



CATHOLIC MARITIME NEWS

May, 2004

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Sea Sunday July 11

Resources available for church activities, celebrations

Sea Sunday is an international day of prayer established by the British and International Sailors' Society. Today, it is promoted by BISS, Missions to Seamen and the Apostleship of the Sea. The World Congress of the Apostleship of the Sea calls Catholics to observe Sea Sunday this and every year. On Sea Sunday, we gather to remember all those who work at sea, and to reflect on the fact that nearly everything we consume comes to us by ship. 95% of all world trade is transported by sea, and it is the seafarers who spend their lives bringing us those items which we need in order to live.

While these men and women are at sea, they are away from their loved ones and their church. Many of these seafarers are Catholic. When they are at sea for 9 months at a time, they are often consequently away from the sacraments of the church for 9 months. However this need not be. An active AOS ministry in their port, can connect them to the sacraments. Therefore the work of the Apostleship of the Sea in their ports of call is crucial, yet many of our own clergy and laity do not know about the ministry, or realize the depth of it.

Sea Sunday is a wonderful opportunity to educate and promote maritime ministry to all those in our parishes and dioceses. There is a wealth of materials which can be used for the celebration of Sea Sunday. For more information or for the "Star of the Sea Mass" propers, contact Fr. Sinclair Oubre. (E-mail him at sinclair@pernet.net.)



Ana Maria Lopez, wife of Daniel Lopez, Chief Mate of Lee III, which went down in February 2004 with all hands.

National Maritime Day observed across U.S. with memorials, celebrations

Across the country, mariners, their families, and those involved in related fields observed National Maritime Day, May 22.

Programs honoring mariners featured celebrations of the contributions made to the common life and work by seafarers. The sacrifices that have accompanied those efforts were also remembered in memorials to the many who have died at sea and in maritime service.

In Washington, D.C., President Bush issued a proclamation recognizing the

contributions of merchant mariners in the defense of this nation and in enhancing the strength of its economy through water borne commerce.

National Maritime Day provides an opportunity to draw attention to the work of mariners and increase public awareness of the vital jobs they do. It also provides a time for recognizing those within the maritime community for their dedication and a time to mourn those who have died.

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Rev. Fr. John A. Jamnicky

National Director, Executive Editor

Tel. (202) 541-3226 / Fax (202) 541-3351

E-mail: aos-usa@usccb.org

Website: www.aos-usa.org

Rev. Sinclair Oubre, J.C.L.

Design/Production Editor

Tracie Middleton

Composition & Layout

please send information for CMN to

1500 Jefferson Drive

Port Arthur TX 77642

Tel. (409) 985-4545; Fax (409) 985-5945

email aosusa@sbcglobal.net

Officers & Board Members 2004-2005

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Maritime Day and Sea Sunday

In this issue of *Catholic Maritime News*, we bring you the president's National Maritime Day Proclamation. As presidents before him, President Bush recognizes the contribution of our merchant marine, and the importance our domestic maritime industry has in our national economic development.

In addition, we are reprinting two articles that have been passed to us from the *Seafarers Log*. They report on issues that are affecting our retired mariners, and those U.S. merchant mariners who sail today.

Our cover story reminds our readers that the second Sunday in July is *Sea Sunday*. As in past years, Apostleship of the Sea - England and Wales, Mission to Seafarers and the British and International Seafarer Society have collaborated in producing outstanding materials that can be used in Catholic and ecumenical services.

We strongly encourage you to make plans to have a special Mass or prayer service for *Sea Sunday*. For three years, we in the Diocese of Beaumont have celebrated *Sea Sunday* using the Mass of Our Lady Star of the Sea. However, before using these special propers for a Sunday Mass, remember that you need to get explicit permission from your ordinary to substitute these propers in place of the Sunday liturgy.

Finally, I want to ask you to remember in your prayers the cadets and midshipmen who are graduating this year from our seven state and national maritime academies. Please pray that all these young men and women will be great officers for the men and women they will command.

Please Pray for:

Graduates of the seven merchant marine academies; graduation dates are listed below.

