

Logo of the XXII World Congress of the Apostleship of the Sea
(Gdynia, Poland, 24th—29th June 2007)

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XXII WORLD CONGRESS OF THE APOSTLESHIP OF THE SEA

The logo on the front page has been proposed and designed by AOS-Australia.

Their project has been selected among several others which were sent by various Regions and it will be our official logo for the XXII World Congress.

We thank all the Regions for their contributions and suggestions.

Unfortunately, we cannot reproduce the colours on the Bulletin but you will find them on the AOS International Website.

+ Archbishop Agositno Marchetto
Secretary

Explanation of the logo:

- The Logo is centred around the Cross. The circle in the logo represents our world with seafarers coming from the deepest darkest blue of the ocean into the lighter shades, which ends with the Church as the brilliant part of the Cross.
- At the foot of the Cross is the red, which represents the great sacrifice of Christ for us all.
- The solid block on the right top corner, not only represents the national colours of Poland, but also the four corners of the Compass.
- The box behind this, also with the national colours of Poland, encompasses everything and symbolises solidarity.
- The anchor, the maritime symbol par excellence and also the symbol of our faith and hope, reaches around the world embracing all nations, races and creeds.



From the Letter to the Hebrews (6, 17-20)

!When God wanted to give the heirs of his promise an even clearer demonstration of the immutability of his purpose, he intervened with an oath, so that by two immutable things, in which it was impossible for God to lie, we who have taken refuge might be strongly encouraged to hold fast to the hope that lies before us. This we have as an anchor of the soul, sure and firm, which reaches into the interior behind the veil, where Jesus has entered on our behalf as forerunner, becoming high priest forever according to the order of Melchizedek.

XXII WORLD CONGRESS OF THE APOSTLESHIP OF THE SEA

Gdynia, Poland, 24th - 29th June 2007

Gdynia Hotel Orbis, ul. Armii Krajowej 22, 81-372 Gdynia (www. orbis.pl)

PROCEDURES

• **NATIONAL DELEGATIONS:** The responsibility to form the delegation of each country rests with the Episcopal Promoter and the National Director. The delegation should not comprise chaplains only, but include active AOS members chosen from among seafarers on merchant, fishing or passenger vessels, oil platforms, port or maritime agencies personnel, delegates of associations of wives or families of seafarers, volunteers in seafarers centres. The members of a national delegation should attend all the sessions of the Congress. **The National Director will be responsible for sending the registrations forms, as well as the payment for the whole delegation, to the local Organising Committee, with copies to the Pontifical Council.** A list with the names of delegates should be sent also to the Regional Coordinator for information.

• **REGISTRATION:** National Directors will request the members of their delegations to fill the **registration forms** and will forward them either by fax or by e-mail, before **31st March 2007**, to the Coordinator of the local Organising Committee in Gdynia, that is:

Rev. Fr. Edward Pracz, C.Ss.R., Ul. Portowa 2, 81-350 Gdynia, Poland
tel+48-58-620 8741 Fax +48-58-620 4266 Mobile +48-604203527 e-mail: stellam@am.gdynia.pl

• **Copy of the registration forms** must be also sent by fax or e-mail to the Pontifical Council in Rome
(Fax +39 06 6988 7111; e-mail: office@migrants.va)

• **OBSERVERS:** It is the responsibility of the Pontifical Council to invite the representatives of Christian maritime Organisations members of I.C.M.A., as well as others who have a particular association with AOS International or the theme of the Congress.

Simultaneous translation will be provided in English, French, Spanish and Polish. All documents will be translated in English, French and Spanish.

HOW MUCH WILL IT COST?

Payments must accompany the registration and be made before 31st March 2007. National Directors are kindly requested to make one single payment for the whole delegation.

The payment can be made **only by bank transfer or by cheque.** There is no possibility to pay for the Congress directly to the bank by credit card.

We encourage you to pay by bank transfer, as it is fast and charges are low. If absolutely necessary, you may pay by cheque which, however, can be drawn only after a few weeks. This is not true for American Express cheques which cost much more, though, than a bank transfer.

Bank transfer are to be made to:

Beneficiary: Duszpasterstwo Ludzi Morza Centrum Stella Maris

Beneficiary address: 81-350 Gdynia, ul. Portowa 2

Beneficiary bank: Kredyt Bank S.A.

