

Apostolatus Maris



Pontifical Council for the Pastoral Care of Migrants and Itinerant People, Vatican City

No. 72, 2001/I

“Duc in altum!”

... into the New Millennium

It is especially necessary for us to direct our thoughts to the future which lies before us. Often during these months we have looked towards the new millennium which is beginning, as we lived this Jubilee not only as a remembrance of the past, but also as a prophecy of the future.

We now need to profit from the grace received, by putting it into practice in resolutions and guidelines for action.

This is a task I wish to invite all the local churches to undertake. In each of them gathered around their Bishop, as they listen to the word and “break bread” in brotherhood (cf. Acts 2:42), the “one holy catholic and apostolic Church of Christ is truly present and

operative” (Christus dominus, 11). It is above all in the actual situation of each local church that the mystery of the one People of God takes the particular form that fits it to each individual context and



culture.

In the final analysis, this rooting of the Church in time and space mirrors the movement of the Incarnation itself...

Now is the time for each local Church to

(Continued on page 2)

The Apostleship of the Sea welcomes this call of the Holy Father and in this spirit launches its preparation for the XXI° World Congress

Inside

Apostleship of the Sea in a new Globalised World	2
VI° Senate Annual Meeting of Regional Coordinators	3
A New Era for the Gospel	5
24th Session of the FAO Intergovernmental Committee on Fisheries	11

“Apostleship of the Sea in a new Globalised World”

Theme of the XXI^o World Congress

(Continued from page 1)

assess its fervour and find fresh enthusiasm for its spiritual and pastoral responsibilities, by reflecting on what the Spirit has been saying to the People of God in this special year of grace, and indeed in the longer span of time from the Second Vatican Council to the Great Jubilee.

John Paul II
Novo Millennio Ineunte, 3

Economic globalisation has greatly increased the threats against the **family of seafarers** inherent to maritime professions: a healthy family relationship has to be maintained between the seafarer and his/her home in spite of a separation which often goes to unbearable length; the rightful needs of the seafarer at sea (and the means at his/her disposal) and of the family left ashore must be met; some support is given to families, but surely more can offered or done better, whatever the obstacles to this action.

Globalisation often brings also **new dangers for, and new attacks against the dignity** of the professionals of the sea, in fishing or shipping: cold corporate financial interests often take decisions causing unemployment, allowing the abandonment of unprotected seafarers, the unbridled exploitation of human and natural resources. The dignity of each person should be the basis of true solidarity, while respecting the human rights of seafarers and their families. “The promotion of justice is at the heart of a true culture of solidarity”¹

The lack of crew cohesion and the **greater isolation of seafarers** constitute also an important issue. It can be the isolation of the member of a small crew. It can be the situation of a seafarer who sails among many, but who is

alone of his nationality, culture or religion in a bigger vessel. They look for a person to talk to, for signs of understanding and solidarity: the tools of globalisation which can increase this isolation could also bring new ways of breaking it, new roads of communication and dialogue. Those means should be made available to seafarers and their families: a simple example, the availability of email terminals for shipboard use.

The planning and management of port infrastructures is also submitted to an ever growing competition in the global market. It tends towards an always faster and cheaper use of the labour force, bringing greater dangers of fatigue and accidents for seafarers as well as shore people. It can at times deprive many seafarers of a well deserved pause and of the use of port welfare facilities, where they exist. “Seafarers regularly report cases of physical intimidation, confiscation of passports and illegal confinement to prevent any communication with the outside world when the ship is in port”². The place and the role of **Stella Maris Centres**, whether inside or outside the port infrastructures, is an important issue in this regard.

The fast growing **Cruise industry** also brings new challenges and particular

problems: it needs a more co-ordinated approach to face them successfully.

The challenge in front of the Apostleship of the Sea is to be, **across land and sea**, a better instrument of dialogue and promotion of solidarity, it is to be a reliable *gangway* where ever it is needed, in the Church and society, at the service of the People of the Sea. It is a challenge which **may call for a more pro-active role** of the AOS and of the Church.

The above questions and some other issues will be considered in the AOS Regional Conferences prior to the Congress, like the following:

- the implementation of the Davao resolutions
- the AOS membership and membership cards
- the updating of the Chaplain’s Manual (1990)
- the constitution of Regional Committees
- the function of and the support to the Extraordinary Ministers of the Eucharist (EME), not only at sea but also in ports
- the full use of the AOS Website:

<http://www.stellamaris.net>

¹ *Pope’s Message for the 2001 World Day of Peace*

² *Merchant Seafarers’ working and employment conditions*, C. Battut, Economic and Social Council, France

VIth Senate Meeting of Regional Coordinators

(Rome 29-31 January 2001)

Address of Archbishop **Stephen Fumio Hamao**, President of the Pontifical Council

I am happy to welcome you all to this very important meeting where you are called to assist this Pontifical Council in its task of promoting and directing the maritime apostolate of the Catholic Church throughout the world, as laid down in the Apostolic Letter *Stella Maris*

At the beginning of 2001, we are not only at the dawn of a new century but also more than half-way between the XX^o and the XXI^o World Congress of *Apostolatus Maris*. As my predecessors have done before in the same circumstances, I have asked a few people to join the team of Regional Coordinators who meet regularly with us every year.

The most important point on the agenda of our meeting is to define a good theme, well worded, for the XXI^o World Congress of 2002. As I told you already last year, the theme should both touch the real life of maritime people and inspire the people of the Apostleship of the Sea in their commitment to serve maritime people, and to do so ever more efficiently.