U.S. Merchant Marine Academy - June 21

California Maritime Academy - May 1

Great Lakes Maritime Academy - May 8

Maine Maritime Academy - May 3

Massachusetts Maritime Academy - June 19

New York Maritime Academy - May

Texas Maritime Academy - May 15

Rest of the souls of:

Gerald L. Loft, Cmdr. USNR (retired),

father of Carol Waud, AOS-Seattle

Thuan Binh Le, Port Arthur shrimper

Mary Nell Daw, retired NMU steward and Port Arthur Seafarers' Center volunteer

National Maritime Day, 2004 by The President of the United States of America a Proclamation

National Maritime Day provides an opportunity to recognize the men and women of the United States Merchant Marine and their contributions to our national security and economic strength.

Since they first offered their ships and services to assist the Continental Navy in our struggle for independence, to their distinguished service in World War II, merchant mariners have courageously sacrificed to protect our country and defend our freedoms. In 1936, America recognized the contributions of these patriots and established the U.S. Merchant Marine "as a naval or military auxiliary in time of war or national emergency." Today, merchant mariners are delivering essential supplies and equipment to our troops in Iraq and bravely serving the cause of liberty. They continue to play an important role in our Nation's efforts to advance democracy, peace, and freedom around the world, and we are grateful for their dedication.

Merchant mariners also contribute significantly to the U.S. maritime transportation system. More than 95 percent of non-North American trade enters our country through our seaports. These ports handle more than \$740 billion and 2 billion tons of domestic and international freight each year. Those in the maritime industry, including merchant mariners, enhance waterborne commerce and help promote America's economic growth.

Today, we honor the courage, determination, and service of our Nation's merchant mariners and remember the many who have given their lives in defense of our country. Their work reflects the patriotism and devotion to duty that make America great.

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

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2004, as National Maritime Day. I call upon the people of the United States to celebrate this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

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

GEORGE W. BUSH

AOS National Director participates in National Maritime Day service

Reverend Fr. John A. Jamnicky, National Director of the Apostleship of the Sea, participated in this year's National Maritime Day Merchant Marine Memorial Service in Washington, D.C.

The service, organized by the U.S. Maritime Administration, was held May 20 at the U.S. Navy Memorial. In recognition of the 60th anniversary of D-Day, the program also featured a presentation of the Merchant Marines' role in that event.

Fr. Jamnicky gave the invocation and benediction at the

service. He holds a U.S. merchant mariner document and has been involved in People on the Move Apostolates since 1980. The Apostleship of the Sea is part of the U.S. Conference of Catholic Bishops.

The program featured special music as well. A requiem solo, entitled "The Whispers of the Sea," was composed specifically for Maritime Day 2004 by Washington-based composer Philip Momchilovich.

For more information, visit the Maritime Administration's website at www.marad.dot.gov.

ILO adopts fingerprinting for seafarers

a new "biometric" identity verification system for some 1.2 million maritime workers who handle 90 per cent of the world's trade.

HYPERLINK

http://www.mmail.com.my/Current_News/BTimes/Monday/LogisticsWeek/20040411234422/Article/

April 12 2004

IN A far reaching development that further contributes to the growing demand for stronger security measures in the high seas and in the world ports, the International Labour Organisation (ILO) has taken a major step by adopting a new "biometric" identity verification system for some 1.2 million maritime workers who handle 90 per cent of the world's trade.

The new measure is essential for the implementation of the revised seafarers' identity documents convention adopted by the ILO last June.

The new biometric standard is aimed at providing a more rigorous response to the need for increased security among seafarers in the wake of the September 11 2001 terrorist attacks in the US.

The new ILO convention will also protect the rights of the 1.2 million seafarers worldwide, most of whom are from developing countries.

"This new measure brings the most modern electronic identity technology to the uncharted waters of security in the high seas," said Cleopatra Doumbia-Henry, director of the ILO programme responsible for the measure, over the weekend.

"This is important since in these uncertain times, ensuring the security of seafarers and the ships they work on is crucial to the continued smooth flow of world trade," Doumbia-Henry said.

The new global standard will allow for the use of a "biometric template" for turning two seafarers fingerprints into an internationally standardised 2-D barcode on the seafarer's identity document (SID).

Employers' and workers' groups, and a majority of governments represented at the governing body supported the immediate approval of a new standard as a matter of urgency to meet new security measures already being imposed on seafarers worldwide.

As a result of the ILO's governing body decision, countries can proceed with immediate ratification of convention No. 185.