Branch: 1700 Oddzial KB S.A. w Sopocie

Beneficiary bank address: ul. 1 Maja 7, 81-807 SOPOT (Poland)

BIC code: KRDBPLPW

Beneficiary account:

PL 87 1500 1706 1217 0005 4503 0000 (**for EURO**)

PL 32 1500 1706 1217 0005 4516 0000 (**for USD**)

Details of payment: XXII World Congress of the Apostleship of the Sea



(continued from page 3)

Cheques are to be made to: “Duszpasterstwo Ludzi Morza Centrum Stella Maris”
and sent to Rev. Fr. Edward Pracz, C.Ss.R., ul. Portowa 2, 81-350 Gdynia, Poland

Normally all accounts and payments will be in Euros. However, to facilitate our members who are in the US dollars zone, the payment of Congress cost can also be effected in US dollars and the exchange rate of the day will apply.

Full board from dinner of Sunday afternoon 24th June to breakfast of Saturday morning 30th June (6 days) in

single occupancy: € 587 * **double: € 419 ****

(* € 66 per day x 6 days + meals € 141 + registration fee € 50)

(** € 38 per day x 6 days + meals € 141 + registration fee € 50)

Please note that the registration fee per person is to cover part of the expenses of the meeting (excursion, reports, information services and complete documentation). Any other expense (e.g. telephone, laundry, minibar, etc.) will be charged directly to the individual participant.

● **EXTRA DAYS: (bed and breakfast per day, per person):** in single occupancy: € 66; in double: € 38

Booking of hotel rooms will be done by the local Organising Committee when registration forms have been sent and payments made. Delegates arriving before Sunday 24th or staying after Saturday 30th at the Hotel Orbis will have to pay personally for these extra days. **They are kindly requested to inform the local Organising Committee accordingly if they want to book for extra days.**

Please note that since all Bishop Promoters, Regional Coordinators and National Directors are invited to attend a meeting on Sunday morning 24th June 2007, they will have to reach Gdynia by Saturday evening 23rd June. This will automatically entail an extra night + meals for which they will be charged:

single occupancy: € 95

double occupancy: € 67

● **TRAVELLING to Gdynia:** The nearest airport to Gdynia is Gdansk which serves both cities. There are direct flights from some European cities but usually international flights go to Warsaw and connect there to Gdansk. There is also a regular train service between Warsaw and Gdynia.

● **VISAS:** All delegates should ascertain whether they need a visa to enter Poland. If a letter of invitation to obtain a visa is necessary, the local Organising Committee will provide it on request. Please be aware that this procedure can be lengthy.

● **TRANSPORT** from and to the airport will be provided by the Local Committee. In case of emergency while arriving to Poland, please contact this phone number: +48-604203527.

● Vestments for **EUCCHARISTIC CONCELEBRATIONS** will be provided.

● **WORKSHOPS:** Participants will enter their names for the workshops of their choice during the Congress.

● **COMPUTERS.** Participants planning to use computers during the Congress, are kindly advised to bring their laptops.

● **POWER POINT.** It is recommended to speakers and workshop leaders wishing to use Power Point for their presentations to make sure that the programme/systems are compatible and to plan accordingly. At this stage it is envisaged to have Power Point only in the main Conference Hall.

● **INTERNET:** Participants can use Internet from their room:

- by purchasing, at the hotel reception, a hot spot card which costs 29 PLN (€ 7.54) and can be used as many times as they wish within 24 hours;

- by purchasing another card, which costs 9 PNL (€ 2,35), and can be used only once for 2 hours; they can connect their computer to the telephone and use their Internet link at the rate of 0.65 PLN (€ 0,17) per minute.

Catholic Bishops' Conference of Japan (CBCJ) Catholic Commission of Japan for Migrants, Refugees and People on the Move

Annual report 2005 (April 2005-March 2006)

The AOS National meeting was held in October 25-26, 2005 in Shiomi. There were 19 participants who presented the situation in the various Dioceses. Their sharing included the Strengths, Weaknesses, Opportunities and Threats (SWOT Analysis).

