

Apostolatus Maris

The Church in the Maritime World

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



No. 75, 2001/IV



Dear friends in the Apostleship of the Sea,

The year 2001 which is now ending has been full of important events for the Apostleship of the Sea in the World. The Annual Meeting of Regional Coordinators, which took place in Rome last January, has launched the preparation of the XX1st World Congress that will see many of us in Rio de Janeiro next year (Sept. 29 to Oct. 5, 2002).

The theme chosen, "*Apostleship of the Sea in a New Globalised World*", has been studied in four Regional Conferences (Africa-Indian-Ocean, Oceania, East&South-East Asia and Europe). Unfortunately I was not able to attend any of them personally but I know that I was well represented by my collaborators.

A Seminar was organised for the first time in Odessa (Ukraine), attended by Greek and Latin Catholic priests together, interested in the maritime ministry along the Black Sea coast. Ecumenical co-operation has not been lacking with the other Christian Maritime Organisations which, like us in the Apostleship of the Sea, care for the well-being of

seafarers and their families.

At a personal level, I must say that the year 2001 has deeply marked my life, especially from 19 October last, when I was suddenly ill while attending the Synod of Bishops in Rome. Thank God I was saved miraculously in time due to the prompt intervention of the doctor of the hospital where I remained almost one month under observation and for treatment. During that time I realised the warmth and affection of people near and dear and of people from all over the world who sent me messages of sympathy, consolation and encouragement.

While I thank you for your prayers, I assure you, on my part, of my prayers and good wishes during this Christmas season and throughout the New Year 2002, in the hope of seeing the dawn of a New Year without war, people living in peace and harmony, people of all faiths praying to the same heavenly Father as brothers and sisters.

+ Stephen Fumio Hamao, President

Inside

What they said of Globalization at the East/South East Regional Meeting	page 3
Developments in Mexico	7
"Une pastorale des gens de mer"	8
Seafarers' talk	10

H.E.Msgr. Marchetto replaces H.E. Msgr. Francesco Gioia, OFM Cap., Archbishop emeritus of Camerino, Italy.

At the close of his five years as Secretary of this Council, on July 25, 2001 the Holy Father appointed Msgr. Gioia President of *Peregrinatio ad Petri Sedem*, as well as Pontifical Administrator of St. Paul's Basilica and Pontifical Delegate for the Basilica of St. Anthony in Padua.

Our best wishes to both Archbishops.

New Secretary at the Pontifical Council

On November 6th, 2001, His Holiness John Paul II has appointed His Grace the Most Rev. **Agostino Marchetto**, Tit. Archbishop of Astigi, Secretary of this Pontifical Council.

Msgr. Marchetto has served in the Apostolic Nunciatures of Zambia, Malawi, Algeria, Tunisia, Lybia, Morocco, Portugal, Zimbabwe and Mozambico. Consecrated Bishop on the 1st of November 1985, he has been as Apostolic Nuncio in Madagascar, Tanzania and Bielorussia (Belarus). At present he is also the Permanent Observer of the Holy See to FAO, IFAD and WFP.

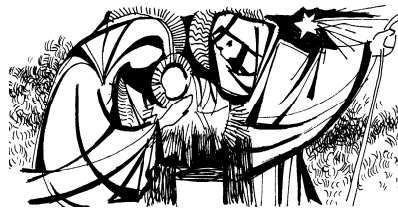
These are his greetings to the readers of the Bulletin.

Dear Friends,

I would like to say a word to you at the beginning of my mission as Secretary of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People whereby I also arrive at the Apostolatus Maris. May the Lord help us "along the way" over the waters to Him and to our brethren.

Since Christmas is fast approaching, I will ask a mystic at the "matter", so to speak, the Jesuit Father Teilhard de Chardin, to be our teacher for a deeper "knowledge" of the Word (the Son of God). Here is the text I have chosen for you:

"In the new humanity that is begotten today, the Word has continued the never-ending act of his birth, and by virtue of his descent into the depths of the world, the great waters of the Matter, without a shiver, were changed into life. There was apparently no shiver due to the ineffable transformation, and yet, mysteriously and really, upon contact with the substantial Word, the Universe, the immense Host, became Flesh. The whole matter is now 'incarnated', my God, thanks to Your Incarnation" (from "La Messe sur le monde").



Merry Christmas and a Happy New Year
Joyeux Noël et Bonne Année
Felices Pascuas y Prospero Año Nuevo
Buon Natale e felice Anno Nuovo
Frohe Weihnacht und ein Gutes Neues Jahr
Feliz Natal e Bom Ano Novo

What they said of Globalization at the East/South East Regional Meeting

Davao City, Philippines, 8-11 October 2001

TAIWAN

The political and economic changes that have taken place in Taiwan during the last 18/20 months have affected very much the operation of the Center and the life of seamen coming to Kaohsiung.

➤ After 50 years of political domination the Koumintang (KMT) lost power and a new president belonging to the opposition party was installed in 2000.