All ratifying countries will be able to issue new SID that conforms to the requirements specified in ILO SID-0002 finger minutiae-based biometric profile for seafarers' identity documents.

Adhering to the standard will enable biometric verification of seafarers presenting a SID as they travel the globe doing their job.

The decision by ILO comes after months of negotiations and discussions on both the technical features and the economic as well as political implications for ILO member states.

ILO accepted the proposal of a minutiae-based method for fingerprint template creation, truncation, and barcode storage.

The prioritised biometric profile, ILO SID-0002, will be submitted as a technical report to the International Organisation for Standardisation (ISO) in support of ongoing collaboration with ISO and the International Civil Aviation Organisation on the issue of international standardisation of the SID.

The new convention will replace the convention on seafarers' identity documents No. 108 (1958) and, will be effective as soon as two countries have ratified it.

Piracy dangers increasing

By Kevin Flaherty Catholic News Service

MANCHESTER, England (CNS) -- Piracy on the high seas is on the increase, adding to the danger faced by the world's seafarers, according to a report published in mid-March.

The Annual Piracy Report from the International Marine Bureau in Singapore shows that 21 seafarers died in attacks during 2003 -- more than double the death toll in 2002. Nearly 90 were injured and nearly 360 were taken hostage.

"On some trade routes the threat of piracy is huge, and we're not just talking about remote areas of the world," said Chris York, national director of the English and Welsh bishops' Apostleship of the Sea. The Malacca Strait, linking the Indian and Pacific oceans, "is one of the busiest shipping routes yet remains a piracy hot spot," he said.

York said the threat of piracy was "yet another stress to the lives of international seafarers who already face a litany of dangers and suffering in their jobs transporting as much as 95 percent of the goods and resources we all use and rely on."

York said piracy is not like that depicted in the movies.

"These days pirates use machine guns and machetes," he said. "The level of violence is increasing year on year. More ships, more lives and more trade (are) being affected, yet

Continued on the next page.

Memorial Planned to Meredith Victory Capt., NMU Crew

The Korean monks of St. Paul's Abbey in Newton, N.J. are raising funds for the building of a monument to be dedicated Oct. 14, 2004 for the rescue of 14,000 Korean refugees by Captain Leonard P. LaRue, master aboard the Meredith Victory and the ship's officers and NMU crew. The ceremonies are scheduled to take place on the third anniversary of the captain's death.

The two-fold story behind this effort is an interesting and uplifting one that was brought to the attention of the Seafarers LOG by Charles P. Thole, a retired member of the Marine Engineers' Beneficial Association who lives in Newton.

The Korean Conflict

The first part of the story occurred during the Korean Conflict, when the 455-foot Meredith Victory, operated by Moore-McCormack Lines under charter to the Military Sea Transportation Service with Capt. LaRue at the helm, was carrying supplies to American servicemen in Korea on behalf of the Navy. Three days before Christmas in 1950, the vessel—along with about 200 other American ships—was summoned to the North Korean port of Hungnam to evacuate American and South Korean marines and soldiers as well as more than 90,000 North Korean civilians.

Capt. LaRue saw refugees thronging the docks, carrying everything they could in their flight from Communist troops. He ordered his crew of 47 to begin loading them onto the vessel until it could hold no more. There were 14,000 crammed into the five cargo holds and covering the entire main deck of a freighter that was designed to hold 60 persons, and set sail for the port of Pusan in South Korea, 28 hours away—a treacherous voyage through the heavily mined Sea of Japan, which was being patrolled by enemy submarines. The ship also was carrying 300 tons of jet fuel in 52-gallon drums.

Continued from the previous page.

still there is no concerted effort by governments to protect shipping lanes."

Alexander King, the apostleship's media director, said piracy has an impact on shipping owners and insurers; he raised the possibility of an environmental disaster.

"Twenty percent of ships boarded last year were tankers. It's only a matter of time before an attack results in devastating pollution of the marine environment," he said.

King said that part of the apostleship's mission involves making seafarers and their predicament visible to the community.

"We can't take what they do for us, the sacrifices they make and the dangers they face, for granted," he said.