Once the venue and the date have been fixed, we shall have to plan during this meeting the various steps necessary to insure the success of the World Congress, taking

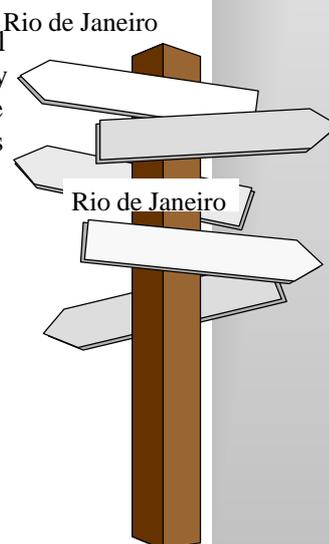
into account the evaluation of the Davao Congress. Your suggestions about how the theme chosen should be treated, the speakers to be invited and the program itself are most welcome. I am sure that we can also count on a substantial input from the Regional Conferences which will take place in our eight Regions.

In his message for the 2001 World Day of Peace, the Holy Father started by saying that “at the dawn of a new millenium, there is a growing hope that relationships between people will be increasingly inspired by the ideal of a truly universal brotherhood”. He goes on to say that the dangers of cultural differences should be sublimated by mutual respect and dialogue. And this dialogue will be based on the recognition of shared values. Then the Holy Father singles out “the prime value of solidarity”, with “the promotion of justice at the heart of a true culture of solidarity”, since “a society depends on the basic relations that people cultivate with one another in ever widening circles, from the family to other intermediary social groups, to civil society as a whole and to the national community”. Let me add that the international, intercultural and inter-religious environment

where seafarers live and work, as well as the complexity of relationships in the global industrial and communication system of today make dialogue and solidarity, at all levels, even more vital to the People of the Sea.

How the AOS throughout the world, at sea and ashore, can foster this “ideal of a truly universal brotherhood” hoped for by the Pope in his Message, how to make of it a better instrument of dialogue and solidarity, a reliable gangway at the service of the People of the Sea, these are the challenges facing us.

I am confident that, with the grace we ask of God through the intercession of Our Lady Stella Maris, your work during these three days of reflection and planning in view of the XXI^o World Congress, and, next year, the Congress itself, will greatly contribute to reach this goal.



Conclusion of the VIth Senate Meeting of Regional Coordinators

Rome, 31 January 2001

Homily of H.E. Msgr. **Francesco Gioia**, Secretary of the Pontifical Council

The effectiveness of action in any field depends on five factors:

1. a clear vision of the goal that one wishes to reach

2. the choice of suitable means to reach the goal

3. the connection of both the goal and the means to the reality, the concrete situation, in which one acts

4. a precise programme

5. the *charism* of the one who acts.

Usually, the first four aspects are dealt with in meetings. Rarely is reflection done on the charism of the one who acts.

At the conclusion of this VIth annual meeting of Regional Coordinators of Apostolatus Maris, which is quite a success for the ideas and the plans that have come up, I wish to complete the reflection by underlining the fact that the charism of the pastoral agent is also necessary. I am not referring to his or her psychological and intellectual qualities but to the *witness* of evangelical life that he or she gives.

“You will be my witnesses ... to earth’s

remotest end” (Acts 1:8). Give witness to Christ by our life. Without this witness, our pastoral action will not bear any fruit. “A sound tree produces good fruit” (Mt 7:17). Jacques Maritain (1882-1973) wrote: “If in the past the five proofs for the existence of God were enough, today people consider them insufficient and require a sixth proof, one that is the most complete and has most authority: the life of those who believe in God!”. And Pascal (1623-1677): “I believe only in stories whose witnesses are ready to be beheaded” (*Pen-sées*, 593).

Finally, Primo

Mazzolari: “The head of John the Baptist spoke louder on the plate than on his shoulders.”

The witness is like a mustard seed, the smallest of all seeds, but it becomes a tree where the birds can come and find shelter in its branches. Or he is like the yeast that leavens all the dough (cf. Mt 13:31-33).

May we be granted the gift of witness by “God, the Father of our Lord Jesus Christ, the merciful Father and the God who gives every possible encouragement ” (2 Cor 1:3). Amen.

A Christian Leadership and Ministry Course for Seafarers

200,000 Filipino Seafarers live and work at sea, away from their families, land-based community, and the support of the Church ministry. This should not be a reason to be deprived of God’s strength and grace for many months.

Ministry on Board can offer a continuous *contact* with God, the *comfort* of reflecting on the Scriptures, the *strength* of prayer, the *grace* of the Eucharist, the *joy and support* of a living Christian community on board the ship. *This is made possible through a Christian Leadership and Ministry on board Ship.*

The Apostleship of the sea is now offering a *Special Course* to prepare seafarers to this service to their crew members. Many react with surprise and ask: *CAN I?* we say to them: *YES, YOU CAN!* And your services will make a difference for all on board. The two-day Course is given once a month (4th weekend), starting at 9.00 am.

The Invitation is addresses particularly to seafarers with some years of experience on board and to seafarers who may already serve in one or more such ministries in their Parish.

The enrolment fee is only *P 400* and the participating seafarers will be given the *Bible, textbooks, guide-books and handouts* to take on board. Also, *meals for the two days* are included. The wife or a member of the seafarers’ family are welcomed to *join free*.

