

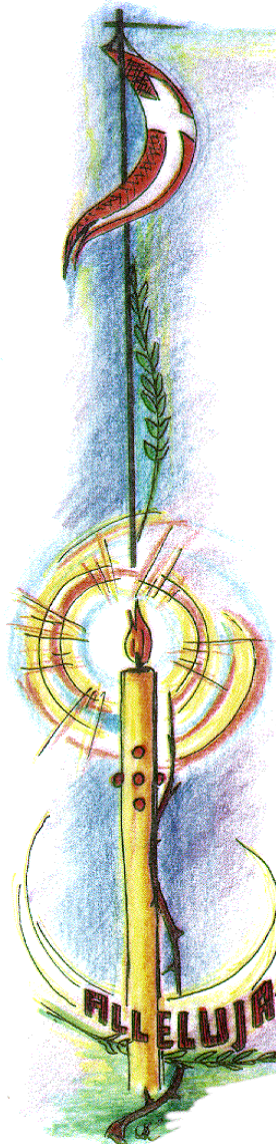
Apostolatus Maris

The Church in the Maritime World

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



No. 76, 2002/I



CHRIST HAS REALLY RISEN!

PAX VOBIS !

“We commit ourselves to taking the side of the poor and the helpless, to speaking out for those who have no voice and to working effectively to change these situations, out of the conviction that no one can be happy alone”.

(from the *Assisi Decalogue for peace*, of John Paul II, 24 January 2002)

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The remembrance of the Pontifical Council to François Le Gall

Father Le Gall was a faithful fellow worker, an indefatigable servant of the Church, an exemplary religious.

Father François Le Gall, who for five years was responsible for the Apostleship of the Sea's Desk in our Pontifical Council, was called from us on 8th January last. Entrusting the soul of the late priest to Christ, the Helmsman of the Church, by the intercession of Mary, Star of the Sea, the Pontifical Council asks for your prayers for him, especially those of you who knew him and esteemed him for his burning apostolic zeal.

We give here the message of our President, Bishop Stephen F. Hamao, for the funeral held on 11th January at Plougastel Daoulas in Brittany.

On behalf of the Pontifical Council for Migrants and Itinerant Persons and in particular of the International Secretariat of the Apostleship of the Sea, I wish to express our deep



sorrow at the death of Father P. François Le Gall to the members of his family and to his confrères of the Congregation of St Louis Marie Grignion de Monfort.

Father Le Gall was a faithful fellow worker, an indefatigable servant of the Church, an exemplary religious, a man of prayer with an intense life of the spirit, a man who was always generous in the work to which he was called by the Holy See: the pastoral care of seafarers.

The Apostleship of the Sea owes much to him. During the five years that he worked at the Council this well deserving work of the Church for seafarers expanded especially in Asia, Africa and Latin America. Father Le Gall devoted many years of his life to the seafarers of the merchant and fishing fleets and to their families. He studied their problems, he visited ports all over the world, he took part in numerous congresses, seminaries and international conferences.

As if he had a foreboding of what was to happen, in October last year he handed us his latest work, which bore the title "The Pastoral Care of Seafarers". Our Council was happy to publish it.

To you, Father François, I will only say that we will never forget your friendly smile nor the readiness with which you answered any demand made on you. You will always remain in our memories and in our hearts. We praise our Lord for His Church which lives by His love and which loves men and women as did the Mother of Jesus, the Star of the Sea. Please pray for us, for your friends, your brothers and sisters in the Lord. Thank you!

H.E.Msgr Stephen F. Hamao, President

An interview of *H.E.Msgr. Marchetto* to Vatican Radio

The Mission of the Church to the People of the Sea in the new globalised world

In preparation for the XXI World Congress of the Apostleship of the Sea, to be held in Rio de Janeiro, the Programme Committee met in Rome at the seat of the Pontifical Council for Migrants and Itinerant Persons. The meeting was chaired by the Council's new Secretary, Archbishop Agostino Marchetto.

