

Apostolatus Maris

The Church in the Maritime World

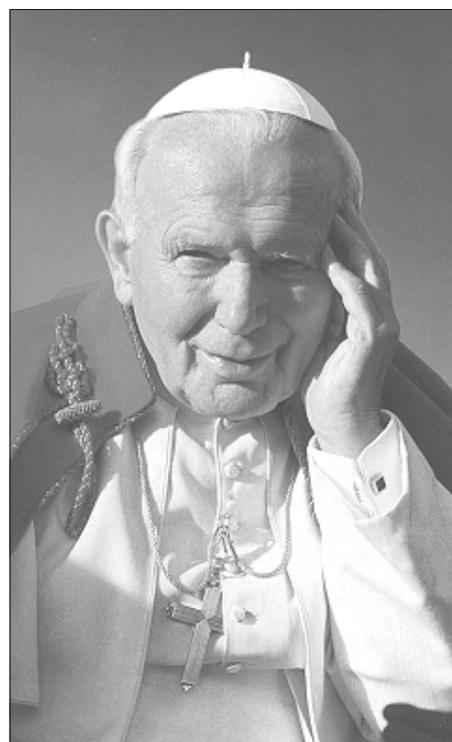
Pontifical Council for Migrants and Itinerant People, Vatican City



N. 81, 2003/III

Pope John Paul II, 25 years as Bishop of Rome

*Prayerful wishes
for the continued protection of
Our Lady "Stella Maris"*



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Re-launch of the Apostleship of the Sea in England and Wales

The British section of the Apostleship of the Sea – an organisation born in Britain 81 years ago – was newly inaugurated on 26 June this year in a solemn ceremony presided by the president of the Bishops' Conference of England and Wales, Cardinal Cormac Murphy-O'Connor. The ceremony, which took place at the prestigious headquarters of Lloyd's of London, was attended by the A. S. leadership, various representatives from the diplomatic world, and the biggest names in the shipping industry.

In his address, the Archbishop of Westminster expressed great appreciation for the initiative and its ecumenical character, "a constructive way for Christians to work together", he said, going on to highlight: "This mission is extraordinarily important, but often forgotten. Seamen are among the poorest of workers and must live separated from their families. They deserve, then, all our support, our hospitality and our help".

His words were echoed by the British Military Ordinary, Bishop Tom Burns, who also holds the post of Episcopal Promoter of the national Apostleship of the Sea. "Today", he said, "is an important day for seamen all over the world. We have a duty to help the people of the sea, people hidden and unknown".

For his part, the national director of A. S., Commodore Chris York, explained new features in the operation of his mission, features which adapt it to the needs created by the numerous changes in the maritime sector which, more than any other, has felt the effects of globalisation over the last few years: visits to ships entering port in order to make contact with the crews; a greater presence of chaplains on board ships rather than in port, given the reduced amount of time crews spend ashore; the opening of ecumenical centres in ports offering sailors, without distinction for creed or nationality, not only spiritual assistance, but also an opportunity for social contact, diversion, consultancy and communicating with their families.

Some important facts

In 2002 the Port of London registered the arrival of 11,000 ships and the presence of between 150,000 and 180,000 seamen, 60% of them Catholics. The greatest number of new crew members come from developing countries, a third of them from the Philippines.

The vessels remain in port from 18 hours to 2-4 days. In 2002 the chaplain and the pastoral lay worker visited a total of 2,600 ships, while the *Stella Maris* in Tilbury welcomed more than 14,000 seamen.

The Apostleship of the Sea in England and Wales is developing a revised model for its maritime ministry, one which involves, among other things, a programme of "chaplains" afloat, in order to make contact with those Catholic sailors who hold positions of formal or potential leadership aboard ship.

For the occasion of the relaunch of the A. S., the national leadership published a pamphlet answering the most commonly asked questions about pastoral maritime care (*see following page*).



The A.O.S. as seen by the Successors of Peter Anson and Arthur Gannon*

**Le Gall's Book "The Apostleship of the Sea – Stella Maris" can be obtained from this Pontifical Council for \$5 a copy.*

What is the Apostleship of the Sea?