***Strengths:** financial support from the Dioceses; existence of the Seamen's Centers; good number of volunteers; regular ship visit; understanding of port procedures; meeting with seafarers in a good atmosphere; Masses on board and prayer meetings; ecumenical solidarity.

***Weaknesses:** shortage of priests to accompany laity (there are things which laypeople cannot do); too much demands from seafarers; no managing committees; limited access to ships because of strict security measures; loneliness; no public telephones available; lack of resources to respond adequately to the needs of the seafarers; lack of knowledge of ship visit; lack of personnel; short turn around; movement of goods is encouraged but movement of people is denied; shortage of time; lack of priests; lack of coordination between ports where the ships are anchored; difficulty to respond to the internationalization of seafarers; evangelization of the seafarers and pastoral care, etc.

***Opportunities:** international networking; consciousness that the port is also under the pastoral care of the parish; good relationship with the port officials; training in maritime pastoral care; cooperation with medical clinic; chance to evangelize; networking of parishes close to the port; importance of women's role; dialogue with other religions and cultures; cooperation with local people for fund-raising and welcome, etc.

***Threats:** risk of contamination of bird flu; increasing membership; the specific pastoral approach of AOS is sometimes put aside; lack of training and stability of staff members; lack of understanding from the local community; difficulty with foreign languages; globalization; finding successors to ensure continuity; influence and activities of new religious sects; negative feelings of seafarers (boredom, tiredness, loss of spirituality).

This year the AOS National Director was nominated by the CBCJ for the first time. It was intended that the activities of the AOS be organized and spread out at national level.

The chair parson of the Commission, Bishop Tani, appointed 4 members for the AOS Core Group in order to strengthen the activities and organize them systematically.

- **Tasks:** Clarification of the objectives of ship visiting; importance of systematic work (ex. identification, as there are many religious sects wishing to visit ships); learning to dialogue with Muslim, Chinese, Russian and other foreign seafarers; distribution of Bible and other religious material; personnel training; provision of resources in order to render the work more effective.

- **C.A.O.S. (Core Group of AOS):** November 29, 2005 in Shiomi. After 9/11 access to the Port has become even more difficult. To help volunteers enter the Port more easily, pamphlets were provided thus enabling the custom officers to become aware of AOS work and to recognize the ship visitors.

- In March 11-12, 2006 the first formation seminar of AOS was held in Shiomi and Yokohama. There were 19 participants from Hokkaido, Yokohama, Kobe and Fukuoka. There were also a ship captain and pilots. Since they have been working for a long time as seafarers, they were asked to share their experiences and present the concrete situation and condition of the seafarers and the Port. Each participant was also asked to share his motivation or reason for dedicating himself to this work. It was a deep faith sharing. On the second day of the seminar, the participants went to Yokohama Port to experience ship visitation. The seafarers of the ship they visited were coming from the Philippines, including the captain. Some of them happened to have been met already by the participants coming from Tomakomai or Kobe. The Yokohama Seamen's Center gave us the feeling of "antique" atmosphere and it looked like so many seamen from different countries had a good rest here and had refilled their energy from this place.



Fr. Raymond Desrochers,
AOS National Director

REPORT TO THE PLENARY ASSEMBLY OF THE CONFERENCE OF CATHOLIC BISHOPS OF CANADA

October 2006

Présentation

L'Apostolat de la Mer au Canada continue de se développer et il assure une forte présence dans plusieurs ports du pays. Les aumôniers et leurs bénévoles ont pu rejoindre 60 p. 100 des navires qui ont accosté dans leurs ports. Messes, célébrations de prière avec communion et groupes d'étude de la Bible sont offerts régulièrement aux gens de mer. L'AM-Canada s'est employé activement à défendre les droits des marins et à leur fournir un counselling personnalisé, de même qu'une pastorale adaptée. Il existe un niveau important de collaboration avec les autres confessions chrétiennes engagées dans cet apostolat. Les marins sont dirigés vers les « Foyers du marin » où ils peuvent bénéficier de différents services - communication (Internet et téléphone), sports et loisirs, café et petit déjeuner; des vêtements usagés et des articles de toilette leur sont fournis gratuitement.

Il y a eu une diminution de 18 p. 100 du nombre de navires qui ont mouillé, cette année, sur la côte Est en regard d'une augmentation de 12 p. 100 sur la côte Ouest. Mais compte tenu de l'accroissement des activités et du nombre des bénévoles, des alliés et des dons faits à l'AM-Canada, on peut parler d'une croissance significative et d'une amélioration sensible.