Q. How is the Apostleship of the Sea today?

A: The Apostleship of the Sea is what we might call the gangway between the Church and a world whose people live on the sea and from the sea. The figures we have are reassuring, there has been a very solid structure for many years now. We need only note that the Apostleship of the Sea is at work in 416 ports; all over the world there are about 80 organisations, structures, centres, with the name 'Stella Maris' (Star of the Sea). The Apostleship of the Sea also cooperates with other Christian maritime organisations in a further 50 centres. This cooperation with our Christian brothers who are not yet in full communion with us is one of the most attractive features of this apostolate. Those engaged in it are priests, deacons, men and women religious and lay persons, some full-time, some part-time. There are thousands of persons who help with this work, including active and retired seafarers in local parishes, thousands who voluntarily help in the 'Stella Maris' centres or in other non-denominational or ecumenical centres.

Q. What kind of problems do you meet with in this apostolate?

A. We are now preparing for the XXI World Congress, and this figure alone is evidence of the long years of experience of the Apostleship of the Sea. The theme chosen for this Congress is 'Apostleship of the Sea in a new globalised world'. The aim is to analyse the various positive and negative aspects of globalisation. In our work with those whose lives are bound up with the sea what comes out strongly is the difficulty, the crisis, that can be and is caused by globalisation, first as regards work itself, with its different shifts and the stress caused by the need to face competition on a scale that is increasingly worldwide, then as regards the effects on infrastructures in ports. We therefore wish to bring out the role played by these 'Stella Maris' centres, which are as it were the lungs to bring something of the life of the spirit into this world.

Q. What is the Church doing in such a vast apostolate?

A. First of all I would say the Church must be present to welcome all, then to open up the way for the Word and the Sacraments, to accompany all those whose lives are connected with the sea, to care for their families. For example it is more and more usual to find an e-mail terminal in the 'Stella Maris' centres, and this to begin with creates interest in the centre because on board ship there are not always these facilities, though there could be. At the same time they help the seafarer to overcome his great problem of isolation. I think that seafarers are the persons who suffer most from isolation, so our pastoral and apostolic concern must include this psychological and personal dimension too.

XXI World Congress of the Apostleship of the Sea

VERY IMPORTANT !!

Please note that the fax number for Rio de Janeiro has been changed to: **+55 - 21 - 2233 1925**

The Local Organizer is Rev.Fr. **Claudio Ambrozio**, cs

Com. **Augusto Meriggioli** writes (“Uomini e Navi”, n. 6, october-december 2001)

Seafarers as global victims

“The seafarer is a vital element of globalisation, not one of its victims.” This is the opinion of William O’Neil, now reconfirmed in his office as Secretary General of IMO, expressed in his annual message to the seafaring world. “Unfortunately the seaman is also the first one to have his head cut off”, comes the retort from the trade unions and

Seafarers are often considered an item of expenditure and not a human

professional associations concerned. They remind O’Neil, the highest authority in the maritime world and therefore the best informed on facts, that the seafarer has always been an *expendable* object, something to be “used and thrown away”. Witness the hundreds of crews left to their fate when things go badly.

The obvious blunder of the IMO Secretary General also called forth a rebuff from David Cockroft, the secretary of ITF, the seafarers’ trade union, who confirmed that to work on board ship “is still a dangerous, isolated business with many negative aspects”. “Moreover”, he added, “seafarers are often considered an item of expenditure and not a human factor, which is only remembered when it is a question of charging

them with 85% of the troubles that happen on or to ships.”

In fact whenever there is an accident, a sinking, a collision, a fire, a catastrophe, the first ones to be blamed are the crew, often in the person of the captain. With suspicious frequency of late, the captain is the one and only person to be arrested. It happened in Venezuela when a Greek petroleum ship ran aground in the canal leading out of Lake Maracaibo because the canal had not been properly dredged and the port authority had failed to warn shipping of the dangerous shallows. Similar cases have been reported from France, Britain, Australia and other parts of the world. In Arabia the possibility was even discussed of hanging a captain in a case of pollution.

Often a ship’s crew first suffers the catastrophe itself and later the legal consequences, but this never happens to the shipbuilder, the inspector, the technical supervisor, the operator, or the ship owner, who may easily bear part of the guilt. O for the day when after an accident at sea they arrest the ship owner before the captain! If ever they manage to find him as speedily!