AOS is an "agency" of the Catholic Bishops of England & Wales. It is a mission, welfare and pastoral outreach to international seafarers. AOS in England & Wales is part of an international network of AOS agencies working in ports in 89 countries. The international work is promoted by the Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples at the Vatican in Rome.
(www.stellamaris.net)

Is it just for Catholics?

No. The care and support given by AOS is offered to all seafarers regardless of colour, creed or nationality.

Why help seafarers?

Shipping is a globalised industry and seafarers now come predominantly from poorer nations. They work away from home for long periods (9 months contracts are common) on large ships with small crews. It is an isolating experience. They face danger in their work. And whilst the majority of shipping is well run, the industry is blighted by a minority of companies which exploit their crews and place them and the environment at

r i s k (see www.icons.org.au). Seafarers are a vulnerable group of people who work mostly out of sight of regulatory bodies. We rely on seafarers and believe they should be able to rely on us.

What's the Church got to do with seafarers?

AOS is just one more example of the Church in action to support those on the margins, the poor, the isolated or the exploited. On land, throughout its history, the Church has sought to make real its concern for all men by building and running hospitals, schools and other welfare and social services. AOS seeks to make this concern for all, especially those on the edges, real for those who work at sea.

As many as 60% of seafarers are from Catholic backgrounds, the Church has a particular duty to be alongside them to support them in their faith and everyday lives.

AOS is, however, an outreach to the every seafarer. Mission and Welfare, Solidarity &

Hospitality. Within the maritime industry the Mission Societies (such as AOS, Mission to Seafarers, British and International Sailors Society) are often referred to as the Welfare Societies, acknowledging the very practical roles we often play when for example seafarers are sick, injured or abandoned in port.

Why is AOS re-launching?

In England & Wales AOS used to be a groups of separate diocesan charities. AOS is now renationalised so that it can respond strategically to the constant changes brought about by globalisation in the maritime industry. AOS re-launching to put itself "back on the map" and to unveil its new model of ministry and outreach to international seafarers.

What is the model of ministry?

It is a combination of three strands:

- a Pro-active ship visiting
- Running Drop-in centres for seafarers inside ports
- Seagoing chaplaincy

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(continued from page 3)
(to be continued on page #)

What is different?

In the past, AOS tended to run large seafarer hostels in port towns. These are no longer needed. The time ships spend loading and unloading have been drastically reduced, limiting seafarers time ashore. They no longer need hostels full of beds, but e-mail terminals and phones in an accessible and welcoming space to relax for an hour or two.

What is seagoing chaplaincy?

It is the placing of a "chaplain", either lay or ordained, on board a merchant vessel. AOS has placed "chaplains" on cruise ships for many years. There is now a need to take our ministry alongside seafarers on cargo ships.

How will seagoing chaplaincy work?

AOS is basing its

plan for seagoing chaplaincy on the research conducted by the Seafarers International Research Centre at Cardiff University, which ran a two and a half year pilot project. The research identified that:

- there was considerable demand among seafarers for seagoing chaplaincy;
- the optimum time with a crew was 2-3 weeks;
- the scheme was widely welcomed by shipping companies.

AOS is now in dialogue with companies to get the "chaplains" to sea.

What does "working ecumenically" mean?

AOS (a Catholic agency) works with its Anglican (MtS) and Free Church (BISS) counterparts in many ports. We jointly run seafarers centres; "Chaplains" support each other in their work; they meet, pray

and plan together regularly, divide and rotate the different areas of a port to ensure that more seafarers receive a ship visit and can get to centres. Ecumenical cooperation is a distinguishing hallmark of maritime ministry.

How can I help or get involved?

Your contacts - who do you know that would be interested in our work. Please help promote the work of AOS.
Your talents - Are you interested in volunteering in a port or at the office? Think you can help with fundraising and networking? Please let us know.

Your financial resources - this re-launch event was generously sponsored by some top names in the maritime industry. Could your company sponsor an AOS event, publication, vehicle, computer or port chaplain?



World Maritime Day 25 September 2003

Every year the International Maritime Organization (IMO) – the United Nations body responsible for improving maritime safety, promoting efficient navigation and preventing pollution – highlights an aspect of its work by celebrating World Maritime Day.

