

Apostolatus Maris



The Church in the Maritime World

Pontifical Council for the Pastoral Care of Migrants and Itinerant People

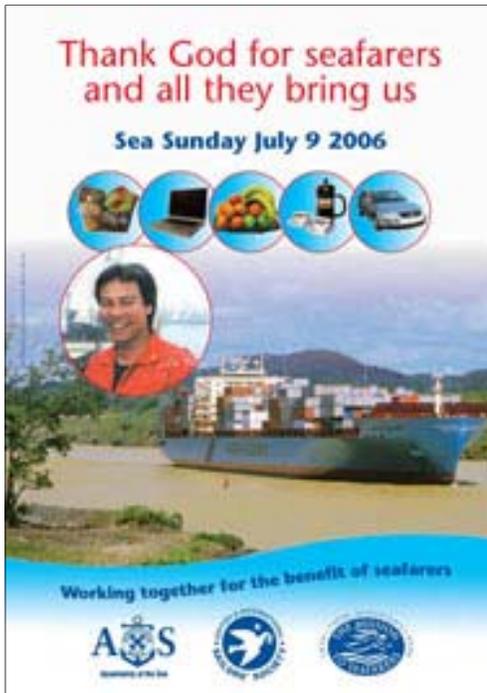
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SEA SUNDAY MESSAGE – 2006



As the Apostleship of the Sea celebrates Sea Sunday 2006, once again our thoughts and prayers go to all the Seafarers and Fishing communities worldwide, together with those who are involved in cruise ships and yachting. This year we observe this day with renewed optimism because in February a comprehensive Convention on Maritime Labour Standard was adopted opening the way – if ratified and implemented – for the emergence of a new maritime world order that will offer new opportunities for women and men to obtain decent and productive work.

But, on the other hand, we were disappointed that the proposed Convention on Work in the Fishing Sector was not approved during the 93th ILO Conference, in 2005. This international instrument would have made all kind of professional fishing a safer and more just workplace. It is hoped that it will be presented again and adopted at the next ILO Conference. It is hence important that AOS members continue to campaign and join forces with local fishers organizations to promote the understanding and the adoption of this instrument.

In the meantime, in spite of the fact that the shipping trade is enjoying a period of growth and that the demand for fisheries products is unprecedented, globalisation is putting the dignity of the human persons involved in shipping and fishing under heavy strain and life at sea is still difficult and dangerous. Globalisation of labour and finance in shipping, illegal, unregulated and unreported fishing, but also rigid regulations that do not take into account essential needs of fishing communities, are causing harm to the maritime profession and environment. To alleviate this and to contribute to a new social order, it is essential to establish with and among seafarers and fishing communities relationships of solidarity and cooperation. Solidarity is one of the basic concepts of the Church's Social Teaching, which is based on the principles of the dignity of the human person and of the common good of all.

Sea Sunday is therefore a reminder for the Apostleship of the Sea to be faithful to its vocation and to keep intact its Christian perspective, which is to put the human being at the centre of all planning and projects, to make a firm commitment especially in favour of the poor and the weak, to promote a sense of brotherhood and solidarity, to share with everyone the Hope that evil will not prevail and things can be changed for the better, as it is in the Paschal mystery. There are many things that contribute to an individual's well-being: good material and working conditions are indeed indispensable but we cannot be guided solely by economic considerations; respect for the social and spiritual dimensions of each person, without which no real and sustainable happiness can be achieved, is also essential.

With this in mind, next year, we shall hold our XXII AOS World Congress in Gdynia, Poland, from 24th to 29th June. One of the conclusions in the AOS Congress of Rio de Janeiro (2002), was that the "globalised maritime industry be given a humane face". This time we shall go a step further and take this opportunity to discuss and deepen the understanding of our pastoral care, the apostolate's spirituality and its specific contribution to the maritime world. Let us pray that this will be a time of grace that will enable us to progress in our mission, which is to reach out to all the People of the Sea.

On this auspicious day we wish you all a happy celebration, invoking on all seafaring and fishing communities and on all chaplains, pastoral agents and volunteers of AOS the maternal intercession of the Holy Virgin Mary, the "Stella Maris".

May She pray for us, teaching us how to strengthen the bonds of Christian solidarity among us, through Proclamation of the World, Liturgy and Service.

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Renato Raffaele Cardinal Martino, President

+ Archbishop Agostino Marchetto, Secretary

ARCHBISHOP MARCHETTO ADDRESSES AOS-GB NATIONAL CONFERENCE



(St. Albans, 7- 9 June 2006)

Archbishop **Agostino Marchetto**, Secretary of the Pontifical Council, participated to the AOS-GB National Conference this year.

During his journey to Great Britain, he addressed the Conference on the theme: “In solidarity with the People of the Sea as Witnesses of Hope”.

During his stay, he also visited the AOS-GB national headquarters in London and the recently inaugurated ecumenical Seafarers International Centre in Southampton. He was invited to celebrate—a new experience to him—the Holy Mass on board the M/V Nordsee vessel whose crew was made up of Russian, Ukrainian and Pilipino seafarers.

We propose here some excerpts of Archbishop Marchetto’s address to the AOS-GB Annual Conference. The full text will be published in N° 101 of “People on the Move”, the periodical of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People (for orders, see address on last page).

In his introduction Msgr. Marchetto congratulated AOS-GB for its development and bold steps forward that have made it one of the best known seafarers’ mission in the UK. He said that since “one of the present Conference’s aims is to prepare for the AOS World Congress next year in Gdynia, Poland ... this [was] his contribution to the preparation by reflecting on how the AOS can Witness to Hope”.

