



XXIII AOS WORLD CONGRESS



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Pontifical Councils ...

AS WE WERE ABOUT TO GO TO PRESS,
WE LEARNED THE NEWS THAT HIS HOLINESS
BENEDICT XVI RESIGNED FROM THE POSITION
OF ROMAN PONTIFF.

THE INTERNATIONAL APOSTLESHIP OF THE SEA
GATHERS AROUND THE HOLY FATHER
AND EXPRESSES GRATITUDE TO HIM FOR THE SUPPORT
AND CLOSENESS HE HAS MANIFESTED IN THESE YEARS
TO THE PEOPLE OF THE SEA, MOST RECENTLY
ON THE OCCASION OF THE WORLD CONGRESS
IN NOVEMBER 2012

DURING WHICH HE INVITED US TO RENEW
OUR COMMITMENT TO THE EVANGELIZATION
OF THOSE WHO PASS THROUGH OUR PORTS.

WE ARE LIVING THIS EXTRAORDINARY MOMENT
WITH GREAT FAITH IN THE LORD AND WE ASSURE
OUR PRAYERS FOR BENEDICT XVI
AND FOR THE WHOLE CHURCH.

NEW EVANGELIZATION IN THE MARITIME WORLD

New ways and means to proclaim the Good News

(Vatican City, 19-23 November 2012)

After lowering the flag of the XXIII World Congress of the Apostleship of the Sea, it is time to make an evaluation, even if a precise analysis will require careful and deep reflection. But while a final evaluation of the Congress is not possible yet, some considerations come up spontaneously.

It was an extraordinary event for several reasons: the Congress took place ninety years after Pius XI's approval of the Constitutions of the Apostleship of the Sea and blessing of this "Work"; it was held in Vatican City, and precisely in the Hall of the Synod of Bishops with the unprecedented participation of more than 400 delegates from 70 countries; it was animated by a deep spirit of prayer, friendship and sharing.

The meeting highlighted the concern of the Church and of all those who have the seafarers, fishers and their families at heart. Each of the intense days of work was dedicated to a particular theme from among the questions that affect the world of the sea to a greater extent today.

The work took place on a spiritually and socially rich terrain. The interventions by different speakers, the detailed informative reports, and the participation in the discussion of people who are deeply committed and in direct contact with the problems of the maritime world offered an overview of the complex problems of this sector, the growth of the Apostleship of the Sea, and the tireless, courageous commitment of many priests, deacons, religious and laypersons in the great variety of initiatives aimed at the spiritual and material welfare of the people of the sea.

The Audience with the Holy Father Benedict XVI in the Clementine Hall of the Vatican Apostolic Palace at the end of the Congress was one of the most intense moments during these days. In stating that the maritime world is a fertile terrain for evangelization, the Pontiff reaffirmed the Church's closeness to the people of the sea who are struggling with problems and at times situations of injustice. In view of the hardships faced by workers in the maritime industries as well as fishers, the Pontiff stressed that the need appears more clearly for "an integral vision of man". Therefore, the Church is called today to give new enthusiasm to the evangelization of the maritime world through the Apostleship of the Sea.

The participants returned to their ports enriched and with hearts filled with enthusiasm and a great desire to share the projects and many ideas that emerged with those who could not attend. The real success of this Congress will only be measured by the fruits it will produce in giving rise to a renewal of the Apostleship of the Sea.



THE MARITIME WORLD, AN EFFECTIVE VEHICLE FOR EVANGELIZATION

The Holy Father, during the Audience of the 23 November, reiterated that “the vulnerability of seafarers and fishers calls for an even more attentive solicitude on the Church’s part and should stimulate the motherly care that, through you, she expresses to all those whom you meet in ports and on ships or whom you help on board during those long months at sea”.

Benedict XVI then addressed “a special thought ... to those working in the vast fishing sector and to their families. Indeed, they more than others must face the difficulties of the present time and live the uncertainty of the future, marked by the negative effects of climate change and the excessive exploitation of resources. To you fishermen, who seek decent and safe working conditions, safeguarding the dignity of your families, the protection of the environment and the defense of

every person’s dignity, I would like to ensure the Church’s closeness”.

“The lay apostolate is already particularly active and has many permanent deacons and volunteers in the “Stella Maris” Centres. Yet, among mariners themselves there is above all a growing concern to support other seafarers, encouraging them to rediscover and intensify their relationship with God during long ocean voyages, and helping them with the spirit of charity in times of danger”.

He finally added: “I wish today to renew the ecclesial mandate that places

you, in communion with your local Churches, in the front line in the evangelization of so many men and women from different nations who pass through your ports. Be apostles faithful to the mission of proclaiming the Gospel, show the loving face of the Church which also welcomes and makes herself close to this portion of the People of God; respond without hesitation to maritime people who wait for you on board to appease the deep longing of their soul and make them feel active members of the community. I hope that each one of you may rediscover every day the beauty of faith, in order always to bear a consistent witness to it”.



GREETINGS TO HIS HOLINESS BENEDICT XVI FROM CARDINAL ANTONIO MARIA VEGLIÒ

Holy Father,

The reception which you are kindly giving us during this special meeting is a reason for great joy. With deep gratitude, I am personally pleased and honored to express to you the devout, filial greetings of the more than 400 participants in the XXIII World Congress of the Apostleship of the Sea. They come from 69 countries on the five continents and represent the many chaplains and collaborators on ships and in ports all over the world who welcome the seafarers, get to know the fish-

ers, and aid the families of the people of the sea. With the Bishop Promoters' help, in these days we have dealt with many subjects that affect to a greater extent the life of the sea guided by the theme: *"New evangelization in the maritime world. New means and instruments to proclaim the Good News"*.

Seafarers live a particular form of migration and itinerancy. In fact, their profession obliges them to be in constant movement, especially along the maritime routes. They are foreigners in the ports where the ships and fishing boats arrive, and every day they experience the precariousness of those who live for long periods of time away from home without the affection of their families and with all the difficulties that distance entails. Hidden among the ships' sheet metal, men and women tirelessly sail the seas and pass through the ports sometimes without the time or, even worse, the permission to go ashore.

The Church, in the image of the Good Shepherd, also goes to look for these people. She meets them, welcomes them, organizes pauses for prayer and, where possible, celebrates Mass on board, which may be the only Mass the crews can take part in during the long months on board ship. Particular attention is also given to the families of the seafarers who in the territorial parishes, the port chapels and the "Stella Maris" centers ask for a "safe haven" for their loved ones and entrust them to the Virgin Mary who is invoked with the beautiful name of "Star of the Sea".