For 2003 the following theme has been chosen:

Committed People Working for Safe, Secure and Clean Seas"

Does the AOS in your country take part in this celebration? Reports of the event will be compiled and published in a future Bulletin.

Shore Leave – Right or Privilege?

At a recent port security seminar organized by an American maritime ministry, a senior governmental official with responsibility for controlling security in his port, told the audience "shore leave is a privilege not a right" (...) For merchant mariners, is shore leave a right, or is it a privilege that must somehow be earned?

For as long as mariners have gone to sea on merchant ships, shore leave existed as a cherished right – but it is not an absolute right. Like most individual rights, shore leave must be balanced against other interests. Mariners understand that such things as their vessel's operational schedule and safety requirements can sometimes take priority over their right to shore

leave. Thoughtful ship operators know that they should not deny shore leave except for very compelling reasons. (...) The International Maritime Organization Convention on Facilitation of International Maritime Traffic, which ninety-two countries have ratified, including the United States of America, contains a modern codification of mariners' right to shore leave in its Article 3.19:

"Foreign crew members shall be allowed ashore by the public authorities while the ship on which they arrive is in port, provided that the formalities on arrival of the ship have been fulfilled and the public authorities have no reason to refuse permission to come ashore for reasons

of public health, public safety or public order".

Similarly, the International Labour Organization's Seafarers' Identity Documents Convention, which thirty-four countries have ratified, requires in Article 6.1: member countries to allow shore leave: "Each Member shall permit the entry into a territory for which this Convention is in force of a seafarer holding a valid seafarers' identity document" ... Shore leave is a right – not merely a privilege – that authorities can deny for legitimate maritime security purpose, but they should not deny the right unreasonably (26 September 2002 – Attorney Douglas B. Stevenson, Director Center for Seafarers' Rights, SCI New York/New Jersey).

(from ICMA Newsletter, Volume 22, No. 40, August/September 2003)

An Experience in Seafarers' Identification

Biometric identification

The storage and retrieval of identification information now required by the shipping industry is tailor made for the introduction of such biometric systems. Now with the introduction of the Liberian International Ship and Corporate Registry's (LISCR) biometric identification cards for seafarers, this technology has arrived within our own industry.

The LISCR scheme involves the storing of a seafarer's personal data on to a 'smart card' to be carried by the holder. Each card will include a two dimensional bar code containing fingerprint templates, a digitised version of the cardholder's photograph, and several pages of encoded personal information. The cardholder's identity will be verified aboard vessels and at ports with a card swipe reader capable of decoding fingerprints, text and photographs. In addition the reader includes an optical fingerprint scanner that can check the stored fingerprint template with the cardholder's live fingerprint, thereby preventing identity fraud.

LISCR, which is the world's second largest registry, has approximately 2,000 vessels and 500,000 active seafarers on its rolls. The initial six-month production phase of the implementation will cover 2,000 seafarers, and will test the data collection, design, printing and identity verification processes associated with the new card. The system is presently undergoing testing on a sample group of 400 seafarers. While use of the card is still in its infancy, future enhancements of the system have already been planned, such as the vital addition of information relating to the seafarer's qualifications.

Steven Jones BSc, AMNI, *Seaways*, August 2003



Conclusion About the Ports Visits Phase II of the Survey on Ports with No or Poor Welfare Facilities

In the course of the first phase of the "survey about non or poor welfare ports", the ITF Trust has assigned "All-together Services" the task to verify the facts on welfare services listed in the "General List of Ports" on selected locations. The Trust has indicated 25 ports in 21 countries, in different regions, with various political, religious and economical backgrounds. This report of the 2nd phase brings up new views and questions and unfolds proposals for the continuation of the survey.

(Excerpts)

Free movement during shore leave

The conditions for foreign seafarers to get official permissions to leave the port area and move freely correlate with those of foreigners in general and with the political openness in the country. There are no problems in South and Middle American Countries (including Cuba) and in other democratic systems, like Senegal, Philippines, Yemen and India. But also, in countries with further political restrictions, like Malaysia, China, Oman, Surinam or Turkey foreign seafarers have no problems to go ashore. There are only few ports or countries, where seafarers have great difficulties to leave their vessels, as in Abu Dhabi (U.A.E.) and as we learned, but could not verify, in Saudi Arabia and in Algiers.