This is globalisation, a nebulous business phenomenon in which

lusting greed for profit is justified on the grounds of commercial competition and which allows all involved, except the seafarers, to make themselves scarce, hide away and withdraw from sight whenever there is a question of assigning responsibility. After that they return to the market with some old wreck nearly at the sinking point, for which “backyard registers” can be found shamelessly willing to sell “valid” certificates of seaworthiness via Internet or counterfeit professional qualifications!

And never mind the seafarers dying on the wreck as it breaks up!

This is echoed by Fr. Giacomo Martino*

In Italy more than 25 ships have been sequestered by law for reasons of safety or because their owners have failed to observe the terms of their contracts. The result is that hundreds of persons in Italy alone are kept away from home for months and sometimes for years; whole families are left forsaken, broken up by serious economic and personal situations. The reason is that badly formulated regulations require the crews to be confined to these ships; they remain under arrest though they have broken

(Continued on page 5)



no law, citizens in the port where they happen to be but deprived of all their rights even the right to go too far away from their ship. To leave the ship without the consent of its negligent owner would mean losing all rights to the wages they have earned and becoming illegal persons and deserters in their own country...

... It is a long road from Jerusalem to Jericho, and it is still lined with the injured who need help while priests and Levites who pass by pretending not to see them. With the experience of its daily mission, its visits on board ship and its welcome for

seafarers in its centres, the Apostleship of the Sea learns not only to seek its neighbour but, through its priests and lay workers, to become the neighbour of many forsaken brothers and sisters. We are often too blind to see and fight injustice at home, while our thoughts go out to those suffering far away. Our fear of "getting personally involved" with people and fighting their injustices makes us compassionate only towards persons who are a good distance away so that they cannot sadden us with tales of their families, dirty us with their hands dripping with

motor oil or upset us with the stench of their ill-smelling clothes. It is easy to look beyond the horizon, admire a ship and dream of the romanticism of a luxury cruise, but lack the courage to lower our gaze and get involved with all the people who put in at our ports, sail by our coasts and cry out for justice. We must get involved and commit ourselves so that our Lord's words, "*Blessed are those who are persecuted in the cause of right, for theirs is the kingdom of heaven*", do not become meaningless, emptied of their sense by the cynicism of men who

News from Singapore

by Fr. **Romeo Yu Chang**, CICM, port chaplain

Things here have been pretty well the past months. I am still trying to advertise my office.

Last week I joined the Superstar Cruise Virgo as a sailing chaplain. This was an interesting experience. I will do this on a once in two months basis. I do daily Mass in the ship and am available for confession and counselling during the trip. I also interact with members of the crew. As this was my first time, the number of people I have had contact was quite limited. Eventually in the succeeding trips I would be able to reach out to more people. The daily mass has an average number of about 50 - 60 participants. Its difficult to have as many crew

members attend the mass as possible since they work on a shift. I will try to work out an arrangement so that the maximum number could attend. I alternate with a Christian group in having this opportunity to minister to our flock. The Christian group is composed of a couple and two lay assistants. I have inquired how they conduct their services and the number of attendees. I think I would also get a companion or two during this trip so that our presence could be felt more.

Last week I went to the shipyard here in Sembawang and held a funeral mass for a sailor who committed suicide aboard the M/V Flame.

He is a Filipino and most of the crew are of Filipino origin.

Fr. Jack is giving me some information on ships that passed by Davao and will be coming over to Singapore. That is a very good way of co-ordinating our ship visitation and following up the persons we meet.

Right now there is a Filipino guy here in the parish who is helping me out with my webpage where I chronicle my activities and also the facilities of the seafarers' centre. I hope I could attach this in the AOS website. I am trying to get more collaborators for my work. The progress is moving in a snail's pace.

(21 December 2001)



Rev.Fr. **Brian McMahon** , AOS chaplain of Fleetwood (U.K.)

Globalisation and Fishing Chaplains



Christians continue to publicly proclaim their faith by displaying a fish

- IXTHUS -

Jesus Christ, Son of God, Saviour.

Fishing communities appreciate that the first four apostles were fishers: small trawlers generally fished from the starboard side – a reminder of “fishing all night”; on the haddock - the thumbprint of Peter; many fishers used a cross-shaped rock wrasse bone to determine the best fishing.