He then went on to describe today’s maritime context in which AOS is called to read the

signs of time and give indefatigable witness to the Kingdom of God.

The maritime world as a sign of the time

“In no other age have we seen such prosperity, wealth and technological advances in the maritime industry and yet countless workers of the sea are in extreme need, as so many of them are faced with new forms of slavery in their living and working conditions (cf. *Gaudium et Spes*. No. 4).

This is the milieu in which we are called, as members of the Church, to exercise the Mission, to be evangelizers. *Gaudium et Spes* expresses without any ambiguity the solidarity of the Church with the whole human family and the indefectible link between the World and the Church. Therefore as “Church we have the responsibility of reading the signs of time and of interpreting them in the light of the Gospel ... we should be able to answer the ever recurring questions which men ask about the meaning of this present life and of the life to come ... We must be able to understand the aspirations, the yearnings and the often dramatic features of the world in which we live” (G.S. No. 4).

The Solitude of the Church

The Second Vatican Council goes further, insisting that the forms of apostolate should be adapted to the needs of the time and that special concerns must be shown “for those among the faithful who, on account of their way of life, cannot sufficiently make use of the common and

ordinary pastoral care of parish priests or are quite cut off from it”.

Among this group are seafarers to whom the AOS is sent and regarding its specific mission, the Apostolic Letter *Motu Proprio Stella Maris* specifies that the “Work of the Maritime Apostolate is the organization concerned with the specific pastoral care of the people of the sea; it seeks to support the work of the faithful who are called to witness to their Christian life in this sphere” (Art I).

Support and pastoral care of course can take many forms ... we are talking of a whole range of activities, from material help and advocacy to more spiritual or religious ones such as sacramental ministry and Christian formation and counseling ... If we were to find one sentence, which would capture an important aspect of the engagement of the AOS in the maritime world, nowadays we could say that its mission is to revive hope among the People of the Sea.

The Search for happiness

Every person is in search of happiness and the fulfilment of his life. On the other hand, one of the main factors that causes hopelessness and despondency in the world, today, is the sentiment that humanity is dominated by evil and injustice. Seafarers, fishers and their families too, are confronted with the problem of evil as they face great difficulties, as we have seen earlier, while car-

rying out their profession amid great sacrifices, sufferings and insecurity. Often they lose hope of a better life and future. To live meaningfully, a person must have some kind of hope, even if it is only a small seed in his heart, “Blessed be the one who has not lost hope” (Sirach 14: 2). Because “Hope is the sure and steadfast anchor of the soul” (*Catechism of the Catholic Church* No. 1820).

Witnesses of Hope

To the early Christians confronted with the society of the gentiles of his time, the Apostle Peter gives this advice: “Always be ready to give an answer when someone asks you about your hope. Give a kind and respectful answer and keep your conscience clear.”(1 Pt 3:15-17).

Confronted today by a changing maritime world, our specific mission as AOS is to help and serve the People of the Sea, not by patronising them or by acting as masters or teachers but by being witnesses and being ready to give an answer to anyone who asks about our hope, by being “witnesses of hope”. Carrying out this mandate faithfully demands generosity, patience, courage and humility. For us Christians, “Jesus Christ” is our “Hope”. The risen Lord is the foundation stone of our hope; his resurrec-

tion reopens our hearts to the spirit of hope.

We must proclaim what we have experienced and witnessed ourselves. “We are not heralds of an idea, but witnesses of a person” (Pope Benedict XVI, General Audience, March 22, 2006).

Witnesses together

Hope is a virtue that is meant to be shared with others. If I am convinced that the Good News is Jesus Christ ... then I want to share what sustains me and gives meaning to my life with all my brothers and sisters, so that they too are part of it. This however must be done always in an altruistic, humble and disinterested way: “Give a kind and respectful answer”, writes St Peter.

We do this by giving personal and public witness to ensure the presence of the Church in the public arena so as to bridge the separation between the hard realities of daily life and the Good News of Jesus, remembering also these words of Pope Paul VI: “Modern man listens more willingly to witnesses than to teachers, and if he does listen to teachers, it is because they are witnesses” (*Evangelii Nuntiandi* No. 41).

Nobody owns this Mission. It is God’s Mission, which is not restricted in time or space or to

an elite. In this Mission, I am never alone, but a member of the mystical Body, the Church. We are all called together as one family (bishops, priests, sisters, lay-people), whether we are ordained or mandated, each at his own level, to be the “visible sign of Christ’s invisible presence in the world”. In Cologne, last Aug. 21, Benedict XVI proclaimed: “It is important to maintain communion with the Pope and the Bishops. They are the ones who guarantee that singular paths are not being sought, but that we are living in turn in that great family of God that the Lord has founded with the Twelve Apostles”.

Conclusion

AOS, to be faithful to this mission of evangelisation today, must never relinquish its solidarity with the People of the Sea and its commitment especially to the poorest and marginalized as they confront and respond to the many challenges of their lives. As a Church organisation we have a specific line of approach, and I believe that we are well within this specificity by being indefatigable witnesses of hope, as we endeavour to transform the maritime world and to “give to globalisation a human face”.



Thank you Captain Brindle!

I would like to say a special word of congratulations and thanks to Captain Anthony Brindle, [who is retiring as] Chair of Trustees, for his dedication and commitment in the service of the Church and of the maritime community.

With the encouragements and together with the late Bishop Victor Guazelli, by taking innovative initiatives that have made AOS one of the best known seafarers’ mission in the UK, he has been a source of inspiration and a reference to many in this apostolate. Thank you very much Captain Brindle!

