

Apostolatus Maris

The Church in the Maritime World



Pontifical Council for the Pastoral Care of Migrants and Itinerant People

N. 94, 2007/I



Give a reason for hope

(cfr. 1 Pt 3,15)

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“WHY LOOK AMONG THE DEAD FOR SOMEONE WHO IS ALIVE?”

Dear Brothers and Sisters of the Apostleship of the Sea,

After the long 40-day walk “in the desert” where we looked for the Lord and walked behind him, now we can give vent to our joy and sing our “Alleluia”, for the night of Easter is the night of liberation from sin and from all forms of slavery. Through his resurrection, Jesus comes to give us life in abundance and respond to our hope for liberation. Now evil and death no longer have a definitive hold over us. Easter night is truly the center of the Christian Liturgy, and the feast of Easter is the fundamental event of our religion. For Saint Paul, there is no doubt where the center of our Faith is found: “*If Christ has not been raised then our preaching is useless and your believing it is useless*” (1 Cor 15:14).

During the holy days before Easter, we discovered God who chose a humble and painful way to conquer evil and death, even though he had legions “of angels at his disposal”. He agreed to be the suffering Servant in order to reveal the plan of salvation to us. He comes to bring his response to a world that has lost many of its reference points and is ravaged by wars and conflicts of all kinds, dominated by ambition, the power of might, moral evil, and the race for domination and pleasure. Many times we also experience our powerlessness to change things or influence events for the good. God, in the passion, death and resurrection of his Son, comes to tell us that He does not want to impose his plan of salvation through force or power, but by taking on the condition of a servant. Jesus comes to manifest to men the all-powerfulness of love. He comes to reveal to us that through love we can change the world and overcome evil. So he invites us to learn from him (Cf. Mt 11:29).

For many people who are overwhelmed by life and tempted by despair, the event of the Resurrection brings this extraordinary news that Jesus has conquered death, and that evil, suffering and even death do not and will not have the last word. In sufferings and discouragements, this good news constitutes an immense reservoir of hope for the whole of humanity. We do not have the right to keep it for ourselves, and in fact, before his Ascension, the Risen Lord gave the command to his disciples to proclaim the Good News of his resurrection to all the nations.

In the Apostleship of the Sea, our mission is to proclaim to the entire maritime world that “*Jesus is arisen*”, and that the resurrection is not an event of the past. Still today it brings salvation and hope to all those who are in darkness, to all those living in despair. More than ever, the world of the sea needs lucid, convinced, courageous and humble witnesses. Moreover, this duty to be witnesses to hope through the proclamation of the Word, the Liturgy and Diaconia will be the theme of our World Congress in Poland in June.

Easter is a time of beginning again and a new start, and for my part, I would like to share the news with you that Pope Benedict XVI has reconfirmed me in my functions as Secretary of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People, of which the Apostleship of the Sea is a sector, for a new five-year period. In thanking the Holy Father for this new sign of confidence, I entrust myself also to your prayers.

May the Easter bells that “flew off to Rome for three days”-- according to the legend explaining their silence during the “sacrum triduum”-- bring you new hope and great joy. In this festive time, we pray for seafarers, fishers and their families, especially those who are far away, exposed to all dangers, and victims of exploitation, so that through God’s mercy and our solidarity, they will never sink in doubt and despair.

So let us get down to serve and not “*look among the dead for someone who is alive*” (Luke 24:5).

+Archbishop Agostino Marchetto
Secretary of the Pontifical Council
for the Pastoral Care of Migrants and Itinerant People

XXII WORLD CONGRESS OF THE APOSTLESHIP OF THE SEA

Gdynia, Poland, 24th - 29th June 2007

*In Solidarity with the People of the Sea as Witnesses of Hope,
through Proclamation of the Word, Liturgy and Diakonia*

Provisional time-table

SUNDAY JUNE 24, 2007

Meeting of the Bishop Promoters and National Directors on the role of the Bishop Promoter in fostering cooperation with the local Church (National Directors, Chaplains, volunteers and parishes) and on the role of the AOS in the local Church: opportunities and challenges.

09,00 Welcoming introduction by Archbishop AGOSTINO MARCHETTO, Secretary of the PCPCMIP

09,30 Presentation (based on responses to questionnaire) by a panel comprising Fr. GIACOMO MARTINO (AOS Italy), HE Msgr. JOSHUA IGNATHIUS (AOS India), Fr. RAYMOND DESROCHERS (AOS Japan): problems and needs of national and local AOS. General discussion.

10,45 Coffee break

11,15 Round Table: **The role of the Bishop Promoter:** HE Mgr TOM BURNS (AOS GB), HE Msgr TADEUSZ GO-CLOWSKI (AOS Poland), Fr. SAMUEL FONSECA (AOS Brazil). General discussion.

13,00 Lunch

Formal Opening of the Congress

16,00 Eucharistic Celebration in the *Stella Maris* Church, presided by H.E. Archbishop AGOSTINO MARCHETTO

17,00 Procession to the Theatre with the maritime Band (transportation will be provided for those who cannot walk)

17,30 Greetings and welcome:

Formal dinner

MONDAY JUNE 25, 2007

08,45 **Morning prayer and blessing** presided by H.E. Archbishop AGOSTINO MARCHETTO

09,00 **Presentation of the theme of the Congress** by H.E. Archbishop AGOSTINO MARCHETTO

10,00 Coffee break

10,30 **Current situation of the maritime world** by Mr. DAVID COCKROFT (Secretary General of ITF)

11,15 Open discussion

12,00 Eucharistic Celebration, presided by H. E. Msgr. JÓZEF KOWALCZYK, Apostolic Nuncio in Poland

13,00 Lunch

15,00 Keynote address: **AOS witness of love, hope and solidarity in the light of the Encyclical “Deus caritas est” of Pope Benedict XVI** by Fr. JOHN CHALMERS (AOS Australia)