Unfortunately, Christian traditions cannot help fishing communities where globalisation is the new God regardless of effect on people. The seas of plenty are in danger of becoming empty seas, and this creeping problem is leaving the industry fearful of an uncertain future.

The causes are complex: countries building trawlers even though their regions are over-fished; traditionally, the fisher was a hunter but sonar makes him a harvester; encroachment on small fishing communities who have to fish further from home; illegal sized mesh nets and quota breaking; selling quotas; longline fishing; over use of (e.g.) beam trawlers.

Whatever the reasons,

from the Baring Sea to the North Sea there are less fish.

Two examples highlight this problem: the International Council of Exploration of the Seas (2001) states that 30 years ago there was an estimated 1,000,000 tons of cod in the North Sea. The estimate is now 54,000 tons; the “National Coalition for Marine Conservation” (2001) states that exotic species, eg. swordfish, face extinction, through longline fishing. In the past, we agreed the best conservationists were the fishing communities themselves but scientific research contradicts this

and we may need to promote unpopular causes. Unpopular? Many within the industry are unable to envisage a future without fish. So they reject scientific data and are unwilling to listen to a contradictory message. In an age of dwindling fish supplies we need to return to basics. Unless we conserve fish the fishing life, as we know it, is doomed. If there are no fish there are no fishers. We must support conservation recognising the inherent problems. We need to emphasise our care (not necessarily catching) of fish is essential.

A report by Oxford University (commissioned for the EU) stated just over 90% of fishers live within 5 kilometres of their boats. Unlike the merchant navy chaplain who visits a seafarer and may never see him/her again, the fishing chaplain has the opportunity of getting to know not only the fisher but also the complete family. Are we willing to take on this new role? Chaplains prepared for enforced changes; be with our fishing families coming to terms with changing patterns; stand with them campaigning to defend their rights; be a voice, demanding a fairer future and recognition of what they have suffered in the past; introduce them to other communities, whose plight is similar, to form mutual support groups.

The scarcity of resource is not just fishers losing their jobs but their communities suffering dramatically. Fleet-wood (Eng) highlights this; in 1970 there were 89 deep-sea trawlers, average crew 15. All are gone and Fleet-wood is the poorest economic town in its provincial region. These wonderful people of the sea have something special to offer us.

They feel we have something special to offer them, something no others in the fishing world can offer. We share a Christian commitment upholding the dignity of fishing families.

The consequence for the AoS chaplain is startling

We share a common

Longer article in no. 88 of People on the Move, Magazine of the Pontifical Council.

Witness of a "Senior" ... Rev.Fr. Peter de Sousa C.Ss.R., Mumbai, India



The Eucharist and the Seafarer

I received my call to Priesthood ... to the Breaking of the Bread ... to sharing Jesus with others while serving on a ship as a cadet, after 2 years on Training Ship Dufferin and 1 year and 3 months as an apprentice with Scindias. Our Ship was in dry dock in Calcutta and I was a little over 21 years old. It was September 1958. I was ordained a Redemptorist Priest 8 years later. Maybe that is why I was asked to share my reflections on the Eucharist and the Seafarer ... arises in port but he can live the Eucharist everyday.

Entrance Rite

As God entered our world in the simplicity and humility of the babe of Bethlehem and as a friend to sinners and to the poor, Jesus enters into the world of every seafarer in his long and lonely voyages, to be his Emmanuel, his God-with-us. He is really present there, accompanying and strengthening him day after day, providing for him materially, emotionally and spiritually. The seafarer is far from home and often times worried about his wife and children. He has to entrust himself, his shipmates and his family back home each day to the loving hands of a God who cares for us.—

Penitential Rite

We are sinners, weak, frail, easily tempted, impulsive and sometimes compulsive in our behaviour. In words and actions we can be rough and tough and abusive. We may need the forgiveness of our God seven times a day. We may in turn have to forgive an erring brother or family member seventy times

seven times. This is difficult. We place ourselves and those who hurt us beneath the cross and allow the precious blood of Jesus to wash away the sin that separates us from Him and from each other, We ask for strength and grace to be patient, understanding and respectful, just as our God is with us.