Archbishop Marchetto

MESSAGE OF THE PONTIFICAL COUNCIL
TO BISHOP PAUL HINDER
FOR THE INAUGURATION OF THE FUJAIRAH CENTRE, UAE

Your Excellency,

On the occasion of the inauguration of the first centre of the Apostleship of the Sea (AOS) in the United Arab Emirates, at Fujairah, on the 16th June 2006, the Pontifical Council for the Pastoral Care of Migrants and Itinerant People extends its heartiest greetings and best wishes to all those who are engaged in this project.

This new centre will be part of our international network. Indeed the AOS, in collaboration with its valued partners of ICMA - especially the Mission to Seafarers already present in Fujairah - is active in more than 400 of the major ports around the world. Our centres are open to all seafarers regardless of their nationality, race, religious or cultural background. It is hoped that many persons of good will join in this project to make it a success.

We are particularly appreciative of the people and Authorities of Fujairah for their dedication and concern for the cause of seafarers. We know that seafaring today is one of the most dangerous and difficult profession in the world. Away from home for long periods, the seafarers are isolated from their country and families. By sharing hospitality, showing respect to the stranger and caring especially for the poor, we try to alleviate some of their difficulties and sufferings and show them some gratitude and solidarity for their contribution to the welfare and prosperity of all.

We invoke God's choicest blessings on the AOS activities that will be undertaken, and we pray that the collaboration of all will make this new centre a haven of peace and brotherhood.

We wish to assure you that, on the day of the inauguration, yourself, your collaborators and the seafarers you serve, will be in our thoughts and prayers.

With fraternal greetings,

+ Archbishop Agostino Marchetto
Secretary

*Fr. Michael Cardoz,
Parish Priest and first Port Chaplain in Fujairah of the AOS,
produced the following press release on the 16th June 2006*



Seafaring today is one of the most dangerous and difficult professions. Away from home for a long time the seafarers are isolated from their families and countries for so long a time. They need to be cared for.

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(Continued from page 5)

The Apostleship of the Sea (AOS) is an International network and outreach of the Catholic Church for all Sailors / sea farers and fishing communities; without any distinction of culture, nationality or religion. At present it operates under the banner/title of “Stella Maris” in 416 ports in 116 countries. Fujairah now has a Stella Maris Center started today.

The Inauguration Ceremony was held today. Dr. Mohammad Saeed Al Kindi, the Honorable Minister for Environment and Water speaking on the occasion said that it was the responsibility of every citizen to protect their waters and see everything in it was safe and good for human beings to enjoy always. He expressed his hope that the beginning of the AOS would remember this and convey this in their welfare to and with seafarers in the port of Fujairah.. His Excellency Paul Hinder, ofm Cap, the Vicar Apostolic of Arabia, & Bishop of Abu Dhabi, reiterated the service rendered by the church to all people worldwide and hoped that the Stella Maris center will be one more “arm” to do so. He thanked the Government and Fujairah authorities for the opportunity Stella Maris has for doing so.

Others who spoke on the occasion were drawn from various sectors in the lives of seafarers. Speaking on behalf of Women, Francisca Fernandes said that the families of seafarers are always under pressure. Their wives and children go through several months of loneliness akin with the seafarer himself experiencing such a feeling. A feeling of “home away from home” is what the AOS will endeavour to create for them. On behalf of Seafarers, ex-sailors themselves, Mr. Leonard Culas and Capt Gamonez reiterated the facilities given them worldwide by the Stella Maris Centers; and how they were made to feel welcome in the several ports they visited during their active sea-going life. They hope AOS Fujairah would do the same. Mr. Maunel Tereiro spoke about the maritime health work that he is involved in from the Fujairah port Clinic. All nationalities of seafarers are catered to and their health needs addressed by a team of over one hundred personnel in Fujairah itself. He extended support to the AOS in the task of maritime health. Rev. Stephen Miller of the Mission to seafarers was glad that the AOS has begun. He hoped to have the AOS share the burdens of work for seafarers and gain more support for his project of the “Angel” ship now in construction. The ship would be around the anchorage in Fujairah and help cater to seafarers.

The parish of Our Lady of Perpetual Help, Fujairah, headed by Fr. Michael Cardoz, is now venturing out into this outreach for Sailors who touch their shores. Initially the work of the center will be confined to the basics of ship visiting, hospitality to sailors when they visit our shores, and some important festivals and other festivities to be celebrated on shore. Later other activities of recreation and leisure are planned by which Sailors will have a feeling of “home away from home”. Fr. Xavier Pinto, the a.i. coordinator of the AOS for the gulf region compared the meeting. He assured the Government of Fujairah and the UAE of continued support in the work and welfare of seafarers. Stella Maris—he said—was starting the work with the “hearts and persons” of the seafarers today.



Fr. Xavier Pinto addressing the authorities and guests

SURVEY OF FISHERS

WORKING ON THE SHOALS OUTSIDE RODRIGUEZ

Presentation of the Project by the AOS of Rodriguez

After a few years of existence, the AOS Committee in Rodriguez is trying to see how to give a new impulse to its pastoral activities in order to promote the welfare of the people of the sea. Last year we attested to our solidarity with the families of the fishers lost at sea. It should be mentioned that in Rodriguez there are now about 400 professional fishers, some of whom depend solely on the sea to feed their families. On the other hand, according to unofficial sources, approximately 400 fishers have to leave their families each year to work on the shoals, such as Sava de Malha, St. Brandon, Agalega, and Chagos and others, resulting in long periods of separation from their families and close ones.