Food and water were scarce and sanitary conditions were deplorable, but the freighter eventually arrived in Pusan, only to be turned away by Korean officials who were inundated with other refugees. They were told to head for the island of Koje Do, 50 miles away. They arrived there on Christmas day, but the port was too small and crowded, so the refugees had to wait on board another night at sea until Navy LSTs finally were able to transport the refugees from the ship to the shore.

In the ship's log, Capt. LaRue wrote: "The nearness of Christmas carries my thoughts to the Holy Family—how they, too, were cold and without shelter."

The amazing part of this journey was that not one refugee died in the evacuation and, in fact, five babies were born during the harsh voyage!

Capt. LaRue, a Philadelphia native and veteran of World War II merchant marine operations in the Atlantic, remained in command of the Meredith Victory until it was decommissioned in 1952. In 1960, he was awarded the Meritorious Service Medal, the Merchant Marine's highest honor. He also received many citations from the governments of America and South Korea for his rescue, and the freighter was designated a Gallant Ship by Congress. The ship was put back in service in 1966 for service in the Vietnam War. It was finally sold for scrap on Oct. 1, 1993.

In 1954, the captain, always a religious man, retired from seafaring life and, under the name of Brother Marinus, joined the Benedictine monks at St. Paul's Abbey, where he lived until his death at 87 in October 2001.

In an obituary printed in *The New York Times*, they quoted Capt. LaRue's view of the rescue as a turning point in his life. "I think often of that voyage. I think of how such a small vessel was able to hold so many persons and surmount endless perils without harm to a soul. The clear, unmistakable message comes to me that on that Christmastide, in the bleak and bitter waters off the shores of Korea, God's own hand was at the helm of my ship."

The Korean Monks

The second part of the story pertains to the arrival of the Korean monks at St. Paul's Abbey.

In 1949, after Korea was divided, the Communists closed the monasteries in North Korea and killed or imprisoned the monks. Some managed to escape and make their way south. One monk, who had taken home leave from his abbey in Korea, stayed at St. Paul's Abbey until 1951, when he was asked to return to Korea to gather up the monks and start a new monastery. With the help of

Continued on the next page.

Letters to AOS USA

Letter from Cardinal Hamao

Reverend and dear Father Oubre,

Thank you for sending to the Pontifical Council the recently published "Cruise Ship Manual" by AOS-USA. I appreciate the efforts being made by AOS-USA to organize the Cruise Ship Ministry in the United States and to help the chaplains fulfill their mandate. I also understand this Manual is a first draft liable to changes and additions and should we have suggestions we shall certainly forward them to you, in the near future.

With best regards,
Yours sincerely in Christ
Cardinal Stephen Fumio Hamao, President
+ Archbishop Agostino Marchetto, Secretary

Letter from AOS-Philippines

Greetings and best wishes from the Port of Davao....

All our co-workers in the Port of Cebu are happy to learn that the write-up on their new Stella Maris Seafarers' Center will be published in the Catholic Maritime News. They have worked hard to make this new Center in Cebu a reality. While happy that the new Center is a reality, we here in AOS-Philippines are a bit embarrassed knowing that our nation,

Continued from the previous page.

U.S. Army chaplains, a new monastery was established at Waegwan, South Korea and became very successful. Meanwhile, St. Paul's Abbey started to decline as some of the older monks began to die off and no new ones took their places. In the summer of 2000, it was decided that St. Paul's Abbey would have to close. But the very next year—just two days before Brother Marinus died—the abbot at Waegwan agreed to send monks to St. Paul's. And in 2002, the Koreans formally took over the operation of the Newton, N.J. abbey. Since their arrival, they have been working very hard to improve the grounds and repair the deteriorating buildings. They all know about the rescue of the Koreans and the role Brother Marinus played—and want to build a monument commemorating that event. The monks have a theme: "Brother Marinus saved the

which supplies the most Maritime Professionals to the Maritime fleets of the world, has only eight Port Chaplains and two permanent and well equipped Seafarers Centers: one here on Davao and the new one in Cebu. We could use about 15 more such Centers to meet the need. Imagine, there are over 405 public & private ports around the country.

Six of our AOS Port Chaplains have small, makeshift facilities which we call "Stella Maris Seafarers Stations" but they are woefully inadequate in view of the need.