Words of Life

God's word is a life giving Word. We may not have the Eucharist on board ship but we can be nourished at the table of God's Word, if we make time to prayerfully listen each day to what God wants to say to us in the context of our lives. When the Word becomes flesh and dwells in us, our words will become life giving instead of death dealing to others. Death-dealing words are judgmental, fault finding, abusive, belittling, distrustful, suspicious, cynical, sarcastic, critical and mean, that make the other want to shrink or hide in shame. On the other hand, life giving words are words that love, encourage, appreciate, thank, praise,

trust, build up, forgive, heal and make the other feel valued.

Work of human hands

Our bread and wine are transformed by the Spirit into the body and blood of Jesus. Each day on a ship there are various types of work on the deck, in the engine room and in the galleys. All work is noble and can become our worship. Our altar of sacrifice is the place we work and we offer up that work of human hands to the Lord. We in turn appreciate the work of others and remember that all of us together are interdependent for all we need to survive each day.

Our Sacrifice and His

We are invited to join our sacrifice with Jesus on the cross everyday. The sacrifices I am speaking about are those that enable us to live and work together in harmony. The sacrifice to forgive, to listen and understand, to be patient and kind, gentle and warm, caring and considerate. The sacrifice to notice the weak and suffering, the lonely and sad and to build them up and be life giving to them. We are called to die to

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pride, self righteousness, anger and hurt so that we may be ever ready to see the good in others and draw it out in a positive way.

Praise and Thanksgiving

"When I see the heavens, the work of your hands, the moon and the stars which you arranged, what is man that you keep him in mind, mortal man that you care for him" the psalmist cries out. At sea one is conscious of the wonder and beauty of all creation, the skies and the sea the rivers and harbours that speak to us of God's wonderful love. Most sailors earn well and have a fairly comfortable cabin and table. They can thank God for all these blessings and for the experience of travel-ing all over the world and being enriched by the different peoples they meet. Thank God for that wonderful wife who is at home looking after the children in your absence and gives you love and support. Praise and thank God for all your blessings and even the crosses through which Abba Father prunes you to bear more fruit.

Sharing of Peace

At Mass the sharing of peace is often an empty ritual. But Jesus wants us to live in peace and be channels of His peace to all those we meet each

day. On board ship and in port, we may have many opportunities to share peace by being patient, understanding, forgiving, kind, helpful, cheerful, generous and considerate of others. Our efforts will have a whirlpool effect because those whom we treat with love will be more inclined to be loving towards others. Let the sun never go down on your anger Be reconciled before you sleep. You will then truly rest in peace both now and forever.

Meal that nourishes us and unites us in love and service

We who are many become one through the one bread and the one cup of which we all partake. Our meals together can become our Eucharist, if we recognise Jesus as we break bread together. Meal times are opportunities to share, encourage, listen and develop a sense of camaraderie and brotherhood on board ship. Let us remember and express our thanks and appreciation to those who cook for us and serve us and not take them for granted.

Sent forth

Finally at Mass we are sent forth to build God's kingdom and be Jesus to others. St Paul was conscious that he was

not just a servant and messenger of Christ to others. Paul himself was crucified with Christ on the cross everyday, in love and sacrifice. It is no longer I who live, but Christ Jesus who lives in me: As a Priest I am aware that people expect me to be an alter Christus. Let us be Jesus to others, see Jesus in others and bring out the Jesus in each person we meet. Do you really love me? Feed my lambs. Feed my sheep.

Mary's Magnificat and the Salve Regina

My father died about a month before I joined the training ship and my mother was not too happy with my decision to go out to sea. But she allowed me the freedom to choose. However she requested me to say the Legion prayer everyday which included the rosary and the Magnificat. After 3 years of saying that beautiful prayer of thanksgiving of Mary, it finally dawned on me that money, pleasure, excitement and security were only transitory. In the dry docks of Calcutta I saw the hungry whom the Lord wanted to fill with good things



You never know !

Although I was a member of the maritime community for thirty years before my Dec. 1981 ordination, I never knew the Church was interested in the people of the sea. I was a ship agent working out of the Port of New Orleans but with first-hand knowledge of every Gulf of Mexico and South Atlantic port. In my thirty years in the business, I never met a Catholic Chaplain, lay or ordained, in any of these ports nor heard of Apostolatus Maris or Apostleship of the Sea.