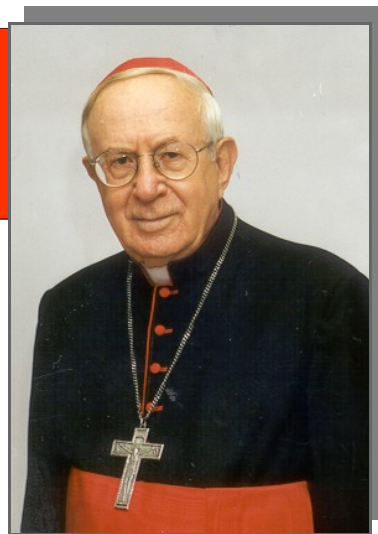
Holy Father, we implore the Apostolic Blessing for your children starting with the seafarers and their families who are far away, and including the apostles of the sea, priests, religious and laypersons, so that with renewed enthusiasm they will continue to proclaim Jesus Christ, the only Savior of the world.

SORROW AT THE DEATH OF CARDINAL GIOVANNI CHELI

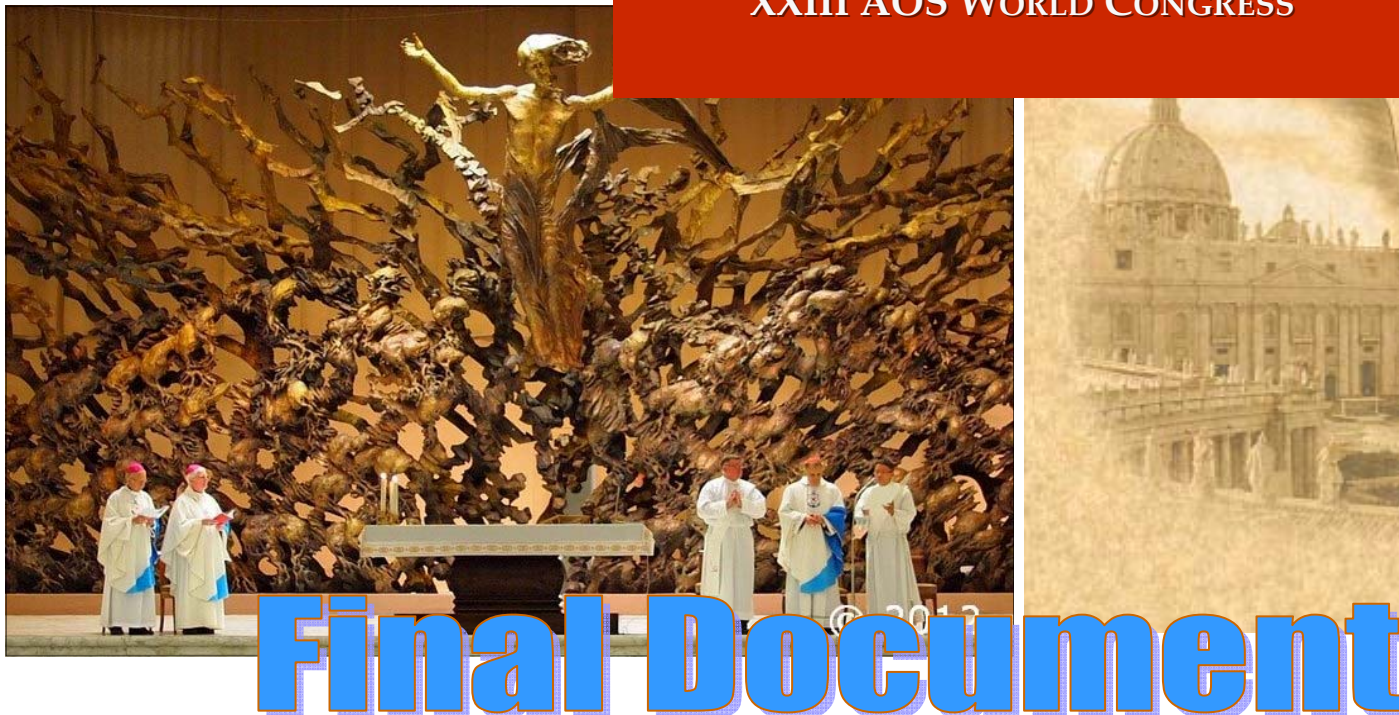
With great sadness, we announce the passing last February 8th of Cardinal Giovanni Cheli, the President emeritus of this Pontifical Council since 1998. Cardinal Cheli, who was born in Turin on October 4, 1918, was Pro-President from September 1986 of the then Pontifical Commission for the Pastoral Care of Migration and Tourism, which later became through the 1998 Apostolic Constitution *Pastor Bonus* the Pontifical Council for the Pastoral Care of Migrants and Itinerant People. In this way he became the first President of the new Dicastery of the Holy See.

In expressing his own sorrow at the Cardinal's death, Benedict XVI described him as a "zealous pastor, faithful to the Gospel and the Church" and recalled "with gratitude the valuable and attentive cooperation he offered for many decades to the Apostolic See". The Pope wrote, "He leaves behind the testimony of a life spent in coherent and generous fidelity to his vocation, as a priest attentive to the needs of the faithful, especially for the Christian formation of youth".

The Apostleship of the Sea, of which Cardinal Cheli was a great supporter, remembers him with sincere affection and thanks him for the paternal goodness and attention he always gave to the people of the sea. We would like to remember him with his words of farewell to us at the end of the World Congress held in Davao in 1997: "This is the last time I will preside at a World Congress of the Apostleship of the Sea since my mandate as President of the Pontifical Council is coming to an end. I will always share your ideal and I will always be at your side in your peaceful, persevering and courageous struggle for a better future for the people of the sea".



RIP



The Apostleship of the Sea (AOS) celebrated in the Synod Hall of the Vatican City its XXIII World Congress from November 19-23, 2012, ninety years since Pope Pius XI approved its First Constitution and gave it his blessing.

Gathered in Christ's name as AOS family, experiencing our social, cultural and national differences, we have witnessed the largest World Congress ever organised with the participation of more than 400 delegates from 70 countries.

This Congress took place at the beginning of the Year of Faith and just after the Synod for the New Evangelisation, a movement of the Church to bring anew the good news to all human beings.

During the Congress the speakers and our discussions have challenged us to find creative responses to recurrent problems and we have been inspired by the encounter with Pope Benedict XVI who renewed our mandate:

"I wish today to renew the ecclesial mandate that places you, in communion with your local Churches, in the front line in the evangelization of so many men and women from different nations who pass through your ports. Be apostles faithful to the mission of proclaiming the Gospel, show the loving face of the Church which also welcomes and makes herself close to this portion of the People of God; respond without hesitation to maritime people who wait for you on board to appease the deep longing of their soul and make them feel active members of the community".