Fr. Savino Bernardi, cs, AOS-Manila: Director & Chaplain

A New Era for the Gospel

To the question, "Does our diocesan Church propose the faith today?", we could have answered by referring to the diocesan celebration of "Pentecost 2000". After a long, three-year period of preparation (a real synod!), this event revealed a Church that celebrates and prays, a Church that remembers its history, a Church that dialogues and discusses, a Church that considers itself "Good News".

We could have also mentioned the important place of the catechumenate (Baptism and Confirmation) that enlivens the communities as a whole; the pastoral care of Confirmation, both its preparation and celebration, which is undoubtedly a high point in the life of the faith of those being confirmed and the communities that accompany them; the considerable efforts made for the formation of young people and adults through programmes that are followed very much and allow an intelligence of the faith; the call to ordained ministries, the priesthood and permanent diaconate.

We have in fact given priority to one situation connected with the fact that the diocese of Marseilles is a port. This seems to us to be a modest but significant founding experience: it is the chaplaincy of the National School of the Merchant Marine....

Since 1990, at the initiative of local priests and lay persons, some "ad hoc" get-togethers in the

evening have been organized. The arrival of a priest from the "Mission de la Mer", René, and the ordination of a pilot of the autonomous port to the diaconate, Jean-Philippe, were the events that gave rise to a Christian community in the School. Little by little, contacts were made with the students in the School and elsewhere. ... Going to the "seafarers' home", meeting seafarers of the Third World, and taking part in the seafarers' family days are opening the future officers to the real living conditions of merchant or oil-tanker seafarers. Important spiritual encounters and the celebration of the Eucharist bring them together regularly.

Gradually, the chaplaincy is becoming visible as it is opening to the ecclesial dimension of Marseilles. And so, in this jubilee year, on the feast of Candlemas day, which brings together hundreds of young students and high school pupils for the blessing of the city and of the sea early in the morning of February 2nd, the students from the National School of the Merchant Marine arrived by sea bearing the icon of "Jesus in the boat" in the manner of the first evangelizers. They fulfilled their duty to remember as they publicly gave witness to their faith: they had meditated beforehand on the Word of God and they gave the Gospel to the crowd gathered on shore to

welcome them.

For four years there has been a "foundation of the Church" and for this the following was needed:

- Witnesses who are "masters of their trade".
- The presence of ordained ministers (priest and deacon).
- The role of the seafarers' families, and especially spouses, for their kind of hospitality and their willingness to listen.
- The link with the local Church and presence in the parish communities.
- The importance of periods of formation based on the Word of God and the eminent place of the Eucharist.
- Openness to universality through meetings in the seafarers' centres.

This apostolic experience raises some questions for us:

- What are, for a very mobile generation that has no Christian history or geographic roots, the criteria today for belonging to the Church?
- How does the Gospel become Good News for young persons who have no Christian points of reference?
- What are the challenges confronting us in going from a "pastoral care of hospitality" to a "pastoral care of proposals"?
- Cannot a pastoral care of the "mustard seed" bring hope if we are capable of reading the signs of the Spirit?

We publish a Report by the Archbishop of Marseille, H.E. Msgr. Bernard Panafieu, on the Chaplaincy of the National School of the Merchant Marine of the Diocese of Marseilles, to the Plenary Assembly of the French Episcopal Conference, Lourdes 2000



From the ports of the world

PORT KLANG, MALAYSIA

After reading the many, many articles from AOS centres around the world in the AOS bulletin, I was getting a bit envious, to tell you the truth. I wanted to tell my story too.

AOS, Port Klang, Malaysia is very much ALIVE and continues her work in the port with seafarers that visit our shores. I know we have been lying low for a very long time. We have not been in contact with the other AOS centres around the world nor in our own region. After the AOS Congress in Davao, 1997, you know now that we exist. In the history of AOS, Port Klang Malaysia, a delegation comprising of the Chaplain and lay volunteers was seen at a world congress. I must say, we were warmly welcomed too.

A little bit on the AOS in Malaysia. AOS Port Klang, Malaysia is situated about 7km from the port and is very much parish based. The parish of St. Anne serves as the centre for the Apostolate and the parish priest who serves there is the Port Chaplain. Since it is parish based, the Chaplain depends on the parishioners working in the port to reach out to the seafarers and in turn welcome them to the Stella Maris Centre.

The Chaplain and the AM members provide spiritual and pastoral assistance to the people of the sea. We do this by celebrating Mass on

board cruise ships and vessels when the need arises. Celebrating Mass on board is always a great experience and also a great benefit to the seafarers. This visit is an occasion for Christian witness among peoples of all origins or faith.

To get the parishioners more involved in this Apostolate, an exhibition was held to give the parishioners an in-depth view of the AOS centres around the world and how important and privileged we are to be of service to the people of the sea.

Just before Easter, last year, the Apostolate sent Easter cards to ALL the AOS centres around the world. The bond of friendship was strengthened by this simple gesture. The response was good and positive.

Apostleship of the Sea, Port Klang in the month of June 2000, celebrated Jubilee for the People of the Sea. A Eucharistic celebration was held to remember the People of the Sea and their families in a special way. We do not have many seamen visiting our shores these days, but the Apostolate continues in her mission to the People of the Sea. That's all for now. I am glad I had the opportunity to share a little bit on the AOS in Malaysia.

Happy Reading!!!

