

Apostolatus Maris

The Church in the Maritime World

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



No. 74, 2001/III

The Pope prays

for the victims of the terrorist attacks
in the United States

It was on September 14th when John Paul II received Mr. R. James Nicholson, the new U.S. ambassador to the Holy See, who presented his letters of credence.

“I wish to assure you personally of my profound participation in the grief of the American people and of my heartfelt prayers for the President and the civil authorities, for all involved in the rescue operations and in helping the survivors, and in a special way for the victims and their families.



I pray that this inhuman act will awaken in the hearts of all the world's peoples a firm resolve to reject the ways of violence, to combat every-thing that sows hatred and division within the human family, and to work for the dawn of a new era of international co-operation inspired by the highest ideals of solidarity, justice and peace ...

Less than one year to the XXI^o World Congress
of the Apostleship of the Sea ...

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Racism and aggressive Nationalism are Sins against God

Dear Brothers and Sisters!

1. *"I am coming to gather all nations and tongues; and they shall come and shall see my glory" (Isaiah 66:18). These words of the prophet Isaiah, which resound today in the liturgy, remind me of the important international meeting that will be held in Durban, South Africa, from next Friday, Aug. 31, to Sept. 7. It is the United Nations World Conference Against Racial Discrimination. In that venue the Church will also vigorously raise her voice to safeguard the fundamental rights of man, rooted in his dignity of being created in the image and likeness of God.*

2. *In the last decades, characterized by the development of globalization and marked by the worrying resurgence of aggressive nationalism, ethnic violence and widespread phenomena of racial discrimination, human dignity has often been seriously threatened. Every upright conscience cannot but decisively condemn any racism no matter in what heart or place it is found. Unfortunately, it emerges in ever new and unexpected ways, offending and degrading the human family. Racism is a sin that constitutes a serious offense against God.*

Vatican Council II reminds us that "we cannot invoke God the Father of all, if we refuse to behave like brothers toward some of the men who are created in the image of God. ... Consequently, the Church condemns, as contrary to the will of Christ, any form of discrimination among men, or persecution perpetrated for reasons of race or color, social condition or religion" ("Nostra Aetate," 5).

3. *Racism must be opposed by the culture of reciprocal acceptance, recognizing in every man and woman a brother or sister with whom we walk in solidarity and peace. Therefore, there must be a vast work of education in the values that highlight the dignity of the person and safeguard his fundamental rights. The Church intends to continue with her efforts in this area, and requests all believers to make their own responsible contribution of conversion of heart, sensitization and formation. In order to achieve this, in the first place, prayer is necessary.*

In particular, we invoke Most Holy Mary, so that the culture of dialogue and acceptance will grow everywhere together with respect for every human being. We entrust to her the forthcoming Conference of Durban, from which we hope that the common will to construct a world of greater freedom and solidarity will be reinforced.

John Paul II Angelus address
Castelgandolfo, August 26th 2001

XXI AOS World Congress

Rio de Janeiro, September 29 to October 5, 2002

Procedures

NATIONAL

DELEGATIONS:

The responsibility to form the delegation of each country rests with the Episcopal Promoter and the National Director. These delegations should not be made of chaplains only, but include active AOS members from among seafarers on passenger, merchant or fishing vessels and working for oil platforms, port or maritime agencies personnel, delegates of association of wives or families of seafarers, volunteers in seafarers centres. All the members of a national delegation should be willing to attend all the sessions of the Congress. The list of persons invited is to be sent to the Pontifical Council as soon as possible.

REPORTS:

Since, understandably, there would be no time during the Congress to hear reports from all National Delegations (there were 53 national delegations in 1997), reports will be prepared by the **Regional Co-ordinators**, which will reflect the experiences and thinking of the AOS in that area.