With hearts reconfirmed and having lived this time of fraternal communion we return to our ports around the world to continue our ministry of service.

We ask for the grace of God to help us to:

- Be instruments of the New Evangelization in the maritime world through a journey of personal conversion and formation of the heart, guided by the Social Doctrine of the Church utilising all means and ways of communication, including social media.
- Be effective advocates for the people of the sea in political and legislative forums at international and national levels as we cooperate with social partners to ensure the proper implementation of MLC 2006 and the ratification of ILO 188, without delay.
- Strengthen solidarity between AOS of different nations, sharing resources, best practices and developing expertises in various sectors of the maritime industry, more particularly on fishing.

- Support and sustain the families of seafarers and fishers especially the ones experiencing hardships because of criminalization, abandonment or kidnapping of the their loved ones.
- Develop formation courses to prepare qualified chaplains and volunteers for the ministry and empower seafarers to become apostles of evangelization.
- Prepare the centenary celebration of AOS in October 2020, through a programme of individual and collective renewal.
- Deepen our witness to Christ through effective ecumenical collaboration in the midst of the challenges we face and fostering dialogue in charity with people of all backgrounds, cultures and religions.
- Develop a ministry of presence at all levels in the maritime industry to increase awareness on the importance of seafarers' welfare.

We put our trust in the Blessed Virgin Mary, *Star of the Sea*, to accompany us in this sailing.

Message to the People of the Sea

Bishop Promoters, port chaplains and volunteers of the Apostleship of the Sea (AOS) have gathered from November 19 -23, 2012, in the Synod Hall of the Vatican City for the XXIII World Congress, on the theme: **New Evangelization in the maritime world** (*New ways and means to proclaim the Good News*).

During the Congress we considered a variety of issues affecting your lives and work. We challenged ourselves to deepen our engagement with all sectors of the maritime world, to better understand the cultural and religious diversity among all seafaring nations and to support each other more effectively, particularly piracy victims, in a spirit of solidarity.

We look forward to the full implementation of the ILO's Maritime Labour Convention (MLC) 2006 and we undertake to renew our efforts to ensure ratification of the ILO Work on Fishing Convention 2007 (No. 188) and Recommendation, 2007 (No. 199). Both legal instruments should greatly improve your living and working conditions.

We are inspired by your example of service to one another in the midst of uncertainty, isolation and danger. We learned from you how to live in a changing world in harmony with others and the environment.

Christ calls each one of us to turn to him to spread his message of love to all those we meet. Therefore, we renew our commitment to serve you and your families, confident in God's love and the guidance of Our Lady, *Star of the Sea*.

May the peace and love of our Lord Jesus Christ be with you all and your families during this Christmas Season.



Statue of the blessed Virgin Mary that was in the chapel of Costa Concordia

THE ANNUAL INTEGRATIVE MEETING OF THE PEOPLE OF THE SEA IN GDYNIA, POLAND



On Sunday, January 20th, the people of the sea gathered in the Maritime Church in Gdynia to participate at the Mass celebrated by the Archbishop Sławoj Leszek Głódź, the Metropolitan of Gdańsk. It was a great assembly of people: the Philippino crew from m/v Anemona and Ukrainian seafarers from m/v Glomar Baltic, the representatives of the port, the Minister of Transport Anna Wypych-Namiołko, the Minister of Fishing Kazimierz Płocki, the Members of Parliament, the Mayor of the City Wojciech Szczurek with the Council of Gdynia, the Deputy of the Navy - Vice Admiral, Rectors and Professors of Maritime Academies with students, the President

of the Port Authorities, shipowners, shipyard workers, families of the seafarers as well as those who lost their beloved ones at sea and representatives from other maritime institutions.

The Archbishop stressed in the homily the Stella Maris activities, such as: - defending human dignity; - possibility of practicing faith; - building human dignity; - protecting social care. As it was expressed in the presence of people representing institutions responsible for the maritime economy the role of our centre was strengthened and shows how we bring help to the People of the Sea.

The Choir of Gdynia, which acts at the Apostleship of the Sea, sang carols during the Mass. It is worth mentioning here that last November they had concerts in China for two weeks. Among other traditional costumes, they also wore Stella Maris t-shirts then. After the Mass we shared the wafer in the Church. Sharing the bread was the sign of our need to work together for the benefit of the People of the Sea. Next we went to the basement of the Church for a meal while the Choir sang carols making the event special. The meeting made us realize again how important it is to build the human community based on the Mass and prayer. I must say that the meeting was extremely numerous and that there is the true need to meet together for the benefit of the People of the Sea, those who travel by sea. The whole event was broadcast by our local TV.

Fr. Edward Praczyński, National Director

SILENCE

A seafarer is a silent man; he loves silence. As always, when a group of seafarers from a same ship arrives at the seamen's club and it is the first time it comes to Port de Bouc, at first there is some amazement and apprehension due to anxiety. The group stands there in the middle of the seamen's club looking and waiting. And the same thing happens when you approach them in order to greet them, inspire confidence in them and start up a conversation.

One evening there were some Filipinos. They soon realized that I was a seafarer, and when they asked me what my position was on the ship, I told them I was a turner. They immediately presented one of their men to me: he was not young, had graying hair and glasses on the tip of his nose, and he was also a turner. With age and experience, after he said good-bye to me, he remained cautious, observed and sized me up.

Later, when he finished everything he had to deal with, I was surprised when he came to join me in this corner of the seamen's club and sat down next to me. Almost without exchanging a smile, a wink or a gesture, we stayed next to each other for a good hour without saying a word to each other. We had the same attitude of two older people who have been married for many years, faced all of life's joys and sorrows and are next to each other in the most complete communion where nothing more than a look, a smile or a small gesture is needed to share in depth.

In the silence and most complete communion of the friendship between two seafarers, and in my repeated stammering of prayers, I was surprised to discover that I was also in a most complete communion, through the silence of that friendship, with ANOTHER. It was the same deep communion of three beings who loved each other: silence, deep sharing, towards an essential thing, true friendship and true love.

Bernard, retired seafarer, deacon.

Today's seafarer is even more silent due to the new rhythm of navigation and the new ways of working.