Our mission at the AOS is to help these families to get integrated better into the community of believers. We want to make Rodriguez society aware of what the people of the sea and their families experience. We quote the Apostolic Letter “Stella Maris”, which shows that the Popes have long been aware of the harsh living and working conditions of this important category of the people of God who are often invisible to those in charge and the authorities.

For us it is a question of seeing how to concretely carry out this Apostleship that is so necessary for men who are cut off from their communities for a great part of their lives. The survey conducted among the fishers working on the shoals was made in this context. It is also a question of seeing how to improve their living conditions and make their presence more visible on the level of the Church.

It is important to know more about the daily life of the people of the sea in order to make their fundamental rights respected, whether they are fishers or seafarers. They all have a right to good working conditions and dignity. They should also have the opportunity to develop moral and spiritual values.

Description of Activity:

Survey of the Rodriguez fishers working on the shoals outside Rodriguez.

Objective sought:

- ▶ To list the number of Rodriguez fishers working on the shoals in order to understand their working conditions better and their problems.
- ▶ To take a look at the com-

munications system that exists between these fishers and their families.

- ▶ To set up a system to follow up these fishers.
- ▶ To favor the regrouping of the families of fishers that live alone.
- ▶ To develop a pastoral care that favors greater integration of the people of the sea into the community of believers in Rodriguez.

Implementation:

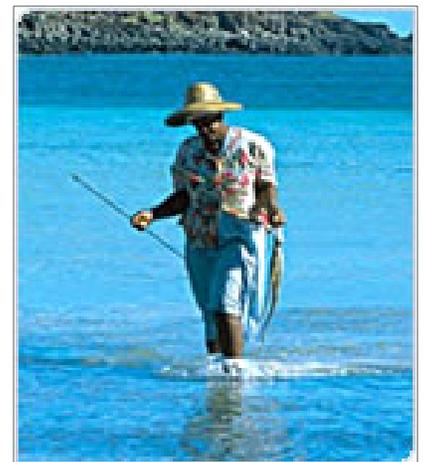
The program will begin on July 5th and end on August 5th in the three parishes of the island in the following regions: La Ferme, Rivière Coco, St. Gabriel, Brulé, Port Mathurin, Grand Baie and Baie aux Huitres. A member of the Apostleship of the Sea Committee will be present in each Region over the weekend to coordinate the survey.

Methodology:

The fishers will be asked to fill out a questionnaire that will remain confidential. They will have to respond to several questions regarding their working conditions on the shoals, and the problems they encounter in their life as fishers.

The questionnaire has been divided into three sections in order to clearly define the profile and the problems of these fishers.

Among other questions, communication with their families, their training, their income, safety on boats, and the future of fishing in Rodriguez will be addressed.



PANAMA PLANS TO WIDEN THE CANAL

The Canal will soon be hundred years old and already it is not adapted to the new generation of container-ships. The recent rapid growth of Asian economies, like China and India, has resulted in the Canal operating at near fully capacity. The new project aims at creating a new shipping route which will accommodate more and bigger ships. The project is estimated at 4 billions euros.

Archbishop **Agostino Marchetto**, Secretary of the Pontifical Council, was interviewed on Vatican Radio on April 25th, 2006, on this proposed enlargement.

How important is the shipping industry today for world trade?

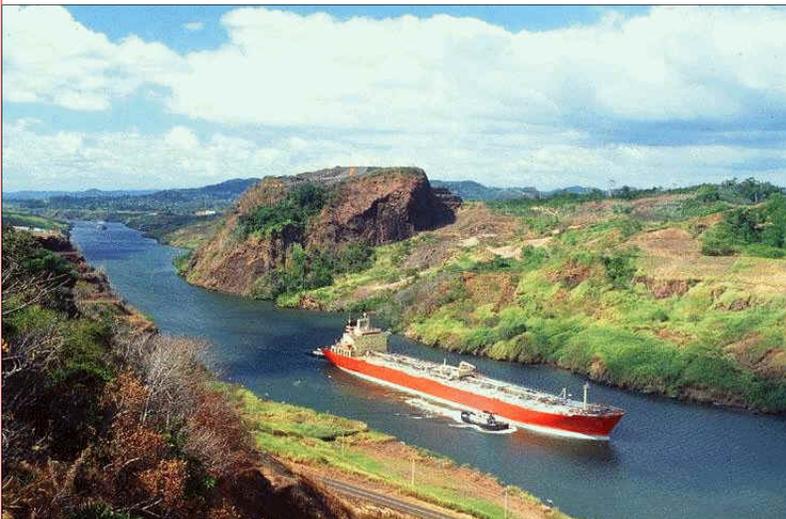
We live in a global society which is supported by a global economy, and that economy could not function if the shipping industry and the maritime world do not exist. “International shipping: carrier of world trade”, was the theme of the World Maritime Day 2005, organized by IMO (International Maritime Organisation). In this respect, we must consider that more than 90% of international trade still take place by sea. This activity involves more than 90,000 vessels and 1,250,000 seafarers. Also, shipping plays a vital role in underpinning international commerce and the world economy as the most efficient, and safe environmentally method of transporting goods around the globe.

... and the Panama Canal?

For nearly 100 years the Panama Canal has been a key link in international shipping routes, handling an estimated 5% of world trade each year. Now, its planned expansion could hit its importance for international trade and as main source of income for the country. The idea is to build a new set of locks parallel to the three existing ones to permit the passage of post-Panamax ships, which are too large for the existing locks.

What are the present challenges of maritime trade?