OBSERVERS:

It will be the responsibility of the Pontifical Council to invite the representatives of Christian Maritime

Organisations members of ICMA, as well as others who have a particular association with Apostolatus Maris or the theme of the Congress. The National Directors who wish to have other guests as observers to accompany their delegations are asked to send their names and addresses to Rome, so that they may receive an invitation from the Pontifical Council. Such observers will be accountable to the National Director who has invited them.

REGISTRATION:

National Directors will distribute **registration forms** to the members of their National delegation. Those forms should then be sent to

Fr. Claudio Ambrosio, cs,
Rua Alvaro Ramos, 385
ZC-82 Botafogo
22280-110 Rio de Janeiro
R.J.Brazil,
tel/fax +55(21) 22756494
(with copy to the Pontifical Council in Rome)

before **July 15th 2002**.

The **registration fee** is set at **US\$ 50** per person to cover part of the expenses of the meeting, excursion, reports, information services and complete documentation of the Congress.

PAYMENT

OF CONFERENCE COSTS

(pension and registration fee of delegates, see

ACCOMMODATION:

prices negotiated in September 2001
Full pension from Sunday Sept. 29 to Saturday Oct. 5 2002 afternoon:

Standard rooms, per person:

Single occupancy: US\$ 540;
double: US\$ 360;
triple: US\$ 330

Front rooms, add \$6 per person/day in single or \$4.5 in double occupancy

De Luxe rooms, add \$20 per person/day in single or \$11 in double occupancy

These prices include the 10% hotel service charge.

above) will have to be made by August 1st 2002. Method of payment will be indicated later.



Guanabara Hotel
Avenida Presidente Vargas, 392.
www.windsorhoteis.com.br

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XXI WORLD CONGRESS

Other information

Rio de Janeiro is in a privileged location which gives the city its comfortable tropical climate with near perfect weather the year round.

Rio is within easy reach of the rest of the world through its international airport, being an overnight flight from most major centers of world population. A ten hour flight by wide bodi-ed jets from the east coast of North America and around twelve hours from the European capitals.

It is also not far from Australasia thanks to the polar and Pacific routes which today's aircraft can take advantage of.

All in all, Rio is an ideal location for international conferences, congresses and incentives or simply as a place for travellers to enjoy a holiday with a difference.

Not too far south or too far north. Not too far west or too far east. Rio is right ... here!

Visas: Brazil requires an entry visa from certain nationalities. Tourist visas are easy to obtain from Brazilian consulates who should be consulted if there is any doubt over whether

or not a visa is required. The international airlines also hold this information.

Climate: Rio has a mild tropical climate with an average temperature of around 80°F (27°C), which climbs into the low 100's (40°C) during the summer months which extend from December through March.

Language: Portuguese is spoken in Brazil. Spanish can be understood by a good proportion of the population whilst in tourist circles English is the most popular language.

Population: Brazil has a population of 153

millions of which 10.2 million live in the metropolitan area of Rio de Janeiro.

Time: Rio is officially three hours behind GMT. During the summer months, daylight saving time is normally introduced between October and February. During this period Rio will be two hours behind GMT.