The first time I became aware of the Church's interest in the people of the sea was when I was hired by the Louisiana Conference of Catholic Bishops in the mid 80's and asked to see what I could do for the men and women who worked offshore in the oil, gas and related industries. I was the first and last person to my knowledge, to hold the office of Director - Offshore Ministry for the LCCB. In this capacity I travelled along the Louisiana Coast and to interior points meeti-ng offshore workers and their

families.

I quickly discovered that offshore workers spent half their life separated from their families. To cope with this lifestyle, they projected an image as hard as the hats they wore. Nevertheless, I persisted in encouraging them to minister to one another while at sea aboard their supply ships and platforms. I suggested setting off duty times for communal prayers,



scripture sharing or bible study. I pushed for weekend communion services under lay leadership of extraordinary ministers of the Eucharist. On shore I promoted networking of

families.

This was a tough assignment. I had no guidelines to follow in carrying out this ministry. No one had gone before me. And since I didn't know of the AOS' existence, I had no one to turn to for help or advice. After two years of planting seeds in the offshore community I was called by my ordinary and told to drop what I was doing and return to New Orleans. He told me he needed me as the Catholic Chaplain in the Port of New Orleans and wanted me to assume the Office of Director, Intl. Stella Maris Maritime Centre.

I didn't think I had accomplished much when I left the offshore community. As a matter of fact, I thought I had failed miserably. But guess what? Some of my parishioners here at St. Catherine's in Arnaudville, La. work offshore and one of them is a member of an offshore prayer group. And others have told me they have heard of similar activity on other platforms. Wow!

Its been too long for me to take any credit for what's happening offshore, but it still does my heart good to

Deacon Bob Balderas, former AOS National Director for USA and Regional Coordinator for North America, writes to us.

The Hospital Ship "Remolcagure Bat" attends to 122 workers

The "medical assistance on board" (A.M.E. 2001), aimed at providing health care for fleets sailings in the waters of the Cantabrian e and the North Atlantic, has achieved its objectives once again, and on this occasion we can say in a doubly satisfying way. last year, in fact, the campaign lasted nine months in the usual fishing places and aided ships fishing for tuna and sword fish. The "Remolcaguere Bat", chartered by the Navy's Social Institute, has served as a hospital ship on which Maritime health doctors provided medical services for the Spanish and foreign workers who so requested. In all, it sailed for 116 days, covering 27.654 miles.

(Mar, no. 401 – January 2002)

An article by **Douglas Stevenson** on the international norms on the maritime work

Maritime law's most important initiative

In the September/October 2001 issue of *The Sea*, I wrote about international standards for seafarers and the maritime industry created by the International Maritime Organisation and the International Labour Organisation (ILO). In that article, I pointed out that the ILO conventions, although encompassing a broad array of labour standards on merchant ships, were disappointing because they were not widely ratified. The standards contained in the conventions are of little value unless countries ratify and enforce the conventions.

The ILO has responded to the challenge of making its standards more attractive to countries by undertaking a monumental project of updating and consolidating existing ILO instruments into one comprehensive convention. There are thirty different ILO maritime labour conventions and 23 recommendations covering a variety of issues. Some of the instruments overlap each other. Some are too complex. The instruments are not consistent in their definitions and application. Some of the standards are obsolete.

Despite the obstacles before it, the ILO's project is facilitated by an unprecedented alliance of shipowners and trade

unions.

In January 2001 the ILO's Joint Maritime Commission, which is composed of shipowners and trade union representatives, agreed that existing ILO instruments should be consolidated and updated in a new single comprehensive maritime labour convention by year 2005.

This historic agreement has become known as the "Geneva Accord".

For the first time in the history of ILO's tripartite system, shipowners and trade unions collaborated in taking the initiative to press governments to join them in drafting a comprehensive, but simple, convention that establishes worldwide maritime labour standards - and one that countries will ratify and enforce.

The process started last December in Geneva when the high-level working group on maritime labour standards held its first meeting. The working group will meet at least once a year for the next two years. A sub-group of the working group will work on actually drafting the convention in between meetings of the working group.

The International Christian Maritime Association (ICMA), which represents almost all Christian mariners' clubs and ministries, is actively

participating in the process as a non-governmental organisation.