15,45 Coffee

16,00 **Address** by H.E. Cardinal RENATO RAFFAELE MARTINO, President of the PCPCMIP

16,15 **The state of AOS around the world.** Power Point presentation by Msgr. JACQUES HAREL (from Questionnaire and Regional Coordinators Reports), commented later by Regional Coordinators

18,00 End of session

19,00 Dinner

Short musical program

TUESDAY 26, JUNE 2007

08,45 Morning prayers, organized by Ecumenical Observers

09,00 **Hope inspires and motivates the action of AOS,** by HE Mgr. PIERRE MOLÈRES (“Mission de la Mer” France)

09,45 **Presentation of the “AOS International Website”** by Msgr. J. HAREL and Com. CHRIS YORK (AOS GB)

10,15 Coffee break

10,45 Keynote address: **Witnesses of hope in an ecumenical and inter-religious milieu** by Msgr. FELIX MACHADO, Under-Secretary, P.C. for Interreligious Dialogue (Holy See)

11,30 Open discussion

12,00 Eucharistic celebration

- 13,00 Lunch
15,00 Round table: **ICMA/ ITF-ST/ICSW/: Valued partners in our pastoral outreach** by Dr. JURGEN KANZ (Secretary General ICMA), Mr. TOM HOLMER (Administrator ITF-ST), Mr. ANDREW ELLIOTT (Administrator ICSW)
15,45 Open discussion
16,15 Coffee break
16,30 **Workshops**
18,00 End of session
19,00 Dinner

WEDNESDAY 27, JUNE 2007

- 08,30 Eucharistic Celebration
09,30 Keynote address: **The Liturgy nourishes the hope of seafarers and fishers' communities** by HE Msgr. RENÉ M. EHOUZOU (AOS Benin)
10,15 Open discussion
10,30 Coffee break
10,50 Round table: **The Deacon: ordained for the Proclamation of the Word, Liturgy and Charity** by Deacon RICARDO RODRIGUEZ (AOS Spain), Deacon JEAN-PHILIPPE and Mrs. MARIE AGNÈS RIGAUD (AOS France) and Deacon ALBERT DACANAY (AOS Canada)
11,30 Open discussion
12,00 Lunch
14,00 **Workshops**
15,30 Departure for Gdansk by buses for a visit of the city

THURSDAY 28, JUNE 2007

- 08,45 Morning prayers
09,00 **Presentation on 1) AOS commitment to the fishing sector** by Fr. BRUNO CICERI (AOS Taiwan); **2) the sustainability of fishing communities: a fishers' wife perspective** by Mrs. CRISTINA DE CASTRO (AOS Spain)
10,00 Open discussion
10,15 Coffee break
10,45 **At the service of the maritime world: signs of hope AOS Manual** by Msgr. JACQUES HAREL
ILO 186 by Dr. DOUGLAS STEVENSON, Director "Center for Seafarers' Rights" of New York
11,30 Open discussion
12,00 Eucharistic celebration
13,00 Lunch
15,00 Round Table: **Cruise Ships Chaplaincy in the light of the theme of the Congress** by Msgr. JOHN ARMITAGE (AOS-GB), Fr. LUCA CENTURIONI (AOS Italy), Fr. SINCLAIR OUBRE (AOS-USA)
16,00 Open discussion
16,15 Coffee break
16,30 **Workshops**
18,00 End of session
19,00 Dinner
After Dinner: **Regional meetings and nomination of candidates for Regional Coordinators**

FRIDAY 29, JUNE 2007: FEAST OF STS. PETER AND PAUL

- 08,30 Morning prayers
08,45 President of the session: Archbishop AGOSTINO MARCHETTO
 ◇ Presentation of the final document
 ◇ Message to the maritime world
 ◇ Press release/conference
10,30 Departure for the "Festival of the Sea" and Eucharistic Celebration presided by H. E. Msgr. TADEUSZ GO-CLOWSKI, Archbishop of Gdansk, AOS Bishop Promoter of Poland.

SATURDAY 30, JUNE 2007

- Departure of participants

XXII WORLD CONGRESS OF THE APOSTLESHIP OF THE SEA
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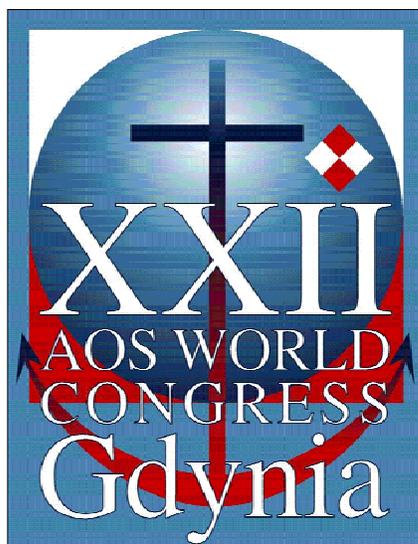
*In Solidarity with the People of the Sea as Witnesses of Hope,
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WORKSHOPS

During the Congress there will be three workshop sessions.

Each participant will have therefore the possibility to participate to three different workshops, by entering his name for the workshops of his choice during the Congress.