➤ In July this year, because of promises made during the election campaign the President authorized the trans-fer of the responsibility of the port of Kaohsiung from the Department of Communication and Transportation (DOCT) to the City government of Kaohsiung.

➤ The global economic recession that hit the world has affected Taiwan quite deeply and has been aggravated by an exodus of factories to Mainland China. In the last 18 months 8,100 factories closed down. As a consequence there has been a drop in the request for raw material and export of finished products.

➤ The number of ships visiting the port is much less than the previous year. Several ships are staying in anchorage for months because there is no cargo. Some of the crews have experienced delay in payment of salaries.

➤ There is a lot of movement in the container port, but it is almost impossible to sit down with the seamen because the tight schedule and the working hours do not leave much space for relaxation.

➤ The fishermen that were present in great numbers in 1996/97 are declining because their captains prefer to get Mainland Chinese for crew. The Filipino in part has been substituted by Indonesian fishermen but with the same problems.

➤ With the proliferation of cheap telephone cards less seamen are coming to the Center. We are trying to find new ways and means to attract seamen. Economically is also difficult to sustain all the services of the Center.

KOREA

Globalization has its positive results, in the sense that there is a great openness between countries and cultures. There is an on-going movement towards opening of borders, availability of regional even global assistance as well as general thrust towards the creation of a truly global village.

But there is always a great danger of exploitation. The "money factor" becomes the dominant denominator. Companies try to search for the cheapest labor possible in view of greater gains, reduction of man-

power, and more automechanization. Cost cutting measures have been very strictly implemented so that the shipping owners could compete with other shipping companies by offering the lowest possible charges to the shippers for the transport of goods. Furthermore, because of very reduced man-power, many seafarers are overworked. I personally heard of stories that in certain ships, the cook and the mess man had to assist in the docking operation of the ship because of severe lack of manpower.

By way of an example, in the past Korea sold in their department stores many ordinary and household goods produced by Korean themselves. Nowadays, almost everything sold in Korea are "made in China". So several Korean companies producing simple goods unfortunately had to close because they could not compete with the cheap prices of "made in china" goods. In the seafaring world, there is a growing trend to hire more Chinese seafarers. Many European companies are now tapping the Chinese seafarers. In a full crew Chinese ship, an electrician will receive about 700 US dollars. Compare this to over 2000 for an European electrician, or 1200 for a

(Continued on page 4)

What is the particular impact of economic globalisation in the maritime environment of your country?

Has this development had positive or negative results on the lives of seafarers/fisher families and the Apostleship of the Sea?

These questions were posed to the AOS delegates of the countries forming this Region. The following are their answers.

(Continued from page 3)

Filipino one. In the foreseeable future, there is a possibility of displacement of many seafarers from various developing countries, and consequently their families cannot help but undergo great suffering. There is now a trend of a growing dominance of the Chinese seafarers.

JAPAN

➤ Impact on the maritime environment of Japan: less ships than before coming in ports because of worsening economy, bigger ships, etc. But the biggest ports like Tokyo, Yokohama, Nagoya, Kobe still have around 10,000 ships a year.

➤ Impact on the lives of the seafarers: fewer and fewer jobs for the Japanese seafarers for reasons of high salaries. Most of the Japanese ships are now on FOC. With the implementation of the International Safety Management, more uniformity of the work and competence, more safety for the seafarers, less unseaworthy ships, at least in big ports, but at the same time, more tired crews due in some cases to the extra "pirates watch", due also to the huge amount of paperwork that must be produced, especially for ships that can have 5 ports in 5 days, sometime more, and only 3 or 4 days between countries.

➤ Impact on the AOS:
- one big change is the fact that many non-Christian seafarers are replacing Filipinos.

- a second change is the fact that even among the Filipinos themselves, there is a bigger presence of seafarers from other Christian groups.

- a third one is the very fast increase of seafarers from countries without any Christian background but with Buddhist, Hindu, Islam or communist background. I have no official statistics, but I estimate that about 80% of the seafarers coming to Yokohama are Asians, with a remarkable increase of Chinese.

- a fourth one is the fact that more and more seafarers are from countries where there is no seamen union at all or only by name. Seafarers cannot complain about their salaries, about unrespected contracts; very often they don't even have their full CBA (Collective Bargaining Agreement) in hand, so it is more difficult to know their rights and have them respected. I have seen a promise signed by Indonesians and one more by Burmese seafarers, that they will never contact ITF, and one was mentioning not to contact any Seamen's Club.

SINGAPORE

The turnaround time of vessels in the port area has been low (8-12 hours), and it is quite difficult to visit ships since the crew are so much in a hurry to have their works done. The sourcing of cheap labors from several third world countries has dislocated some members of the seafarers' community.

PHILIPPINES

As the Maritime industry becomes more "asianized", the Filipino seafarers are often being affected in a negative way. Perhaps the most evident effect is the threat of being replaced by seafarers of other countries who are willing to work for a cheaper rate.

