should not be in our dictionary.

We used to have a disease in our cattle called *foot and mouth* (in 2001). Now we have a disease called *foot in mouth* (every day). Foot in mouth attempts to offer simplistic answers to complex situations. Everyday events cause us to ask WHY? Why did God allow that

disaster in that ship to happen? We might hear God asking us the same question: Why did WE allow that disaster in that ship to happen? Indeed, we might hear God replying to our plea and saying: "I'm not allowed in ships anymore." May that day never come, as it has come in so many other walks of life.

Rather than take action, we spend an awful lot of time talking. As Plato said 2300 years ago: *Wise men talk because they have something to say; fools talk because they have to say something.* Talk can be a means of avoiding change. But, consider how hard it is to change yourself, and then you'll understand what little chance you have in trying to change others, to change systems, to change what seems to be working well for those in charge, for those who are rich, for those who are powerful.

If our enemies are those who will not take responsibility for seafarers and deal justly with them, we must nevertheless remember the words of a well known playwright, who once said: "Always forgive your enemies. Nothing annoys them so much!"



Sculpture: Saints Peter and Paul

This carving was designed and commissioned by Cruse Ship Priest Member, Fr. Howard T. Clark, Pastor of the parish of SS. Peter & Paul in Easton, MD in 1970. The carving represents the two saintly patrons of the parish at the lowest point of their lives.

Saint Peter the Apostle is represented by the Rooster grasping the Keys of the Kingdom established by Jesus Christ in the form of the Catholic Church of today. Peter was reminded by Christ that he would deny Christ three times and the Cock would crow as a reminder of Peter's denial.

Saint Paul the Apostle is represented as he was blinded on the road to Damascus to persecute the Christians. "Saul, Saul why are you persecuting Me?" Later his name would be changed to Paul.

The Church is represented by the Skipjack, a boat very familiar to the people of the Eastern Shore. It is pictured going west, indicating the Church as a growing community of believers. The dingy at the rear of the Skipjack represents the Parish of SS. Peter & Paul in Easton.

The theme of the carving is simply a reminder to all of us that we, like SS. Peter & Paul, will at times fall many times, perhaps even deny Christ, by our actions. Yet, like SS. Peter & Paul we can, like them rise to the same heights as they have, and re-confirm our belief and commitment in Jesus Christ. Like them, we go out and bring the Good News of Salvation to others.

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Upcoming Events For Maritime Ministry

September 30, 2004
World Maritime Day

October 25-26
AOSUSA Board Meeting,
California Maritime Academy

April 2005
AOS USA Annual Conference,
California Maritime Academy

May 20, 2005
National Maritime Day

July 10, 2005
Sea Sunday



The Seamen's Memorial Sundial is located in Port Arthur, TX and honors the men of the *Texaco-Oklahoma*, which was lost at sea in 1971. It was erected in 1973 by Sea Explorer Posts 700/701, sponsored by the Port of Port Arthur Port Commission.

Please send us photos of memorials located in your area or those seen in your travels. Include the name of the memorial, where it is located and the text or a summary of any inscriptions describing who the memorial honors and who placed it.