THE (NOT SO) HAPPY LIFE OF THE MODERN SEAFARER

Imagine that you have driven your spouse to the supermarket. You park in a free space at the end of a row and the car is properly parked inside the white lines. As there are just a couple of things to buy your spouse goes into the supermarket alone, leaving you sitting in the car. A large van, owned by the supermarket, comes into the car park but the driver loses control just as he is approaching you. The van hits your car and although no-one is hurt, there is a lot of damage. Before you know it, the supermarket security and police are on the scene, accusing you of causing the accident. You are handcuffed and taken to jail and thereafter blamed for causing the accident.



Such injustice is impossible to believe. However, in the case of the ship, Hebei Spirit, this is exactly what happened. Hebei Spirit is an oil tanker - a very large one - that carries around a quarter of a million tonnes of crude oil. On 6th Dec 2007, the vessel arrived off the port of Daesan, in Korea, and anchored in an authorised and designated anchorage while waiting to discharge its cargo. The following day, whilst still at anchor, the vessel was struck by a barge which had broken adrift from tugs that had lost control of it. The barge was carrying a crane that hit and penetrated the hull of Hebei Spirit. This resulted in the spillage of approximately 10,500 tonnes of crude oil into the sea.

A short time after, the Master, Captain Jasprit Chawla and Chief Officer Syam Chetan were taken ashore and jailed. They remained in jail throughout the investigation and court case. Seven months later, in June 2008, the Korean court handed down its judgement which fully exonerated Captain Chawla and Chief Officer Chetan. However, Samsung Heavy Industries, who were responsible for the tow, barge and crane, appealed the decision. As a result, Captain Chawla and Chief Officer Chetan were returned to jail.

They remained there until the appeal hearing took place in December 2008. At this hearing, which did no credit to the Korean justice system or Samsung, Korea's leading company, the court ruled that Samsung were responsible for only 10% of the consequences of the oil spill. Captain Chawla and Chief Officer Chetan were taken from the court in handcuffs and once again returned to jail. They were finally freed to return home in June 2009; however as a final insult, the Korean court still judged them to be partly to blame.

Although the treatment meted out to Captain Chawla and Chief Officer Chetan was extreme, it is by no means unique. Seafarers are routinely subjected to such injustices and a global culture of seafarers' criminalization is endemic. Where a marine casualty involves oil pollution, regardless of cause, it is customary that the very first act of the local authorities is to jail the master and officers who are alleged to be responsible.

In November 2002, the tanker Prestige suffered severe damage caused by structural corrosion. The vessel subsequently broke in half and sank off the northwest coast of Spain, spilling its entire cargo of fuel oil. Although his actions throughout the unfolding disaster were exemplary, the master was taken from the vessel and jailed in a high security Spanish prison.

The scourge of maritime piracy is now viral, particularly in the Gulf of Aden and around the Horn of Africa. In fact, there is now nowhere in the Indian Ocean where ships are safe from attack. There are currently hundreds of seafarers held hostage in Somalia. Sad to say, and probably because these seafarers are not Western nationals, their plight is largely ignored.

There is little wonder therefore that the shipping industry suffers from a chronic and ever-

worsening shortage of manpower. With incidents such as these, who would blame anyone with a choice to do anything rather than choose a career at sea? However, for those seafarers, largely from developing countries, who continue to do the world's dirty work there is at least one ray of sunshine at the end of a voyage. Port chaplains and volunteer ship visitors from the Apostleship of the Sea provide practical and spiritual welfare to seafarers calling to ports in the UK. The opportunity of a trip ashore to a dedicated centre where a warm welcome is assured and where computers with internet access and webcams can be found is likely to be the highlight of the trip.

To get away from the confines of the ship, talk to someone who actually cares, gives practical help and understands their situation, and offers the opportunity to make contact with families and loved ones at home is a tonic more powerful than medicine.

Captain David Savage

Trustee, Apostleship of the Sea, Great Britain

Alongside Magazine, Autumn/Winter 2012

2012 INTERNATIONAL SEAFARERS' WELFARE AWARDS

Welfare personality of the Year

Msgr. Giacomo Martino, a Genoese priest and former National Director of the Apostleship of the Sea in Italy, won the prestigious international "Seafarers' Welfare Award" for 2012 created by the ICSW. It was decided by the ICSW (the International Committee on Seafarers' Welfare).

The prestigious recognition of tireless service in welcoming seafarers and dock workers was given to Msgr. Martino on November 28th in London in a ceremony presided by Koji Sekimizu, the Secretary General of IMO (the International Maritime Organization), an autonomous UN agency.

"It is a privilege to have served the people of the sea in my mission", said Father Giacomo at the award ceremony. "They have a hard life of sacrifice and so I think this award should go to them. And especially to the women who sail and the ones who wait at home for their loved ones for many long months. Our greatest recognition goes to them for enduring a life that may be even harder. **The seafarers have changed my life for the better as a man and priest. They have given a new impulse to my priesthood for my faith in God but also in men**".



Msgr. Giacomo Martino and
Koji Sekimizu (Secretary
General of IMO)

The Pontifical Council for the Pastoral Care of Migrants and Itinerant People, of which Msgr. Martino is a Consultor, congratulates him for this important recognition of his generous work in favor of a category of people who are often forgotten by society.

COSTA CONCORDIA:

“SEAFARER OF THE YEAR” AWARD TO THE CREW

The Costa Concordia crew received the 'Seafarer of the Year' award at the Lloyd's List Global Awards 2012 last October.

The award ceremony took place in London during a gala dinner attended by the main representatives of the international maritime sector. The award was given officially to a delegation of the Costa Concordia crew accompanied by Pier Luigi Foschi, Chairman and Managing Director of Costa Crociere.

Their readiness and courage prevented the death toll from being even more dramatic by saving the lives of many passengers embarked on the ship that was wrecked off the island of Giglio last January 13th. “While the tragic loss of life caused by this regrettable incident will rightly be the subject of forensic investigations for some time to come, it should not be forgotten that without the skilled response of the majority of the crew, the loss of life could have been far higher. Our judges this year concurred with the view of Filipino crewing suppliers Magsaysay who nominated their crew aboard but also wanted to acknowledge the bravery of others, that the actions of the professional and honorable seafarers that night should be publicly recognized”.

This is the reason why the Costa Concordia seafarers received the **Seafarer of the Year** award. The Lloyd's List Global Awards are subdivided into 14 different categories and the winners of each category are chosen by a jury of 10 international experts from the maritime sector.



ONE YEAR LATER

Mass for the souls of the shipwreck victims

On Sunday January 13th, exactly a year after the tragedy of the Costa Concordia ship, commemorative ceremonies were held for the 32 victims. In the church of Saints Lorenzo and Massimiliano, on the island of Giglio, at 11:00 a.m. Mass was celebrated by His Excellency Guglielmo Borghetti, Bishop of the Diocese of Pitigliano-Sovana-Orbetello, which greatly moved all the participants.