A Croatian seafarer told me recently that he was having qualms of conscience as he sat and enjoyed the welcome and hospitality of the people of Davao and our Center. He said " ..myself and my Croatian crew mates have replaced an entire crew of Filipinos. The company is saving 34% on the salaries of the officers and about 52% on the salaries of the ratings by contracting for Croatian seafarers over Filipino. We have caused 26 Filipinos to lose their jobs and they are family men like us."

There is so much emphasis on "down-sizing" and cutting costs - this also affects the Filipino as well as all seafarers.

Just two weeks ago, a reefer carrying 250,000 cartons of bananas from Davao to 7 ports in the Middle East was loaded in 45 hours - the fastest time ever recorded in the Port of Davao. The time in Davao was formerly 7-10 days for "reefers" to reload. That was cut to 3-5 days by introducing refrigerated warehouse to the port so that bananas are stored in the refrigerated warehouses before the ship arrive. Now the ships are required to carry 30-32 40-foot containers loaded with bananas before the ship comes. So the loading goes on day and night. Instead of 3-5 days, the ships can turn around in 2

(Continued on page 5)



(Continued from page 4)

days. And now when they get to the Middle East, they are scheduled to discharge cargo at 5 ports in 7 days. When do the members get a chance to rest???

Most accidents are blamed on human error!!! And human error is blamed on crew fatigue? With the faster pace of turn around plus the tension of 36 hours of straight duty when they sail through the pirate infested Mollucca Straits between Indonesia and Malaysia, when does the crew get to sleep/rest?

When the men come home, they are required to take up -grading courses - these are usually in Manila and sometimes in Cebu -, the men are at home but not with their families. Therefore the high cost of travel to Manila and the cost of living in the Metropolitan City.

Filipino Seafarers also face a long period to getting a new contract just by virtue of the large number of

Filipino Seafarers--350,000 but according to Government figures, only about 198,622 are employed at this time.

There is also the reality of the competition from Seafarers of other Asian countries who are willing to work for cheaper rates than Filipinos.



The men have more tension and insecurities. This often leads to domestic problems and tensions as well as some addictions drink, infidelity, sometimes even drugs. Children are also affected

by the problems of their parents, and the tensions are the job security of their fathers.

HONG KONG

General cargo ships and bulk carriers are going through hard times, and small ship owners can no longer compete with the big owners. Apart from log, steel and coal carries, there are very few international cargo carriers – except the Chinese, which are mostly smaller or coasters.

Even container ships are chartered out to the big companies and change names almost every year. Due to the global economic downturn, cargo handling for last quarter was down by 10%.

THAILAND

➤ Stressful working conditions that results in sexual behavioral changes

➤ Loneliness, homesickness and lack of communication to loved

Filipino and AOS chaplain in Antwerp

My sister Mayeth married Mike, a seaman, Chief Cook in the ship. They were lucky to have a daughter, Mariguel. When she was 4 years old, her father arrived at the end of a ten-months contract. Mike was not recognized by his daughter: He wanted to embrace her but she cried and hid behind her mother. I saw Mike so sad and cry. It took maybe 3 weeks for Mariguel to recognize him. This changed my life as a diocesan priest. I feel I had to do something for seafarers like Mike. I also knew all the experiences of my sister, left alone and worried when Mike was out at sea in a foreign land. Bishop Paul Van Den Berghe of Antwerp, asked for a Filipino priest and Bishop Arguelles, who is responsible for all Filipino priests working abroad, asked my Bishop in the Diocese of Lucena, Bishop Ruben T. Profugo, if he could send among Filipinos one of his priests to carry out this kind of apostolate.

I am **Fr. Jorgedy Q. Bago**. For 17 months I was here in Stella Maris, studying Dutch. I also work with the Filipino community in Antwerp. Every evening we celebrate Holy Mass for the seamen. During this period, some seamen died by accident and one due to heart attack. Two Filipino seamen died because they were hit by their own crane. It was a very sad experience seeing their bodies under the crane for many hours. We prayed and talked to the members of the crew who happened to be all Filipinos. They were all shocked and could not believe what happened. Then, Geert Bamellis and myself informed their families. It was such a difficult job, to tell the wives that their husbands died in an accident. One of them who has 3 children, the youngest which was maybe 4 years old, said to me, "Father tell me that you are just joking, tell me that it was not my husband. Then she cried and then came a moment of silence. Many meet an accident, some get into trouble with the authorities and are jailed. Visiting all the seafarers regardless of their faith in the hospital and prisons, providing them liturgical services, talking with them, welcoming and helping them in what we of the AoS can do, alleviate their loneliness and give them the feeling that they are at home away from home.

Farewell from a National Director ...

Dear Friend,

Here I am back in France, definitively, after a two-month stay in Madagascar. I was able to take part in several events which I will share with you.