1. "Deus Caritas est" in the context of AOS by Fr. John Chalmers (Australia)
2. Health, life and work safety hazards onboard by Dr. Bogdan Jaremin (Poland)
3. Convention ILO 186 by Mr. Douglas Stevenson (USA)
4. Port welfare committee by Fr. Giacomo Martino (Italy)
5. Chaplaincy on Cruise ships by Fr. Luca Centurioni (Italy)
6. Yachting and recreational/competition sailing by Capt Philippe Martin (France)
7. AOS International Website: a tool/link for our pastoral work by Archbishop A. Marchetto (PCPCMIP) and Com. Chris York (UK)
8. The role of women in AOS (ship visitor and volunteer) by Sr. Mary Leahy (Australia)
9. Women and wives associations in the fishing industry by Mrs. Cristina de Castro (Spain)
10. The Chaplaincy team in the context of ship visiting and seafarers welcome by Capt. Jacek Romiszewski (Poland)
11. Ecumenical and interreligious dialogue by Mgr. Felix Machado, P.C. Interreligious Dialogue (Holy See)
12. Supporting and preparing the seafarer in his life of faith at sea by Fr. Savino Bernardi (Philippines)
13. Life on board: reality and expectations by Fr. Guy Pasquier (France)



A SEAFARER'S LIFE

by Rev. Guy Pasquier, sailing priest



I have been leading the life of a seafarer for fourteen years now, and I am coming to the end of my road because at the end of the year, I will put my bag down on land. I will do this without any nostalgia or regrets because I have endured in this life, and I am not pretending, but physically it was becoming more difficult. I will continue to stay in contact with the maritime world and assure visits to the seafarers on the boats in call in the harbor.

I have navigated in good conditions, especially since 2000, on boats under a French flag: three-month periods of embarkation followed by an equivalent rest period. This is what enabled me to last in this seafaring profession over the long term in which we try to not get old. I am an electrician on a large gas (a by-product of oil) freighter that travels all over the world: Southeast Asia, the Persian Gulf, Australia, West Africa, South America, the United States...

Previously, life was precarious: I alternated between embarkations with different French companies on different kinds of ships (container carriers, rotor ships, oil freighters, gas freighters), and a time of waiting, unemployment and looking for new assignments. I also embarked twice at international conditions and tried to em-

bark from Greece. In this I shared the fate of the great majority of the world's million seafarers who are only linked to a company through a temporary contraction with no protection or guarantees that they will be hired again.

This life is made up of comings and goings, presence and absence, and ties and breaks. It is difficult to become fixed anywhere or get involved in something lasting. When we are on land, the horizon of departure is always in sight. We are far from people, events and ordinary life. Fortunately, thanks to the modern means of communication, the telephone and Internet, there are much better connections and we are less disoriented when we return.

There is life on board. We do not choose one another, and a seafarer needs to have great relational qualities in life. Usually, we only see a few seafarers regularly. Personally, I write messages, which are widely circulated, in which I speak about my life and my work. While the seafarers write or phone their loved ones a lot, they are generally not too talkative about their life on board. During these past five years, after the famous cases of pollution caused by ships, what is most striking is the increase in controls and inspections on board. These are done by the lading and unloading port authorities, the oil companies likely to charter the ship, our own company, and our French authorities (the flag's State). The effect is largely positive; great seriousness is given to maintenance work and safety so that the ship will be as irreach-

able as possible. But this increases the pressure on the men aboard ship, especially the commander, the head machinist and the second captain because these controls and inspections are more and more in-depth, everything has to be perfect, and everyone must act and react the best they can.

The repercussions on the seafarers are great: it means eliminating the "weak links", the sick, the incompetent... There is no place for approximation because everyone—from the smallest deckhand to the commander—must perform as well as possible according to his place and rank. It is true that it is a question of safety, but it is pitiless. At least two or three seafarers are fired at every embarkation.

All the flavor of navigation was in the relational sphere. The maritime world is internationalized and the ships' crews are mixed. On board the ship where I am, the crew is Franco-Romanian, and now also Latvian. I find that human relations deteriorated on the last two embarkations. Some Romanian seafarers were unprepared and did not have their place on a ship. This creates tensions, nervousness and human relations suffer from this.

The ship does very long routes. On my last voyage (from the end of August to the end of November 2006), I got on in Singapore (it came from West Africa), and the ship unloaded in two ports of Taiwan. After loading in the Persian Gulf, we went as far as Australia (lading and unloading), then on to South Korea (two ports), returned to the Persian Gulf to load, and I disembarked in

passing in Dubai after three months.

The long routes, great spaces, and distant horizons over the oceans and seas and across the continents have marked me deeply. Now I am accustomed to the varied faces of men and women whom I have glimpsed at more than mixed with according to the voyages. My conviction has been strengthened that humanity is one beyond any differences of languages, cultures and religions, and that nothing justifies the scandalous inequalities. As a seafarer, I am also struck by the propensity which the men aboard ships have to live together and respect one another. I think the emphasis is put more on what unites us and less on what differentiates us. Our challenge for tomorrow will be to live in peace, which presumes a lot of re-balancing.

Today precisely religions seem to be divisive factors ...Jesus' message of life and love, which is the Good News for me, can also be good news for the men and women of these times. This is my conviction: our God, in the face of Jesus, one of us, flesh of our flesh, reaches us in our everyday routines and lives in order to illuminate them with his life and love, and give them a future dimension. I have chosen to be a priest-worker to live and bring this dimension of love to the whole of humanity: first, to the little ones, the poor and the excluded, because our God has a preference for them since Jesus himself was one of them, and also to those who are far from our Christian faith or living another faith. I do not do this by trying to convert them, but by being a witness to a possible way to God. As priest-workers, we really like the image of the Kingdom that Jesus preached: it is the reminder of the permanence of God's love for all humanity and openness to all

those who seek in truth paths of peace and justice for men. I thank my Church for having allowed me to experience this.

On board ship, everyone knows that I am a priest. On two occasions, journalists came to do a report about me. I wanted to make it clear that through me, all those on board were also concerned. I was there, in their midst, sent by my Church, to share this life of a seafarer whose destiny and living conditions are of great concern to the Church. I think that this was understood and that no one felt confused. In fact, there are diverse positions regarding the Christian faith: some of our Romanian friends rediscover their Orthodox faith; among the French, some young officers are great believers, some are indifferent, and some are respectful opponents. I live my faith discreetly and propose the celebration of the Eucharist on Sunday to those who wish. I also try to have a humble attitude and not exacerbate the differences among us by presenting myself as someone who does not give lessons or judge people, and who stays in his subordinate place as an electrician.