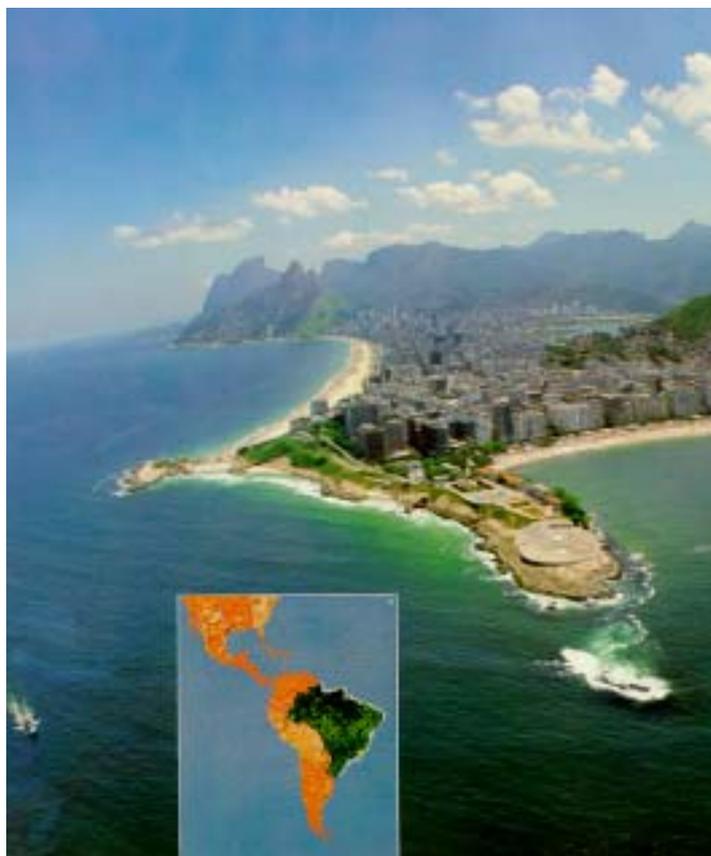
Currency Exchange: the Brazilian currency is the real (R\$). Dollars are the most widely recognized and receive the best rates, especially for notes. All major credit cards are accepted in Brazil.

Telephone services:* the country code for Brazil is 55 and the city

**Consult also the website of two GSM Telephone companies:*

Telefonica and ATL.

There is a Telefonica shop next door to the hotel.



To the point!

An AOS Bishop Promoter to his brother Bishops

Our country has the largest number of seafarers serving a variety of maritime fleets throughout the world. The celebration of a National Maritime Week on the last week of September was therefore mandated by a Presidential Decree in 1995. A Day for the Seafarers was also set within this week-long celebration. This year 2001, SEPTEMBER 30, SUNDAY is the N A T I O N A L SEAFARERS DAY.

Our Holy Father, Pope John Paul II in the Apostolic Letter "Stella Maris" issued in January 31, 1997, reminds us of the APOSTLESHIP OF THE SEA as the "organization concerned with the specific pastoral care of the people of the sea; it seeks to support the work of the faithful who are called to witness to their Christian life in this sphere"(SM, Sec1,I).

Following the directives of the Holy Father, the Apostleship of the Sea (AOS) Philippines is trying to organize itself in order to expand the pastoral care for the people of the sea in our country.

The APOSTLESHIP OF THE SEA (AOS) PHILIPPINES celebrates the Sixth National Seafarers Day on September 30, Sunday.

The AOS Center in Manila has organized a big celebration where President Gloria Macapagal-Arroyo will be present during the Eucharist and the giving of the "Outstanding Seafarer of the Year Award" (OSYA). Simultaneous celebrations will be done in the AOS Centers of Cebu, Davao, Cagayan de Oro, Iligan, San Fernando La Union and Maasin.

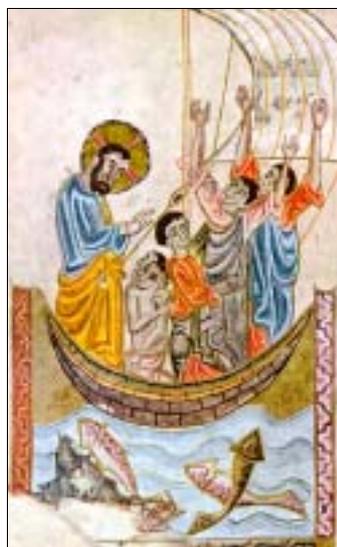
This nationwide celebration of the Seafarers Day aims at making our country aware of this sector of our society which contributes not only to our economy but also to the spreading of our Christian faith.

While we recognize the difficult situation the Filipino seafarers go through, we wish to affirm them through this year's

celebration theme: "*Marinong Pilipino: Karangalan ng ating Bansa*" (Filipino Seafarers: the Pride of our Nation).