Magdalen Cross
AOS Volunteer, Malaysia

THANK YOU, MAGDALEEN

ORISSA, INDIA

Under the AOS the CBCI Labour Commission organized a Boat Building and Housing Project for the victims of the Orissa 1999 Super Cyclone. The Inauguration of the entire project was held on Dec. 24th 2000. Arjirampally in the Berhampur Diocese is not easy to reach. It is 30 km from the Bishop's house in the city and the rough ride over rougher terrain gives us an indication of the remoteness of this small fishing village.

Caritas India sponsored 24 Boats for 96 Fish workers. These have been floated and are to be worked on by teams of four each. The entire gear and craft is to be shared equally by each of the team of four. The markings on the boats say "NFF-CA" (National fish workers Forum who directly executed the project) and 'CA' (Caritas who sponsored it).

The Registration Books were handed over to the beneficiaries on 24th Dec. by **Fr. Xavier Pinto, C.Ss.R.** in the presence of the entire village which bore a festive look for the great occasion! 26 houses have been built on the original space and plot owned by these respective families when the super cyclone devastated them. Choices of the families/beneficiaries were made in collaboration with the village leaders who ascertained the maximum damage to the most devastated families. Built in a terraced fashion over sloping land, a common corridor runs through all the houses. This "community" dimension is unique to the houses being built in the Orissa belt. The Commissioner of Berhampur, Orissa has made a special mention of this concept in the coast. The houses were sponsored by other well-wishers and by the NFF affiliate unions throughout the country. Thus it is considered that the Labour Commission bade a grand goodbye to the year 2000!

The project is under the patronage of Stella Maris, Mary Star of the Sea.



CONGO

Father Gérard Simon, our National Director, continues to be based in Brazzaville. Father Vincent de Paul Boulei, F.C., has left Pointe-Noire to join his confreres in Brazzaville. On April 2, 2000, the members of the AOS Team met in the Loango monastery where they drew up the statutes for the Team and the internal regulations for the Stella Maris Centre. For the new pastoral year, the Bishop has appointed Rev. Joachim Lello, a diocesan priest, as the Port Chaplain to replace Rev. Victor N'Goma.

Toward the end of the year, the port authorities expropriated a great part of the people from the Beninese and Togolese Christian beach community of fishermen. This situation troubles us in more than one way because the new area given to them by the port is small and it is going to raise problems for setting up their homes and moving the fish smoking-houses from the other side. The sum of 200,000 Congolese francs (2000 FF.) given to each family is not enough to cover this work and the moving. Negotiations are under way with the port authorities to find the right compensation.

We are expecting more ships in the port because a firm that came from Latin America has guaranteed the dredging operations in order to improve the ship's gauge for large vessels. A new wharf for oil services is about to be built. A new

fishing company has been set up in Pointe-Noire. The ships fly Cameroonian flags and all the seafarers are from that country.

More and more people are coming to our parish. At present, a large group of young people are coming from the Beninese and Togolese Christian beach community because some parents who practice voodoo now allow their children to enter the Church of Jesus Christ in order to be baptized.

LA RÉUNION

Yearly Report 2000 (excerpts)

The activities are concentrated on the two ports of La Pointe des Galets in the port town. It can be estimated that about 95% of the ships that stop in one of these two ports are visited. The visit has almost always been made by the chaplain. It should be noted that a good part of the ships receive two or more visits when the seafarers are transported to the city in the evening and when they are left ashore. Some ships that stay several days in the port get about one visit per day. Therefore, it can be estimated that the chaplain goes aboard ship between 1200 and 1500 times in the year.

With regard to the cruise ships, the difficulty of going aboard continues. Often the person in charge of the reception completely ignores what a port chaplain is. Even when the meaning of the world

“chaplain” is explained, they do not understand. One wonders at times if an order has been given to pretend not to understand when a chaplain appears! The fact remains that even when the chaplain manages to make it understood who he is, he is often told that the passengers are not interested in meeting him, or that they have gone out to visit the island and the crew members are too busy. In any case, it should be noted that when there is already a chaplain on board – no matter of what denomination – the Stella Maris chaplain always tries to contact him in order to welcome him to Reunion as a confrere and on behalf of the local Church, and, through him, to extend the same welcome to all the persons on the ship. In any case, those ships that do not have a chaplain are more in need of the port chaplain's visit, and they are precisely the ones where the chaplain is often denied entry.

There is also the problem of the ships seized by the authorities because of illegal fishing – or what is alleged to be such – and ordered to stay in the port for many months. The crews often manage to leave rather quickly, but the captains are obliged to stay aboard for a rather long time because of the inquiry or penal procedure.

Gladstone, Australia

After several years of absence in the Port of Gladstone, the Apostleship of the Sea has rejoined with the Missions to Seafarers in a “Partnership in Ministry”. Bishop Brian Heenan of Rockhampton is President. Fr. Seamus McMahon is Port Chaplain and Mr. John Heaslop is the Chairperson of the AOS Committee.

The Bishop has appointed four representatives to assist. The relations with the new Committees of MtS is very encouraging. The four AOS representatives will also be on the MtS Gladstone Seafarers' Centre Ltd management Committee.



Africa-Indian Ocean Region

6th Regional Conference

Final Document

Port Victoria, Mahé, Seychelles, March 4-11, 2001

Meeting in the Seychelles, the representatives of the Apostleship of the Sea of the African-Indian Ocean Region (South Africa, Kenya, Madagascar, Mauritius, Mozambique, Reunion, Rodrigues, Seychelles) wish to renew their vision of "The Apostleship of the Sea and Globalization Today" in order to be able to face the new challenges of the socio-economic and cultural globalization of

Some Considerations

We have listened to victims of unjust situations aggravated by globalization which affect the people of the sea. This evaluation has enabled us to recognize some outstanding issues:

- The juridical context of the law on maritime work is often inadequate to face the current consequences of globalization which have caused so much change in the maritime world.