The social situation of the visited countries, furthermore, would not allow seafarers to move freely in most countries. The economic and social decline of the port areas in most of the visited cities corresponds to an increasing crime rate in these areas, making it dangerous for foreigners and especially seafarers to leave the port and

walk alone, or even in groups, to recreational facilities.

This was especially the case in Iloilo, Cochin, Karachi, Callao, Dakar, Guayaquil and in all Panamian Ports. But also, in the Turkish ports, in Montevideo, in Puerto Limon and even in Shanghai the number of assaults against seafarers is rising. As it appears, only in and around the ports of Malaysia, Muscat, Port Sudan, Aden and Havana seafarers are safe.

Possibilities and conditions for welfare work

Predominantly, the conditions for welfare work correlate with the political structure in the country. In all American ports, with the exception of Havana, in Cochin, Karachi, Iloilo, Dakar or Paramaribo there are no restrictions for NGO's to offer welfare services. On the other hand in most of the ports in Islamic Countries, in Malaysia, Vietnam or China there are neither NGO's nor governmental or Islamic organizations offering welfare work. As expected in American ports (with the exception of Cuba), in Senegal, Philippines, and India, with some limit also in

Yemen and Turkey, Christian churches face no explicit restriction for offering welfare services.

Employees on fish-trawlers and Cruise Ships

In ports, where international fishing fleets or cruise call there is a problem deciding whether workers on fish-trawlers and employees on cruise ships are to be also defined as seafarers. Unions and welfare organizations may find it difficult to get support or funding if their main welfare service is offered to this group and not to foreign seafarers.

Nevertheless, there are a number of ports, where organizations do mainly care for sailors on fish-trawlers in trouble. Neither a welfare organization nor a trade union would make a difference if their assistance were required from either fishermen or seafarers. Representatives of welfare organizations did not quite understand the necessity of this differentiation. This topic has been mentioned mainly in some South American Ports, like Montevideo, Callao, Guayaquil, also in Iloilo, Dakar and Karachi.

The full document can be downloaded from www.ITF.org.UK

CRUISES

No winds of crisis

Belying all the negative forecasts associated with the various risk factors afflicting the world tourist market (from terrorism to SARS), the cruise business is booming again. The latest information – leaking out cautiously from companies operating in the sector and from travel associations – would seem to confirm a clear acceleration in the trend towards renewal. Levels of growth will not, of course, reach double figures, but today many people are betting that by the end of the year the market could have grown beyond all expectations, coming close to the ceiling of 10 percent (...).

Over the last few months in the Mediterranean market – which has the greatest potential for development – two new vessels have been launched, the *Costa Mediterranea* and the *Lirica*, for MSC Cruises. In November it will be the turn of the colossal *Costa Fortuna* (...).

According to a recent report, supply in the Mediterranean is growing at a rate of 20% in terms of the number of vessels operating, and at a rate of 15% in terms of overall capacity of the fleet (...).

As demand grows, an ever more differentiated – though not yet fully segmented – mar-

ket is coming into being in the Mediterranean. On the one hand are the luxury ships with limited capacity such as the *Silversea*, on the other vessels of the *Aida* series (which has now become an integral part of the huge conglomerate Carnival-Princess) offering a reduced, revised and successful version of the holiday village formula.

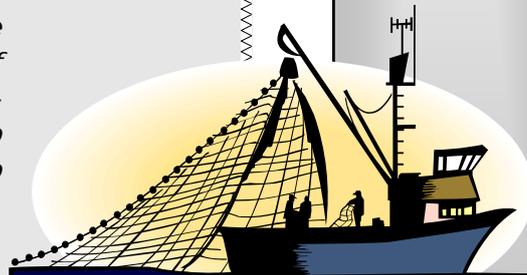
And even in the field of what are erroneously defined as “standard” cruises, differences stand out quite clearly: the new vessels of Costa Cruises, markedly American in taste, and the Festival ships as well as those of MSC, designed more for the aesthetic values

(from
“*Il Sole-
24 Ore*”,
07.13.2003)

ILO Body updates minimum wage for seafarers

A Sub-Committee of the Joint Maritime Commission (JMC) of the International Labour Organization (ILO) agreed to extend the validity of the current ILO minimum wage for seafarers of \$465 to 31 December 2004. That figure became applicable on 1 January 2003. It also agreed to increase this minimum wage to \$500 effective 1 January 2005.