We are happy though that, even with the facilities that we do have, there are groups of Seafarers' families which make a tremendous and much needed contribution to our Maritime Ministry: volunteering for ship visitations, preparing for small birthday celebrations for the Filipino and foreign Seafarers we get to know from frequent visits to our Centers, caroling on board the ships at Christmas, and arranging to celebrate some of the national holidays of the non-Filipinos who visit our ports. All in all, there is rarely a dull moment in this ministry.

We ask your prayers for the more than 40 Filipino Seafarers who have died in recent accidents in Norway, off the Virginia coast and those lost in the Passenger Ferry accident here at home. One of those lost was Mrs. Marife Cave, the 32 old mother of three young children. She was "replacing for that trip only" another 2nd Engineer who got sick at the last minute as the ship was about to sail. Adding to the tragedy was the fact that her husband was killed near their home two weeks later by men presumed to be robbers trying to get the insurance money paid for his wife's death.

That's it for now. Peace, good health and every blessing...

Fr. Jack Walsh in the Port of Davao...

Korean people. Now the Koreans are going to save the monastery."

In addition to planning the monument and seeking contributions, the monks have a book for sale that tells the story of the Meredith Victory. It describes the rescue as well as the suffering of the Korean people and their strong desire for freedom. "Ship of Miracles," with a foreword written by former Secretary of State Alexander Haig Jr., is for sale (\$28.83, which includes tax and shipping).

Contributions for the building of the monument, or checks for the purchase of the book, may be sent to St. Paul's Abbey, P.O. Box 7, Newton, NJ 07860. The telephone number is (973) 383-2470. Be sure to indicate that the contribution is for the building of the monument. In addition, please list the name of the organization to which you belong.

AOS Workers witness Holy Spirit at work in San Diego

by Alex Sanchez, AOS USA Associate Member, AOS-San Diego San Diego, CA- On March 21, 2004 Palm Sunday, I picked up Holy Communion from Father Brown of the Virgen de Guadalupe Catholic Church in Logan. I carried the Most Holy Sacrament onboard the *MV Dole Costa Rica* March 23, 2004, a Tuesday. I gathered the crew in ship's lounge and had them read out loud the Readings and the Gospel of March 21, 2004. Pope John Paul II granted the dispensation to the Seafarers in his Apostolic Letter, "Motu proprio", March 31, 2001. The Gospel was Jesus' parable concerning forgiveness as he presented that theme with his story about the Prodigal Son.

I gave a short reflection on it and distributed Holy Communion to the crew members that were prepared. Of course, even then, we recited the act of contrition and I reminded them they must see a Priest at the first opportunity. April 13, 2004, a Tuesday, Father Ed Lleva and I were talking at the Seafarer Center when a Seafarer by the name of Juan Ernesto Jurado Rodriguez entered the Center and asked to speak with me.

His conversation was conducted in Spanish with him saying how much he appreciated the March 23, 2004 Catholic Service. He said he was anxious to see me as he waited to return to San Diego. And, he asked me if I remember him as the one that was not praying with us on his ship's last visit to San Diego, and he explained that he did not know the prayers because he was not a Catholic but that he was a Pentecostal. He explained how his Father had brought up all his children in the Pentecostal religion and he was baptized by Pentecostals when he was 16 years old.

He then told me that when he participated in the March 23 Catholic Service on board the *MV Dole Costa Rica* he felt that he had to come back to God. Juan related how 8 years ago he had lost a daughter. His daughter was 13 years old and she died. Juan felt God had taken her from him for no good reason and her death was a mystery to him. He alleged that his daughter was not sick and there was no physical reason for her dying so suddenly, and because of it, he had blamed God all these years.

I told him I did not believe that God took children that way. I told him that many times we blame God for things that go wrong in our lives but that we should not blame God. When bad things happen here on Earth they happen here on Earth and He does not make bad things happen. "Finally, I told him, "that is why Jesus gave up His life for us". Juan agreed with me.

Juan continued with his story about his daughter. Juan was teary eyed but being the macho that he is, he did not cry, but rather was very pensive and sadness was overtaking him.

I asked him, "What do you want, how can we help you", and he stated that he did not know how to pray. I asked him if he wanted me to pray with him but instead... he responded,... "Yo quiero ser Catolico" that is he wanted to become a Catholic.