We cannot forget the vital contribution to the prosperity and well-being of all of us from the part of the men and women who work and live at sea. In no other age there was such prosperity, wealth and technological advances in the maritime industry and yet countless workers of the sea are in extreme need, as so many of them are faced with new forms of exploitation in their living and working conditions. The solidarity of the Catholic Church with the people of the sea is especially manifested by the Apostleship of the Sea, whose mission is to accompany, as members of the Church, seafarers, fishers and their families, to care for their pastoral and spiritual needs and to revive their hope.



On February 2006 the International Labor Organisation adopted a new comprehensive Labour Convention which, when it enters into force, will represent a decisive step forward for the world of maritime work. It constitutes a “bill of rights” of the people of the sea to promote opportunities for seafarers to obtain decent and productive work, in condition of freedom, equity, security and human dignity. This is why we welcome this new Convention so that the globalised maritime industry be given a humane face.

ICMA MEDITERRANEAN REGIONAL MEETING IN EGYPT

(Alexandria, May 6-9, 2006)

Present and Absent

The ports of Malaga, Barcelona, Marseilles, Genoa, Piraeus, Odessa, Yalta, Novorossiysk, Alexandria, Bahrain and Dubai were present. In the end, Aqaba in Jordan sent a report. Unfortunately, many important ports were absent. Despite the unfortunate absence of many, the meeting made it possible to take a look at the maritime situation in the Mediterranean, a meeting place of three continents as well as of ecumenical and inter-religious dialogue.

ISPS Code

The ISPS Code was spoken about: in August 2004, the ICMA was recognized as the official interlocutor of the International Maritime Organization, and in this capacity it asked the seafarers' houses to inform it about problems regarding access on board ships or shore leave. After almost two years, however, the ICMA has not received any indication of problems of this kind. We can conclude from this that the ISPS has not changed the control practices on land very much: the easy-going ports have continued to be indulgent, and for the very strict ports, nothing has changed.

Every port has its problems

What is most interesting, however, is the report from each port. All the ports extend over scores of kilometers. Corruption is a recurrent problem in some Mediterranean ports: it is almost impossible to get out of the port without "baksheesh". Dubai has 150 oil tankers permanently in the harbor: a part of them are waiting for orders, while others are there for bunkering or refueling. So the house has a first-rate seamen's club equipped with phones, computers, and a library in the harbor alongside the ships in the harbor. There are also 4 or 5 abandoned ships permanently in the port (about a hundred in 5 years!). In Alexandria, the Filipinos are not allowed to go ashore.

Twinning Project

A twinning program between houses is financed by ITF. Odessa is counting on asking us to host a Ukrainian in Marseilles for two weeks around Christmas in exchange for receiving one of us in Odessa.

Let's make some calculations

This overview of our neighboring houses enables us to get an idea of the reception for seafarers in the region, and it shows that some of us work in privileged *conditions*. Others face the corruption or the overly strict conditions that prevail here where the ships stay in the harbor, far from the ports. In some ports, the seafarers do the dockers' work themselves. The distances are enormous everywhere.

Where seafarers can go out of the port without any problem, and when it is easy for us to visit them on board, our job is to take advantage of the easy conditions we enjoy in order to allow the greatest number of seafarers to spend a moment, albeit brief, on shore. This opportunity may not present itself again soon for the seafarers we welcome.

Go to Yalta in 2008 for the next ICMA Conference: we'll be there!



New standard on work in the Fishing Sector

The Comprehensive Standard (a Convention supplemented by a Recommendation) on Work in the Fishing Sector is placed on the Agenda of the 96th Session of the ILO Conference in 2007 and submitted again to the vote of the ILO members.

During the 93rd Session in June 2005 the Convention and the Recommendation on Work in the Fishing sector were put to vote. The result of the vote on the Convention was: 288 in favour, 8 against, with 139 abstentions. As the quorum was 297, and the required two-thirds majority was 290 (435 votes cast), the Convention was not adopted. The result of the vote on the recommendation was: 292 in favour, 8 against, with 135 abstentions. As the quorum was 297, and the required two-thirds majority was 290 (435 votes cast), the Recommendation was adopted.

It has now been confirmed that this all-important Standard for the Fishing sector will again be on the Agenda of the 96th session in 2007. Before the ILO Office draw up a final report which will serve as the basis for the Conference discussion, it has decided to consult the organisations of workers and employers by means of a short questionnaire, which will focus on those provisions of the proposed Convention that seemed to have posed particularly difficult problems during the previous discussions.

All ICMA members have been asked to play an active role (lobbying with their government, open forum with fisher's organizations, etc.) and to provide feedbacks by answering to the aforementioned questionnaire. ICMA will do the coordination, as it has done in the past, by compiling all the answers to the questionnaire from its members and prepare a formal reply to be submitted to the ILO office in Geneva.

The text of the questionnaire is available on the ILO website: <http://www.ilo.org/public/english/standards/relm/ilc/ilc96/reports.htm>.

Liberia is the first nation to sign ILO maritime convention

LIBERIA'S newly-elected president Ellen Johnson Sirleaf has pledged to raise the skills of the country's seafarers. Ms Sirleaf made her comments during a visit to the International Labour Organisation in Geneva, where the African nation became the first country to sign the new maritime labour standards convention.

Addressing the ILO's annual conference, she said her country faced a staggering unemployment rate of 85%, making revitalisation of the war-torn economy a top priority for her government. Speaking to journalists at a subsequent press conference, she also stressed the tasks of promoting peace and security, good governance, formulating policies around economic revitalisation, improving infrastructure, and changing Liberia's international image and reinstating its credit worthiness.