One great moment in Tamatave was the National Meeting of the Apostleship of the Sea with more than 25 participants from the whole country, together with the Lutheran guests and, for the first time, some Anglicans (2 Bishops).

The situation of the Malgache seafarers continues to be very precarious and filled with uncertainty with regard to the future. The situation of the traditional fishermen remains difficult, and also for their families. The AoS is a place to meet and share their lives as believers. For me, it is a place for "acting together as Christians in the maritime world".

It is also the transfer of responsibilities to the local and national level, even if the persons sounded are not subsequently free. There were also the "farewells" to friends, families and brothers whom I have known ever since I started out in Madagascar 18 years ago! This is always somewhat moving and festive.

Lastly, together with family and friends, I did a little touring on the "High Plateaux" and the coast: Majunga, St. Marie, just to fill myself up once more with the beautiful landscapes and situations of persons I knew.

Unhappily, during my stay there were two shipwrecks with more than 40 dead and missing. This was like a reminder to me that there is no lack of work to be done in the maritime world, especially with regard to formation, safety, solidarity and justice.

I was also able to take part in and evaluate the work of the "COMM" (Collective of Malgache Maritime Organizations) and of the National Committee for Seafarers' Welfare (IOSEA).

Now I am embarking again between Nantes and St. Nazaire with the Mission of the Sea and Youth of the Sea and more maritime hospitality. Will there be some new adventures?

Véloma! (See you again)

Yves Aubron

The English Language of the Sea is Changing

(Uomini e navi, n. 4-5)

In the month of November, a small revolution will take place in communication at sea. The Standard Marine Communication Navigational Vocabulary (SMNV), which has been used since 1977 for contacts between navigators and between ships and land, will be replaced by the Standard Marine Communication Phrases (SMCP).

The SMNV was developed for navigators with the conviction that the common language, English, should not be of a Shakespearean kind, but rather a technical,

simplified English accessible to most operators. The changing conditions in work on the sea called for a first revision of the SMNV in 1985, but it was already working on and trying out a more effective language system based on phrases rather than individual words.

The language is built on a basic, colloquial and technical knowledge of English and includes phrases that are normally and repeatedly used in life on board ship, such as in the operations of mooring and unmooring, loading and unloading, but, above

all, in emergencies and dangerous situations...

Let us not forget that ships, especially cruise ships, have a great number of nationalities on board -- as many as 42 have been found...

The diversity of languages has caused hundreds of victims on the sea, both in cases of fire on board and in contributing to collisions. The 173 victims of the "Scandinavian Star" should be mentioned. According to the Board of Inquiry, the fact that 23 different languages were spoken on board seriously impeded carrying out the maneuvers for abandoning the ship.

Just imagine what could happen with the Babel of

Developments in Mexico

GULF & THE CARIBBEAN

The steps to be taken in the itinerary of the Apostleship of the Sea in the Gulf and Caribbean are:

– to urge the appointment of a coordinator of the Pastoral Care of the Sea in every coastal diocese, knowledge about the situation of the “people of the sea” and identification of the main problems.

- In the Gulf and Caribbean area, Coordinators of the Pastoral Care of the Sea already exist in Quintana Roo, Yucatan, Campeche, Tabasco, Coatzacoalcos and Veracruz.

- In Yucatan, the diocesan coordinators convened the parish rectors from the coast (9 coastal parishes with a coastline of 392 kms.). The meetings took place every month. These meetings served to make known the general outline of the apostleship of the sea and the need to evangelize the people of the sea, to plan the activities to be carried out, and to insert this into the diocesan pastoral care plan. The receivers of this pastoral action are the fishermen (about 25,000) and their families, the managers, shipowners and port authorities.

- In Progreso we are already linked via Internet to the Apostolatus Maris network of America and Venice. We continue to visit the boats that arrive in the port, transport crew

members to land, and distribute the “Balita” we received from the Stella Maris of Venice to the Filipinos and occasionally to Russians and Greeks. It was an excellent experience for the whole AM team. We have almost finished preparing the founding document of the AoS of Yucatan in order to be admitted as AC and take the necessary steps to obtain resources for the Stella Maris Center here. We had an interview with the new governor of our state to ask for his help with the restoration work on the very old building (it is dated 1893) that was donated to our Stella Maris Center. The new governor appeared very interested in the project especially because he has business related to fishing.

VERACRUZ

In the diocese of Veracruz, Mexico, we have the most important port of the Republic. Ships of different sizes arrive here with a constant flow of goods. The Pastoral Care of Human Mobility tries to give answers to the challenges that arise in spiritual attention to seafarers and tourists. The first steps were taken by promoting the Church’s presence in these milieu and by training and supporting agents who are familiar with these areas, such as,

for instance, the attempt to consolidate a group of retired seafarers who wish to work in the Apostleship of the Sea.