Je tiens à redire ce que soulignait déjà mon dernier rapport : l'Apostolat de la Mer au Canada a toujours un grand besoin d'aumôniers à temps plein. Nous avons quelques postes à combler dans des ports importants. Nous avons des aumôniers qui ont passé l'âge de la retraite et qui ne sont plus en état d'aller rencontrer les marins à bord des navires. D'autres ont déjà une lourde charge de travail (non seulement dans leur paroisse mais aussi en lien avec d'autres ministères, dans les hôpitaux et les écoles). Il y a tellement à faire que nous prenons du retard et que nous ne sommes pas en mesure de répondre aux marins qui font escale dans nos ports. L'engagement et la participation active des laïcs nous aide beaucoup mais ne suffit pas pour nous permettre de reconstruire l'AM-Canada.

Notre magazine trimestriel, Morning Star, continue de mériter des éloges partout à travers le monde et nous recevons régulièrement des demandes d'abonnement et de diffusion. Mais notre tirage limité a incité d'autres organismes à photocopier notre magazine pour le distribuer aux marins.

La page Web de l'AM-Canada a reçu, du mois d'août 2005 au mois de juillet 2006, pas moins de 5061 visiteurs, un chiffre sans précédent. La communauté internationale ainsi que les aumôniers de l'A.M. ont tenu à exprimer leur appréciation pour l'efficacité et la qualité de la présentation de notre site Web. La plupart des aumôniers d'Europe et d'Amérique du Nord tirent des copies du Morning Star pour le distribuer aux gens de mer.

Il faudrait fournir aux aumôniers des véhicules et des ordinateurs pour leur ministère. Il y a encore beaucoup de travail à faire auprès des bateaux de pêche, des paquebots de croisière, des caboteurs et des embarcations de plaisance que l'on retrouve dans presque tous les ports du Canada. Les autorités portuaires canadiennes indiquent que, maintenant que la Chine est la plaque tournante du commerce mondial, les ports de Prince Rupert, de Victoria et de Vancouver deviendront les centres de réception des marchandises à destination de l'Europe et des États-Unis -- ce qui signifie qu'il nous faudra augmenter nos ressources dans ces ports en prévision du nombre accru de navires et de marins qui s'y présenteront.



Les difficultés que je vois venir ont trait au manque de ressources (sur le plan national et au niveau local) et au fait que certains diocèses ne perçoivent pas l'urgence de l'Apostolat de la Mer ou ne lui accordent aucun soutien.

Les défis

1. Besoin d'aumôniers et d'adjoints à temps plein, approuvés et appuyés par les églises locales.
2. Besoin de former les aumôniers, les bénévoles et le personnel en pastorale, au travail de plaidoyer, aux besoins des gens de mer.
3. Le problème mondial de la sécurité limite l'accès des aumôniers à bord des navires ou fait qu'il est plus difficile pour les marins de quitter leur navire pour visiter la collectivité locale ou se rendre au « Foyer du marin ».
4. Nos ressources limitées -- les véhicules, ordinateurs et téléphones cellulaires dont les aumôniers ont besoin pour être au service des marins.
5. Les temps de mouillage plus courts qui empêchent de vérifier les allégations de violence et d'injustice.
6. L'augmentation du nombre de navires naviguant sous un pavillon de complaisance (Chypre, Malte, Bahamas) et de navires qui échappent aux lois internationales.

Les objectifs pour 2007

1. Faire nommer des aumôniers dans tous les grands ports du Canada.
2. Mettre au point une formation locale / un atelier pour les aumôniers et les bénévoles, en coordination avec la Mission to Seafarers anglicane et l'Église chrétienne réformée du Canada.
3. Développer un noyau vigoureux de bénévoles laïcs qui puissent assister les aumôniers pour les visites à bord et pour assurer le transport des marins entre le bateau et le « Foyer du marin » ou une église locale.
4. Visiter les ports de la Côte Est et de la Côte Ouest et participer au congrès régional des directeurs nationaux de l'Apostolat de la Mer.
5. Sensibiliser davantage les dirigeants ecclésiastiques aux activités et à l'expansion de cet apostolat.
6. Établir un dialogue soutenu avec les autorités portuaires, les comités (gouvernementaux) de bien-être des ports, les agents maritimes, les représentants et dirigeants syndicaux et les autres intervenants en matière de normes de sécurité.