Also in Genoa, at 9:00 p.m., Mass was celebrated in the Basilica of Santa Maria di Carignano, where a message of support arrived from H. E. Cardinal Bertone and from the Holy Father Benedict XVI, together with some former ship's chaplains of the Apostleship of the Sea and the President of the National Stella Maris Federation, and the chaplain of the Stella Maris of Genoa, the deacon Massimo Franzì. The employees of Costa Crociere, the Academy of the Merchant Marine, the Port Authority of Genoa and the Stella Maris Federation took part in the Mass.

At the same time, Masses were also celebrated on board all the ships of the Costa Crociere fleet by the ship's chaplains of the Apostleship of the Sea serving on the ships. At 21:45 p.m., a minute of silence and recollection was observed to remember the 32 victims of that fateful night on January 13, 2012. The grief for what happened is still deep and painful, and through this commemoration, the seafarers traveling throughout the world, the employees on land and the volunteers who gave their help were able to gather together in sorrow and remembrance. They were joined by the sirens of all the ships and ferries present in the port. (www.stellamaris.tv)

NEW PAGE ON MINISTRY TO FISHERIES IN THE ICMA WEBSITE



Pescadores, by Jorge Llorca Martínez

First prize in the Seafarers' Picture of the Year Competition, 2010, organised by AoS Barcelona.

ICMA is committed to care for the wellbeing of fishers and their families. Some of our members dedicate their entire ministry to fishers. Others meet fishers as part of their regular pastoral care to people of the sea. Even so, we are aware that much needs to be done to develop ministries to fishers. Fr. Bruno Ciceri (AOS International) spoke for all us at the 23rd AOS World Congress held in Vatican City during 2012 when he said: "...Fishing is, in a way, a painful subject. We talk about it, many of us do a great job in offering direct assistance to fishers in trouble, but we have not really made an imprint on this sector. It is necessary to give new vigor to our ministries to fishers. We should consider again the idea to organise a special meeting only for the chaplains and volunteers involved in fishing."

In 2012 ICMA established a Standing Committee for the Ministry to Fishers, that will pay particular attention to the ratification and implementation of the ILO's International Convention on Fishers No. 188. The Association invites all its members to contribute to a better understanding of the challenges and opportunities in our ministries to fishers. The Standing Committee on Ministry to Fishers is chaired jointly by Fr. Bruno Ciceri and Rev. Andrew Wright. (www.icma.as)

FIRST GLOBAL PORT CHAPLAIN DIRECTORY LAUNCHED

The directory contains the phone numbers and e-mail addresses of the Catholic maritime agency's chaplains in 259 ports. AOS-GB director of development John Green said,

"We have chaplains in most of the world's ports, from Durban to Dubai and from Costa Rica to Colombo. We believe providing details of all our chaplains will be a valuable resource for both seafarers and many others working in the shipping industry."

Apostleship of the Sea chaplains provide both practical and spiritual support to seafarers. This ranges from providing transport to shops or a local church to hospital visiting and mediating in disputes over pay and conditions. *"Our chaplains are a lifeline for many seafarers when they arrive in a port. Seafarers know that they can trust and rely on a chaplain,"* said Mr Green. The Directory can be consulted at <http://www.apostleshipofthesea.org.uk/aos-worldwide>



A TRIBUTE TO MSGR. SEAN (JOHN) O'SHEA

Msgr. O'Shea passed away on Friday 7 December 2012, aged 87 years. He arrived in Perth in November 1955 following his Ordination to the Priesthood in Ireland in June of that year.

He first was Assistant in the parish of East Fremantle and St Mary's Cathedral. In August 1961 he was appointed Port Chaplain, which included the appointments of Director of Stella Maris Seafarers Centre in Fremantle until 1995, and National Director of the Apostleship of the Sea in 1967, a position he held for many years. In 1987 he was named Prelate of Honour, with the title Monsignor, and appointed to the Vatican for two years to take up the position of Director of the Apostleship of the Sea International, having responsibility for Port Chaplains throughout the world. Back in Australia, in 1994 he was appointed Parish Priest in Mosman Park which concluded in 2002 when he became full-time chaplain on Rottnest Island where he became a well-known and loved member of the local community. RIP

THE ITF SEAFARERS' TRUST – 2013 PLANS AND BUDGET

By David Cockroft Secretary General of the ITF
and Chair of the Board of Trustees of the ITF Seafarers Trust

The ITF Seafarers' Trust is an established Charity that has significantly contributed grants to provide direct and indirect support and development to seafarers' welfare, and has developed a much respected reputation among seafarers and international seafarers' welfare organisations.

Its capacity to provide funds for welfare work has remained strong whatever economic cycle the shipping industry finds itself in. This position the Trust maintains through strategic planning.

It has been a few years since the Trust stepped back and considered the changes in the industry and the impact on the provision of welfare services for seafarers, and the trustees of the Trust have decided that 2013 is time to do just that.

A detailed review is to be undertaken in 2013. As well as looking at industry changes, and the impact of them on seafarers' welfare, the review will focus on how the Trust functions and what change is needed to ensure that it is fit for purpose for the coming years. Among other things the review will consider whether the current diverse spread of grant giving is maximising the support for welfare services; whether a more proactive hands-on approach for some projects would be appropriate; and whether funding could be directed to new areas of welfare development and support with different partners.

In 2012 the 30th anniversary of the Trust was celebrated. Over that time, grants worth over £140 million had been made covering more than 550 ports in 106 countries. It is to ensure this level of charitable work continues that the Trust is conducting a review.

Mr Mitropoulos, IMO Secretary-General Emeritus, agreed to become the Trust's Patron in 2012, creating a new impetus to increase further the standing and work of the Trust.

In 2012 the Trust has seen major staff changes. Tom Holmer, Administrative Officer since 2005, is leaving to study. Lorne Sewell, Section Assistant, also left the Trust this year. The trustees thank them for their contribution to the Trust over many years. Roy Paul, Assistant Administrative Officer, is on secondment for 2013 and 2014 to the Maritime Piracy Humanitarian Response Programme. John McLeod, former General Secretary of the New Zealand Merchant Service Guild and former ITF internal auditor, has been appointed by the trustees to manage the Trust in 2013 for the duration of the review. As the Trust undergoes the detailed review during 2013, grants already approved entailing staged payments over a number of years will be maintained and £1million is to be made available for new grants where they relate to the direct welfare benefit of seafarers.

