

# Apostolatus Maris

The Church in the Maritime World

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



N. 79, 2003/I



John Paul II:

Never violence and arms  
only peace

"We now turn to the Blessed Virgin Mary.... Above all at this time we ask her for the gift of peace. To her especially, we entrust the victims of these hours of war and their families who are suffering. I feel spiritually close to them with my affection and my prayer.  
(Angelus, 23 March 2003)

"When war, like the one now going on in Iraq, threatens the fate of humanity, it is even more urgent to proclaim with a firm and decisive voice, that peace alone is the way to construct a more just and caring society. Violence and arms can never resolve human problems" (Audience to the Members of 'Telepace', 22 March 2003)

*"O God, transform our hearts and give us the strength to work together against the winds and the seas. Through us, let justice and peace come on earth and on the sea as in heaven".*  
(from the Message of the 'Mission de la Mer' to the maritime world , on the occasion of the war in Iraq, 27 March 2003).

## Inside...

Yachting, Maritime Sports and the Apostleship of the Sea	Pag. 4
Seafarers and Yachting	5
Let's talk of Sports and Seafarers!	11
"Sailing" Chaplains	13

## There is more happiness in giving than receiving

*In His Lenten message, the Holy Father cited the following words from the Acts of the Apostles: “There is more happiness in giving than receiving!” (Acts 20:35). Saint Paul, in his Letter to the Romans, also said, “When we were baptized we went into the tomb with him and joined him in death, so that as Christ was raised from the dead by the Father’s glory, we too might live a new life” (Romans, 6:4).*



*The old life of selfishness, racism, xenophobia, discrimination and prejudices dies with Christ’s death on the Cross. The new life of altruism, generosity, compassion and sharing with the poorest is born with Christ’s Resurrection. With the Risen Christ, who is always alive in our midst, we can feel more happiness in giving than in receiving.*

*Isn’t this the joy you experience when you offer others a smile, a cordial greeting or your hands that are ready to help the handicapped, the elderly and the sick even though you are of a different culture from that of the persons you meet on the seas of the world?*

*I hope that with the Risen Christ you will be able to travel over the seas of the worlds evangelizers, as heralds of joy and hope.*

*To all the people who belong to the world of the sea, I extend my best wishes for a Happy Easter.*

*Most Rev. Stephen Fumio Hamao  
Archbishop-Bishop Emeritus of Yokohama  
President*

*An initiative of the Mission de la Mer  
(Apostolatus Maris – France)  
regarding an event that affects many people of the sea  
(large excerpts)*

**We who belong to the Mission de la Mer,**

wish to publicly recall some things about the people of the sea and the sea that are truly human and make good sense.

- The sea cannot be part of an invasion strategy. It is not a means for aggression against other peoples or a terrain for invaders' maneuvers (except in the case of legitimate defense).
- The sea cannot become an unsafe place where war, with its mines, among other things, makes working and traveling conditions more and more difficult and dangerous for seafarers and travelers, as in the case of the Persian Gulf now.
- On the other hand, the sea cannot be considered a sewer to collect the pollution from war.
- In fact, the sea must become once again what it is in the mind of the Creator who gave it to us as a place of life, work, scientific research, beauty, boating and solidarity as well. At a moment like this, the Mission de la Mer attests to the fact that this solidarity is real on board ships. Whether seafarers are Muslim, Christian or other, they stick together; the religious issue does not divide them; their work brings them together, and danger and their life in common give them solidarity with one another. But much more than the storms at sea, the danger that threatens them is the outburst of human passions.

**Once again the Mission de la Mer**

draws the attention of the different leaders and lawmakers to respect for seafarers and the maritime environment.

\*It recognizes the dynamism and creativity of the people of the sea who are capable of coping and offering their assistance in difficult times, as we have seen recently on the Atlantic Coast after the shipwreck of the *Prestige*.

\*It reminds believers about this advice that comes from Arabic wisdom: "*Just as a camel – the ship of the desert – kneels down before its master so that it can take on its burden, you too should be capable of kneeling down every evening so that the Lord will relieve you of your burden*".

In conclusion, we offer this hope expressed by a believer in the form of a prayer: "*O God, transform our hearts and give us the strength to work together against the winds and the seas. Through us, let justice and peace come on earth and on the sea as in heaven*".

March 27, 2003

## Yachting, Maritime Sport and the Apostleship of the Sea

*We present here the brief report of a research made in Italy and in New Zealand, which shows the growing importance of this particular sector of the maritime world, and, consequently, the relative importance which it should have also for the Apostleship of the Sea.*

The information gathered by the Delegation of the Pontifical Council during their visit to Auckland, New Zealand, from January 11 to 22 has confirmed the preliminary proposition that the field of the Apostleship of the Sea should extend to ministering to the increasing numbers of professional sailors taking part in regattas like the America's Cup and of people on sailing or power Yachts for coastal navigation – or beyond – for work or for recreation.

More than 2,500 'maritime people', including children, have been brought to Auckland by the various Challenger Teams, and most of them have lived there for 15 to 18 months (2001-2003) to prepare and participate in an Event which, in 2000, had brought 990,900 overseas visitors to the new America's Cup Village in the City.

The increase in recreational yachting – which employs tens of thousands of sea-men and sea-women around the world – is proved by the same Event. Figures obtained from the New Zealand Customs' Department show that 500 ocean going yachts entered New Zealand from Jan. to Nov. 2002, against 300 for the same period in 2000, year of the first America's Cup Defence by Team New Zealand. They also stayed one month longer in 2002.