L'Évêque Promoteur, S.E. Msgr Martin Villette, avec le Directeur National, le Diacre Albert Decanay

THE AOS ACTIVITY IN KARACHI, PAKISTAN

On the 1st Sept. 2006, Fr. Thomas Gulfam has finished his term as Port Chaplain of Karachi.

The Bishop Promoter, Most Rev. Evarist Pinto, is very supportive of the apostolate and guides it to the best of his ability; with the



assistance of the Vicar General Fr. Arthur Charles. The latter attended the Regional South Asia AOS conference in Chennai November 2005.

In 2005, the most significant contribution of AOS Karachi in the Region has been the collaboration with AOS India in the release of fishermen prisoners in their jails. Fr. Gulfam also was in collaboration with other fishermen organizations and NGO's in South India.

He visited the prisoners regularly, supplied them with small per-

sonal items of toiletries and stationery to write letters to their loved ones.

Even though a Port pass is available, the Chaplain is not permitted to visit ships on which Indian seafarers work.

Fr. Gulfam is now appointed to a parish where there is a large population of fishers. He will continue to be involved with them in a different capacity.

A new Port Chaplain will soon be appointed by the Archbishop.

PANAMA VOTERS APPROVE CANAL EXPANSION PROJECT

(Information taken from news reports, from www.pancanal.com and from ACP brochure on canal expansion project) In a historic vote with widespread ramifications for the international shipping community, the Panamanian electorate has overwhelmingly backed the expansion of the Panama Canal*.

After the historic struggle that culminated in its recovery, and given the efficient, profitable, safe and transparent way that the Panamanian administration has managed the Canal after its turnover on December 31, 1999, today the Canal is a source of pride for all Panamanians.

The expansion will be the largest project at the Canal since its original construction. A Panama Canal expansion will double capacity and allow more traffic. The project will create a new lane of traffic along the Canal through the construction of a new set of locks. The Canal's entrances at the Atlantic and Pacific channel will be widened and deepened, as well as the navigational channel at Gatun Lake. One lock complex will be located on the Pacific side to the southwest of the existing Miraflores Locks. The other complex will be located to the east of the existing Gatun Locks. Construction for the project is slated to conclude by 2014. During the construction process, no current lanes will be closed, and since all construction sites are outside of existing channels and operating areas, the ACP is confident that there will be no delays of transits.

The expansion program is in response to the booming demand anticipated for the next 20 years. It is anticipated that expansion will double Canal capacity to more than 600 million Panama Canal tons.

The project is estimated to cost \$5.25 billion and will be paid entirely by users of the Canal through a graduated system of tolls.

In keeping with sustainable development principles and environmental management best practices, the expansion will use unique water-saving basins to help preserve the freshwater resources along the waterway, reutilizing water from the basins into the locks. This technology eliminates the need for constructing dams, flooding and displacing communities along the Canal's Watershed.

(from Catholic Maritime News, November 2006)

* On the matter, Archbishop Marchetto gave an interview to Vatican Radio (cfr. Apostolatus Maris Bulletin no. 92, now published on "People on the Move")



EL 43% DEL PESCADO QUE SE CONSUME EN EL MUNDO PROCEDE DE PISCIFACTORÍAS

La demanda de pescado en el mundo continúa creciendo, especialmente en los países ricos y desarrollados. Sin embargo el nivel de capturas se mantiene prácticamente estancado desde mediados de los años 80, y no hay visos de que se aumenten estos registros dado que el 25% de las especies más comerciales se encuentran al límite de su supervivencia, y un 52% se halla plenamente explotado.

El interrogante de la FAO es si la acuicultura podrá hacer frente al crecimiento de esa demanda en las próximas décadas, a pesar del fuerte incremento de la producción de este sector. La producción acuícola mundial resulta vital para completar la cada vez mayor demanda de pescado frente al estancamiento en que se encuentra la pesca extractiva y su nada probable incremento. En el último informe de la FAO, se estima en más de 45 millones de toneladas la producción acuícola mundial, con un valor total de unos 63.000 millones

de dólares. Por el contrario, el total de capturas suma 95 millones de toneladas, de las que 60 millones son para consumo humano. La implantación de esta industria se extiende por todo el mundo salvo en África sub-sahariana, zona en la que esta industria representa el 0,13% de la acuicultura mundial.