The review is to start early in 2013 and will take approximately 6 months to complete. It is anticipated that the review will result in changes to the way the Trust operates, and the way it supports and develops welfare services.

Many of you know that I am retiring as General Secretary of the ITF in 2013, and my place as a trustee of the Seafarers' Trust is being taken by my successor as General Secretary of the ITF, Stephen Cotton. He

knows the Trust well and he will be a huge asset to the board.



AOS International expresses special appreciation to Mr. Tom Holmer, Administrative Officer of the ITF Seafarers' Trust.

We thank him for his generous commitment to improving the welfare of seafarers, and we hope he will continue to be connected with the Apostleship of the Sea.

Stella Maris, the true refuge and ally for seafarers

Ms Claire Palmos Siloterio, the wife of a Filipino seafarer who was badly injured off the coast of Australia, wrote to Sir Ted Richardson, AOS Brisbane, Australia, praising God and thanking the Apostleship of the Sea for its “unending support and selfless endeavours for the needy.”

For our beloved Sir Ted , Ate Rosie, Ma’am Mercy, Sir Anthony, Ma’am Shelly, and all members of the Stella Maris

No words can fill and best define the great joy and eternal gratitude to you all that constitutes Apostleship of the Sea-Stella Maris. We do not, cannot and will never forget all your charity works and all your goodness you have shown us.

Carrying the dream that is to provide a good living and future for our child and for our family, we took the risk and endured the hardship and loneliness of being away from each other.

In the most unpredicted event, my husband met an accident while doing his job. In that very time, as his wife and as a mother of our child, I do not know what to do. Apparently my world crumbled. To myself, I wonder how I can afford to live all by myself without my husband moreover our child are only about to turn to one year-old.

At the very beginning of our marriage, as I can recall, there was never a time we felt that we were alone, especially in these worst instance. I knew, with my true faith in God, He’s always been there, watching over us.

Here I have proven that God does not sleep. He sent you to us—the Stella Maris—thru his disciples in the church, Fr. Robert Carillo and Fr. Terrence, whom we heartedly give thanks as well. We become to clearly understand what really is the significance of your association, divergent to what I have thought it is that it’s merely just an entertainment centre or quarters for seafarers, it is **the true refuge and allies** for them- the seafarers, especially in times of problem, trouble, and oppression.

Thanks for making my husband felt he’s never alone, for you were always there-STELLA for the constant monitoring of his condition and for your given attention to his needs. In our communication, you bridge the gap. Because of this incident which requires and needs my practical and loving support to my husband, you Sir Ted, paved the way and make possible my heart’s desires to go to Australia to give my utmost love, care and support to my beloved spouse. Here I felt we’re not alone because of the all-out support you have for us, not only for Ilnor but also to me and our family. We thoroughly

Hindi mapunan ng ano mang salita ang labis naming kagalakan at walang hanggan naming pasasalamat sa inyong lahat na bumubuo ng Apostleship of the Sea-Stella Maris. Hindi at hindi maaring aming kalimutan ang lahat ng inyong kawang gawa at sa lahat ng kabutihang inyong pinakita sa amin.

Dala ng pangarap na mabigyan namin ng mabuting pamumuhay at kinabukasan ang aming anak at pamilya ay di inintindi ang panganib at tiniis namin ang hirap at pangungulila ng pagiging malayo sa isa’t isa.

Sa hindi inaasahang pangyayari ay naaksidente ang aking asawa habang kanyang ginagampanan ang kanyang trabaho. Sa mga panahon na iyon, bilang kanyang kabiyaq at ina ng aming anak, ay hindi ko malaman kung ano ang aking gagawin. Wari ko’y gumuho ang aking mundo. Sa aking sarili, iniisip ko kung papaano ko makakayanan gayong ang aming anak ay mag-iisang taon pa lamang.

Simula’t sapol ng aming pag-aasawa ni minsan ay hindi ko nadama na kami’y nag-iisa, lalong lalo na sa mga pagkakataon na iyon. Alam ko, sa aking tunay na pananampalataya sa Maykapal, Siya ay laging nandiyan at nagbabantay.

Dito ko napatunayan na ang Diyos ay hindi natutulog. Ipinadala Niya sa amin kayo- ang STELLA MARIS sa pamamagitan ng kanyang mga alagad sa simbahan na si Fr. Robert Carillo at Fr. Terrence., na amin ding taos-pusong pinasasalamatan. Dito ay nakilala namin ng lubusan kung ano ang kahalagahan ng Asosasyon niyo, na ito ay hindi lamang pala isang entertainment center o bahay libangan lamang ng mga seamen kundi tunay na **taga tulong at kaalyado** ng mga ito lalong lalo sa oras ng problema, kagipitan at pang-aapi.

Salamat sa pagpapadama sa aking asawa na siya ay hindi nag-iisa sapagkat andiyan kayo-ang STELLA na patuloy siyang sinusubaybayan at binibigyan pansin nito ang kanyang mga pangangailangan. Sa aming komunikasyon, ay kayo din ang aming naging tulay. Dahil sa malubhang pagka-aksidente ng aking asawa, Sir Ted, kayo po ang naging daan para makapunta ako ng Australia sa gayon ay aking maalagaan, mabantayan at

appreciate your entire support-moral, emotional, physical, spiritual, financial, etc. It is also because of Stella Maris that we got to know ITF (International Transportation Workers' Federation) which also truly helped and supported us by forcing the shipping company and other liable to do the right thing particularly on their obligations and responsibilities to my husband.

We also would want to give our heartfelt gratitude to the whole family of Ate Rosie especially to her husband Kuya Rick and son Crilz, in making us feel that we belong to their family and which we regarded our second home in Australia. Thank you!

At present we're now here in our native land, the Philippines, but it does not specify the ending of your tirelessly continued help and support to our family most especially to Ilnor. For my husband's continuing and long recuperation due to serious crushed injury in the right hand, the Stella Maris answered his "hand garment" and sent it to us. We know that even a few thousand miles between us, distance will never be an obstacle for your continued unwavering and generous help that you have for us.

We, together with our whole families, endlessly and wholeheartedly thank all that constitutes the Apostleship of the Sea-Stella Maris, most especially to Sir Ted, Sir Anthony, Ate Rosie, Ma'am Mercy, Ma'a Shelly.

We are constantly praying, may the Lord strengthen your Association so that it will continue to give its **genuine service and help to the people in need**. Likewise, our prayers go to the people behind it, may the Lord bless you always with good and healthy body, mind and spirit. Shower you with His grace for all your good thoughts and deeds, fortify your spirit and carry on your mission that is true and selfless service and as well bless all your personal aspirations together with your whole families.