Many seafarers, as in the case of the Filipinos, have long embarkation contracts of six or nine months and even more. Far from relations and loved ones, with the difficulties of adaptation on board ship, if someone has difficulty finding his bearings at work or in relations with the other seafarers of a different nationality or if he is not comfortable with English...then life on board can cause many frustrations. Moreover, there is hardly any way out if on the rare stopovers it is not possible to go ashore and get off

the ship for a few hours. Even on board my beautiful ship, I heard an ill-at-ease Romanian seafarer say that he felt like he was in prison.

The financial compensation will not solve much and will not replace the presence of a seafarer's loved one or his child's smile. It would be better to have confronted this loneliness which neither e-mail nor the telephone can lessen. Some Filipinos and Indians say that they sacrifice themselves for their families, for their children so they can study. I know some French officers who, at a certain moment, can no longer stand being torn apart like this and so they choose their family relations rather than their career.

A seafarer's job is beautiful because it involves a lot of camaraderie in relations and solidarity in work when a harsh blow has to be faced. It is also beautiful for the splendor of the scenery, the sea that is never the same, a symbol of power and tranquility, the rising and setting of the sun, the deep blue of the starry sky...It has become too demanding: maritime transport is an essential cog in the internationalization process. I express the hope that our great international bodies that are well disposed, like the OIT/BIT, will put the seafarer back at the heart of their plans and rules, and not on the margin or at the end of the quay of oblivion.



Le Havre—Fr. Pasquier's home port

THE AOS IN TANZANIA

(Extracts from a Report of Fr. Gallus Marandu, Secretary, Commission for Migrants and Travellers)

... Tanzania has the following major ports: Dar-es-Salaam, Tanga, Zanzibar (Unguja and Pemba) and Mtwara. Its small ports include Kilwa, Lindi, Mafia, Pangani, Bagamoyo and Mikindani. There are several major and small ports along the great lakes.

The major and small ports in Zanzibar and along the Indian Ocean and along the great lakes handles freight and cargo services-local, national, regional and international. This creates a network and facilitates the transportation of cargo freight and passengers around the coast, in the interior of Tanzania and other neighbouring countries.



The AOS is among the 9 sectors under the Commission for the Pastoral Care for Migrants and Travellers in the Tanzania Episcopal Conference. Pastoral Ministry and attention to the seafarers and fishermen's communities differ from one diocese to the other and are not well developed. There is a part time chaplain in the Diocese of Mtwara, a port chaplain, collaborating with the chaplain of mission to Seamen (Mts) for ship visiting in Dar-es-Salaam port, and attending to the spiritual needs of the seafarers at the MtS centre.

As for other dioceses, pastoral attention is rendered to the communities along the coast, great lakes and Islands by the parishes and mission stations found in those areas. Tanzania is a vast country. The infrastructure, especially roads in some places are in poor conditions and some areas inland are not easily accessible. This makes it difficult to reach some of the areas with fishermen.

In September 2005 the Tanzania Episcopal Conference appointed a Secretary for the pastoral care of the Commission for migrants and travellers. Responding to the needs for the apostleship of the Sea, which is one of the sectors of the Commission, the Secretary after consulting the relevant files at the secretariat, visited some ports along the coast and in the inland water bodies mainly Kigoma in lake Tanganyika, and Mwanza in lake Vistoria. He also visited the ordinaries along those places who enlightened him on the pastoral social Ministry to seafarers and fishermen in their respective areas.

The Secretary participated on the workshop on "fishing communities and sustainable development in Southern and Eastern Africa. A small scale fisheries perspective", held in Dar-es-Salaam in March 2006. Mr. Jean Vacher the Regional AOS coordinator who attended the workshop was able to meet and discuss with the Secretary General of the Tanzanian Episco-

The coast of Tanzania covers 1474 kms. Tanzania has an exclusive Economic zone (EEZ) of 220,000 squ. kms, a continental shelf of 30,000 squ. kms, and 25 marine protected areas (MPA) covering approximately 4,214 square kilometres. The marine water covers approximately 64,000 squ.kms. Tanzania is blessed with 3 great lakes namely lake Tanganyika, Nyasa/Malawi and Victoria. It has as well small natural and man-made lakes, and river systems whose water body cover approximately 58,000 square kms.

pal Conference on the activities of AOS in Tanzania, after which he visited the Young Fishermen's Social and Training Centre at Mtoni Kijichi. He favoured and encouraged the idea of rehabilitating and re-opening the Social and training Centre. He suggested some proposals, which were included in a project proposal for the rehabilitation and reviving the Centre.

The National Assembly (Tanzania) ratified the following:
- International conventions for protection and conservation of maritime and environment; - against pollution of the sea

The Darwin's Nightmare

The Darwin's nightmare is a documentary film by Hurbert Sauper, on the life situation and the use of natural resources (Nile Perch) on the lake Victoria basin.

The documentary intended to expose the effects or impact of globalisation; in which consumers in Europe enjoy natural resources from the area while the producers continue to live in abject poverty. In the documentary he also alleges that cargo planes transport fish fillets (Nile Perch) to European markets, brings occasionally humanitarian aid and weapons to fuel the great lakes Region endless conflicts and wars.

It talks about the high level of poverty in the region where by unable to buy fish many result on skeletons- from the fillet sent abroad. It highlights the reality of street children, and prostitution among women and minors.