As Bishop Promoter of the AOS Philippines, I extend the invitation to all our churches in the Philippines to celebrate with us the National Seafarers Day on September 30, Sunday. Allow me to remind ourselves of the directive of the Holy Father: "It is the right and duty of the Bishop of a diocese to show zealous concern for and to offer pastoral assistance to all maritime personnel who reside, even for a short time, within his jurisdiction" (SM, Sec. XII,1). It is also our ardent desire that more AOS Centers be established in dioceses especially those with sea ports.

Allow me at this point to thank, in behalf of the People of the Sea, particularly the Filipino Seafarers, all those who have shown great interest in and dedication to the work of the Apostleship of the Sea. I thank especially the AOS Chap-lains and the religious and lay workers in the AOS Centers of our country. May Mary, Star of the Sea, continually inspire us in our pastoral care for the



*A letter of
Most Rev.
Precioso D.
Cantillas,
Bishop of
Maasin and
Bishop
Promoter of
the
Apostleship of
the Sea in the
Philippines,
on the
occasion of
the National
Seafarers'
Day*

*(September
30th, 2001)*

The *Mission de la Mer* [Apostolatus Maris – France] “a common destiny open to foreigners”

The *Mission de la Mer* during its annual meeting in Batz-sur-Mer listened to:

- the professionals of the sea, one year after the shipwreck of the *Erika*: fishermen, shell cultivators, and salt-makers who feared the worse have organized themselves in order to protect their jobs and guarantee their products against the dangers of the polluted sea. Today they can offer quality products, the fruits of their efforts and the aid received. They assume their common destiny.

- The seafarers in fishing and shipping who experience the restrictive economic and social regulations related to the changing political context in Europe, the place occupied on ships by foreign seafarers, and the appearance of Portuguese, Nordic, seafarers etc.. on their fishing grounds. They all have correct relations with these foreigners.

- The fishermen who have had many accidents at sea and lost twenty-four of their men in shipwrecks or accidents in this region since the beginning of the year. They sadly pointed out the risks of their trade resulting from heavy work loads and sometimes as a result of loneliness.

- The seafarers' wives who share more and more closely the plans, struggles, joys and hopes of the maritime world. They recently met in Malaga with the Spanish women and experienced great fraternity together. They share in their common destiny.



What the *Mission de la Mer* listened to was compared with the analysis of the current economic and social situation marked by globalization.

The Mission of the Sea is aware of the rigorous juridical and economic rationality of internationalization which applies some major rules: international private property, power to the holders of capital, freedom of enterprise, free competition, limitation of public interventions...in view of efficiency and profit.

Supported by some multinational firms and the activities of the predominant States, globalization proposes an “unsustainable” development where money is the master, social rights are questioned and ecology is damaged.

The *Mission de la Mer* makes efforts to seek and promote locally, nationally and internationally meaningful initiatives on a human scale in order to take part in building a society with a “sustainable” development”. In particular:

- by continuing to call for the ratification of conventions for seafarers' welfare; by calling upon educators, trade-union and political leaders to obtain recognition for the seafarers' right to a harmonious life, both on board and during their stays on land, with safer working conditions in fishing, and by seeking alternative ways so that on-going relations and dialogue will be set up with the political, trade-union and associative groups concerned with building a society with a human dimension.

- By calling for the disappearance of some unfair practices in fishing (part system, common costs).

The Mission of the Sea will continue to promote, through its reflection, prayer and commitment, the conditions for a fully human society that is respectful of human dignity and open to relations with foreign countries. It will take part therefore, with hope, in the verification of its common destiny with

Two exemplary initiatives!

School level celebration of World

Every year the World Forum of Fisherpeople (WFFP) celebrates the 21st of November as **World Fisheries Day**. Throughout the world small and poor fisherpeople use this day to spread awareness especially about the ocean and its environmental conditions. Most of our 37 units worldwide succeed in doing their bit in this regard.

This year we the Pakistan Fisherfolk Forum (PFF), an affiliate of the WFFP, are requesting you & your entire school to collaborate with our programmes.