In January, a Commission went to the Bishops’ See from the Order of the Captaincy and Pilots for Attention to Seafarers and presented an initiative: to found an International Center for Attention to Seafarers through donations from the ITF with headquarters in London. This Center would provide all kinds of attention for seafarers and would ask Msgr. Luis Gabriel Cuara Mendez for spiritual support and the creation of an Ecumenical Chapel. We can conclude that the project is progressing and that little by little these forms of pastoral care are taking shape, thereby making it possible to fulfill our charge to practice Christian charity and give attention to persons, both Catholics and non-Catholics, who are constantly on the move for different reasons.

In brief, our efforts are directed at trying to motivate desires, solidify hopes and promote joy by urging all sensitive human beings to join in this struggle and become aware of these problems. The purpose of all this is none other than to spread in society the true meaning of Christian charity and human attention to these situations. We do

These two reports were prepared respectively by Fr. Lorenzo Mex, chaplain of the port of Progreso, and by F. Angelo Castillo Lopez, chaplain of the port of Veracruz.

“Une pastorale des gens de mer”

Presentation by the author
Fr. François Le Gall, SMM

The Pontifical Council for the Pastoral Care of Migrants and Itinerant People has published a book written by Fr. François Le Gall, SMM. Fr. Le Gall was AOS National Director in Madagascar and Regional Coordinator for Africa-Indian Ocean. From 1988 to 1994 he was at the International Direct-ion of the AOS in the Pontifical Council.

The book represent and excellent introduction to the pastoral maritime care for a chaplain or a pastoral assistant. The prepara-tion of the English version is

The simple work entitled, “*Une Pastorale des Gens de Mer*” (Pastoral Care for the People of the Sea), which Gérard Tronche suggested I present to you, contains five chapters together with a Pro-logue and an Epilogue. The Bishop of Bayonne and Promoter of the Mission in the maritime world in France, Most Rev. Molères, kindly read the work carefully and wrote the Preface to it. I would like to warmly thank him for this because his Preface points out some dimensions and merits that I had not thought about. The references mentioned at the end of the book are meant to be a recognition of the sources I used and an expression of thanks to all those from whom I borrowed some texts, especially the “Apostolatus Maris” Bulletin, in order to give the work more weight and life.

The **objective** of this book is to make the Church’s work in the maritime world, through the AOS, known, appreciated and encouraged. John Paul II has already given us the Motu Proprio *Stella Maris* on this subject. Why not make this heard in a book accessible to a greater number of readers? Also, I remembered a reflection

made by Bishop Molères during the last world Congress in Davao: “You ought to write something about your experience”. When my age and physical condition forced me to end my activity as port chaplain on the isle of La Réunion three years ago, the Most Rev. Aubry also gave me the same suggestion.

To whom is the book directed? I wanted to make it readable both for people who know nothing about the maritime world, and for the seafarers themselves. Before submitting the proofs to Bishop Molères, I had it read by many priests formerly with the Mission of the Sea and by some who are still active, by two seafarers, some religious women, and a few lay activists. All of them encouraged me to publish it. Afterwards I sent it to the Pontifical Council that wanted to proceed with the French edition.

What method was used in drafting it? What content?

The method was the only one I am capable of using after practicing it in the JOC for many years. It is the method of Seeing, Judg-ing, Acting!

First, **Seeing** close at hand what it means when we speak about the life of seafarers, the life of the

people of the sea in an evangelizing perspective. Men of all nationalities live on ships and not occasionally, because their work, their trade, is to be on the sea. It is a nearby sea for traditional or artisanal fishermen; it is from one country to another, and sometimes one continent to another for industrial fishermen or merchant seamen. In the meantime, their wives and children are living on land, in their country.

The subject of the Prologue and Chapter I is: Panorama of Maritime Activity.

The Prologue recounts four real sea adventures: 1) a Breton seaman who celebrates his retirement together with his whole crew in the Seamen’s House in Tamatave; 2) a crew of Filipino seamen with a French commander on a gas-fitter ship in the west port of La Réunion; 3) a Malgache seaman on a Norwegian ship bound for Portugal; 4) some Chilean fishermen arrested for illegal fishing in the Antarctic area.

In Chapter 1 the following are described: passenger transport, cargo transport, industrial fishing, artisan fishing and traditional fishing.

After presenting the types of ships, the financial aspects are also described as well as the seafarers’

(Continued on page 9)

(Continued from page 8)

place in the company, the make-up of crews, the work and relations on board, and the seamen's relations with their families.

Next, **Judging**, in order to discover how a seafarer's life is structured, the professional aspects, the international dimension of the trade, the ecological problems, the seafarers' own culture, the complexity and precariousness of their situation, but also the values lived by the seafarers, including those which a living Church, involved in people's lives and present, even on the sea, allows us to hope. This is the entire question of a new evangelization: namely, to keep the faith, to integrate human promotion, to protect the unity of the family, and to promote moral and cultural values.

This aspect is developed in Chapter 2: Maritime Pastoral Care.