Asked about the Liberian International Ship and Corporate Registry, which had substantially contracted during the period of hostilities, the president said "registrations have continued to increase". She admitted that for a time, however, "the change of agents by the government of the day did lead to some reduction" in registrations.

The Liberian leader said she was "somewhat confident" on meeting the requirements of the maritime labour convention, but acknowledged "it will take some time". Concerning Liberia's seafarers, she said that for them to be employed, "they have to have the requisite skills. We have to work at it to get our people to qualify."

A spokesman for LISCR insisted that tonnage on the flag had in-

creased substantially under its administration. In 2000, the Liberian-flagged fleet totalled 53.3 gt. By 2005, this figure had risen to 65.3m gt. (From Lloyd's List)

States required to help persons in distress at sea

Nation states are to be required to help ship masters who pick up people in distress at sea. The amendments to IMO conventions for Safety of Life at sea (SOLAS) and for Maritime Search and Rescue (SAR) come into force tomorrow. The amendment reads: "Contracting governments shall co-ordinate and cooperate to ensure that masters of ships providing assistance by embarking persons in distress at sea are released from their obligations with minimum further deviation from the ships' intended voyage." An IMO communication added that this is the first time such an obligation has been put on nation states. While masters have long been under duty to rescue those, even an enemy, in peril at sea, political concerns over forced and economic migration have caused many problems, particularly the refusal of nation states to aid masters in delivering ashore people rescued at sea. The 2001 incident of the Tampa, which picked up refugees from a sinking vessel and was then refused entry into Australian territorial waters indirectly led to the SOLAS amendment. The scope of the amendment is significant as there are 156 SOLAS-contracting states, which represent 98.7% of all merchant tonnage, an IMO spokesman told Fairplay. However, there are concerns over monitoring and enforcement, which is not part of IMO's responsibilities. One observer told Fairplay earlier that, although it was encouraging that there is recognition of this social issue, "there are some countries that are not SOLAS states. And there will be some countries that won't care".

HUMAN MOBILITY IN LATIN AMERICA AND THE CARIBBEAN

Pastoral Guide of CELAM

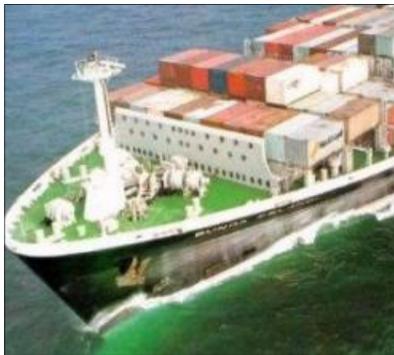
Latin America and the Caribbean continue to attract labor from different countries for work in various maritime activities: cruises, cargo transport and industrial fishing.

On the one hand, a decrease is noted in the seafarers and stevedores who are victims of modernization and its new concepts: liberation, decentralization, privatization, competency, globalization, etc. On the other hand, a significant percentage increase is seen in female laborers. The new modern structure of the ships and ports take into account that the efficient presence of women is and will be very significant.

Along with this process of maritime industrial modernization, ship owners have been opting for flags, and today for ports of

The Human Mobility Section of CELAM has published the second edition of the Pastoral Guide containing excellent support material for pastoral workers and all those interested in current tendencies and practices in the present context of human mobility. Section 6.3 deals with seafarers and fishers.

convenience. These are ports that provide services, such as the port of Suape in Recife, Brazil. This kind of port facilitates legislation that allows the violation of the social and labor rights of these people, and this is added to the fact that port workers are not



able to get organized, seafarers are used to doing port work thus increasing their fatigue on board, and specialized workers are being replaced by cheaper laborers.

Work on board a ship has ceased to be an exclusive privilege of seafarers from the first world. Today this activity has been taken on by men and women from the third world, but the modernization of ships and ports has deteriorated working conditions and rights, highlighting the exploitation and abuse of those who are hired.

NATIONAL CONGRESS OF THE ITALIAN APOSTLESHIP OF THE SEA

The Congress took place in Pontecagnano Faiano (Salerno) and had as its theme, “Witnesses to the Gospel on Board: Federation and National Committee, New Opportunities for Evangelization”. The Congress was sponsored by the Migrantes Foundation of the CEI in preparation for the meeting of the Italian Church in Verona.

The work of the Congress focused on the new Statute of the “Stella Maris” centers in the Italian ports, and the new “Stella Maris National Federation”. These innovations take in some changes that are underway, such as the increasingly stringent antiterrorism norms and the shorter intermediate stops in ports, in order to offer seafarers an evangelical witness and an effective pastoral service without any distinction because of origin, race or religion. The work of the Congress opened with an introductory paper by Msgr. Walter Ruspi, the Director of the CEI Catechetical Office. The Congress concluded on July 1st with a visit to the Shrine of St. Francesco di Paola, the protector of the people of the sea.

“Times are changing and calling for the constant up-dating of pastoral workers—explained Rev. Giacomo Martino, National Director—so that even in the changing socio-economic and legislative scenarios, the Risen Christ can be brought to those most in need”.

AOS USA ANNUAL CONFERENCE

The AOS USA Annual Conference took place in Galveston from 25 to 28 April, 2006. The Conference, to which approximately 40 participants attended, representing mariners, port chaplains and cruise ship priests, was preceded by the AOSUSA Administrative Board Meeting.