- We denounce the absence of work contracts – or their non-observance when they do exist – and the unreasonable working conditions imposed on those

who work on the sea. We also denounce the operators of vessels protected by flags of convenience who increase the work loads and rhythms at the cost of the worker's security, dignity and the equilibrium of his personal and family life. We are also concerned about the multiplication of irregular fishing licenses whose application does not always respect the interests of those who work in fishing. We express our solidarity with actions of labor unions at the service of the integral growth of professionals of the sea.

- The AOS also

understands the desire for recognition of traditional fishing and its role in the development of the coastal communities. Situations of injustice are also found in the world of high sea and coastal fishing.

- We recognize the rich cultural diversity of the globalized maritime milieu. However, this diversity is also a source of difficulties: it is not easy to manage the ethnic, cultural, linguistic and religious differences in crews and in salaried relations.

- Globalization involves inequalities and injustices in the distribution of the riches of the sea. The new commercial exchanges on the worldwide level, the fishing agreements, and the modern systems of logistics and maritime transport also put pressure on the maritime milieu. The development of tourism, the problems of pollution and the irregular exploitation of coastal and marine resources are other elements that complicate the relations between the different actors in the maritime world.

- We also point out the question of unfair relations in the area of fishing negotiations where the local fishing communities have to face many problems. Their rights are not respected and their dignity is trampled.

- Before all these

the maritime world.

The AOS is not a labor union, a political party nor a pressure group. In following Christ, who sends us to the ends of the earth and the sea, the AOS has made the choice in favor of the poorest. It is ready to denounce situations of injustice where the strong take advantage of the weak, and to proclaim that the people of the sea are called to a dignified life in respect, justice and solidarity.

In this way, the AOS wishes to express the prophetic mission of the Church in the maritime world.



(Continued on page 9)

(Continued from page 8)

challenges, what do we have to propose to the people of the sea of our region?

Recommendations

- For valid action in the maritime world, the network of the AOS already existing in the region and its link with the Apostolatus Maris network around the world must be strengthened. For our action to be effective, it must be professional, structured and moved by a renewed dynamism.

-We are convinced of the need for ecumenical cooperation with our Christian brothers of other denominations in the spirit of the International Christian Maritime Association (ICMA).

-We also have to aim at a partnership with the organizations and labor unions that have similar objectives and are working for the well-being of the people of the sea. We must intensify and expand our South-South as well as our North-South partnerships.

-We should not be afraid to take part in lobbying efforts when they make it possible for us to influence the decision-makers so that the conventions, treaties and other instruments concerning the maritime milieu and personnel will be adopted, ratified and implemented.

-It is necessary to encourage the creation of associations, their development and their grouping into organizations that are valid and effective with regard to globalization. We are

thinking in particular of associations of wives and families of seafarers in the countries of the region.

-The AOS takes note of, and is ready to cooperate with the IOSEA network for the welfare of seafarers in this region.

-We have to acquire the appropriate instruments for the objectives we have set for ourselves: electronic telecommunication systems (use of web site: [http: www.stellamaris.net](http://www.stellamaris.net)), formation programs, etc. This implies seeking the necessary expertise in the preparation, management and follow-up of projects.

We have also taken on the following commitments:

-To prepare and publish a yearbook/directory of the members of our expanded network, a regional magazine, and to create an Internet site.

-To set up a regional pool of volunteer legal counselors.

-To organize the "Sea Sunday" everywhere in our region on the same day, the second Sunday of July. A part of the collection on that day would go to the AOS.

-To harmonize visual aids about the AOS in the region (badges, logos, signs...) in view of their better use in the framework of our mission.

-The Regional Coordinator will organize a meeting of the National Directors before and after the World Congress and prepare for the creation of a Regional Committee.

Rules and Functions

The AOS must be

ready to re-evaluate its own structures and organization according to the norms of the Apostolatus Maris.

We have reflected in a special way on the role of the chaplain (or the person in charge of the chaplaincy) of the AOS. That person is not someone who knows everything and does everything, but who is at the service of the people of the sea and their families. Whether priest, religious, deacon or lay person, the chaplain must have a sufficient knowledge of the maritime world. The chaplain is a spiritual animator of the local maritime world with a mission officially entrusted to him by the local Bishop at the proposal of the local leaders of the Apostleship of the Sea. The chaplain is supported by and collaborates with the local team of the AOS towards whom he is well-disposed and attentive through active listening.

We have heard the call of the Holy Father who encourages us to open our hearts to God's love and in this way to become capable to "build the history" of the new maritime world. *Duc in altum!* These words ring out again for us today and invite us to remember the past with gratitude, to live the present with passion, and to open ourselves with confidence to the future: "Jesus Christ is the same today as he was yesterday and as he will be forever" (Hb 13:8).



Seafarers Win from Federal Government Approval to set up National Seafarers' Welfare Network

Press Release from Ted Richardson, AOS National Director, Australia

This initiative of the Federal Government and alliance with the Welfare Agencies will be unique, as it is the first of its kind, anywhere in the world. The Australian Government has led by example in showing that the care that our Church provides for seafarers is highly regarded and of great value to the maritime community.