Lastly, **Acting**, by entering into the enthusiasm instilled by the AOS ever since its foundation; by putting imaginative, active charity to work in order to make further progress; by stating clearly what must be improved, proposed, changed, in the seafarers' lives.

This is Chapter 3. The Apostleship of the Sea: a historical overview, a task of the Church, a missionary task, an ecumenical task. The concrete efforts are listed in detail through which evangelization passes, ranging from hospitality, visits to ships, hospitals and prisons, on to community life on board, the task of education, support to families, legal assistance, the activity of Associations, and Sunday

on the sea.

In the same perspective of Acting, Chapter 4 gives details on the joint commitment of lay persons and ordained ministers as well as the organization which the Church can provide for herself through the AOS (Motu Proprio) in order to fulfill her mission in the maritime world.

The Epilogue is a conclusive, sociological analysis which I owe to Father Sylvain Urfer, a Jesuit in Tananarive, who has helped the Apostleship of the Sea in the Indian Ocean enormously.

In his Preface, Bishop Molères encourages many to read this book, including political and pastoral leaders, in

For orders:
Mission de la
Mer,
27 rue Jean
de Beauvais,
75005 Paris



Information Technology at the Service of Seafarers

For seafarers calling in at a port, ideas boil over in their heads that ebb onto the dry land. Touching land after days or weeks at sea always includes some new personal programs. The best known and most common program has to do with communicating with relatives and friends: *letters to be posted, phone calls here and there, getting mail*, etc. And for some time now, requests for e-mail have grown considerably.

During the visits on board, after the customary greetings, the seafarers always hasten to ask, "*Is it possible to send an e-mail? Do you have an Internet connection?*" This is the first reason that moves them to come to the Seamen's Club.

It is absolutely necessary for the reception centers to be equipped with these up-to-date information tools in order to be able to respond to all these requests. Still more necessary, however, is the required competency that must be acquired by the persons involved in reception services for the people of the sea.

Aware of this urgent need, which is *at the same time a requirement of internationalization*, the Stella Maris Club team of Toamasina, Madagascar, has taken part in "initial information training and perfecting" in order to enable them to make better use of the modern communications tools. Since this promotion has been called "Hard Disk", it is hoped that there will always be enough space for hospitality and commitment at the service of the people of the sea's welfare. Moreover, it is necessary for these tools to foster human promotion as well.

Seafarers' talk

.... a young seafarer to future seafarers

.... a sea wolf

Engineer Richie Boy

Greetings from the port of Yokohama, Japan.

I have a busy, hard, hot, heavy and noisy job. I hope that all seamen's wives are aware of these so as not to spend money imprudently. Yesterday I talked to our Ukrainian chief cook who had been a seafarer for 3 years. He got nothing but a simple renovation of his parents' house while most of his earnings went to his 3 children's welfare. Although he is already tired of his job, he has no option but to go back to sea, because his wife has no savings at all. I've learned a lot from him. He's 39 years old and an experienced father.

I am not discouraging maritime students here, but I do discourage them from marrying earlier and to stop thinking about a very luxurious life. I have observed that most seamen are money spenders ...

Anyhow, life here is too boring and isolated; waking up at 5:00 AM, get ready for the 6:00 AM job until 5:00 PM. This I have to do daily. It's like taking pictures a thousand times in one corner and the same position, too boring. Well, I have no regrets, because this is the kind of life I have chosen. I am also calling the attention of all maritime school instructors to at least experience being on board so that they can

share some practical and realistic experience for students to ponder upon. It is not enough to solve mathematical problems and pass the course. When I was still studying, I never knew that I have to sleep 2 hours a day, going inside the scavenging manifold at 2:00 AM, wiping all the bunker sludge inside for 24 hours to change the main engine bearings, pistons and liners and expose my body to a very high temperature and pressure enough to burn my body. I don't have the necessary protection to shield myself from the shouts of superiors, rage of storms, and vomiting. I have to call all the saints to help me and the thought of my family constantly haunted me. There were bad food sometimes, rusty drinking water, over-cutting of salary by manning gents or the danger of signing a blank contract. I never heard all these things in school. It could be a good suggestion then that instructors who have had a very good experience on board should spend 10 minutes of sharing about his life in the seas to prepare maritime students for their fate at seas.

Till here folks, I'm talking too much already... Give my regards to everybody.

(AOS Cebu Newsletter no. 28, May-June 2001)

** Richard Lloyd, AOS Adelaide, Australia

I have spent some twentyfive years of my life at sea, and over that time there have been ships which were almost as good as you could get, while others seemed to have been designed by someone who had no idea of life at sea. These were the bad ships, the hard working ships, the ones which rolled on wet grass. They were the noisy ships where sound and vibration were transmitted throughout the hull to the detriment of a decent night's sleep. These were the ships where socializing was at a minimum, and trust, an essential ingredient of shipboard life, went out the porthole. There are some things, which when built into the ship, remain for life. Let us look at just a few... ..