The Mayor of Auckland, the Councillor for Hobson Ward, the Chairman of America's Cup Village Ltd, the Director of the America's Cup Louis Vuitton Media Centre, the President of C.O.R.M. (Challenger Of Record Management), all expressed their appreciation for the interest of the Church towards Cup Sailors and "Yachties". The Delegation can witness to what the local Catholic Church has actually done on behalf of many of them.

This visit, which had first caused surprise to many, developed into a succession of most informative meetings with real experts at the bases of Team New Zealand, Oracle BMW, Prada, Alinghi and Le Défi Areva, interviews or simple conversations with civil servants or media and contacts with sailors. It proved also that the Church's interest was welcome by the sailors themselves and the approach of the Delegation valuable.

A reflection of the role of the local Church during this international event, expressed by several of its actors, revealed its importance. It revealed also the need, for the local Church, to anticipate in the future, as all the other institutions in the city did in their own field and in collaboration with them, what the actual pastoral and practical needs of Cup's People from overseas would be, and how to address them. This could be done also ecumenically and the help of some external support may be required. The evaluation of what has been done by the Church in 2001-2003 would be very useful.

It is to be regretted however that the network of Apostleship of the Sea Chaplaincies and Stella Maris Centres, like those of other I.C.M.A. member societies, is practically unknown to people in Regattas or in Yachting. Likewise, very few Apostleship of the Sea's people may know the way to the Marina in their neighbourhood... This situation must change: it will take time but it is not impossible with everybody's good will.

In the sphere of Regattas and Yachting also, the faithful are "called to witness to their Christian life" and they need the "specific pastoral care" (cf. *Stella Maris* I.1.) which other seafarers are already provided with by the Apostleship of the Sea. Hence, the commitment of the Apostleship of the Sea to extend its ministry towards them *will have to be proved soon* by concrete initiatives. There are a number of Sailors, who were met in Auckland or in Rome, who are expecting this, wholeheartedly prepared to participate, in the spirit of the Apostleship of the Sea.

*Angel Llorente, Apostleship of the Sea, Dunkirk, France*

## Seafarers and Yachting

During its general assembly two years ago, when the Federation of Retired Persons of the Dunkirk Merchant Marine proposed an up-dated version of its statutes for the members' approval, I noted that while merchant and fishing seafarers were mentioned, the professionals in yachting were not. The oversight was forgivable because while many of the Ministry of Transportation's circulars (some of which are dated 1993) on conditions for exercising functions on board specifically refer to all of them -- "on board merchant, fishing and yachting vessels that are manned with a crew" -- when the number of seafarers is cited, only shipping and fishing are mentioned, even though the BCMOM (Bureau Central de la Main d'Oeuvre Maritime -- Central Office for Maritime Labor) makes a distinction in its statistics regarding trade between officers, operational personnel and yachting. I think that the President of the Dunkirk Federation may have kept the draft of the statutes in the memory of his computer and could have easily corrected it and given a place to the retired people from yachting, thereby strengthening this Federation which risks seeing its number dwindle with the decrease in the number of seafarers both from fishing and shipping.

The "merchant marine" forum on the Internet published again the article again from *Le Monde* entitled, "The Vatican to the Help of the Seafarers of America's Cup". This paper, as well as my participation for four days in the FAAM/AGISM Stand at the Maritime Exhibition (which gave me the chance to visit the nearby Nautical Exhibition several times), led me to reflect on the importance of this new and growing aspect of maritime activity: yachting. France's very good position in the area of shipbuilding, different suppliers, etc., attests to the development of this maritime activity. It can be a source of employment for many professional seafarers and an opportunity for those who have lost their jobs because their ship has gone under a flag of convenience or because of the measures restricting capture fishing imposed by Brussels.

Under the heading "culture and Christian faith", a friend and former ocean-goer, wrote his memoirs when he retired. He wrote this: "*The word "marine" (in French) can define both the art of navigation and the people of the sea as a whole, and the ships and the activities related to them -- fishing, trade, war (plus in the past piracy and yoaching today). A vast subject...Are a Breton fisherman, a mechanic on a 300,000-ton oil tanker, a commander of a cruise ship, an electrician on a missile launcher ship, a cook on a nuclear submarine, and a skipper of an oceanic trimaran still connected, in their very different jobs, by what could be called a common CULTURE? Some can surely presume to be more 'seafarers' than others, but don't they all have a 'common background' whereby despite the obvious differences, they are still 'people of the sea' today, just as the oarsmen on the Phoenician galleys were 2,500 years before them?*"

In our times, for some of these very different seafarers, the common background might be this love of the sea and this awe before the ocean that is sometimes harsh, sometimes calm, but always so alive and engaging that it leads a former commander to end the book he wrote about his voyages in the Antarctic with these lines: "*The absence of the cry of the sparrows, the flight of the swallows, the buzzing of the bees, and the lack of vegetation have not kept my soul from drawing closer to You, Lord, who have filled the most deserted places, the most sumptuous settings, with your most tender care*".

(LIG, No. 341, February 2003)

Fr. Xavier Pinto, C.Ss.R., South-Asia Regional Co-ordinator, reports

## A New Beginning in Sri Lanka

Six months is not a very long time. Yet within this short span the Bishop Promoter, Most Rev. Dr. Kingsley Swampillay (Bishop of Bataloal Trincomalee) and his able National Director Fr. Xystus Kurukulusurya have lived up to and followed up the Congress clarion call for the spread of the **AOS in a new globalized world** (*this was the theme of the XXI Congress*). This effort got a boost in the presence of the President of the Pontifical Council for the Pastoral care of Migrants and Itinerant People, H.E. Msgr. Stephen Fumio Hamao. In Sri Lanka the AOS functions under the banner of their National Commission for Migrants of the Catholic Bishops.