This documentary, which touches the life of the fishermen communities, raised a lot of mixed feelings, and concern about its accuracy. It was seen as provocative with the intention of tarnishing the image of the country and affecting its economical and

trade links with Europe. However it created awareness on the social-economical and cultural life situations of the area.

by ships or through dumping of wastes; - International connection for prerationall pollution from ships of 1973/78; - Convention of prevention of maritime pollution by dampening of wastes and other matters of 1972; - International maritime on traffic of 1965.

CHANGE AT THE HELM IN HONG KONG

The decision has finally been made: in May 2007, Father Roland Doriol will take over and I can take my pension with regard to the work as port chaplain. Father Roland is a French Jesuit and sailed for 20 years as a priest-electrician on ships. He then founded the Stella Maris Club in Cebu and he is now ready to take on his new task here in Hong Kong.

That means that I will then have been port chaplain for 20 years! Long enough to be "worn out"! As such, I look forward to a quieter job in a land based parish. And, of course, as the end comes nearer, I reminisce once-in-a while on those 20 years of adventure on the water...

Every year, Stella Maris (in many ports in ecumenical cooperation with other denominations) helps out to make the life of seamen bearable by creating opportunities for contact with their families, recreation and relaxation in the Clubs, spiritual comfort and help in all sorts of personal and work-related problems.

And during all these years your support has been a great help. I am grateful to all of you; with seamen, you are always in our prayers.

Fr. Joseph H. Nijssen

The following article has been written by a Chinese journalist who works for the Catholic weekly in Hong Kong (extracts)

Every day people in Hong Kong admire the beauty of their port. In this seemingly so peaceful harbour, Father Joseph Nijssen (with his special pipe, he looks a bit like POP-EYE, the seaman) does his rounds every day ...

The open sea has a law of itself; the crews live a life completely separated from everything for more than a year at a time, never sure when they will see their loved ones again. ... The sea is indeed a special place, full of dangers and full of hope.

... When I descend on the launch "Mariners' Club", I feel like a small child on a pirate ship. But Father Joseph seems to enjoy himself, smoking his old pipe and gazing over the sea, still fascinated after so many years.

The seamen's chaplains who, since 1948, criss-cross the harbour, are very unlike the priests who minister in a land-based parish. Every day, they have to go out at sea, nice weather or bad, through storm and wind. No wonder then, that Father Joseph's predecessor, Father Dopchie, all of a sudden died of a heart attack in 1987.

Father Joseph arrived in Hong

Kong in 1963; Hong Kong is now his home. During his initial 24 years, he did 'classical' pastoral work, i.e. parishwork and schoolwork.

He had barely started his new job as port-chaplain, when he was already confronted with the hard reality of the sea. Early morning, visiting a ship, he learned that the first officer had just lost his wife and his daughter during a cyclone in Bangladesh: the poor man was not allowed to go home! After that, Fr. Joseph had Mass on an Argentinean ship where the chief engineer had died from gas-poisoning ... The same afternoon he visited a ship where five Filipino crew had died, also from gas-poisoning. Seven deadly accidents in one day, enough to make you sick for the rest of the week...

After every deadly accident, the crew always asks for a special Mass on board ship and for a blessing of the ship ...

During his 20 years on the job, Father Joseph has indeed experienced a lot. He laughs and tells me that he is never sea-sick, but that he fell a few times in the water, luckily without injuries. "Maybe the Lord wants me to have a feeling of the sea and of the life and death which crewmen face every day."

Today, Father Joseph visits the cement ship 'Prosperity 8' to cele-

brate Mass. Twenty dressed-up Filipinos are waiting in the dining room, though it is not a Sunday ... They are homesick and they need some 'spiritual comfort'.

A water-proof bag contains Fr. Joseph's little chapel: a cross, candles, a small chalice and vestments. And a small bottle with holy water. The mess room is filled with noises coming from the engine room, the kitchen smells creep in the room, while the ship moves slowly up and down. The needs of daily life at sea are included in the prayers ("protect us against storms, fire, accidents; give us a safe journey and a pleasant home-coming").

The next ship has an Indonesian crew. Its name has already been changed three times in the past year. Father Joseph says that this is a way of avoiding port-control. The Captain and the ten crew Muslim members show full respect for Father Joseph. The small salary of HK\$2,500 is big money for them in Indonesia. The Captain has been a seafarer since he was 15 years old and he is not scared of the sea. Still, he worries about his family who are going through rough times at present.

Father Joseph talks freely with the crew, asking them what's on their heart. They are afraid of not being paid. In order to decrease their longing for home, he gives them some Indonesian newspapers. He understands their situation and they know that he will help them. There is not one ship in the whole port that would refuse Father's visit, they all welcome their 'shepherd'. He gives them Bibles if needed, he helps them to claim their delayed salaries, he gives them legal advice and if needed brings them to Court. He understands life at sea with all its dangers, pirates who do not hesitate to kill the crew in order to plunder the cargo, endless routine and loneliness...

Father Joseph smokes calmly his pipe, gazing over the wide sea.

THE CRUEL SEA ...

After the cyclone Gamede swept through and struck the Indian Ocean reaching Mauritian waters on February 23-24, the entire fishing community of Mauritius is in mourning. In fact, two fishing boats, the "King Fish II" and the "King Fish V", were shipwrecked with 16 men on board who were on a fishing expedition. Despite the search and relief operations, no survivors have been found until now. Only some lifejackets and debris were found adrift.

The Pontifical Council sent the following message of sympathy to H.E. Maurice Piat, the Bishop of Port-Louis, Mauritius:

Your Excellency:

We are deeply saddened by the news that reached us about the tragedy that has struck the Mauritian community of fishers.

While the search goes on for the sixteen fishers reported missing since February 23 after the shipwreck of the King Fish II and V, the missing men and their families have been constantly in our prayers and thoughts. We also encourage the rescuers to persevere in their efforts in difficult conditions to find survivors.