1. Ship's Ladders. To the average ship visitor they are not a problem unless we are out of condition. But for the person who uses them every day, for months on end, they can be a real trial. Why? Because most ship's ladders require an abrupt change of direction when the end of that particular flight is reached. This puts an intense strain on the knee ligaments and brings

(Continued on page 11)

**

Richard retired as Chief Engineer. We give most of his talk to the AOS Training Course for Australian AOS Members in Adelaide (October 2-3, 2001)

An interesting point of view on shiplife can be found in "Seaways", December 2001, page 22: "STCW 95: are minimum standards good enough?"

(Continued from page 10)

on early arthritis and possibly retirement well before the normal time.

On my last ship, I had to negotiate a minimum of 68 flights each and every day. There were nights when sleep would not come because of the aching. Thank God, I am retired and the knees are much less sore. By the way, the Company Doctor said it was normal wear and tear, and it probably was for that ship, but the conditions on that ship, regarding ladders, was far from normal. The angle of the ladders varied, the rise of the steps was not the same for all ladders and especially in the accommodation these were so narrow as to make it difficult to take a suitcase up to your cabin.

2. Transmitted noise. This can come from many sources, but the main areas of initiation are

(a) Machinery, both on deck and below.

(b) Propellers, especially in light draught or shallow water.

(c) Activity and recreation rooms.

Generally little can be done about the machinery and propeller noises, but occasionally some remedial action can be done within accommodation areas. A ship is poorly designed when sleeping cabins are next door to messes, TV and recreation rooms, ship's laundry or to doors leading outside to the deck. Some improvement can be made by increasing the bulkhead

thickness or improving the insulation.

3. I regret the passing of the curtain on the cabin door. Done for safety reasons, it has killed the social 'drop-in' of one or other crew. Now you are confronted with a firmly closed door and that seems to kill any desire to enter. On any ship, but especially on those with small crews and on long runs, anything that reduces social interaction should be avoided.

4. I would like to see included in the training courses for officers some instruction on pastoral care, relating to the welfare of those in their charge. It would not need to have a religious base, but it should center on the dignity inherent in each person. What happens now depends greatly on the character, personality and disposition of the officers involved.

5. Crewcall and Crewmail. They are designed to improve communication from ship to shore so that the crew may more readily call home. It sounds good, but there may be problems in certain circumstances. Let me explain....About 18 months ago I was called to a ship; one of the crew was in a seriously disturbed state. Over a period of a couple of hours I gradually learnt his story....

It seems his mother had died a rather violent death for which he blamed himself because he was

away at sea and unable to protect her. When he went home on leave he found that all responsibility for settling her estate was thrust upon him, and on top of his grief this was a heavy load.

At the end of his leave he returned to his ship, only to have his life made miserable by continual phone calls from home. His father wasn't happy with the way he'd handled the estate, his brother wanted more, and his wife, who had got on well with the mother but not the father, was now estranged from the family and their children made unwelcome.

All this was laid on this man at sea; he was completely unable to help, he brooded over the problems and eventually it was all too much for him. Is it any wonder he started to crack up?

I am pleased to say that he recovered from all this and in fact called into the club about three weeks ago to say thanks.

All's well that ends well, I guess, but if this system comes in, we should all be aware that it may bring worries with it.



Compulsory publication of data regarding foreign ships detained in ports

(Alberto Stefanini, *Vita e Mare* 8/9-2001)

*Useful to
know for
ship
visitors ...*

As of last July, information is available on the website of the Harbor Master's Offices (www.guardiacostiera.it) regarding foreign ships detain-ed in the nation's ports in evasion of the controls made by the landing State.

The inspections, which are done by officials of the Harbor Master's Offices with specific qualifications, are aimed at checking to see if the for-eign ships are in conformity with the international Conventions on navigation safety, as well as identifying and eliminating those ships which present deficiencies that can endanger the safety of

the ship itself and the crew or pose serious risks for the marine environment.

The detention of ships continues until the ship is restored to complete efficiency, and the information re. the date, the ship, the shipowner and the deficiencies found are made public through the above-men-tioned website.

The publication of this information, on a monthly basis, contributes towards hindering the traffic of the so-called "sub-standard" ships through the availability of data on the PSC ins-pections which all interest-ed maritime workers can consult.

The data available on the Coast Guard's website under the directory "Port

State Control" takes on particular importance because Italy is one of the most active countries among the members of the Paris Memorandum (15 European countries plus Canada, Croatia, Poland and Russia).

During the year 2000, 2,104 inspections were made in Italian ports, equivalent to approximately 11% of the more than 18,000 inspections carried out in the ports of the MoU Region, and 283 ships were detained out of the overall 1, 764 ships detained in the 19 countries that adhere to the above-mentioned agreement.