On the 8<sup>th</sup> of March 2003, Archbishop Hamao unveiled the plaque of the International Center of the AOS in the basement of the Paul VI Centre, Fort, and blessed the premises. This space is in the heart of the harbor area and very accessible to the port. I am glad to say that was one of the recommendations I had made to the Bishops Conference after my first visit here in July 2002 as acting coordinator for South Asia AOS.

In a day long meeting/seminar/interaction the AOS was explained to the public and the various aspects of the movement were spelled out. Present among the gathering were Sailors and fishworker from far and wide.

Archbishop Oswald Gomis of Colombo very interestingly reiterated snippet of

maritime history of the 5<sup>th</sup> and 6<sup>th</sup> century of the Sailors from Cyprus; and of the Portuguese sailors who “came here by accident”. He said that the start of the AOS anew was an opportunity to share a bit of kindness through this spiritual and social apostolate. There are so many fishing communities and sailors who go from our land and who arrive from others, he said. He assured the group that “we will have a more organized apostolate”. His emphasis clearly was that the AOS now “must be taken as a pastoral priority”.

Speaking as the Bishop Promoter, Bishop Kingsley stressed the great task of the AOS to “look after sailors when they are with us for a short time”. He mentioned the tasks of the Port Chaplain and reiterated the teaching of John Paul II from his “*Motu Proprio*” on the maritime ministry to promote the pastoral ministry of seafarers. “It is a great opportunity to restart”, he said.

Speaking on the occasion Archbishop Hamao said that the Church’s response is “for the pastoral care of people on the move. Attitudes, responses, and initiatives need to be based on well-informed reflections and plans of local churches”. He laid stress on formation at all levels in order to function in the AOS; and hoped that fishing communities as well as sailors will profit from the chaplaincy at the port. He called for the local church to be more conscious of the need to help in this

regard.

As South Asia co-ordinator I expressed the hope that the establishment of the AOS international office in Colombo is very much in keeping with the plans of the Pontifical Council to extend its pastoral care to every shore in the world.

Fr. Xystus Kurukulusurya, the National Director, acknowledged that everything said is just what the AOS would try to achieve. In Sri Lanka to laise with he government would be a very important function of itself. He said that one avenue to be explored would be free legal aid for cases when they arrive. The context was the trouble in the arresting of their fishermen by Indian authorities and vice-versa. He explained his future plans for the chaplaincy chief among which is training programme to be held later this year for prospective volunteers of he AOS. He informed the house that formation in the Kandy Major Seminary began this week with the launching of lectures on the AOS in the Missiology stream. (The first of these was delivered by Fr. Xavier Pinto, C.Ss.R. the south Asia co-ordinator).

The Government was represented by the Director of fisheries and his deputy. The government in Sri Lanka - he said - is always concerned with the plight of fishermen. With the opening of the AOS center, he was glad that yet another service is being rendered by

*“Do not be afraid, I shall be with you always”- with this encouragement re-echoing from the XXI World Congress of Seafarers in Rio de Janeiro Brazil, Oct 2002, the Apostleship of the Sea (AOS) in Sri Lanka was launched anew in Colombo on the 8<sup>th</sup> of March 2003.*



Address by Archbishop Stephen F. Hamao, President of the Pontifical Council

## Inauguration Ceremony of the Stella Maris Office

**My congratulations and best wishes go first to the Church of Sri Lanka, for its renewed purpose in view of “caring” adequately “for the special pastoral needs of those who, for various reasons, live and work in the maritime world”**

It is with great pleasure that I have answered the invitation of H.E. Mgr Swampillai, to inaugurate today the new *Stella Maris Office* for Seafarers, at the Paul VI Center.

An inauguration usually means the beginning of something which did not exist before. This can be said, of course, of the Office itself newly set up in this building of the Paul VI Center. But we know that it is certainly untrue about the pastoral care of seafarers, fishers and their families, which is not new to Sri Lanka, and which does not need to be inaugurated today: you all know that fishers, seafarers and their families have never been forgotten by the Church, especially in Trincomalee – Batticaloa Diocese and in Colombo Archdiocese!

This new *Stella Maris*

Episcopal Conference has appointed a National Director of the Apostleship of the Sea in the person of the Rev. Fr. Xystus Kurukulasuriya, ‘it really means business’.

On this occasion therefore, my congratulations and best wishes go first to the Church of Sri Lanka, for its renewed purpose in view of “caring” adequately “for the special pastoral needs of those who, for various reasons, live and work in the maritime world” [Apostolic Letter *Stella Maris*].

And I extend my encouragements and my best wishes to the National Director of the Apostleship of the Sea in this country, and to all those who will collaborate with him in order to elaborate and to implement the *new national program* which will be conducted through this new Office.

In fact, the creation of a *Stella Maris Office* for Seafarers in Colombo today, is right in line with the first observation and the first resolution of the XXI<sup>o</sup> World Congress of the Apostleship of the Sea, which took place in Rio de Janeiro, Brazil, in October last year. Bishop Swampillai and Fr Xystus were with us during this Congress in Rio. This is what was said: “Through its national and international structures, the AOS should

confront the excesses of globalization by strengthening its own *network* and *visibility*, in the maritime world - and beyond.” We have here visibility and the promise of a network!

Allow me to quote rather at length from the preamble of the Final Document of our Congress. It gives, I think, good guidelines following an accurate assessment of the situation “in the maritime world and beyond”, as it is today.

“The international environment,” says our Document, allows “free competition nearly always to favor developed countries, to cause continuing and increasing human exploitation and misery in developing countries.”