El citado informe estima que serán necesarios 40 millones de toneladas adicionales de pescado para 2030, y la única forma de conseguirlos será a través de la producción en piscifactorías, según señaló Rohana Subasinghe, del Departamento de Pesca de la FAO y secretaria del Subcomité de Acuicultura. La cuestión es saber si podrá conseguir. La FAO señala que “la acuicultura podría cubrir la diferencia entre el abastecimiento e y la demanda, pero existen otros factores que pueden empujar la producción en dirección opuesta, haciendo suficiente para cubrir la demanda en las próximas décadas”.

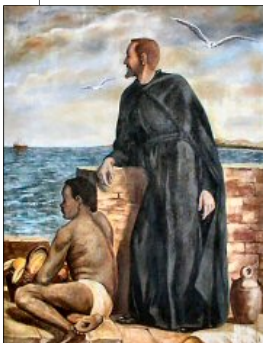


Entre las preocupaciones del organismo de Naciones Unidas, según se hace constar en el documento, se halla el de la posible disminución del impulso de esta industria si los gobiernos y las agencias de desarrollo no ajustan sus políticas para responder a las crecientes dificultades que amenazan el futuro crecimiento del sector: la falta de las inversiones que padecen los productores en los países en desarrollo, la subida de los costes energéticos, el impacto medio ambiental y la inocuidad de esta industria.

(“Mar”, n. 454, November 2006).

AN ACCOUNT OF A SHIP VISIT

FROM A LETTER BY SAINT PETER CLAVER



“Yesterday, May 30, 1627, on the feast of the Most Holy Trinity, numerous people, brought from the rivers of Africa, disembarked from a large ship. Carrying two baskets of oranges, lemons, sweet biscuits, we hurried toward them. We had to force our way through the crowd until we reached the sick. Large numbers of the sick were lying on the wet ground or rather in puddles of mud. To prevent excessive dampness, someone had thought of building up a mound from broken pieces of bricks. This, then, was their couch, a very uncomfortable one not only for that reason, but especially because they were naked, without any clothing to protect them.

We laid aside our cloaks, therefore, and brought from a warehouse whatever was handy to build a platform. There were two Africans, nearer death than life, already cold, whose pulse could scarcely be detected. We pulled some live coals together and placed them in the middle near the dying men. Into this fire we tossed aromatics. Then, using our own cloaks, for they had nothing of the sort, and to ask the owners for others would have been a waste of words, we provided for them a smoke treatment, by which they seemed to recover their warmth, and the breath of life. The joy in their eyes as they looked at us was something to see.

This was how we spoke to them, not with words but with our hands and our actions.

(to be continued on page 12)

300 years ago St Peter Claver, who ministered in the port of Cartagena and whose feast day is the 9th September, cared for the thousands of slaves who made the horrific sea journey from West Africa to Columbia. One third of those making the journey died because of the conditions on board. Those who survived were afraid of what might await them in port. St Peter Claver was God's surprise for them; he looked after the sick and calmed the frightened. Today he is an inspiration to all those who welcome seafarers. He also looks down from heaven in a special way on all those at sea.

LA PASTORALE DEI NOMADI DEL MARE NELLA DIOCESI DI PANGKALPINANG (Indonesia)*

La diocesi di Pangkalpinang è un arcipelago composto di migliaia di isolette in cui, secondo dati del 2003, vivono circa 1.900.000 persone. Gli abitanti appartengono a varie culture; in maggior parte sono Malaya, seguiti da Cinesi (nel 1722 gli olandesi li utilizzavano nelle miniere di stagno), Flores, Batak e Java. Tra di loro vivono anche alcune comunità di “Nomadi del Mare” (*Suku Laut*).

Le religioni presenti nella diocesi sono: Islam, Cristianesimo, Buddismo, Induismo, Animismo, Kong Hu Tsu. Il numero dei cattolici va oltre 35.000.