At a combined dinner of the APEC Regional Shipping Industry and the Australian Shipping Industry Conferences, the Deputy Prime Minister, Hon. John Anderson, Minister for Transport and Leader of the National Party, announced the Federal Government's agreement to work with the welfare agencies. The aim will be to establish regional welfare committees throughout Australia, providing much needed support to seafarers' welfare.

The Minister challenged the maritime industry to support this initiative, not only by funding but also by their involvement in the welfare of seafarers. He endorsed the International Commission on Shipping's Report, "*Ships, Slaves and Competition*". The former Minister for Transport and Commission Chairman, Peter Morris tabled this report.

Peter Morris highlighted that the International Industry and the never-ending competition for lower freight rates have brought about slave-like conditions on board many of the world's ships. The only things that are missing are the shackles and whips. The seafarers are prisoners on aboard these ships and rely heavily on the support of many welfare agencies, like the Apostleship of the Sea (Stella Maris). In most cases, the Port Chaplains and Ship Visitors are the first contact for seafarers in port. Deficiencies of food, protective clothing and equipment on ships and the unseaworthiness of the vessel are often reported to these agencies who, in turn, notify the respective inspection authorities, of where to look and what to look for. To protect the seafarer from being blacklisted by the ship owner, his anonymity has to be protected.

Peter Morris went on to say that there are many ship owners and operators who fly under *Flags of Convenience* and run respectable well-maintained ships, which provide a good standard of operation for seafarers. It is the 10 - 15% of ruthless operators, who endanger the lives of seafarers and run a real risk of damaging the marine environment and polluting the seas. It is estimated that there are some 3, 000 ships in the world's oceans today that are running these types of dangerous practices.

The extent of corruption in the maritime industry was further highlighted, when Mr. David Cockcroft, General Secretary of the ITF London, a person who had never been to sea in his life, was able to obtain from the Panama Maritime College, a Second Officer's Qualification Certificate. This certificate entitled Mr. Cockcroft to take charge of a ship and to navigate anywhere in the world, as the Second Officer or Master. This brings to question how many ships' masters and officers have simply bought their ticket and are indeed at sea today, with little to no experience and relying on Harbor Pilots to bring them in and out of port. He went on to ask, "*Would you hop on a plane, if you thought the pilot of that aircraft could simply buy a licence?*"

Ted Richardson, the National Director, of the Apostleship of the Sea, will meet with Senior Members of the maritime industry in April, to put together a steering committee to take the project forward. Ted Richardson has been working with the Department of Transport for almost two years, in having a Forum on Seafarers' Welfare jointly with the Anglican Mission to Seafarers and sponsored by the Department of Transport. The formation of Welfare Committees in each region of Australia was one of those recommendations to the Minister, which came out of the Australian Seafarers' Welfare Forum 2000.

With the Federal Government's funding and that of the welfare agencies and industry, this will no doubt provide the ongoing support for the services provided for seafarers. The welfare agencies have carried the burden for many years, of repatriation of abandoned seafarers', legal expenses, food, clothing and accommodation. The Government and Industry support is not only to help fund these essential support services, but also to develop strategies to combat the ever-growing abuse and mistreatment of seafarers today.



24th Session of the FAO Intergovernmental Committee on Fisheries (COFI)

from the intervention of H.E. Archbishop Agostino Marchetto, Apostolic Nuncio
Permanent Observer of the Holy See to the FAO
February 26, 2001

The Holy See, in this intervention of mine, considers it opportune to propose some reflections in line with the ethical perspective, which is fundamental for the orientation of international action, especially to-day. In this way we aim at encouraging the commitment of all - and at supporting the efforts already made - for an appropriate and sustainable use of the fishery resources in view of the hopes for food security equal to the dignity of the human person.

1. The examination, first of all, of what has been achieved in relation to the *major programme of work* for the past two years, besides the general evaluation, demonstrates the validity of a continued commitment by the FAO and its member States in precisely the fishery sector. Besides, for the Holy See the choices which will be made of future programmes represent the foreseeable contribution of the fishery sector to the fundamental objective, as we said, of world food security.

In this connection - and we warmly advocate it for our global vision of attention to the poorest and weakest - it becomes always more necessary to provide, in an adequate manner, for giving support

to small-scale fishery which, in effect, constitutes the basic economic reality for small island developing states and for the majority of developing countries with an outlet on the sea or which have, in the exploitation of internal waters and aquacultural activities, an essential and often unique point of reference. In this sense, I would like here to recall the importance of all forms of encouragement to and support for the small-scale fishery and artisanal fisheries which the FAO intends to undertake or to maintain. It is a priority objective to which also the Catholic Church directs its attention, to which is allied its willingness to cooperate **with its energy and structures**, as also by its experience in the forms of association between fishermen and the handicraft workers engaged in the working and conservation of fishery production.

2. There is second aspect of our work which immediately draws the attention of those (we are among them) who wish to combine the international activity of assistance and aid with a serious policy of cooperation directed at the integral growth of various countries, of communities and finally of persons. I refer to the first evaluations on the reception and on the

consequent putting into practice of the *Code of Conduct for Responsible Fisheries*, which precisely this Committee has drawn up, proposing it as an essential instrument to guarantee an effective and responsible conduct of the States which operate in the sector of fisheries and water resources. Clearly, the Code constitutes not only a solemn political commitment, around which the *consensus* of the States has taken shape, but it is also a normative instrument - and therefore of practical application - which takes into account some fundamental principles which have matured in the present day legal order of the International Community, and which the FAO is committed to include in its own specific area of competence.