It goes on to say: “In spite of what may be seen as progress and possible benefits” brought by economic globalization, “like bi-lateral and multilateral fishing agreements, the transfer of new technologies and more career opportunities, the cost is high.” And at the same time the same globalization hides “a substandard sector in the shipping and fishing industries [which] cheats, abuses, exploits and abandons seafarers with impunity, causing them and their families, untold miseries.”

The document points

(Continued on page 8)



17. Entrance into the Basilica.

Office, I think, is a sign given by the Church of Sri Lanka to seafarers, fishers and their families. It is the sign that, now that the

(Continued from page 7)

out also how “Flags of Convenience conceal the links between country, owner, ship and crew, resulting many times in a network of corruption and profit at the expense of the crew, specially on Cruise ships. It is regrettable that illegal recruiting is tolerated by some Governments.”

And it concludes with the following statement: “There are three main points that have arisen during this Congress:

- Solidarity must be globalized;
- Globalization must be given a human face;
- The Apostleship of the Sea has a role to play towards a new world order that involves taking into account the values of the Gospel and the social doctrine of the Church”.

In Sri Lanka you have coastal and high seas fishermen, you have seafarers on merchant vessels and on cruise ships. There is a great task ahead for the Apostleship of the Sea in Sri Lanka. It is a mission of the Church, which each one must assume, for the love of God and the love of neighbor. It is of course essential to know the orientations and general directives of the Church – especially the norms established in 1997 by the Holy Father in his Apostolic Letter *Stella Maris*. It is essential, at the same time, to know about the general environment created, in the maritime world as a whole, by economic globalization with the consequences which

were considered in Rio de Janeiro.

But the success of a *national* program of maritime apostolate will also depend, at the national level, on the three following factors:

- *first*, this program should be based on the up-to-date knowledge of the local situation, the knowledge of what is actually happening to seafarers, fishers and their families ‘who live and work’ in “your” part of the maritime world of Sri Lanka, including the international seafarers and fisher temporarily in your country;

- *second*, this program should involve and coordinate the activities of solid AOS teams in the various maritime dioceses;

- *third*, the composition of these AOS teams should reflect the milieu itself where they want to promote a solidarity embracing people of sea and land. Seafarers families and maritime schools, port authorities and personnel, immigration and customs officers, maritime agents and ship operators are all and at the same time objects *and* protagonists of the maritime apostolate, of the evangelization of the maritime world. In fact, many among these personnel, officers, agents and even ship operators, do feel that they are “on the same boat” with seafarers, especially when they are themselves former seafarers. They are ready - and often only wait - to be called, to work with or in the Apostleship of the Sea, for more justice and solidarity in the maritime world.

Finally, it should not be forgotten that seafarers and all maritime people live and work today in an international, intercultural and inter-religious environment. Relationships in the global industrial and communication system of today, are always more and more complex. In such an environment, ecumenical and inter-religious *dialogue for the promotion of solidarity* have become, more than ever, crucial to guarantee the success of any program in view of promoting the integral well being of the People of the Sea.

I look forward to seeing how the **Stella Maris Office** in Colombo which I have had the honor of inaugurating today will face the challenge which is in front of the Apostleship of the Sea in every country. I mean the challenge to be here in Sri Lanka, a better instrument of dialogue and promotion of solidarity, *across land and sea*, with and among the People of the Sea, and the challenge to act as a reliable *gangway* wherever it is needed, in the Church and in Society, at the service of the People of the Sea.

## Conclusion

In conclusion, allow me to come back to the Final Document of the Apostleship of the Sea Congress in Rio de Janeiro last year: “By opening our heart to the love of God, the love of our brothers and sisters will make us capable of shaping history according to God's plan. Our Lord tells us, “Do not be afraid, I shall be with you always” (Mt 28, 20).



*Progreso* (Excerpt from "Imagen", Merida, Yucatan, Monday, March 17, 2003)

**The Stella Maris Center of Progreso, Yucatan (Mexico) was inaugurated on March 16, 2003. On that occasion, the Pontifical Council was represented by its Secretary, Archbishop Agostino Marchetto.**

## The Stella Maris of Progreso, A Lighthouse for the Fishers

"The Stella Maris (Star of the Sea) Center will be called 'Ana Peon Aznar' in recognition of everything that lady did for the Church in Yucatan. It will draw attention to the coastal and high sea fishers, a part of society whose important contribution has scarcely been taken into consideration", explained the Most Rev. Agostino Marchetto, Secretary of the Pontifical Council.



Archbishop Marchetto took part in the inauguration of the Center and blessed it, accompanied by

the Archbishop of Yucatan, Emilio C. Berlie Belaunzarán, and the Governor, Patricio Patron Laviada, together with other invited guests. He pointed out that in general fishers are generally poor, vulnerable and weak, and that they deserve special attention because through their work, they put fresh fish on our tables.

Archbishop Marchetto, who was ordained a priest in 1964, said that many times fishers do not enjoy the same protection that other workers receive and they often lack medical services.

He explained that the Stella Maris Center would offer a service that responds to the fishers' needs, and that the AOS, which was the first expression of the Church's official concern for persons on the move, helps sectors

like fishers that are sometimes forgotten.

His Excellency also said that maritime pastoral care is part of the Church's attention to human mobility, which includes different sectors of society such as refugees, displaced persons, exiles, civil aviation personnel, seafarers, nomads and circus people, among others, who move from place to place for their work. "The Pastoral Care of Mobility goes well beyond the ordinary pastoral care which we all know almost physically", he added.

During the ceremony, a Mass was also celebrated to commemorate the Silver Jubilee of Father Lorenzo Mex Jimenez, AOS National Director.

Archbishops Marchetto and Berlie Belaunzarán concelebrated the Eucharist surrounded by many priests".