Le isole di Tarempa, Batam, Natura, Bangka e Lingga sono abitate da pescatori. La globalizzazione industriale ha portato numerosi problemi alla vita di questi uomini.

I *Suku Laut* vivono soprattutto sulle barche e per questo vengono chiamati anche “uomini della barca” (*manusia perahu*). Essi provengono da Hoabinh (Indocina), e discendono dalla tribù dei Proto Malayu, risalente al periodo neolitico e megalitico (2.500-1.500 a.C.), che fu scacciata verso il mare da un'altra tribù.

Essi nascono, crescono, si sposano e lavorano sul mare, su una piccola barca chiamata *perahu kajang* con la quale si spostano a seconda del mare. La terra ferma è solo un luogo ove si va per comprare riso, sale, ed altri generi di prima necessità. Si può facilmente immaginare, quindi, come questa situazione crei problemi per l'educazione dei figli, la salute, ecc.

I *Suku Laut* sono grandi

pescatori ma sono accompagnati anche da una fama negativa, per le numerose rapine compiute sul mare. In questi ultimi anni un buon numero di *Suku Laut* ha cominciato a vivere in una casa, costruita però sempre sul mare, a seguito di matrimoni con persone di cultura diversa. Continuano, però, a pescare.

Nell'Arcipelago di Lingga è situata la quasi parrocchia di San Carlo Borromeo, a cui appartengono 12 comunità cristiane sparse su altrettante isole, lontane dall'informazione e dalla scuola. Per spostarsi da un'isola all'altra occorrono 2 o 3 ore di navigazione. Quando arriva il periodo delle piogge, i bambini non vanno a scuola perché ciò equivarrebbe, secondo loro, a buttare via i soldi.

Nell'isola di Beting, nell'arcipelago di Lingga, abbiamo creato un centro pastorale, una sorta di quasi parrocchia, con una scuola elementare e un internato per i bambini. Il fatto di stare in un internato può, però, creare difficoltà per la crescita dei bambini che, *de facto*, vivono lontani dai genitori.

Per quanto riguarda il campo economico, la gente di mare che abita queste isole è schiava di un imprenditore (*tanke*), che fornisce loro gli strumenti e i mezzi per pescare a condizione però che il pescato venga venduto a lui. Quando arriva la stagione delle piogge (che dura circa 6 mesi), essi non possono lavorare e quindi, per sopravvivere, devono ricorrere all'imprenditore che dà loro, a

credito, qualcosa da mangiare. Durante la stagione della siccità, quando la pesca è possibile, i debiti devono essere pagati, sotto forma di ciò che si è pescato. Si capisce come, in questa situazione, non ci sia modo di migliorare la loro vita, e nemmeno quella dei figli.

La diocesi cerca di offrire un aiuto anche in campo socio-economico, incoraggiandoli a crearsi un lavoro in proprio. Essa fornisce i mezzi per pescare e costituire tra loro una sorta di comunità di base che si aiuti vicendevolmente. Abbiamo cominciato, inoltre, a far comprendere l'importanza del risparmio creando depositi bancari. Tanti progetti comunitari, però, non sono andati a buon fine a causa di conflitti sorti tra di loro.

I complessi problemi che riguardano la nostra pastorale in queste zone, esigono che si riparta da una pastorale integrale sviluppando la comunità cristiana di base, come esperienza della comunità cristiana del primo secolo (Atti 2). Si pensa ad una pastorale sia



* Tratto dal rapporto presentato all'Incontro di studio sugli Orientamenti per la Pastorale degli Zingari,

THE APOSTLESHIP OF THE SEA IN GIBRALTAR



Two years ago Father Charles Bruzon and a group of volunteers established the Gibraltar branch of the Apostleship of the Sea. The Gibraltar branch of AOS is affiliated to the United Kingdom organisation from whom help was sought to set up locally.