Welcome and Greetings

H.E. Msgr. Curtis J. Guillory, whose support to AOSUSA as Bishop Promoter is much appreciated, participated in the conference and expressed his thanks to the AOS international for its prayers, solidarity and empathy, which have touched all those afflicted by hurricanes Rita, Katrina and Wilma. H.E. Archbishop DiNardo of Galveston-Houston welcomed the participants in his Archdiocese and was the main celebrant at the opening Eucharistic Celebration, during which he stated how impressed he was with the great work of the Houston and all AOS chaplains.

The AOSUSA President, Fr Sinclair Oubre introduced and outlined the Conference Agenda as follows: "This conference gives us an opportunity to meet, network and pray together. We will also have the opportunity to reflect on how the changing maritime environment, and the changing secular environment in which we live is affecting our ability to reach the people of the sea."

Fr John Jamnicky retires as National Director

It was confirmed that Fr John Jamnicky would be leaving his post as AOS USA National Director at the end of July 2006. As yet the US Bishops Conference have taken no decision concerning his replacement. Pending a decision, the contact person at the USCCB will be Ms Cecile Motus, the Ad Interim Director of the Office for the Pastoral Care of Migrants and refugees and who can be contacted by email at cmotus@usccb.org.

AOSUSA was especially grateful to Fr John Jamnicky for his 6 years

as National Director. His tenure was marked by growth and development of new programmes, together with a new vision as to the role of the AOS in the US maritime sector. One of the measures taken under his leadership, was adopting a different name -AOSUSA rather than the National Conference of Catholic Seafarers- to make the connection with AOS worldwide more clear. Other changes have included a greater focus on training opportunities. There have been many efforts to develop AOSUSA visibility and profile by an increased participation to national events and forums. In this connection the setting up of a permanent secretariat and the appointment of a General Secretary has been of great help. Also, endorsed by the Bishops' Conference, one of the first ever National day of Prayer and Remembrance has been held this year on May 22. In order to encourage the devotion to Our Lady, a petition has been made to the Congregation for Divine Worship regarding the approval of the English translation of the texts of the Mass of the Blessed Virgin Mary, Star of the Sea.



Fr. John Jamnicky, AOS USA National Director from 2000 to July 2006.

Sharing with the conference on his years as National Director, Fr Jamnicky stated that "AOS ministry is very much a local ministry, so it is vital that the National Director establish a relationship with the Bishops, since they know better the needs of their local churches and are the ones who can place people in the positions where they are able to help". He also stressed how vital is the role of the Bishop Promoter to our ministry and rejoiced of the good relations between AOSUSA and AOS-International (PCPCMI). It was also emphasized that messages, communiqués and circulars from the Pontifical Council constitute valuable guidance and were of great help in the shaping of AOS pastoral vision and outreach to seafarers.

Cruise ship Ministry

The President's and General Secretary's reports expressed their satisfaction that the Cruise Ship Priest Programme, instituted during the mandate of Fr Jamnicky, has continued to be successful and "the presence of a priest on board have consistently received the highest marks on the evaluation sheets of cruise ships' companies". The number of cruise ships priests in the programme is 593. Two more cruise ships companies are expected to join the programme next year. In her report Ms Doreen Badeaux, the AOSUSA General Secretary, shared her conviction that "The programme and system really works!" The USA Cruise Ship Manual has undergone a revision by the USA Cruise Ship Committee and is now available.

On the negative side, however, AOSUSA is concerned that there are attempts by some cruise companies to "repeal seafarer wage penalty protection for foreign seafarers on cruise ships."

THE « MISSION DE LA MER » MEETS IN PERPIGNAN

(May 26-28, 2006)

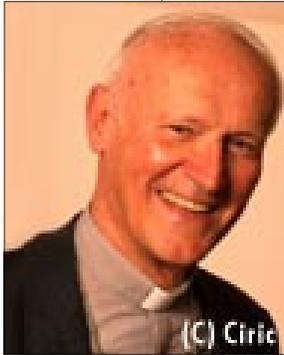
1. Following the French Bishops' Conference decision to carry out a **reform** of its structures, the Mission of the Sea (MdM) has been integrated with the Pastoral Care of Migrants and Itinerant

More than 75 people attended this yearly national session in which the following persons also took part at certain moments: Their Excellencies the Most Rev. Marceau, the Bishop of Perpignan, and the Most Rev. Raymond Centène, the Bishops of Van-nes. Msgr. Jacques Harel represented the International Apostleship of the Sea.

People in the Commission of the Universal Mission of the Church of which Msgr. O. de Berranger is the President. This reform has been set in motion to keep the Bishops from being absorbed by many activities outside their dioceses as well as for financial reasons. Father Antoine Hérouard, the Vice-Secretary General of the Bishops' Conference, will be the MdM referent. All these matters will give rise to many exchanges of ideas, and the question regarding the appointment of a new Bishop Promoter to replace the Most Rev. Molères has not been solved yet. Father Robert Gaborit continues to be the National Secretary and will co-ordinate the direction of the MdM together with the new President.

AT THE END OF MOST REV. PIERRE MOLÈRES' MANDATE AS BISHOP PROMOTER OF THE AOS IN FRANCE, ARCHBISHOP MARCHETTO MAKES A TRIBUTE TO HIM

"I would like to take advantage of this occasion, Your Excellency, to thank you for your constant support for the Mission of the Sea in France and also on the regional and international levels. Your presence and support have always been a great encouragement and contributed much to the development of our apostolate around the world".