We propose the following only for higher class students:

1. In the week around the 21st of Nov. the main notice board of your school may be done up with posters, pictures, charts relating to the ocean and fisheries in Pakistan.
2. During the months of Oct/Nov if there is any debate to be had, kindly consider fisheries and the ocean & its environment as one topic.
3. During the same months if there is any essay competition to be held it may be on the same topic.
4. We shall inform you of the programmes we are having for 21st Nov and request that some/many of your students be sent for these.

5. It is possible that a group of students be escorted by us to our place in Ibrahimhydri for a brief exposure programme to the life of fisherpeople in Pakistan, to see the fishing harbour and fish-landing sites, the kinds of fish and to interact if necessary with some of the fisherfolk. The date for this may be mutually decided around the 21st of Nov.

Kindly contact us in advance for material like posters for Nov 21st, literature on Pakistan fisheries, other literature . When we receive up-dates from the WFFP office on the matter we shall be able to pass these on to you as well.

Please do not hesitate to call on us or email us . We shall be glad to help in any way possible.

mshah@mail.inet.com.pk,
b.m.kutty@cyber.net.pk

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4557009,4313678,
5090677 ® sd/- M.A
Shah. PFF. Karachi.

The Countless Difficulties of Life in a Port

Marghera, Venice, Italy.

"If we had been real seafarers, we would not have succeeded in

moving the people to pity. In any event, there was no lack of difficulties".

This was the sensation common to 17 students from the fourth year of the Giordano Bruno Scientific Lyceum when they acted as newly disembarked seafarers in the port of Venice. The simulation was thought up by a group of artists who go by the name of "Ms3". The goal: to unite people of the land and people of the sea and point out the



need for a detailed map of the services available between the port and the city center. According to the "student-seafarers for a day", these services are woefully inadequate.

The high school students formed small groups and each was assigned a "mission" to carry out in three hours. Some had to look for a bank, others a post office to send a package; some had to find an orthodox church, others an ethnic store.

They had only dollars in their wallets and their only language for communication was English. After comparing their impressions, one discouraging reality emerged: with regard to transportation there is "total chaos". Hitchhiking is not recommended. From Gate 6 of Fusina

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Echoes from a Ship

Testimony from a sailing priest

I love this seafarer's life very much. It has enabled me to put myself up for question by understanding the world in a different way and living international solidarity, and I think I have fully found my place as a priest here, too.

Guy Pasquier

My life is made up of comings and goings, arrivals and departures, ties and breaks, time shared with the family and friends in my country and culture, while re-entering little by little into the political, economic and social reality with the frustration brought by the fact of having to leave. This is the life of the displaced and the rootless who are seafarers, and this is my life.

I am also a priest who belongs to the "Mission de France". Its history is linked to that of the worker and sailor priests who since the 50s have been sharing the life of workers, country people and seafarers who are far from the Church and, on the whole, strangers to the Christian Faith. The mission among these people makes work an obligatory passage in order to

reach them. And so in the maritime world there have been priests in fishing and in commerce. The last of them ended his professional work in 1992, the year when I cast off.

While there are always some worker priests in France, who are less numerous due to the rarity of priests in our country, I am the last of the sailing priests... and no longer young. It is the Church of France, through its Episcopal Commission for the Maritime World, that hopes priests will continue to share the life of seafarers: French seafarers, who are less and less numerous because of ships going under flags of convenience, and especially international seafarers, the many Filipinos and Indians and those from the former Eastern European countries who pass through our major ports, and some of whom are abandoned at times.

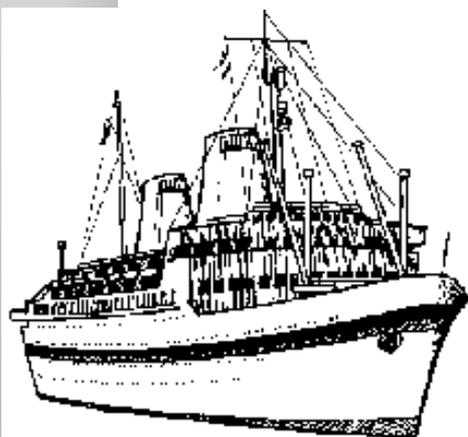
As for me, I have been leading this precarious life of a displaced and rootless person for more than eight years now.