I would be grateful if Your Excellency would express our solidarity and support to the families of the sixteen seafarers. May the Lord give consolation and hope to those who are in grief for a dear one as well as courage in this dreadful ordeal. The Apostleship of the Sea is with them in a special way.

In assuring you of our deepest sympathy, I have the honor to be, Your Excellency,

Sincerely yours in the Lord,

+Archbishop Agostino Marchetto
Secretary of the Pontifical Council for the
Pastoral Care of Migrants and Itinerant



The Indian Navy ship which has participated to the "Search and Rescue Operation" to find the 16 missing fishers.

‘OCEAN CAROLINE’: CREW AND SHIP RESCUED

On Sunday morning, Polish rescue teams saved a group of seafarers from a Norwegian container ship ‘Ocean Caroline’, which had started to sink in the morning, due to stormy weather, 62 sea miles north of Łeba. Afterwards, assistance was also offered by the Swedes who provided tugboats and hauled ‘Ocean Caroline’ to Karlskrona.

On its crossing from Klaipeda to Hirtshals, in Denmark, the hull of the ship unexpectedly broke right next to the hold. Meanwhile, the storm was reaching 8 degrees Beaufort. The container ship started taking water and listing. Even though the list was already around 40 degrees, the pumping out of the water prevented the ship from sinking.

Fortunately, no members of the crew was hurt. There were thirteen of them. When the ship leasted, four Russians, two Lithuanians, one Pole and one Belorussian escaped onto a rescue raft and a naval helicopter picked them up from the water. They were examined by Polish doctors. The Norwegian captain and two Lithuanian officers remained onboard ‘Ocean Caroline’. Together with the help of lifeguards, they managed to prevent the ship from sinking. They were picked up later by Swedish rescue boats.

I took care of eight seafarers. I was with them for three days, providing them with social and spiritual support, giving them clothes, food and a mobile phone which they could use freely. It was moving when I heard them trying to contact their loved ones.

On Monday I invited them to dinner. Andrzej Kościk, local ITF inspector, was also present.

After a brotherly farewell yesterday, they were taken onto a Stena Line ferry and went to Karlskrona to join the Norwegian Captain and the two Lithuanian officers who had been there since the accident.

The gratitude they manifested will remain in my memory for ever.

Safety and rescue teams, Maritime Board, the chaplain and the Centre of Crises Management with headoffice in Gdansk all worked together. How important are good relationship and co-operation between us!

I give thanks to God for the generous people who accept to serve others.

Fr Edward Pracz, AOS National Director of Poland

ICMA APPOINTS NEW GENERAL SECRETARY



The International Christian Maritime Association has appointed Rev. Hendrik F. la Grange as its London-based General Secretary from 1 July 2007.

Rev. la Grange, chaplain to seafarers in Durban, South Africa, has been ICMA's Southern Africa Regional Coordinator since 2005.

"I believe—he said—that the churches can best serve the seafarers of the world by working together as one. I trust that together we shall contribute to the dignity of seafaring folk by giving a voice to those who are marginalized though essential in the global trade".

Rev. la Grange succeeds Rev. Jurgen Kanz who will retire in the end of June after having served as General Secretary of the German Seamen's Mission from 1996-2003 and as ICMA General Secretary from 2003 onwards.

The Pontifical Council, while welcoming the new General Secretary, thanked Dr. Kanz for his dedicated years of service to the ecumenical cause in the maritime milieu.

Dear Reverend Kanz,

As it is now official that you are definitely leaving ICMA in June and that you will be replaced by the Rev Hendrik F. la Grange, we would like to thank you for the part you played as ICMA General Secretary these last few years and to wish you a happy retirement, also of course on behalf of AOS-International.

You have brought to your responsibilities a professionalism that has allowed ICMA to pass successfully through a time of doubt and self-questioning. We all realize that it has not always been easy and that you had to go through complicated issues and make difficult decisions. Under your guidance and at a time of challenges and restructuration, we can safely say that ICMA has improved spiritually and materially and for this, all the members are indebted to you, and we are grateful for that.

Please convey our congratulations to your successor the Rev. la Grange and kindly assure him of AOS-International continued support and collaboration.

Looking forward to meeting you in Gdynia, I remain,

Yours sincerely in Christ,

+ Archbishop Agostino Marchetto



A SCALABRINIAN SISTER TO COORDINATE U.S. CHURCH MINISTRY TO PEOPLE ON THE MOVE



Scalabrinian Sister Myrna Tordillo has joined the U.S. Bishops' Office for the Pastoral Care of Migrants and Refugees as coordinator for ministries to people on the move. Sister Tordillo has worked with the Bishops' conferences of Mexico and the Philippines on the pastoral care of people on the move and she is founder and director of the Catholic Organization of Migrant Equity. Her appointment was announced Feb. 13 by the communications office of the U.S. Conference of Catholic Bishops.

The Office for the Pastoral Care of Migrants and Refugees provides pastoral care and support to a number of groups of people on the move who find it difficult to participate in a regular parish community year round, or even on a month-to-month or week-to-week basis. Sister Tordillo is a member of the Missionary Sisters of St. Charles Borromeo.

(Washington, CNS)

IN SENEGAL, FISHERS IN THE STORM

Interview with Mamadou Lamine Niasse

Q: Does emigration concern the fishers too?

R: Of course, the fishers are the ones that organize the journeys. Many left agriculture in order to get some income and prepare their departure. These rural people who became fishers are the ones that emigrate the most. But what is more striking is the emigration of traditional fishers because fishing usually provided a good income. This means that the fishing crisis is grave. The fishers can no longer make a profit from going out to fish, especially for the purse seines where the costs of fuel are very high. Some fishers have decreased the number of their pirogues. But the influence should also be considered of young émigrés who return and build houses, thus assuring the income of their relatives in the village.