I told him that the Holy Bible shows that the Catholic Church was founded by Jesus Christ and Pope John Paul II's appointment in that respect can be factually traced to Saint Peter the Apostle who was appointed by Jesus Christ to do His work in His Name.

Juan interrupted me and said that he knew that the word Peter

meant Rock because he read that in the Bible. I agreed and Father Eddie Lleva agreed with Juan.

We talked some more and since Father Eddie Lleva participated in my discussion with Juan, we both asked him if he really wanted to become a Catholic.

Juan confirmed that he wanted to be a Catholic and that his brothers in Ecuador had married Catholic women and that his brothers attended Mass on Sundays with their wives. He said his brothers did not participate in the Sacrament of Holy Communion. He added that his wife was Catholic too but that he had refused going to Mass with her. But now he wanted to not just go to Mass...he wanted to become a Catholic and that he would go to Mass with his wife and children.

I then asked Father Eddie Lleva if he would prepare Juan to be a Catholic and Father Lleva was so happy he jumped out of his seat and asked Juan if that was agreeable that he could prepare him. Juan, without any hesitation and now with a big wide smile on his face, responded with a resounding, "Si." Meaning... "Yes".

At that moment I felt the presence of the Holy Spirit in the Stella Maris Seafarer Center in San Diego, and so did Father Eddie Lleva.

I was really happy at that moment because in his Apostolic Letter, "Motu proprio" Pope John Paul II established the guidelines for the Maritime Apostolate that is the Ministry to Seafarers and it is called Apostleship of the Sea. The Pope asked us who are involved with Seafarers (Priests, Deacons, and Lay Eucharistic Ministers) to attend to their (Seafarers) spiritual and physical needs through advocacy and to the service of the Sacraments. Lay Eucharistic Ministers are only to provide already consecrated Holy Communion in the absence of Priests and Deacons.

But, then I was thinking ahead after Juan agreed to allow Father Eddie Lleva to prepare him for his journey with God in the Catholic Church, "who would Juan want to be his "Godfather?" As soon as I asked Juan that question...Father Eddie Lleva, his eyes were happy with joy, stood up from his seat again and asked Juan, "I will prepare you for baptism" and I would like to be your Godfather if you will allow it. Juan also stood up from his seat and gave Father Eddie Lleva a hug and Juan said yes I want you to be my "Padrino"...padrino is Spanish for Godfather. I felt a little jealous that I did not think of offering myself to be the Godfather but that little misstep was overcome with a great joy for what had just transpired at the Seafarer Center.

MV Dole Costa Rica is one of three Dole Cargo ships that visit San Diego bringing fruits, mostly bananas from Ecuador and Costa Rica. The cycle of navigation for the ships runs like this: one is loading its cargo in South America, one is discharging its cargo in San Diego, while the third one is either at sea in route or preparing to sail... either way.

Father Eddie Lleva gave Juan instructions and promised to have books for him to study in his preparation for Baptism on his next visit. So, our plan is for Father Eddie Lleva to Baptize Juan in our little Chapel at the Stella Maris Seafarer Center. Why, we may just invite the Bishop!!

God does work in mysterious ways! Blessed be God forever!

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Upcoming Events For Maritime Ministry

July 11, 2004

Sea Sunday

July 25-26, 2004

NAMMA Conference, New Orleans, La.

July 28-August 2, 2004

International Christian Maritime Association Ninth
Plenary Conference, New Orleans, La.

September 25, 2004

World Maritime Day

October 25-27 (tentative)

AOSUSA Board Meeting at California Maritime Academy

Gulf Coast Mariners note AOS efforts on visas

In a May 6 report, the Gulf Coast Mariners Association, based in Houma, Louisiana, noted the efforts of AOS USA President, Fr. Sinclair Oubre, on the issue of crew list visas. For a copy of the report, contact the GCMA at (985) 879-3866 and request Report # R-397.

www.gulfcoastmariners.org

Texans start new mariner club - FRAM

A group of merchant mariners in Texas is organizing a new club, called Free Riding American Mariners. According to club president Capt. Michael Allen and club VP Ralph Treadway, the purpose of the club is social and being a support for members.

Many club members own motorcycles, and charity rides are part of the club's planned activities, but it is not required that members ride or even own a bike. For more information, contact Capt. Allen at (772) 708-4335