## Another Inauguration in Puerto Cabello Venezuela

*Captain Irvin Vierma Luna informs us that on Friday, March 28, 2003, the Most Rev. Jorge Urosa Sabina, Archbishop of Valencia (to the left in the photo), blessed the new Stella Maris Center in Puerto Cabello.*

*The Center will be fully operative in mid-April.*

*Congratulations from the International Apostleship of the Sea!*



*New Chapel in the Port of Newark*

**Inauguration  
s continue**

**Church gets a home at last**

After years in temporary quarters, Port Newark ministry has a chapel of its own. Sunlight poured in and tractor-trailers rumbled by the stained-glass windows as the slight 82-year-old priest sat in the third row of the tiny Port Newark chapel. The Rev. Fr. Mario Balbi surveyed his surroundings and smiled, knowing he

would no longer have to hear confessions in a boiler room, never again to celebrate Sunday Mass in a double-wide trailer.

Newark Archbishop John J. Myers celebrate the first Mass in the new Stella Maris Chapel, blessing the sanctuary with incense and anointing the marble altar with holy oils.

For nearly 20 years, the center of the Roman Catholic Church's ministry was the double-wide trailer, but the deteriorating conditions, combined with the current and expected

growth of the port's Catholic ministry, made a new home crucial.

Port operations are expanding, bringing in more ships and crews from largely Catholic regions like Latin America and the Philippines. Father Mario and other priests spend a typical day boarding as many as 10 ships to pro-

vide counseling and administer sacraments to seamen far from home.

"The new Stella Maris Chapel welcomes the stranger, the seafarer who is far from home and in need of physical and emotional support on his journey", said Archbishop Myers. "There are no strangers in this port".

Located on land donated by the Port Authority, the chapel was build largely with donations of money and labor from workers of FAPS, a company that preps thousands of cars that come through the port from Europe and Asia. The late owner of FAPS, John LoBue, promised a new chapel to Fr. Mario shortly before he died. His family followed through on the promise. "He had a vision of a better port", his son August said. "A better, cleaner and safer place".

*Brian Donohue*



**THE APOSTLESHIP OF THE SEA  
Stella Maris  
the Pastoral care of Seafarers**

It is still possible to order the book of Fr. François Le Gall (in English and French)

*at the price of €5 / US\$ 5*

to the Pontifical Council (address in last page)

P. FRANÇOIS LE GALL, SMM

**THE APOSTLESHIP OF THE SEA  
"Stella Maris"**

The Pastoral Care of Seafarers

PONTIFICAL COUNCIL FOR THE PASTORAL CARE  
OF MIGRANTS AND ITINERANT PEOPLE

Kaszuby, Poland, 12 & 13 June 2002

## Let's talk of Sport and Seafarers!

The first major event under the new ISS (*International Sports Committee for Seafarers*) three-year plan took place at the recently completed sports centre in Kaszuby, Poland. Proceedings commenced on Sunday 9 June with the formal opening of the centre by representatives of the government and the Bishop Promoter for 5th Gdynia/Gdansk area.

The Seminar opened on Wednesday 12 June under the chairmanship of Mr. Bjørn Lødøen (ISS Chairman) who, with the ICSW secretary, gave an overview of the ICSW and ISS.

Delegates from the CISB reported on existing sports activities for seafarers in the region, followed by a group of seafarers who gave talks about their experiences of sport activities. After the lunch time press conference Mr. Jean-Yves Legouas of the ILO detailed provisions for seafarers' sports and fitness contained in international conventions immediately followed by Mr. Richard Grycner who gave a ship owners perspective on the subject of sporting activities for seafarers.

Dr. Erol Kahveci reported on research undertaken by SIRC into recreation for seafarers', highlighting the need for a holistic approach encompassing

seafarers' health, fitness and sports. Dr. Rob Verbist, President of the International Maritime Health Association supported this concept during his presentation and Mr. B. Jaremin of the Polish Institute of Tropical Medicine further reinforced this point through the use of statistics gathered during the care of seafarers.

Thursday 13 June commenced with a report on the ICSW Health and Hygiene project, during which the initial results of the hygiene pilot study were presented for the first time.

Mr. Torbjörn Cruth, Mr. Martti Karlsson, Rev. Sinclair Oubre and Mr. Bjørn Lødøen gave a summary of current sports activities for seafarers in Europe and the USA, followed by Rev. Jörg Pfautsch who gave an overview of activities in Antwerp and Rotterdam.

Mr. Timo Lappalainen of the ITF Seafarers' Trust invited the regional coordinators for the CISB and IOSEA programs (Mr. Oleg Kravtsov and Mr. Jean Vacher) together with Rev. Cadman Sekyi-Appiah (west Africa) to consider prospects for increased sports activities in their respective regions.

Rev. Sekyi-Appiah was very keen to commence activities as soon as the facilities at the center in Tema

(Ghana) have been renovated and the ICSW secretary undertook to view the facilities during his visit to Ghana. Mr. Vacher indicated a similar level of optimism for the Indian Ocean and East Africa region.

Mr. Kravtsov was more reserved in his view of the future prospect for sports activities in the CISB region but agreed that activities would be possible in a number of centers in the near future additional to the events currently taking place in Ukraine.

Rev. Jörg Pfautsch (ISS Co-ordinator) gave a detailed presentation on the practical implementation of sports activities for seafarers and the ISS three-year plan inviting all delegated to initiate events to contact him.

### *Jörg Pfautsch suggests a Check Up List for organizing sports activities*

1. You have to **check the infrastructure** of your port **and the possibilities** (what kind of ships are coming, which nationalities, timetables ) to offer sports.