The ILO project is the single most important legislative project for seafarers today. The project has the potential for raising the stature of maritime labour standards to their rightful place in maritime law. When completed, the new ILO maritime labour convention should command at least the same attention from flag state and port state control authorities as the Safety of Life at Sea conventions (SOLAS) and the International Convention for the Prevention of Pollution from Ships (MARPOL).

ICMA strongly supports the project of developing a comprehensive, coherent and enforceable ILO convention that addresses seafarers' rights and minimum acceptable labour standards. The convention, at a minimum, should:

- advance and improve seafarers' rights and benefits;
- update seafarers' rights to the changes in the industry;
- without eroding existing traditional seafarers' rights;

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Representing the ICMA, which has observer status to the ILO in Geneva, Dr. Douglas Stevenson, the Director of the Center for Seafarers' Rights of New York, and Fr. Gérard Tronche, of



the International Apostleship of the Sea, took part in the first meeting of the High Level Three-Party Working Group on maritime labor standards held in Geneva, Switzerland, from December 17-23, 2001. Here is Dr. Stevenson report which was published in "The Sea", the review of the Missions to Seafarers.

(from page 10)

- be practical;
- be enforceable by flag state and port state authorities;
- be widely ratified and
- provide for an effective mechanism to review and update the instrument when necessary.

The success of this important project requires participation by everyone concerned.

First: keep informed. Keep up with what is happening in this project. The ILO has an excellent website for this at www.ilo.org.

Second: share your views. You should share your ideas on the issues being considered at the ILO with your employer, your trade union, your government or with a port chaplain.

The best decisions and



From the ICMA desk

On October 2001, the ICMA Executive Committee met in the German Seamen's Mission in Amsterdam, Netherlands. One of the most important items was the Development Study.

This issue was discussed at length. A diagnosis of ICMA's organization structure is needed. Questions were raised like: How are we working and how do we want to work? What are the shortcomings? How to broaden the basis of the decision making process? As to ICMA's policy, what are our medium term goals? Such goals would make an assessment possible: have we achieved them? Who are the other players in the field: ICSW, ITF (ST), etc. and what is ICMA's relation to them?

It was decided to work on this item in two phases. In phases 1, a subcommittee has to answer in more detail the question: what does ICMA want to achieve with such a Development Study? Tenders from two professional institutes will be asked. In April, the EC will decide which one will be accepted. The Study itself will be carried out in 2002. In phase 2, the Executive Committee will assess what the Study's results mean for ICMA's organisation and policy and how they eventually should be implemented. The Study is ITF ST sponsored.

Good news for Seafarers

On the 21st February 2002 the plenary of the Deutscher Bundestag resolves that ILO Convention (Number 163), in which nations commit themselves to the social welfare of seafarers in port and on board, shall be ratified by the Federal Republic of Germany.

Dr. Margrit Wetzel, member of the Deutscher Bundestag and at the same time Vice President of the German Seamen's Mission has introduced the motion and worked for its advancement.

An observatory in France to watch over the rights of seafarers

A meeting organised in April 1998 to examine the question of the neglect of seafarers resulted in the establishment of an observatory to watch over their rights. It is composed of moral persons, associations, trade unions, jurists and university personnel. One of its aims is to provide studies on the social, economic and juridical conditions in which seafarers live and work in a maritime world that today covers the whole globe.

The observatory's job is to bring circumstances, that are at present unknown, out into the open and thus promote the adoption of laws in France and French-speaking countries. This will be complemented by the creation of an international network for seafarers in the French-speaking world. The observatory is housed in the "Ange Pépin" Humanities Institute in Nantes as it is in fact a research project falling within the competence of that body. As it is made up of trade unions, associations and representatives of the ministries concerned it should enjoy permanent government support. The project is taking shape under the guidance of Patrick Chaumette, the professor of jurisprudence and a specialist for maritime social legislation at the Nantes Faculty.

Sea Sunday 2002

An offer of AOS England and Wales

England_wales@stellamaris.net

Sea Sunday 2002 will be celebrated in the UK on Sunday July 14th and here we work together with our friends the MtS and the BISS to have a joint publicity programme for that day. I understand this also happens elsewhere where we work together however the date may differ.