Q: Is this linked to the crisis of resources?

R: Certainly. It is more difficult to make a profit from going out for pelagic fish, such as demersal fish, for which they have to go farther and farther into the bordering countries. The fishers go into Guinea-Bissau, Guinea, Sierra Leon and even Liberia. The fishers have to pay for licenses in Mauritania and Guinea-Bissau and they find them expensive. So they try to go farther and farther towards countries that do not require a license and where the fish are more abundant. This emigration also reveals a crisis for young people. The questions and problems of young people are not taken into consideration by the State or the professional organizations.

Q: What is the State's policy with regard to the fishing crisis?

R: There is no clear policy in favor of young fishers; on the contrary, the government wants to control the number of boats and limit the fishing effort, so there are few prospects for the young. To start, the government wants to register the boats.

Q: Are the fishers consulted?

R: Yes, the representatives of the fishers, wholesale fish merchants and the women are consulted within the CONIPAS about the programs planned. The creation of local fishing committees is also being studied. It is planned to set up 30 local committees made up of delegates of the wholesale fish merchants, fishers, women, the decentralized administration and municipalities.

Q: Does the resource crisis have effects on the domestic market?

R: After the boom of exports, the fishers put their efforts into the species destined for exportation. So the women are finding it more and more difficult to

The phenomenon of irregular emigration to the Canary Islands affects a considerable number of fishers from Senegal and is an expression of the deepening fishing crisis in that country. **Lamine Niasse**, a correspondent of "Pêche et Développement" in Dakar, has been accompanying the fishers and the women in their efforts to get organized for many years. He knows the environment very well and is always available for journalists, tourists, students, NGO leaders, etc. who wish to meet the fishers and discover their villages.

meet the domestic demand. The crisis has aggravated the situation further. Now some women have to go and retrieve factory waste, for which they pay, in order to have material to process.

Q: Can the protected marine areas experimented in Senegal have a positive impact for fishers?

R: I sincerely think so if good communication is set up among the concerned parties. Good information about marine and coastal ecosystems can help the fishers and others concerned who need a controlled development of fishing as well as the restoration of degraded stocks. The protected marine area of the Saloum delta in the Fatick region is already starting to give results, and the people are feeling the benefits of the restoration of resources and the protection of the ecosystems. The importance of fishing restrictions in these protected areas should be understood and accepted for a good outcome in these protected marine areas. Other income-generating activities would be needed which allow the fishers to understand the benefits of these protective measures.

Q: What is happening with the fishing agreements?

R: For the fishers, there is a contradiction between the intention to limit the fishing effort and signing agreements to open fishing to European or Asian boats. So they denounce these agreements even if they acknowledge that it is possible to sign agreements for some species like tuna that are not accessible to the small-scale fishers. The government needs money and the European Union is exerting pressure to obtain fishing rights. The canneries also need the tuna fished by the European boats. The fishers refuse access for the EU boats to the coastal demersal species, such as sea breams, and also pelagic fish that make up the basis of their food. They also want the money from the agreements to be used in part to develop small-scale fishing, and they want to have a say in the use of these funds.

(From *Pêche et Développement*, No. 74),
LIG 384 – 9 JANUARY 2007)

THE STATE OF FISHING AND AQUICULTURE AROUND THE WORLD

FAO Biannual Report, March 5, 2007

The number of people working in the fishing and aquiculture sector around the world has grown from 1990 to today by 35% to 41 million people, i.e., 3.1% of the economically active workers in the agricultural sector. This growth is due above all to China, which, in the past years, has ranked in the first places for occupation and fish consumption.

This was made known by the FAO biannual report on the State of Fishing and Aquiculture presented at the weeklong meeting of the Fisheries Commission (COFI, March 5-9, 2007) (See below).



Most of the people employed in fishing and aquiculture are found in Asia (more than 36 million people); in particular, in China and Indonesia, which have gone respectively from 9 million in 1990 to more than 13 million workers, and Indonesia from more than 3 million in 2004 to more than 6,200,000 workers. The report points out that the number of workers in the fishing sector is higher in the developing countries and tends to decrease with the degree of industrialization.

This is the case, for example, for Japan and Norway where the number of fishers has decreased to less than half from 1970 to 2004, with a decrease in the two countries of 58% and 54% respectively.

The reason for the decrease, according to FAO, would be found in an increase in productivity and a decrease in bargaining, in addition to the fact that the equipment on board guarantees greater efficiency

and reduces the need for personnel. From the FAO report it also stands out that there is an increase in world fish consumption, so much so that in the past 40 years, this has gone from 9 kg. (1961 estimate) to 16.5 kg. in 2003. China's share in total fish production has increased from the 21% of 1994 to 34% in 2003 and pro-capita consumption is 25.8 kg. To understand the significance of this data, it is sufficient to consider that if China is excluded, the yearly pro capita fish consumption in the rest of the world is 14.2 kg.

Lastly, the FAO report also analyses the state of the world fishing fleet, which currently has 4 million units, of which 86% is in Asia with the remaining 14% distributed among Europe, North America, Africa, South America and Oceania. (ANSA)

REINFORCING CONTROLS IN THE PORTS TO COMBAT ILLEGAL FISHING

At the conclusion of the 27th Session of the FAO Fisheries Commission (COFI, March 5-9, 2007) [which the National Director of A.M. Madagascar, Mr. Felix Randrianasoavina, attended], in a "side event" (See side), the more than 130 countries present agreed to start a consultation process to arrive at the adoption of a binding international agreement to fight illegal fishing that will establish greater controls in the ports where fish arrive, are transferred or processed. Further consultations will be held over the course of 2007 and 2008 to arrive at a draft agreement that will be presented at the next meeting of the FAO organism in 2009 for its final approval.