2. You **need the support** of local organizations (churches, unions, port authorities

*(Continued on page 12)*

**ISS Seminar for the CISB Region (old Russian countries)**

(Continued from page 11)

ties, welfare-organizations, doctors..) for the activities, and for sharing the operational costs and the costs for equipment. Organize meetings in advance; involve people, organizations and institutions. Check the possibility of co-operation and the resources they are able to provide.

3. You **need a sports ground**, an indoor facility or a club for your activities.

4. You **need** equipment for our activities : Shoes, shirts, trousers, gloves for the keeper, balls, rackets... First aid box (well equipped with sprays, ice, disinfection, salves or gels, bandages...).

5. You **need a team** of port-chaplains, welfare-workers or volunteers who will support and help to organize the activities. Sports grounds and sport activities must become a co-operative effort. Volunteers can help with transport, refereeing the games, helping behind the bar, cleaning, washing the equipment, lining up the fields, general help and so much more.

6. **Present your activities, a leaflet**, with detailed information and telephone can help: to inform seamen on board; to inform agencies and local organizations; the press could be informed about your activities.

7. You have to make **ship visits**. One or two days be-

fore and sometimes on the day itself you must visit the crews on board to present your program, to explain the practical points (rules, numbers of players, playing time, transport pick up times ... and so on). Often they cannot decide immediately because they do not know if they have enough players on board, if the ship will shift or leave the port. Often you must visit a ship a second time to finalise the arrangements. Arrangements should be done with captains or duty-officers. Tell the captain why sport activities are important for his crew. Information material, leaflets, the magazine "Sports of the Seven Sea" are welcome for the presentation of your event.

8. **During the event:** Plan and organize the games realistically (not more than two games on the same day with shorter playing time, try to let weak teams play



weak teams). Each team should start with a short warm up session. Mix teams; if necessary fill up teams with one or two lo-

cal players or from a different ship.

The right sport equipment, including protection, should be provided. Inform them that the games are organized for the benefit of all sailors and that they should practise sportsmanship and fair play on the court. Organize the registration of the activities, filling in the registration forms, publish the standings, take photos of the teams. Report the game results for registration either by mail or E-mail.

9. **After the games:** Organize a prize-giving ceremony. Try to arrange for all teams to get a cup, a banner or a prize. Cups for the winning teams, Fairplay Cup, Best Player, Best Keeper, Best Scorer. During the ceremony give the results and tell what's worthwhile to remember from the events. Invite everybody to a small reception afterwards. Some drinks and snacks could be served. Invite important supporters and appreciate the participating organizations, volunteers and other supporters. A press announcement can give you publicity and can help for organizing activities in the future.

**Do not forget your volunteers after the event; they did a big job during the activities!**

*And never forget that fun is the most important part of our sports activities. Winning and the statistic figures are nice but after all, this is only an enjoyable welfare activity for seafarers.*

(Sports of the Seven Seas 2002/2003)



## 'Sailing' Chaplains

Traditionally in the shipping industry there has been a well-established division of labour in the promotion of welfare services for seafarers. Matters concerning technical training and employment contracts have mostly been handled by trade unions; liberal education, the provision of libraries, sport activities and so on have been provided by grant-aided charitable foundations; personal welfare and the provision of port-based recreational facilities have been mainly handled by the seafarers' missions.

The missions and other welfare organisations have always had to adjust their work to take account of changing social and economic conditions. Among the more interesting responses of recent years have been the 'sailing chaplains' schemes introduced by the Finnish and the German Seamen's Missions though it is worth remembering that worker priests have been sailing in French ships as crew members for more than 50 years and recently the role of the Commissars on PRC registered ships has been shifting from political orientation to welfare promotion.

Developments in shipping suggest that sailing chaplain and outreach schemes are highly relevant to modern circumstances. Similar solutions to the problems have been recognised by the ITF Sea-

farers' Trust. The Annual Report of the Trust for 1997-98 commented that throughout the world current welfare work for seafarers is under increasing pressure and added that the Trust wanted to encourage new working models.

In 1998 The ITF Seafarers' Trust commissioned the Seafarers International Research Centre (SIRC) at Cardiff University to evaluate the effectiveness of sailing chaplains and similar schemes aimed at providing shipboard welfare services for seafarers.

Three maritime ministries agreed to take part in the Sailing Chaplains Project: the Finnish Seamen's Mission (SMK), the German Seamen's Mission (DSM), and the Apostleship of the Sea (AoS) Philippines.

The methodology utilises a combination of quantitative and qualitative techniques in data collection, including interviewing, questionnaire analysis, diary-based self-reporting by sailing chaplains and port chaplains, non-participant observation by researchers aboard vessels and seafarer centres, and focus group discussions with the sailing chaplains and seafarers. In all, 41 vessels were visited in 6 countries (Finland, Germany, Sweden, the Netherlands, Belgium and the UK) during the period covered by the study.

The main conclusion of



the project is that it is apparent from the research findings that sailing chaplains and similar schemes provide services of quality to seafarers which cannot be delivered from shore based maritime ministries and welfare agencies.

The main research findings demonstrate that there is considerable demand among seafarers on all types of vessels for shipboard welfare services of the kind provided by sailing chaplains of the Apostleship of the Sea, Finnish and German seamen's missions, PRC commissars and French seafarer priests. The activities of sailing chaplains are also welcomed by companies, other secular service providers (like the Finnish Seamen's Service-MEPA) and seafarer interest organisations.

Only a small number of shipping companies include a sailing welfare workers scheme in their management quality systems. However it is strongly argued by an operations manager of a major Finnish shipping company that it has a positive impact on productivity and helps to reduce industrial injuries and stress at sea.