Again, to you all, OUR UNENDING HEARTFELT GRATITUDE!
LONG LIVE STELLA MARIS!!!



mabigyan ng suporta ang aking pinakamamahal na asawa. Dito ko nadama na hindi pala kami nag-iisa dahil sa tolong suportang ibinigay niyo hindi lamang sa aking asawa kundi pati na rin sa akin at sa aming pamilya. Lubusan naming pinasasalamatang ang inyong totoong suporta pa moral, emotional, physical, spiritual o financial man. Dahil din sa Stella Maris ay nakilala din namin ang ITF (International Transportation Workers' Federation) na siya rin ang tumutulong sa amin sa pamamagitan ng pagpwersa sa shipping company na ipatupad kung ano ang dapat at nararapat sa aking asawa bilang kanyang karapatan at benepisyo.

Gusto din naming bigyan ng aming taos-pusong pasasalamat ang buong pamilya ni Ate Rosie lalong lalo na sa kanyang asawa na si Kuya Rick at anak na si Crilz, sa pagpadama na kami'y naging parte din ng kanilang pamilya at ang siyang tinuring naming pangalawang bahay sa Australia. Salamat po!

Sa kasalukuyan ay nandito na kami sa aming lupang sinilangan- ang Pilipinas at dito'y hindi nagtatapos ang patuloy niyong walang sawang tulong at suporta sa aming pamilya lalong lalo na sa aking asawa. Para makatulong sa unti-unting pagaling at paghilum ng kanyang malalang sugat sa kanyang kanang kamay ay sinagot niyo din ang "hand garment" at ito'y ipinadala sa amin. Alam namin na kahit ilang libong miles man ang pagitan natin ay hindi ito sagabal para sa inyong patuloy na walang sawang at totoong pagtulong sa amin.

Kami po, kasama ang aming buong pamilya, ay **WALANG HUMPAY AT TAOS-PUSONG NAGPAPASALAMAT SA LAHAT NG BUMUBUO NG APOSTLESHIP OF THE SEA-STELLA MARIS LALONG LALO NA KAY SIR TED, SIR ANTHONY, ATE ROSIE, MA'AM MERCY, MA'AM SHELLY AT SA LAHAT NG BUMUBUO NITO.**

Patuloy po naming pinapanalangin, naway **pagiging** pa lalo ng Maykapal ang Asosasyon na ito sa gayon ay patuloy itong **magbibigay ng totoo at tunay na serbisyo** at tulong sa mga taong nangangailangan. Gayon din ang lahat ng taong taos pusong naninilbihan dito, naway bigyan kayo palagi ng malusog at mabuting pangangatawan at isipan. Naway pagpalain kayo sa lahat ng inyong mabuti at totoong gawain, bigyan kayo ng sapat na lakas na loob para maipagpatuloy pa ninyo ang inyong serbisyong totoo at biyayaaan din ang inyong mga personal na buhay kasama ang inyong mga pamilya. Aming inuulit, sa inyo po ang aming **WALANG HUMPAY AT TAOS-PUSONG PASASALAMAT!**

MABUHAY ANG STELLA MARIS!!!

REEXAMINING THE GULF OF GUINEA: FEWER ATTACKS, BETTER PIRATES

by James M. Bridger

Along with the release of the International Maritime Bureau (IMB)'s 2012 piracy report come the onslaught of analysts seeking to explain why the crime is decreasing in certain theaters, why it is expanding in others, and where it will spread to next.

The top story is that global pirate attacks have hit a five year low, explained by a sharp decline in the activities of Somalia's notorious marauders. When this trend is reported it is almost always followed by the caveat that a "new" piracy epicenter has "emerged" in Nigeria and that the criminal enterprise is now increasing and expanding across the Gulf of Guinea. These types of statements are an oversimplification, however, and mask the complexities of maritime crime in West Africa.

Playing with Numbers

A multitude of criminal actors have parasitically operated in the Nigerian littoral since the country's oil boom in the 1970s—piracy, kidnapping, and oil theft are by no means "new" to the region. To say that the country has "reemerged" as an epicenter of maritime crime is more accurate, as it was only in 2007 that Somali waters became more pirate prone than those of Nigeria. The 27 pirate attacks reported for Nigeria in 2012 represents an increase over the past two years, but fall well short of the 42 attacks the IMB recorded in 2007.

One must also be careful (a mistake this author is willing to admit) about reporting an absolute "increase" in the total number of pirate attacks that have taken place in West Africa over the past year. The IMB's figures display a clear trend: attacks off Nigeria increased from 10 to 27, while those for the region as a whole rose from 44 to 51. These numbers are incomplete, however, as they only include incidents that were directly reported to the IMB; whereas an estimated 50-80% of pirate attacks go unreported.

The larger data set of the Danish consultancy firm Risk Intelligence reveals a decrease in Nigerian and West African piracy. The company recorded 48 attacks in Nigerian waters in 2012, a higher number than the IMB reported, but lower than Risk Intelligence's 2011 and 2010 figures, recorded as 52 and 73 attacks

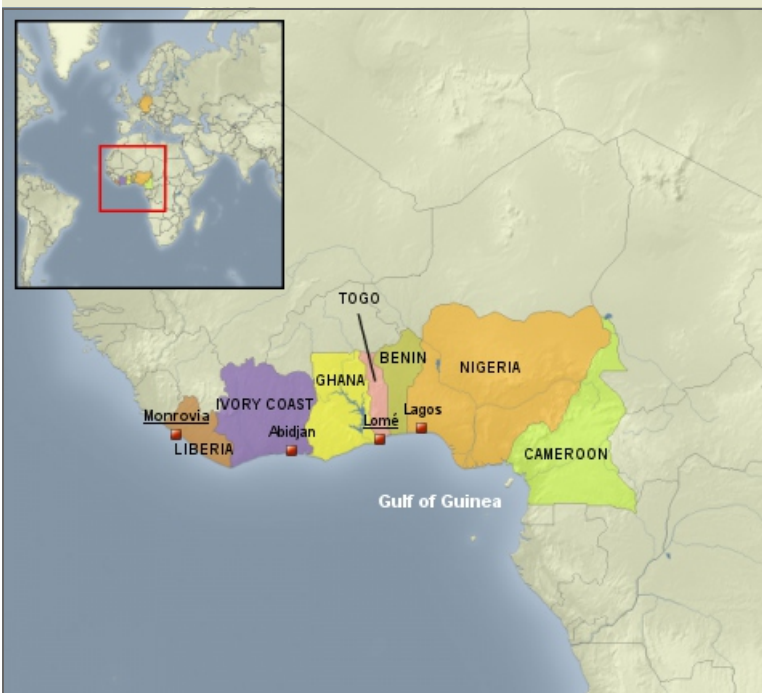
respectively. The expansion of pirate gangs into the waters of neighboring states explains why attacks may have decreased in Nigeria, but it is also noted that the total figure for West African waters has fallen from 116 in 2011 to 89 in 2012.