In the implementation of the *Code*, the first problem remains - it seems to us - that of the sustainable utilisation of the world fishery resources. Sustainability, in fact, cannot be seen only in the light of conservation of the resources, but above all in the connection between the exploitation of the resources and their reconstitution, making clearly the distinction between those fishery resources not immediately

These are some considerations which the Holy See's Delegation offers to this Committee, inspired only by the desire to cooperate, in an essentially ethical perspective, in the formulation of complex decisions of a political, economical and commercial order which will have to be taken, both in relation to the activity of the FAO, and to the wider activity of an international nature in the matter of fisheries, always keeping in mind that principle of international solidarity which is at the basis of a peaceful coexistence between peoples and nations, while safeguarding the right to an integral development of all and of each one.

(Continued on page 12)

SEA TRAPS

From Venice, Leghorn: many stories photocopied

In Venice, there is the Aiud that flies a Panamanian flag but once belonged to the Romanian state company. In Monfalcone there is the Ocean Line II, also formerly Romanian, but now flying a Cambodian flag. Then there is the Alma I in Ancona, the Albatros and the Seabreeze in Trieste. And there are other ships at a standstill in Leghorn, Palermo and Naples. It is always the same story: a ship-owner who disappears between Panama and Romania, Honduras and the Island of Jersey. "This is the new emergency of the sea", as Antonio Blasi declares, the inspector of the ITF, the International Transport Federation. "In Venice alone we have had ten cases. Seven are still awaiting a solution in court. It is very difficult, just as it is difficult to get back to the real owner".

Sometimes years pass, as in the case of the four Panamanian ships standing in Venice since 1997: a Russian flag, a Greek owner, first on the Grenadine registry and then on to Panama. The 44 seamen are still waiting for their salaries. ("Panorama", February 22, 2001)



(continued from page 11)

renewable (whose massive and systematic use damages both the marine and the internal waters ecosystems) and those resources which on the contrary have the possibility of renewing themselves. The reference is to environmental impact of fishing activities which damage, often in an irreparable manner, the biodiversity, reducing the multiplicity of the species and consequently modifying or limiting both the food supplies of entire populations and their commercial activity linked to fishing. In this sense one can only hope for a rapid conclusion to the work of drawing up the apposite "guidelines on sustainability indicators", possibly giving particular consideration to the regional and sub-regional diversities, as also introducing a level of responsible connection between the objective of food security, the elimination of poverty, with the consequent

development, and the protection of the ecosystems. It becomes necessary also in this case - so it seems to us - to respond to that fundamental principle established by the International Community to guide every normative and operative intervention in the area of sustainability:

"Human beings are at the centre of concerns for sustainable development" (Rio Declaration on Environment and Development, Principle I).

The responsibility regards then the attitude every single country is called upon to assume in order to make the Code operative, especially in those dispositions which regard the strategies for combating illegal fishing, and therefore beyond all forms of regulation, which risks excluding from the mechanisms of production, as also from the contribution in nutritional terms which can derive

from it, those countries which do not have the possibility of supervising their own fishery resources. The responsibility in this aspect, however, cannot be limited to proposing systems of control, although necessary, since these, no matter how rigid and effective, are not sufficient to give concrete solutions. Therefore, an ethical choice which commits the States to accept the principle of the equal sharing of the resources of creation becomes indispensable, evidently translating it into specific norms in their own conduct, and in reciprocal relations, as already foreseen by the international law of the sea (cf. *UN Convention on the Law of the Sea*, art. 136). And here it is a matter of the fulfillment "in good faith" of the commitments assumed by the States in the exercise of their own responsibility to all who live in their own territory, and to the entire human family.

I.C.S.W. in the Indian Ocean

ICSW (*International Collective on Seafarers' Welfare*) is an International Organization based in London which brings together several other NGOs concerned about Seafarers' Welfare. In order to do this, the ICSW declares itself to be an instrument for the application of the International Convention No. 163 and the Recommendations No. 173, both elaborated by the ILO in 1987, stipulating the required norms and conditions for respect of the "well-being of the people of the sea" everywhere around the world.

Similar to what has first been set up in Russia, the ICSW proposes that a "Program of Regional Development of Seafarers' Welfare" can make it possible for the Organizations involved in the Maritime Sector of the Region to achieve the goals they have set, and to respond better to the needs felt.

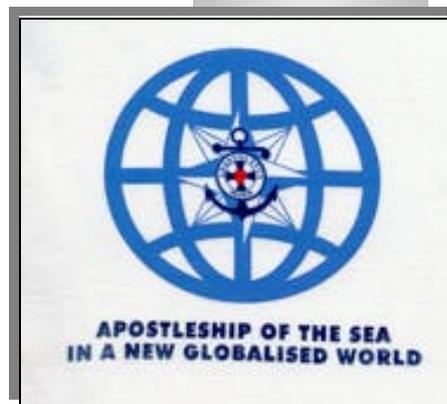
It is in this perspective that the first regional meeting for the Islands of the Indian Ocean and Southeastern Africa was organized from October 8-12, 2000 in Mauritius (Port-Louis). The following countries were present: Kenya, Madagascar, Mauritius, Mozambique, Reunion, Seychelles and Tanzania. An ICSW Regional Committee composed of three representatives from each country must be set up in order to coordinate the activities to be undertaken in the Region. The "National ICSW Committee" for each country will consist of a representative of the administration, a representative of the Church, and a representative of the labor unions. To create these Local Committees, one contact person has been appointed for each country.