*We observe that ship visiting is more and more important and should be extended into a program of "sailing chaplains" on cargo and passenger (XXI World Congress of the Apostleship of the Sea, Rio de Janeiro, 2003)*

## Seminar on the International Regulations Regarding Safety and Health in Fishing

38 persons representing all sectors in fishing of MAURITANIA took part in a seminar on the international regulations regarding safety and health in fishing. It took place at the end of November 2002 together with experts from the Spanish Maritime Social Institute (ISM) at the School for Maritime Fishing Education of Nouadhibou (Mauritania), in the framework of formation activities planned by the National Center for Maritime Formation that is run by the ISM in Bamio.

The participants were convened from all the sectors connected with fishing in Mauritania and so there were technicians from the country's Administration, from Schools for Maritime Fishing, from the National Fishing Federation, the Small-Scale Fishing Federation, doctors from several hospitals, cooperators and members of NGOs.

The objectives of the seminar were to share existing information on the

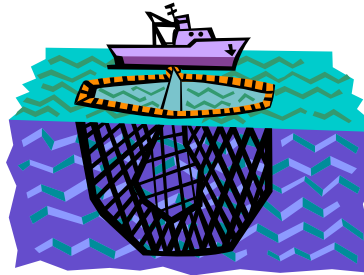
international regulations regarding safety and health in fishing and open an area for reflection on their implementation in the Islamic Republic of Mauritania.

The seminar was divided into three work groups: Employment and Social Welfare; Maritime Labor Safety and Health in Fishing. The participants were given explanations regarding the work contracts for sea workers, the need for social security systems that will be accessible to all workers in fishing and their families, and the need to create a body that will implement the control functions of joint venture firms with the three-way participation of employers, employees and the administration.

It was also explained how to improve hygienic conditions and health on board so that all the necessary supplies will be available aboard ship, including medication for first aid, and how to set up the

coordination of medical services to care for the sick on board.

In addition to these instructions, documentation was provided on the Conventions and Recommendations regarding the maritime sector of fishing, in relation to the problems



dealt with during the seminar (Conventions Nos. 73, 113, 126 and 166), as well as the document summarizing the work in preparation for the Conference of the International Labor Organization on the fishing sector for 2004/2005.

The seminar concluded with the publication of the conclusions and the distribution of diplomas.

*On the following page, you will find the number of world fishers and fish farmers by continent taken from the bi-annual publication, "The State of World Fisheries and Aquaculture" (SOFIA), 2002, by the FAO Fisheries Department whose objective is to provide the information needed to understand the fishing sector.*



**“The State of World Fisheries and Aquaculture”, SOFIA, 2002**

Poverty Alleviation in Small-Scale Fishing Communities  
Solutions Within the Fishing Sector (pp. 72-73)

“The following solutions to poverty alleviation within the fisheries sector are also worth mentioning:

- Reducing/removing subsidies on production inputs may lead to the use of smaller boats and engines, reduced expenditure on fuel and increased expenditure on labor. In the long term, this should increase profits, create more employment and income for poor fishers and reduce debt. The removal of subsidies to large-scale fishing operations and related infrastructure would also remove market distortions that often disadvantage small-scale fishers. However, short-term social considerations are often more important than long-term ones, so subsidies remain.
- Support must be provided for both *ex-ante* risk management and the *ex-post* coping mechanisms that are used to deal with shocks and stresses, while noting that strategies to reduce vulnerability may need to be different from those aimed at reducing poverty.
- Support for effective organizations in fishing communities (e.g., cooperatives, political lobbying groups and social support groups) can be of benefit to the poor in terms of increasing access to credit, effecting policy change in favor of the poor and reducing vulnerability. Such organizations are most beneficial when: governments are supportive and enabling, rather than constraining or restrictive; fishers identify strongly with the aims and motivations of the organizations concerned; and there is able leadership within fishing communities.

**World Fishers and Fish Farmers by Continent**

(“The State of World Fisheries and Aquaculture”, FAO, COFI March 2003)

(in thousands)	1995	1996	1997	1998	1999	2000
<b>Total</b>						
<i>Africa</i>	2 238	2 359	2 357	2 453	2 491	2 585
<i>North and Central America</i>	770	776	782	786	788	751
<i>South America</i>	814	802	805	798	782	784
<i>Asia</i>	28 552	28 964	29 136	29 458	29 160	29 509
<i>Europe</i>	864	870	837	835	858	821
<i>Oceania</i>	76	77	78	82	82	86
<b>World</b>	<b>33 314</b>	<b>33 847</b>	<b>33 995</b>	<b>34 411</b>	<b>34 163</b>	<b>34 536</b>
<b>Fisher Farmers</b>						
<i>Africa</i>	14	62	55	56	57	75
<i>North and Central America</i>	176	182	185	191	190	190
<i>South America</i>	43	44	42	41	42	41
<i>Asia</i>	6 003	6 051	6 569	6 758	6 930	7 132
<i>Europe</i>	18	23	25	25	25	27
<i>Oceania</i>	1	4	5	5	5	5
<b>World</b>	<b>6 254</b>	<b>6 366</b>	<b>6 880</b>	<b>7 075</b>	<b>7 249</b>	<b>7 470</b>

*Stella Maris Seafarers Center* (Press Release, January 05, 2003)

## Cebu: a decade of dedicated service

*In the Philippines, there was an active presence in many ports throughout the country dating back to the 1950's and 60's, but all of these either "died" a natural death or were closed down during the Martial Law years under President Marcos (1972-1986).*

The re-birth of AOS activity began in June 1989 after the official visit of Msgr. John O'Shea (*of this Pontifical Council*) in Manila, and consequently, under the directive of the Apostleship of the Sea International Secretariat in Vatican City, AOS Centers for the Ports of Manila, Davao and Cebu were established respectively. Since then, other AOS ministries were established at Cagayan de Oro, Iligan, La Union and Maasin.