Not More, but Different

An overall decline in the total number of pirate attacks in the Gulf of Guinea does not mean that the problem is being solved. The January 16 hijacking of the Panamanian-flagged product tanker Itri off the port of Abidjan, Côte d'Ivoire attests that the threat remains high, but has shifted in terms of its targets and scope.

The rampant maritime crime and insurgency that plagued Nigeria in the mid-to-late

2000s displayed a mixture of communal, political and economic motives and was frequently directed towards supply vessels and fixed assets operating in oil and gas fields off the Niger Delta. A 2009 amnesty



offered by the federal government essentially served to buy off thousands of Delta militants, rewarding some of them with huge security contracts to protect the waters they had previously hunted in. It is this change in the security environment that is credited with the sharp decline in pirate attacks in Nigerian waters.

Heightened security in the Nigerian littoral appears to have had a Darwinian effect on maritime criminals, as more sophisticated and politically connected syndicates have thrived at the relative expense of opportunistic “smash and grab” pirates.

One manner in which this is evident is target selection. Attacks against support vessels operating close to shore have declined over the last five years (and with them, the total number of incidents), but this has coincided, since 2010, with a surge in tanker hijackings. According to the records of one corporate security manager operating in Nigeria, there were 42 attacks against supply vessels in 2008 (one of the worst years of the Niger Delta insurgency), but only 15 in 2012. Conversely, there were just 8 attacks against tankers and cargo ships in 2008, but 42 in 2012. In total, Risk Intelligence has recorded 78 attempted attacks on product tankers and 27 short-duration hijackings since December 2010.

This shift in targets might explain why commenters incorrectly refer to rising levels of piracy in the region, as the hijacking and short term disappearance of tankers owned by international companies garners far greater media attention than the robbing of supply ships, despite the fact that these types of attacks were more frequent.

Bigger and Better

While boarding a supply vessel and robbing it of valuables is a relatively low-tech affair, hijacking a product tanker and pilfering vast quantities of fuel over several days requires a high degree of organization and sophistication. The confessions of four captured pirates, believed to be behind the hijacking of the *Energy Centurion* off the coast of Togo on August 28, 2012, reveals the intricacies of such an operation.

According to one testimony, criminal syndicates are “sponsored by powerful people,” including Nigeria government officials and oil industry executives, who provide advanced payment and information about the cargo, route, and security details of ships that have been targeted. These intelligence-led operations have become increasingly multinational with gangs based in Nigeria planning attacks off the coasts of Benin, Togo, and Côte d’Ivoire, often with the assistance of nationals from these countries.

Once a vessel has been hijacked, pirates have been known to go to great lengths to make sure that the ship ‘disappears’ while preparations are made to offload the cargo. For example, the gang that hijacked the product tanker *MT Anuket Emerald* made sure to damage all the ship’s communication equipment and loading computer, repaint its funnel, change the tanker’s name, and remove its IMO number. The off-loading and black market sale of stolen product is equally complex, requiring a network of “oil mafia” who facilitate fuel storage at numerous depots across Nigeria and then organize for onward distribution.

Money over Everything

Though fewer ships are being attacked, the current crop of West African pirates (and their financial backers) are seeing greater returns. The group that recently hijacked the *Itri* was able to siphon off the ship’s entire cargo of fuel, valued at \$5 million. Captured pirates involved in tanker hijackings (dubiously) claim that pay offs range from \$17,000 for new recruits to over \$60,000 for ‘commanders.’ The value of large scale oil theft exceeds many of the ransom sums made by Somali pirates and is acquired without months of hostage negotiations. Piracy in the Gulf of Guinea, notes piracy expert Martin Murphy, is now “the most lucrative in the world”.

The West African modus operandi is also more secure, as Nigerian pirates are not subjected to the same risks as their Somali counterparts—namely extended voyages in treacherous open ocean, the combined pressure of the world’s greatest navies, and the widespread use of professional armed guards aboard merchant vessels. Endemic corruption in Nigeria assures that even if pirates are caught, they are unlikely to face serious consequences. The Nigerian Maritime Administration and Safety Agency and Joint Task Force have made dozens of arrests in recent months, but lack the authority to detain or prose-

cute suspects as this is the responsibility of other security agencies. Bribes to these agencies, captured pirates note, are set aside as an operational expense, meaning most suspects are released without charge.

In terms of numbers, overall pirate attacks may be declining in the Gulf of Guinea, but the gangs responsible appear to have increased both their operational sophistication and target selectivity. Given the increased value of each operation and the small risk of punishment their crimes show no signs of disappearing.

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POPES' LENT MESSAGE CALLS FOR CHARITY TO RESPOND TO HUMANITARIAN NEEDS AND SPIRITUAL HUNGER

On Friday 1st February Pope Benedict XVI's message for Lent 2013 was published at the Vatican. With less than two weeks to Ash Wednesday, the Holy Father's reflections for Lent focus on the relationship between faith and charity.

The Pope noted that "Sometimes we tend, in fact, to reduce the term "charity" to solidarity or simply humanitarian aid. It is important, however, to remember that the greatest work of charity is evangelization, which is the "ministry of the word".

The Holy Father's Lenten message underlined the importance of also being aware of and responding to spiritual hunger 'There is no action more beneficial - and therefore more charitable - towards one's neighbour than to break the bread of the word of God, to share with him the Good News of the Gospel, to introduce him to a relationship with God: evangelization is the highest and the most integral promotion of the human person' he said.

The Rohingya people are a Muslim minority group from Myanmar where the Constitution and internal laws do not recognize them as citizens. Lacking the protection of the law many Rohingya people's have being subjected to severe discrimination and brutality. A number of them seek security and safety by journeying out of their homeland to Thailand. They use small boats to travel over the sea for well over 10 days in a voyage full of risks and dangers with many dying along the way.

In putting in practice what has being said by Pope Benedict XVI, Fr. Soodjen Fonruang, the volunteers of the Apostleship of the Sea in Sriracha, together with Chanthaburi Diocese and Caritas Thailand are providing spiritual and material assistance to groups of Rohingya people that have

hidden themselves in various camps in Thailand's forest lands.

A new way of evangelizing by responding to the needs of people "invisible" and forgotten by the civil society.