My Experience

Understanding the world in a different way: I discovered navigation rather late. I wanted to leave a life that was "turning out" well and perfectly polished. In seeing more and more young persons won over by precariousness, I did not accept that this aspect did not cross my life. After going to third world countries and being struck by the glaring inequalities those peoples experience, I also wanted my life to be tormented by that scandal. In my eyes, the place that "resembled" all this was international navigation. And so I responded affirmatively to the request from the *Mission de la Mer* and "embarked" on this ministry. I knew nothing about the sea and was not so young any more. This was not a simple or entirely easy undertaking because of the difficulty in finding work.

Like many seafarers today from disadvantaged countries, I, like them, was precarious at first. I was engaged by a company for a contract, and after returning home, lived with the obsession of getting engaged again in order to leave again.

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This was a very chaotic experience for me. The positive part was that I was able to learn about the different conditions of navigation, about all kinds of ships from a container carrier to a large oil or gas tanker, going from a car carrier under a French flag (principally the second registry, which is comparable to a flag of convenience), and also to international conditions (flags of convenience).

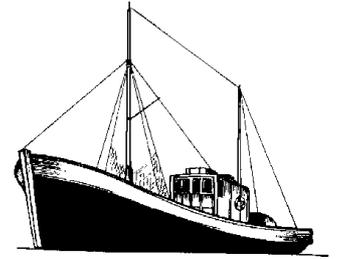
Now I know the stable situation of a French seafarers engaged as an electrician (this is my job on board) by a gas transport company. I continue to be scandalized by the different statuses that co-exists on one same ship: since I am French, I work eight hours a day, have a long rest period and a comfortable salary, whereas my Filipino or Romanian working companions work ten hours a day, with a big difference in salary and rest period, and a much longer contract.

Thank God, I am happy to see that the seafarers are organizing more and more in trade-unions in order to assert their rights and defend themselves from abuses. On my part, I try to help them in this. It is necessary to raise not only the safety standards of ships, but also those concerning the welfare of the seafarers.

Living international solidarity:

The maritime world has been living internationalization ever since people began to make exchanges and move: this movement did not begin yesterday. But it is accentuated by the growth of international trade and the development of modern techniques of communication, combined with the computer.

And yet, I can give witness to real experiences of community life in my navigation. This happened first on an African ship with a great diversity of believers: Christians (Catholics or Evangelicals), Muslims and Animists. Sometimes I celebrated the Eucharist, I also prayed with the secretary who was a pastor in a small evangelical church. I have chatted a lot, and some-times while in port, I have gone to see one family or another: I have received a lot from these men of great humanity. On board a Chilean ship, I was struck by the great diversity of the Indian world with seafarers from Bombay, some others from New Delhi or Calcutta, a Sikh, and another one who was living in Australia. They were Hindus with



different traditions, but two of them were Christians. We met every Sunday evening with some Chileans for the Eucharist.

This community life is essential in order to keep the men together when the work becomes too absorbing, when the hazards of navigation must be faced in order to support one another, when the contracts are too long, and when loneliness or distance weigh down too heavily. The more I follow this path, the more I realize that what is just as important as the job and professional competencies (which are always important) is this properly human dimension, this ability to live with others and promote the quality of relations so that others feel that they have found their place and are recognized.

This meeting of different seafarers is exciting: they also teach me to be tolerant. On my part, this is what gives zest to my presence on board.

“Widen the space in your tent”

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(from page 9)

The Christian tradition, on which I am anchored, is based on the revelation and manifestation of God who took the initiative of making himself known to men and sharing our existence by becoming one of us in Jesus Christ. Wanting to experience his love by becoming a disciple of Jesus can be a path of happiness for all people. On my part, I discover this every day and thank God for this. But there are other traditions and other possible paths of humanity.. Man is unique through many facets and the freedom of self-determination is essential: it was willed by God.