For Madagascar, Mr Felix Randrianasoavina has been appointed to take on this responsibility. Since he is in charge of the Seafarers' Centre STELLA MARIS of the Apostleship of the Sea in Tamatave and, at the same time, the Executive Secretary of the Malgache Maritime Organization, the C.O.M.M., he stressed the fact that in order to have a good structure of this kind, it is necessary to build with, and on people!

(*"Flash Maritime"*, December 2000)

This logo has been printed on t-shirts made by the AOS Mauritius for the 6th Regional Conference held in Seychelles (see page 8 & 9). Do you like it?

Would you be interested in having one made for you? Contact person: Mr. Jean Vacher, AOS Mauritius, 12 rue St. Georges, Port Louis, Tel & Fax +230 212 4237, e-mail: lamer@intnet.mu



Signs of linguistic globalisation ...

According to the "Blue Book" of the United Nations, an internal handbook of the Organisation, out of the 185 national delegations asked to indicate in which language they preferred to receive their correspondence: 19 answered Spanish, 36 French and 130 English!

The Paris Memorandum of Understanding on Port State Control

What exactly is it and how can it affect a ship, its crew, the owner and others possibly involved ?

It is clearly understood that the responsibility for ensuring that ships comply with the provisions of the relevant instruments rests upon the owners, masters and the flag States. Unfortunately, certain flag States, for various reasons, fail to fulfil their commitments contained in agreed international legal instruments and subsequently some ships are sailing the world's seas in an unsafe condition, threatening the lives of all those on board as well as the marine environment. The Paris MOU on Port State control is a system of harmonized inspection procedures designed to target sub-standards ships with the main objective being their eventual elimination.

History In 1982 the Paris Memorandum of Understanding on Port State Control was signed by 14 European countries. Since then, the Paris MOU has expanded to 18 maritime Administrations.

Scope The geographical scope of the Paris MOU region does not only consist of European coastline, but also covers the North Atlantic by including the east coast of Canada.

PSCO Port State control is carried out by properly qualified Port State Control

Officers (PSCO's), acting under the responsibility of the maritime authority.

Inspection A port State control visit on board will normally start with verification of certificates and documents.

Structure The Port State Control Committee is the executive body of the Paris MOU. The Committee deals with matters of policy, finance and administration.

More detailed inspection When deficiencies are found or the ship is reportedly not complying with the regulations, a more detailed inspection is carried out.

Principles The operation of the MOU is based on several principles. Some principles are of an administrative nature, while others are directed at the operational aspects of port State control.

Instruments Only internationally accepted conventions shall be

enforced during port State control inspections. These conventions are the so-called "relevant instruments".

Non-Parties Flag States which are not a Party to conventions shall receive no more favorable treatment.

Targeting Ships are selected for inspection according to the Paris MOU targeting system.

Manning Documentation of crew members has to comply with international and flag State standards.

Detention When serious deficiencies are found, the ship shall be detained. The captain is instructed to rectify the deficiencies before departure.

Database The results of each inspection are recorded in the central database, which is located in Saint Malo, France.

Secretariat The day-to-day administration of the Paris MOU is carried out by the Secretariat. The Secretariat prepares the necessary meetings and serves as the focal point for information.

<http://www.parismou.org/Network/cover.html>
07/04/2000

Nowadays, more and more countries around the world have set up regional MOUs, like for example the Tokyo MOU (for Asia-Pacific Region), which was signed the 1st December 1993, with effect from the 1st April 1994.



AM World Directory

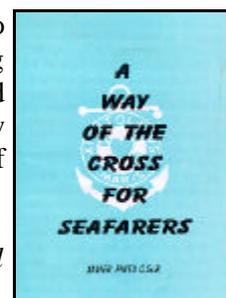
No. 85 of On the Move, magazine of this Pontifical Council, contains an article by Fr. Bruno Ciceri, CS, AOS National Director in Taiwan, entitled "Fishermen, the Forgotten Seamen". Copies can be ordered from this Office at the address on the last page of this Bulletin.

- AUSTRALIA** **MELBOURNE**
- INDIA** **VISHAKHAPATNAM**
Fr. Devadass, msfs is the new port chaplain
MUMBAY
Fr. Almeida is no more port chaplain
COCHIN
Fr. Dr. Francis Fernandez replaces Fr. Xavier Palakal as port chaplain
MANGALORE
Fr. Prasad, OP, is no more at the port of Mangalore
site Internet: www.goacom.com/cbci-aos
- USA** **PORT EVERGLADES (new port chaplain)**
Fr. Nicanor S.ta Maria
- PORTUGAL** **VILLA DO CONDE**
P. Domingues Ferreira Araujo
- GREAT BRITAIN** (new e-mail address of Fr. Neil McNicholas)
m.mcnicholas@ntlworld.com
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Tel. & Fax +32 (50) 390 577
- KENYA** **MOMBASA (new entry)**
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WAY OF THE CROSS FOR SEAFARERS

A pocket edition prepared by Fr. Xavier Pinto, C.Ss.R., to distribute to seafarers who can carry it along with them all during Lent ... and beyond. This has been the result of prayer and reflection during Fr. Xavier Annual Retreat with fellow Redemptorists in November 2000. AOS Bishop Promoter of India, Rt. Rev. Leon A. Tharmaraj, blessed this initiative.

Copies can be ordered (at the cost of US \$1 for two) from Fr. Pinto, 1 Ashok Place, Goldakhana P.O., New Delhi-110 001 Tel +91 3344470, Fax 3715146, e-mail: xavierpinto@excite.com.



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