The ILO minimum wage takes into consideration a formula which reflects changes in consumer prices and exchange rate against the US dollar in 49 maritime countries and areas.



News from India

From Fr. Xavier Pinto, C.Ss.R. AOS National Director of India and Regional Coordinator for South Asia.

Poor Fishers in Foreign Prisons

AOS India, through its National chaplain, Fr. Xavier Pinto, CSsR, has been involved in the fisheries sector supporting the cause of poor, and traditional fishers in the context and adverse effects of globalization on their lives and trade. The AOS in India also joins hands with like minded people involved in this task. Part of this network is with a group called **PIFPD** (Pakistan India Forum for Peace and Democracy). At a meeting of the India Chapter of PIFPD in Kolkata June 14th and 15th 2003 of this forum the AOS India moved this motion which was passed unanimously by the house and forwarded to the two respective governments:

"The Pakistan India Forum For Peace and Democracy acknowledges the invaluable interventions of the Government of India and Pakistan relating to the release and exchange of fishermen from Pakistan/India, including the latest batch of 65 fishermen after the resumption of talks in May 2003. This has become a statement of a possible friendship and peace between our two countries.

The Forum reiterates its support of ongoing efforts in this process. We will further work at a policy and framework

between the two governments relating to boundaries in International waters so that this can be successfully resolved."

Similar problems are faced by the fishers from the waters in the Bay of Bengal between India and Sri Lanka. A team of representatives from Sri Lanka, (Herman Kumara), Pakistan (Mohamed Ali Shah) and India (Harekrishna Debnath) already working on this framework. The AOS India stays committed to the task of the welfare and safety of small fishers in the entire south Asian Region.

AOS Tuticorin:

A Small Beginning

May 23rd 2003 would be considered a great day in the life of AOS India. Stella Maris Tuticorin was blessed to have a New "**Welcome Hall**" opened for the

be installed. The basic structure was dedicated to the Seafarers by our Bishop Promo-ter, Most Rev. Joshua Mar Ignathios of the Syro-Malankara rite in India. Fr. Barnabas is the AOS Chaplain in Tuticorin. Local dignitaries and Port officials were present; so also the chaplain of the MTF.

In Tuticorin there already exists the Mission to Seafarers Center, which is full fledged and well equipped. This AOS venture is one of a collaborative nature.

India has eleven other Ports; in none of which as yet is there an AOS Stella Maris Center. The same is the case with Sri Lanka, Bangladesh and Pakistan. It is hoped that with this initial venture we will be able to look at others that are needed and work towards more and more facilities for Seafarers.



Seafarers there. This is a one room facility, just as a start up for the work there. Furnishings etc are still to

Thanks to ITF. this little venture in Tuticorin saw the light of day.

Fishing for Labour Standards

We thank SAMUDRA for the clear presentation of the issue

The International Labour Organization is seeking views of revising standards of work in the fishing sector

At its 283rd Session, held in March 2002, the Governing Body of the International Labour Organization (ILO) placed on the agenda of the 92nd Session of the International Labour Conference in June 2004 at Geneva, an item concerning a comprehensive standard on work in the fishing sector.

This is within the context of revising ILO Conventions (binding for countries that ratify them) and Recommendations (not binding, but providing guidance) adopted before 1985, in order to update and strengthen the standards-setting system of ILO. The ILO Conventions of relevance to fishing were adopted in 1959 and 1966, while the Recommendations pertinent to fishing were adopted in 1920 and 1966.

The 93rd Session of the International Labour Conference in 2005 is expected to adopt the revised standards in the fishing sector. It is proposed that the new standard(s) would revise the existing seven ILO instruments of five Conventions and two Recommendations that apply to persons working on fishing vessels. The existing Conventions concern minimum age, medical examination, articles of agreement, accommodation and competency certificates, while the existing Recommendations relate to vocational training and hours of work.