On board a ship, we are capable of living different traditions in a spirit of tolerance and reciprocal respect. It is my experience that going a bit of the way

with another means accepting to become vulnerable. On a ship there are no possible places of refuge: one lives out in the open. Wanting to encounter another also means accepting the idea of being encountered.

I have taken the step: I tend to say rather quickly that I am a priest. On Sunday evening my cabin is open to all for the celebration of the Eucharist. Afterwards there are many questions one must answer. This upsets the seafarer's images of a priest who is then given back to them as a man, but it opens on to a mystery that goes beyond them and refers to a sign that puts them up for question. This also starts up a discussion with the French seafarers in particular who in some ways are set in their tranquil indifference, or

in their ideology that excludes God. My attitude obliges them to take their places and it upsets the order a little in which some have placed themselves, and this is challenging.

Afterwards all this can make its way into their consciences and then it no longer pertains to me. I am not satisfied any more with being a silent witness; I take the risk of speaking out in order to start up a dialogue in respect and tolerance for others.

In conclusion, I would like to render homage to all these



(Continued from page 7)

there are no signs or phone booths to call a taxi.

The buses never pass by. The only way to get into the city is a 40-45 minute walk on a dangerous road through the fields. In the city, very few people, including young people, understand English. And if the pseudo-seafarer had not been Italian, they would not have understood very much from the gestures and explanations given to them by the people of Venice or Mestre. Since the bars are surely not doing money changing, anyone wanting to buy a bus ticket who only has dollars is forced to either give up the idea or hope that the ticket controller won't come on board.

What was absolutely the most difficult mission? Finding a sauna. None of the five hotels visited had one. After these adventures in the morning, in the afternoon the boys went on board a Romanian merchant ship to talk to some "real" seafarers. Thanks to the fourth year students of Giordano Bruno High School, from now on, anyone who arrives in the port will at least have at their disposal a map of the services (although scarce) available in the area between the port and the city. This map will be presented on Sunday afternoon in the Candiani Cultural Center before being distributed to the seafarers.

Draft resolutions and Guidelines for abandonment, injury & death of seafarers *of the IMO and ILO Working Group*

Two new draft resolutions and associated Guidelines were finalised by a joint (IMO) and (ILO) Working Group on Friday 4 May, marking the successful completion of an initiative that began following submissions to the IMO Legal Committee and the ILO Governing Body during 1998 and 1999.

The resolutions and guidelines address the fact that, although there are international instruments covering certain aspects of the problems relating to abandonment, death and personal injury of seafarers, some are not widely implemented and none deals with these problems comprehensively. As a result, seafarers who have been abandoned in foreign ports often suffer severe hardships, including lack of food, medical care, and other necessities of life, as well as delays in their repatriation, while the claims to compensation of seafarers or their families in respect of injury or death are sometimes subject to delay. There is also a perception that, in some cases, there has been pressure to reduce the amount of claims in return for an expedited settlement.

Financial security in cases of abandonment of seafarers

The draft resolution on

provision of financial security in case of abandonment of seafarers states that abandonment of seafarers is a serious problem involving a human and social dimension and recognises that, given the global nature of the shipping industry, seafarers need special protection.

The concern is that, if shipowners do not have adequate financial security, seafarers may not receive due remuneration or be promptly repatriated in cases of abandonment. The draft resolution affirms that provision for repatriation, maintenance while abandoned and payment of remuneration should form part of the seafarer's contractual and/or statutory rights and are not affected by the failure or inability of the shipowner to perform its obligations.

It also recognizes that, in cases where the shipowner fails to perform, flag States and, in some cases, the State of nationality of the seafarer or the port State may be called upon to intervene.