The Port of Gibraltar has become increasingly busy over the past few years, with many merchant ships arriving for bunkering and Cruise Liners bringing in thousands of tourists. The crews of such vessels are often unseen and unheard. Since its inception two years ago the Gibraltar branch of AOS has gone from strength to strength. To date the following has been achieved:

- A fully insured team of eight volunteers has been trained for ship visiting.
- Contact has been established with our Church of England counterparts, the Mediterranean Mission to Seafarers (Mts).
- A joint leaflet advertising the services of both organisations (AOS & Mts) and including a map of Gibraltar depicting the location of our Churches has been printed and is available at strategic points at our Port including the Cruise Liner Terminal.
- A joint board displaying important information has been produced and placed outside the Flying Angel Club.
- A new Port Welfare Committee to look into the needs of Seafarers has been set up under the auspices of the Merchant Navy Welfare Board, UK.
- Over 150 ships have been visited by the Chaplain and volunteers.
- A team of ladies from Saint Bernard's Church regularly knit woolly hats for Seafarers who often work exposed to the elements in very cold conditions.
- Prayer cards, rosaries, sweaters, bibles and other items distributed to Catholic Seafarers on board vessels.

Mass has been celebrated by Father Charles on several ships for devout Catholic crews who have not seen a priest for months. The Sacrament of Confession has also been offered.

Plans for the future include:

- The setting up of Telephone facilities for crews at the Commercial Port and Cammell Laird.
- The provision of low cost Telephone cards for Seafarers to phone home.
- The setting up of e-mail facilities.
- The provision of a storage facility at Saint Bernard's Church for the use of AOS volunteers.

Further liaising with Shipping Agents to enable easier access to certain vessels.

For this important pastoral activity to continue succeeding we need your prayers.

(Continued from page 9)

And in fact, convinced as they were that they had been brought here to be eaten, any other language would have proved utterly useless. We made every effort to encourage them with friendly gestures and displayed in their presence the emotions which somehow naturally tend to hearten the sick.

After this we began an elementary instruction about baptism, that is, the wonderful effects of the sacrament on body and soul. When by their answers to our questions they showed they had sufficiently understood this, we went on to a more extensive instruction, namely, about the one God, who rewards and punishes each one according to his merit, and the rest. Finally, when they appeared sufficiently prepared, we told them the mysteries of the Trinity, the Incarnation and the Passion. Showing them Christ fastened to the cross, as he is depicted on the baptismal font on which streams of blood flow down from his wounds, we led them in reciting an act of contrition in their own language.

AM WORLD DIRECTORY

AUSTRALIA

(new Bishop Promoter)
H.E. Mgr. Justin Bianchini
Bishop of Geraldton
7 Maitland Street, Geraldton, W.A. 6531
Tel +61 (08) 9921 3221
Fax +61 (08) 9964 1097
diogen@diocese-geraldton.org

GIBRALTAR

(new Port Chaplain)
Fr. Charles Bruzon
St. Bernard's Parish Church
Europa Road, Gibraltar
Tel/Fax +350 43949 revcharlie@gibraltar.gi

GREAT BRITAIN

(new e-mail)
Bishop Tom Burns, Episcopal Promoter
bishop@rcforcesbishop.co.uk

NETHERLANDS

(new e-mail for Rotterdam)
apostolatusmaris.nl@xs4all.nl

CAMMINANDO SULL'ACQUA ITINERARI SPIRITUALI PER VIVERE IL MARE

Sulla sabbia della spiaggia come sul ponte di una nave da crociera, sugli scogli come al timone di una piccola imbarcazione, è possibile ritagliarsi degli spazi di silenzio e meditazione. Anche al mare, infatti, si può fare esperienza di Dio, tanto più con la compagnia di un testo semplice e immediato che offra panorami di bellezza e verità tratti dalla Bibbia, dalla letteratura e dall'esperienza dell'uomo.

Ne sono autori Cristina Meneghini e Patrizio Righero, giovani sposi da sempre impegnati nell'attività pastorale a Pinerolo, Torino.

Gli ordini d'acquisto possono essere spediti via e-mail (info@effata.it), per fax: 0121.353.839 o per posta al seguente indirizzo: Effatà Editrice, Via Tre Denti 1, 10060 Cantalupa, Torino





**Pontificio Consiglio della Pastorale
dei Migranti e degli Itineranti**
Palazzo San Calisto - Città del Vaticano
Tel. +39-06-6988 7131
Fax +39-06-6988 7111
e-mail: office@migrants.va
[www.vatican.va/Roman Curia/Pontifical Councils ...](http://www.vatican.va/Roman_Curia/Pontifical_Councils...)