As a comprehensive standard, issues hitherto not addressed in relation to persons working on board fishing vessels would be taken up, namely, occupational safety and health, and social security. The ILO also intends to provide protection for persons working on both large and small fishing vessels. The ILO believes that the objectives of the new instruments should be to extend coverage to reach as many persons working on board fishing vessels as possible; minimize obstacles to ratification; provide a better chance for wide ratification; enable the provisions to be implemented into practice; and minimize the risk of the Convention becoming outdated in a short period of time.

The new standard would take into account the provisions of the 1995 FAO Code of Conduct for Responsible Fisheries, and it would try to integrate the work of the ILO with that of other international organizations concerned with fisheries and the operation of fishing vessels. This, the ILO believes, would result in the standard being clearly understood and to be found more acceptable not only by ministries responsible for labour issues but also by those responsible for fisheries management and vessel safety, as well as fishing vessel owners and those working on fishing vessels.

For the purpose of the proposed Convention, the term "fishing vessel" is defined as any vessel used or intended for use in the commercial exploitation of living marine resources, including mother ships and any other vessels directly engaged in fishing operations.

The ILO is circulating a questionnaire among member countries to elicit views on the content of a comprehensive standard. Governments have been requested to consult with the most representative organiza-

tions of employers and workers before finalizing their replies to the questionnaire. They have been especially asked to contribute to an internationally shared sense of what should or should not be addressed in the proposed new Convention and Re-commendation.

(Samudra, July 2003)

The welfare of fishers as seen in a Seminar of representatives of Latin American enterprises.

“Productive Modernisation and Socio-labour Development for the Fishing Sector”

Seventeen representatives from companies involved in the fishing industry from fifteen Latin American countries took part in a course on “Productive Modernisation and Socio-Labour Development for the Fishing Sector” which took place from 23 June to 11 July this year at the training centre of the International Labour Organisation (ILO) in Turin, Italy, and at the *Instituto Social de la Marina* (ISM) in Bamio, Spain.

The aim of the course was to strengthen employer organisations’ capacity to promote modernisation in the fishing sector in



Latin America in such a form as to advance economic and social development.

At the end of the course, the participants drafted the following conclusions:

1. ILO Norms

We take note of the ongoing process for the formation of a new international working

standard applicable to fishing industry workers. We in the Latin American countries must be ready to take up a position in the negotiations, a position which must have a triple consensus (employers, workers and government).

2. Social Security

We have noted the advances in social security and the improvement in maritime healthcare conditions in Spain. In our own countries we too have been taking steps in this direction, and we undertake to transmit our experiences in order to improve the situation – specifically in the field of checkups prior to embarkation, first-aid kits, healthcare courses, etc. In order to make the process of healthcare and prevention more efficient, the relevant organisations must create a procedure adapted to the operating systems of each fishing area, and establish priority mechanisms in caring for fishermen.

3. Productive Modernisation

Government, industry and workers will together put forward a plan for restructuring the fleet and modernising industrial plants so as to generate and maintain decent levels and standards of employment. The develop-

ment of small-scale fishing activities is considered to be a priority, and government must direct its efforts to reach this objective.

4. External co-operation

We require the ILO and the ISM to promote technical and financial co-operation agreements in order to make socio-labour development and productive modernisation possible.

5. Tripartism

It is of fundamental importance to develop tripartite requests for social dialogue in the fishing sector.

6. Continuation of training activities in the fishing sector

We consider the activities in which we have been involved for the last three weeks to have been a positive experience, and request that new training courses continue to be offered to employers.

7. Co-operation among Latin American countries

Finally, we propose a greater degree of co-operation among Latin American countries in order to favour the development of the fishing areas of our continent.

8. Latin American fishing industry organisation

Fishing company leaders and trade-union organisations are urged to create a Latin American fishing organisation.

The Tragedy of Arrested Ships at the Venice Film Festival

For a couple of years, an abandoned wharf in the docks has been the home address of eight seafarers (four Egyptians and four Indonesians), "prisoners" of the merchant ship *Kawkab*. The vessel has been abandoned by its owner, the crew left to their fate and compelled to stay with the ship so as not to lose back pay. Now that address is also the title of a film (*Marghera Canale Nord*) which, at 10:30 next Tuesday, will be shown at the Sala Volpi on the Lido, part of the *Nuovi territori* section of the 60th Venice International Film and Television Festival. Life in a 28,000 ton steel house without electricity or gas is recounted by the directors, Francesco Cressati and Andrea Segre, under the supervision of Andrea Bevilacqua and produced by Studioimmagine.