The draft Guidelines say that shipowners should provide a financial security system that provides for the expenses of the repatriation to be met without cost to the seafarer, and for the maintenance of the seafarers from the time of

abandonment to the time of arrival at the place of repatriation. The payment of all outstanding remuneration and contractual entitlements should be covered, as well as the payment of other expenses incurred by the seafarer during the period of abandonment arising from the abandonment.

They add that, should the shipowner fail to fulfil its responsibilities, the financial security system should provide for repatriation of the seafarer by appropriate and expeditious means, normally by air, and including provision for food and accommodation of the seafarer from leaving the ship until arrival at the place of repatriation, medical care, passage and transport of personal effects and any other reasonable charges.

The financial security system may take the form of a social security scheme, insurance, a national fund, or other forms of financial security. It should provide a right of direct access by the seafarer to the financial security, and apply regardless of the nationality of the seafarer.

The Guidelines also state that shipowners should ensure that their seagoing ships engaged on international voyages have on board a certificate

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In a move aimed at improving the working conditions and ensuring the basic human rights of seafarers, States are to be formally urged to require shipowners to provide adequate financial security to cover claims from seafarers in cases of abandonment, personal injury and death.

(from page 11)

attesting to the existence of a financial security system in the event of abandonment of seafarers, which should be posted in a prominent position in the seafarers' accommodation. Shipowners should also display on board contact details of the persons or entity responsible for handling claims covered by the Guidelines.

Next step

The resolutions and their associated Guidelines ("Guidelines on Shipowners' Responsibilities in Respect of Contractual Claims for Personal Injury to or Death of Seafarers" and "Guidelines on Provision of Financial Security in case of Abandonment of Seafarers") will now be presented to the IMO Legal Committee in October this year for approval and to the 22nd



from the UNITED STATES

- Bishop **Joseph Howze**, of Biloxi, Mississippi, has resigned after 25 years of service in the diocese of Biloxi. He will no longer be the Bishop Promoter for the Apostleship of the Sea in United States. We express him our heartfelt gratitude for his dedication and love to the ministry of the people of the sea.

- The National Catholic Conference of Seafarers has changed its name. The new organization is called *The Apostleship of the Sea of the United States of America*, or AOS-USA. The change has taken place last June in Corpus Christi, Texas. Its first meeting will be held on April 9th-12th, 2002, probably in San Diego.

"IGRANIE Z LEWIATANEM" is the title of a book written by Fr. **Jozef Krok**, C.Ss.R., former AOS National Director in Poland. It relates his 50 years of courageous service to the people of the sea during the difficult time of the communist era.

The book was launched in June 2001 in Gdynia, on board the "Dar Pomorza" with the following formula delivered by the godmother, Mrs. Rylko: "Reach the places where they are waiting for you, through lands, seas and oceans. Make known the names of Polish priests for seafarers and Apostolatus Maris. Bring glory to the flag of the Republic of Poland".

from FRANCE ...

After eighteen years of active service for the AOS in Madagascar, **Bro. Yves Aubron**, left for France, to another Seafarers' Centre. Of the *St Gabriel's Brothers*, Yves has made it clear that it was not enough to help the people of the sea materially, but that they should mostly be given enough power so that they may modify the vision they have of themselves. Have things done, and not to do things instead of them.

Philippe Plantevin has left Port de Bouc, called by the *Mission de France* to another ministry. Since 15 years his name has been attached to that of the Amis des Marins and of this Centre which owes him its development and especially its warm atmosphere.

Thanks Yves, thanks Philippe, for your worthy service for and with the people of the Sea.

... and from ENGLAND AND WALES

We welcome the news of the recent appointment of the AOS National Director in England and Wales in the person of **Commodore Christopher York** who will also be in charge of the AOS-ITF Seafarers' Trust Liaison Office in London.

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WHAT IS A CHAPLAIN

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On page 2 the writer of this article omitted to say that this item came from the British & International Sailors' Society's Sea Sunday material for Pres-byterian and free churches and came as a direct quote from the BISS's chaplains' Handbook.

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