Similar information regarding the inspections and detentions made in all of the 19 countries of the

DCC (Délégation Catholique pour la Coopération)

The DDC (Catholic Delegation for Cooperation), created in 1967, is a Non-Governmental Organization, a Service of the French Episcopate, accepted by the public authorities for sending volunteers abroad. Every year approximately 200 new lay volunteers leave to help the Churches of the world in carrying out their development projects in some 60 countries in Africa, the Mediterranean Basin, the Far and Middle East, Latin America and Asia. At present, the DDC manages 500 volunteers in 65 countries.

The volunteers sent by the DDC are persons who make a commitment for at least two years either in the framework of their national service or as civilians in order to share the daily life of local people and to be at their service. This year 150 volunteers were prepared for their future mission in a training course during which they attended various conferences in order to:

- know more about their future destination; - understand the cultural differences better; - learn about the social realities they will be confronting; - find the place of their period of cooperation amidst the challenges of human development; - get around the obstacles they will be confronting.

The DDC is willing to examine requests from the French-speaking chaplaincies of Apostolatus Maris. Address: Délégation Catholique pour la Coopération, BP 303, 11 rue Guyton de Morveau, 75625 Paris Cedex 13. Tél. +33 1 4565 9665, fax +33 1 4581 3081,

e-mail : dcc.com@ladcc.org. <http://www.ladcc.org>

Contact media : Manuèle Derolez (+33 1 4565 9980)

The “Stella Maris” of Trieste Re-Opens Its Doors

On Sunday, November 18th, the Stella Maris in the heart of the port of Trieste re-opened. It was the local bishop, the Most Rev. Eugenio Ravignani, who explained the reason that led to resuming this socio-pastoral service. “As the Church, we wish to offer a home away from home to the seafarers. It is a duty for us to respond to this expectation of the people of the sea”. (MIGRANTI-press, Year XXIII – No. 48)

AM World Directory

CAMEROUN	DOUALA (<i>new chaplain</i>) Fr. Polycarpe Gilbert Nta Mak
PHILIPPINES	CEBU (<i>new e-mail address</i>) aoscebu@info.com.ph

Navalweb.com informs

A huge ship

Hapag-Lloyd's new flagship, “Hamburg Express” was named on Friday 23rd November in Hamburg. The new building is 320 metres long and 43 metres wide and with a capacity of 100,000t, can carry 7,500 teu. The main engine has an output of 68,640 kW, providing a speed of over 25 knots. The propeller, with its diameter of 9.1 metres and weight of 100 tonnes, is currently the world's largest driving a container ship.

Malta to boast \$30mn cruise terminal

The government of Malta has launched one of its largest capital projects with the signing of the contract for the Lm14 million (US\$30 million) cruise passenger terminal. The terminal will be in operation in four years time and once completed is expected to employ some 400 people. Spending by cruise liner passengers in Malta is currently estimated at some Lm6 to Lm8 million (US\$13 to \$17.5 million) per annum. During the financial year ending September, a total of 240,000 cruise liner passengers in 312 ships visited Malta, an increase of 70,000 passengers and 60 ship visits over the previous year.

Costa Cruise back to school

Costa Cruise and the Central Romana Corporation are to invest \$600,000 in a training school for the Dominican Republic, Central and South American hotel trade. The two companies are already partners in the management of Catalina island, Costa's private Caribbean beach for cruise calls, and The Casa de Campo school in La Romana will be a center of excellence for training hotel personnel. The investment will be used to modernize an existing building, which will be used for classrooms and offices as well as to construct accommodation for students. It is hoped the school will train some 2,000 students during its first year on refresher courses for Costa staff and professional training courses for newly recruited employees from the Dominican Republic.

L'Apostolat de la Mer en Mauritanie

La capitale de la République Islamique de Mauritanie est **NOUAKCHOTT**. C'est un port sur l'Océan Atlantique. La superficie de la Mauritanie est de 1 million de km². La population est de 2.400.000 habitants, presque tous musulmans. Population arabo-berbère et négro-africaine.

Le diocèse de NOUAKCHOTT fondé en 1960, comprend environ 5.000 baptisés, tous étrangers, des 5 continents. Notre évêque est le Père Martin HAPPE, de la Société des Missionnaires d'Afrique. Nous sommes 12 prêtres et 40 religieuses. Il y a 6 églises.

NOUADHIBOU est un port de pêche et de commerce. L'aumônier est le Père Guy DANIEL, de la Congrégation du Saint-Esprit. Adresse de la paroisse : B.P. 32. Tél : 574.53.39. E.mail : misndb @opt.mr Un jeune coopérant, séminariste du diocèse de TOULOUSE, Guillaume LOZE, est aussi responsable des marins étrangers. Il anime le foyer des marins, avec des jeux, lectures, rencontres, il leur donne aussi des cours d'anglais et de français. Nouadhibou est aussi un port minéralier (fer).

**Pontifical Council for the Pastoral Care
of Migrants and Itinerants**

Palazzo San Calisto - 00120 Vatican City

Tel. +39-06-6988 7131

Fax +39-06-6988 7111

e-mail: office@migrants.va

<http://www.stellamaris.net>