The film, as one of its authors explains, came into being over months of contact with the seafarers of the *Kawkab*, an acquaintance first made through the research of Valentina Longo. "I spent Christmas Day 2001 with them," recalls Segre, "after which I made frequent visits, from which arose the idea to tell their story in a film".

Preparatory work for making *Marghera Canale Nord* lasted several months. Shooting began last February and lasted four weeks with scenes being filmed both on and off the ship. In recounting the life of the eight

seafarers aboard the *Kawkab* the film focuses on one particularly important event: the first court hearing which recognised the rights of the crew and adjourned their case to October.

"The matter", explains Fr. Mario Cisotto of the Stella Maris' Friends Association, who has followed the case of the *Kawkab* since the beginning, "is still far from being resolved. The seafarers are obliged to eat at the soup-kitchens of Ca' Letizia or the Capuchins and are unable to find work". At home in the meantime, as the film's press book says, their families are forced into debt in order to survive. Theirs, unfortunately, is a story often repeated, as the Romanian seamen of the *Frunzanesti* well know. After remaining aboard their docked vessel for years the sums owing to them were finally paid out by Caritas, sums which, of



course, have yet to be settled by the real debtors. However, this "film

of reality", as Andrea Segre defines it, does not limit itself to denouncing a everyday dilemma "invisible" to the rest of the city. "I would like it to be a record not only of the difficulties but also of the dignity and courage of the people who face this situation without losing their ability to smile", says the director. "I personally have learnt a great deal from the seafarers of the *Kawkab*". Those who have met the seafarers say that the phrase they use the most is "I hope". This hope now accompanies the film's directors and producers who trust that through the Film Festival they will find new ways to communicate the story of the eight seamen, prisoners of a ship still tied up to the quay.

For more information:
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(Alberto Francesciani
Il Gazzettino di Venezia,
29 August 2003)

According to the latest report of the ITF, in 1999 there were worldwide 97 abandoned crews, 65% of whom sailed under five flags: Malta, Russia, Honduras, Panama and Belize.

"Abandoning crews is frequent and 'global', and throws light on the conditions of seafarers on substandard ships that do not respect security norms or conditions of work", affirms Dr. Erol Kahveci, who prepared the report.

North Canal, Marghera is the title of a film that relates the story of eight seafarers, four from Egypt and four from Indonesia, who have been living for two years aboard the merchant ship "Kawkab", abandoned by its shipowner in the port of Marghera, Venice.

AM World Directory

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A REMINDER

Very few countries have sent their annual contribution (2003) for the promotion and coordination of Apostolatus Maris worldwide.

It is not too late to do so!

Thanks in anticipation.



Acronyms & abbreviations (to be continued)

A mariners' instant guide to some of the acronyms and abbreviations in use at sea and ashore.

Compiled by The Nautical Institute

MOP — mobili offshore production

MOU — memorandum of understanding

MRCC — maritime rescue coordination centre

MSC — Marine Safety Commission, IMO

MSN — merchant shipping notice

Navitex — navigational and metereogical warning broadcast service, USCG

NCOB — no cargo on board

NDT — non-destructive testing

NFTZ — non free trade zone

NI — Nautical Institute

NIHQ — Nautical Institute Headquarters, London

NK (NKK) — Nippon Kaiji Kyokai classification society

NM — nautical mile

NNR — national nature reserve

NOR — notice of readiness

NT — net tonne (short tonne)

O/B — on board

OBO — ore/bulk/oil carrier

OCIMF — Oil Companies International Marine Forum

OCR — optical character recognition

OECD — Organisation for Economic Cooperation and Development

OOD — officer of the deck

OOW — officer of the watch

OPA 90 — Oil Pollution Act of 1990 (USA)

Opec — Organisation of Petroleum Exporting Countries

OPPR — oil pollution preparedness and response

OPRC — Int.Convention on Oil Pollution Preparedness IMO

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