The proposed agreement will be based on the draft prepared by FAO in which more suitable and effective measures are recommended for the control of ships by the landing State. These measures include, among others, surveys on ships before granting the right to dock, and greater inspections in the landing port to check on the conformity of documentation, cargo and equipment.

Many consider these norms one of the best ways to combat illegal fishing that is not declared and not regulated (IUU is the English acronym). Fishing without permits, catching protected species, using unlawful types of nets and equipment, and not respecting fishing quotas are some of the most common crimes in the framework of IUU.

Illegal fishing impedes good management of fishing worldwide; it has deleterious effects on fish stocks, including those on which poor fishers depend for their survival, and involves enormous costs both in terms of lost proceeds and money spent to combat it.

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Many countries attending COFI described their fight against IUU fishing as one of high national priority due to its adverse economic, environmental and social consequences. Progress reports were given by a large number of FAO Members on national or regional accomplishments, but most admitted that despite these substantial efforts, IUU fishing remains a serious problem.

A group of small-scale fishermen from East and West Africa attending COFI also described the impact that IUU fishing has on their communities during a side event organized by the NGOs Greenpeace and the Coalition for Fair Fisheries Arrangements.

CRUISE SECTOR IN FULL EXPANSION!

The Cruise Ships is the fastest developing sector of the maritime industry and we have only to consult the figures available to realise that it constitutes a huge challenge to the AOS. The sector is growing at the rate of 12% per year, it has more than 150,000 employees and there are about 120,000 cruise ship workers at sea at any given time. It is estimated that each year there are 11 million passengers travelling on Cruise ships. We are witnessing, today, the introduction of huge ships with a capacity of 3500 passengers and 1500 crew.

Costa Crociere had a total of 880,000 passengers in 2006 (870,000 in 2005). The President and Managing Director of the Company, Pier Luigi Foschi, reported this when the announcement was made in Paris about the new flagship of the fleet with the yellow smokestack, *Costa Serena* (the twelfth unit in the fleet).

The passengers per day of Costa Crociere rose in 2006 to 6,900,000, and the percentage of occupancy also grew by 2 percentage points reaching 107%. "Although we did not increase the offering, we grew further in 2006", commented Mr. Foschi, who added that "the objective of exceeding a million guests by 2007 is attainable".



Costa Serena,

The new flagship

With her twin, *Costa Concordia*, *Costa Serena* is the largest Italian passenger ship, and she will be the new flagship of the Costa Crociere company. The ship, with its 112,000 tons, 290 meters in length, 1,500 cabins and a total capacity for 3,780 passengers, will leave the Fincantieri of Genoa-

Sestri Ponente for the Palermo plant where the hull will be cleaned and painted. During the return to Sestri Ponente, the ship will go through the official technical trials, a series of tests that verify the correct functioning of systems, apparatus and motors, including the "crash stop": i.e., a total stop from maximum speed to see in how many meters the ship can stop in an emergency. After the trials, *Costa Serena* will stay in Sestri Ponente for the final fittings until her delivery planned for May 15. The debut of the new flagship will take place with the christening ceremony on May 19 in Marseilles.

In addition to *Costa Serena*, Costa Crociere has ordered three more ships, all from Fincantieri. The total for these four new orders is equivalent to almost 2



billion Euros which Costa Crociere has invested as part of a total 4.5 billion Euro project undertaken in 2000 by the Italian company to expand and modernize its fleet. (ANSA, March 8).

AOS GIBRALTAR GAINS ACCESS TO CRUISE SHIPS

Chaplains on board cruise ships and services provided by land-based chaplaincies complement one another. In this connection, significant progress has been made in Gibraltar towards gaining access to cruise liners for the celebration of Mass. The figures for 2006 show an increase in cruise liner visits with a total of approximately 220 calling at Gibraltar. The current year should see a further increase according to the Port Minister in Government.

CELEBRITY CRUISES TO PUT IN SERVICE AN ADDITIONAL FIVE SHIPS

Celebrity cruises reaffirmed its continued commitment to use the services of AOS-USA by placing clergy on board all their eight ships.

The *Zenith* was sold, and will see its last cruise with Celebrity in April. The company has purchased 2 smaller vessels, the *Journey* (which takes the place of *Zenith*), and the *Quest* (which comes on board with Celebrity at a later date.) *Journey* and *Quest* will be smaller ships holding about 700 passengers and the three ships of the *Solstice* series, which will come into service over the next 3 years, will hold approximately 2,800 passengers each.



(continued from page 14)

The draft agreement on the control of ships by the landing State also recommends specific formation for the inspectors so that their controls will be more effective, and a greater sharing of information about vessels that have already had problems with illegal fishing so as to aid the authorities in refusing landing to repeat offenders.

(FAO, press communiqué, March 12, 2007)

AM WORLD DIRECTORY

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“ANGEL” TO SERVE CREW AT UAE ANCHORAGES

The Mission to Seafarers in Dubai is about to start a regular weekly boat service to support about 140,000 seafarers a year using the East Coast Anchorages of the UAE. According to Stephen Miller of the “Mission to Seafarers”, the customised vessel, named “Angel”, is ready to start operations next month. “Most of the work on the boat has been completed except the installation of the satellite system”, he said. The customised boat was built by Albwardy Marine in Al Jadaf, Dubai. Among its services, “Angel” will offer an Internet café, a library stocked with books and DVDs, a medical clinic and a fully-trained paramedic, access to telecommunications and pastoral support from a dedicated Welfare Officer. “The East Coast is the second-largest bunker anchorage in the world, with 100-150 ships anchored offshore at any given time”, Miller said. “As many as 2,000 seafarers could be unable to communicate with family and friend at home for weeks, sometimes months, leading to isolation and loneliness, which the “Angel” is designated to alleviate”.



(Lloyd's Register—Fairplay web links, 21 February)



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