When AOS-Cebu started its operation, apostolic activities were introduced and within a short span time, these activities were expanded in order to be able to serve the needs of the seafarers' families and relatives. The Center is staffed by a number of maritime students and a number of volunteer seaman wives and Sr. Nena P. Villalon of Living the Gospel Community.

Seafarers' Center remained just a dream until January 1993 when the Stella Maris Center through the support and cooperation of Cebu Port Authority was finally established inside the Ports Authority parking zone, initially housed in 2 donated container vans. Another container van was added in 1995 to allow the Center to expand its services.

The Center was borne out of the conviction and inspiration that something should be done in Cebu regarding seafarers' welfare. Over the past decade, the Center has served as a welcoming haven for seafarers, their families, maritime students and other maritime sectors of Cebu. It has also extended hospitality to seafarers and the rest of the maritime community and extended valuable services such as scholarship to selected maritime students, missionary leadership among seafarers' and families; human and spiritual formation for maritime students; holding of seminars, meetings, workshops and conferences for local or international audience; and promoting seafarers' welfare in coordination with government and other concerned non-governmental agencies which were extended to everyone without distinction of the race, culture and religion.

With the growth and development of the center's services and programs, the present 3 container vans that house the Seafarers Center and its tenurial security at the Cebu Port Authority's parking grounds have become a concern. A feasibility study was

conducted in June to September of 2001 to assess the need to establish a bigger and permanent Seafarers Center.

During the launching of its feasibility study on 28 September 2001, a memorandum of agreement was signed with Aboitiz Corporation for the purchase of the 2 lots located within the Port of Cebu as the future site of the permanent AOS - Stella Maris Seafarers Center of Cebu. Due to the sizeable amount of funding requirement, the AOS Cebu Ministry was forced to ask for donations, especially from international sources. In August 2002, the Board of Directors of the ITF Seafarer's Trust approved the Center's application for funding.

To be constructed on 3,833-square meter lot located near Pier 4, the proposed Seafarers Center with provision for lodging rooms available for rent to transient seamen and their families, a couple of function rooms for seminars and conventions, a canteen, a souvenir shop, an internet cafe shop, and other services as possible income-generating sources to ensure the Center's continued existence.

Another feature of the Center is that its sports/recreational room and facilities will be free-of-charge for visiting seamen and their families. Indeed, the next decade of the AOS Cebu Seafarers' Center would be a period of growth and development for its targeted beneficiaries.



The official birth of the AOS in Cebu took place in 1991 with the formal assignment of Fr. Roland Doriol, a Jesuit priest and former seaman, as chaplain of the AOS ministry in Cebu by Cardinal Ricardo Vidal. The establishment of a

## AM World Directory

<b>INDIA</b>	(New e-mail address)	stellamarisindia@yahoo.com
<b>MAURITIUS</b>	(New fax number)	+230-208-9379
<b>AUSTRALIA</b>	<b>NEWCASTLE</b> (new port chaplain) Fr. John Taylor	
<b>FRANCE</b>	(New e-mail address of the Bishop Promoter) monseigneur.moleres@eveche-bayonne.org	

or



*We express our sincere condolences to the National Direction and the Apostleship of the Sea of Italy following the death of Msgr. Leonardo Bruno, the chaplain of the port of Palermo, Italy. For more than fifty years, Msgr. Bruno was a witness to the Church's pastoral concern for seafarers, the port personnel and*

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## Acronyms & abbreviations *(to be continued)*

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

*Compiled by The Nautical Institute*

**IMarE** - Institute of Marine Engineers

**IMB** - International Maritime Bureau

**IMDG Code** - International Maritime Dangerous Goods Code, IMO

**IMLA** - International Maritime Lecturers Association

**IMO** - International Maritime Organisation

**IMPA** - International Maritime Pilots' Association

**Immarsat** - International Marine Satellite Organisation

**Intertanko** - International Cargo Owners Association

**ISDN** - Integrated services digital network

**ISDP** - integrated ship design and production

**ISF** - International Shipping Federation

**ISGOTT** - International Safety Guide for Oil Tankers and Terminals

**ISM Code** - International Safety Management Code, IMO

**ISMA** - International Ship Managers' Association

**IS** - information systems

**ISO** - International Standards Organisation

**ISSN** - International Standard serial number

**IT** - information technology

**ITF** - International Transport Workers Federation

**ITOPF** - International Tanker Owners Pollution Federation

**KR** - Korean Register of Shipping (classification society)

**LAN** - local apparent noon (nautical), local area network

**Lash** - lighter aboard ship

**Lat** - latitude, local apparent time

**LBP** - length between perpendiculars

**LBS** - lifeboat stations

**LCB** - longitudinal centre of buoyancy

**LCD** - liquid crystal display

**LCF** - longitudinal centre of floatation

**LTD** - light displacement tonnage, lost during transshipment

**LED** - light emitting diode

**LEL** - lower explosive limit (lower flammable limit)

**LEM** - lower explosive mixture

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## **Last minute ... from the Philippines**

It is in the name of all in the Apostleship of the Sea that we want to express our sympathy to Fr Jack Walsh, MM, and his collaborators and to assure them of our prayers. Jack's two areas of apostolate have just been, blow after blow, the target of terrorists. After the Airport, it was on April 2 evening, the Port of Davao, Mindanao. Sixteen innocent victims at the Passenger Terminal, Sasa Mole, and among them a Franciscan Sister. Tears, worries for the future...

With the Holy Father and all people of good will, let us pray for peace.

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