2. The MdM is always searching for a better **definition** of its mission. It appreciates its communion with the International Apostleship of the Sea. From a pastoral viewpoint, it is always aimed at the merchant marine and fishing. In addition to the older houses in Marseilles-Fos, the opening of a hospitality center on the wharf for cruise ships is a great success. The

MdM is present there. It is exploring its commitment in the apostolate in the area of cruises and yachting. The great extension of the marinas should also be stressed. Tourism is taking on ever greater importance in the ports, and fishing will have to cohabitate more and more with boating.

The MdM sees itself as an ecclesial service for the hospitality and welfare of seafarers, and the activities in this sector have developed widely during these past years. It is also a chaplaincy of the sea that is taken care of more and more by deacons and teams of laypersons. Moreover, there are two

teams of Maritime Workers' Catholic Action in Bretagne.

The search for better integration of the local MdM teams into the parish and diocesan pastoral care should also be mentioned. The MdM takes part in the life of the coastal parishes and is in contact with the other Church services and many professional bodies.

3. The French MdM seems to be very concerned about the situation of **fishing**, which it considers worrisome. In 15 years, many fishing ports have lost half of their boats. According to the participants, this situation is caused to a great extent by the European Commission's directives on fishing whose first concern is "to safeguard the fish while completely forgetting the man". Again in their opinion, there is a gap between the opinions of scientists and fishers in the field.

There would also appear to be a great difference in perspective between the "Latin" countries (France, Spain, Italy, Portugal, Greece, etc.), and the "Anglo-Saxon" or Northern European countries. The Latins

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stress the person, a lifestyle and the communities, while the Anglo-Saxons are more concerned about the survival of the fish. According to the participants, the fish management policy of the European Commission is allegedly dominated by the Anglo-Saxon perspective.

It was also said that the deep-rooted reasons for the fishing crisis are pollution and administrative laxity. In the Indian Ocean, for example, there is allegedly as much illegal fishing as legal fishing, and if illegal fishing was eliminated, a situation of lasting development for fisheries would be achieved.

The struggle to bring law and justice to the fishing environment continues to be the priority: the people and organizations that fight for the fishers' social rights must be supported, for example, the right of every fisher to have a work contract. Aquaculture and pisciculture also raise a serious problem if we consider that it takes 5-6 kilos of wild fish (industrial fishing) to get one kilo of cultivated fish.

Safety at sea is a source of unease: since the beginning of the year in France alone, there have been 26 deaths/missing persons in the fishing environment. Another point of concern is the "family management" on land. Many families are not making progress for lack of a good budgetary and family management; hence an awareness of the importance of women's associations. Drugs have even been found on board.

4. As far as the **merchant marine** is concerned, the MdM is active in all the ports. The hospitality service in the ports has been developing for about twenty years. There are good ecumenical relations and good cooperation with other maritime and humanitarian associations.

Welfare Councils have been created in many ports and each of these councils includes a representation of the MdM. A National Welfare Council is planned.

The hospitality centers and local teams are very active. They are well inserted into the maritime and port environment, and their contribution is recognized.

Many MdM centers celebrated the "Day of the Sea" this year. There is a desire to continue and to extend this celebration. Last year, on the occasion of International Maritime Day, at the Angelus on September 25th, the Holy Father greeted the People of the Sea in these terms: "I address my very cordial greetings to you accompanied by my prayers for all those who work on the oceans".

In Marseilles, there are some successful pastoral initiatives for the students of the (Hydro) Maritime School that trains officers.

There is no unanimity about setting up the RIF (International French Registry) and this is causing some turmoil.

5. Under the Presidency of Louis Guérin, the ties with the International Apostleship of the Sea and the

ICMA have developed and strengthened. Regular meetings have taken place with the Spanish and Portuguese Apostleship of the Sea. The MdM takes part regularly in the committees and other meetings organized by the International or regional AOS and the ICMA, and its contribution is always positive.

The national meeting was well attended and the discussions were animated making fruitful exchanges of ideas possible. Since Hope was the theme of this meeting, this made it possible to establish a connection with the next International Congress and possibly to facilitate the preparation and participation of the French delegation.

SOCIAL PROBLEMS DECREASING

ON THE FRENCH COAST OF THE MEDITERRANEAN

In an interview granted to "Les Amis des Marins" (Marseilles-Port de Bouc), Mr. Yves Reynaud, ITF Inspector for the Mediterranean coast from Ventimiglia to Port Vendres, states that the important social problems are on the decrease. No ship has been abandoned in this region of the Mediterranean for two years. The problem has been gotten around thanks to the new security rules...

But the ITF is more concerned about seafarers working on yachts and pleasure boats because of much illegal work and many cases of sexual harassment on the part of the crew or the owner.

Great Britain

After many years of service, AOS GB is bidding farewell to its South Wales Port "Chaplain".

Sally Bennett will be leaving AOS this coming August. Sally has greatly extended the ministry of AOS in the region over the last two years in collaboration with AOS's ecumenical partners.

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News from Ireland

Fr. **Pdraig O'Cuill**, O.F.M. Cap. was appointed AOS National Director in Ireland in September 2005 by the Catholic Bishops' Conference.

Born in Dublin in 1939, Fr. O'Cuill belongs to the Capuchin Order. He spent 19 years of his life as a Chaplain in various hospitals. In a recent letter to us he writes: " In recent decades, chaplaincy to the smaller ports of Ireland has lapsed almost entirely due to the reduction of time spent by ships in ports and in some cases the cessation of maritime trade. More importantly, in recent years and for more complex reasons, Catholic Port Chaplaincy in the major ports of Cork and Belfast have ceased. Now as National Director, I welcome the challenge and look forward to exploring the reasons for this and hope over the next years to see how and what can be done to restore an AOS Chaplaincy presence in all Irish Ports.



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