This year the MtS have offered to coordinate the paper printing of the posters which we use in all our churches. These adverts are supported by briefing notes for the parish priest plus bidding prayers and a letter from our Bishop

Promoter. We also use them to highlight the need for a second financial collection to support AoS work!

We can supply these posters to you if desired? The option is to have the date 14th July included or left blank as illustrated and you could add by hand. Alternatively you may wish to use Adobe files available or use a Quark Express Desk Top Publishing CD which can be provided. Film can also be provided for these two versions. You can arrange to add a specific date locally as you negotiate the print run.

Please let me know if you

wish posters to be printed in the UK and forwarded to you. Alternatively if you wish a data file in a particular IT format or you want them on film, please let me know of your requirement.

Chris York, AOS National Director of England and Wales



Acronyms & abbreviations

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

Compiled by The Nautical Institute

ABS - American bureau of shipping
(classification society)

Aframax - Tanker < 80,000 dwt
(average freight rate assessment)

AIS - automatic identification system

AMNI - Associate Member of
The Nautical Institute

AMVER - US Coast Guard's Automated
Mutual-assistance Vessel rescue System

API - American Petroleum Institute

ARCS - Admiralty Raster Chart Service

Arpa - Automatic Radar Plotting Aids

BC - Code of Safe Practice for Solid Bulk Cargoes

Bimco - Baltic and International Maritime
Council

Bimcosale - The Bimco standard form of
bill of sale

BV - Bureau Veritas (classification society)

CAD - computer assisted design

CBI - computer-based information

CBT - computer-based training

CCS - China Classification Society

CD - compact disc

CD Rom - compact disc read-only memory

CEN - European Committee for Standardisation

CES - coast earth station

CG - coast guard

CIT - Chartered Institute of Transport

CLC - International Convention on Civil Liability
for Oil Pollution Damage

Class - Category in classification register

COA - contract of affreightment

Colreg - International Convention on Collision
Regulation, IMO

COW - crude oil washing

CSS - Code of Shipmanagement Standards

DERA - Defence Evaluation and Research
Agency (UK)

DETR - Department of the Environment, Transport
and the Regions (UK)

(To be continued)

**ENGLAND
& WALES**

*From
February 01,
2002, Com.
Christopher
York, AOS
National
Director, is a
member of
ICMA's new
Standing
Delegation to
the IMO.*

**UNITED
STATES**

*Bishop
Joseph
Howze, of
Beloxi, has
retired from
the office of
National
Episcopal
Promoter of
the AOS.
Bishop Curtis
Guillory, svd,
of Beaumont,
has been
elected at his
place.
Bishop
Guillory is
very
familiar with
the work of
the AOS and
has an active
port ministry
in three ports
within his
diocese.*

AM World Directory

- ARGENTINA** *(New Bishop Promoter)*
H.E.Msgr. Ruben Oscar Frassia, Bishop of Avellaneda-Lanus
Pasaje Gutiérrez 893, 8400 San carlos de Bariloche, Rio Negro
Tel + Fax +54 944 23142 obispadoave@infovia.com.ar
- LITHUANIA** *(New Bishop Promoter)*
H.E.Msgr. Jonas Boruta, Bishop of Telsiai,
Katedros g., 5, LT-5610 TELSIAI
Tel +370 94 51157 Fax +370 94 52300
tkurija@pikuolis.omnitel.net
- GUADALUPE** **POINTE APITRE** *(new chaplains)*
Fr. Pierre Leboulanger and Deacon Bernard Vincent
- UNITED STATES** *(new Bishop Promoter)*
Bishop Curtis Guillory, SVD, Bishop of Beaumont (Tx)
- PHILIPPINES** **DAVAO** *(new e-mails)*
aos-dvo@skynet.net for the National Office
seaman1@skynet.net - seaman2@skynet.net - seaman3@skynet.net
(these three mail boxes are set aside for the seafarers)
- REUNION** **PORT LOUIS** *(new e-mail)*
stellamarisreunion@wanadoo.fr
- INDONESIA** **JAKARTA** *(new fax number)*
+62 21 8834 7168

ITALY

Last January 21st, the Most Rev. Alfredo M. Garsia, President of CEMi and Migrantes, appointed Rev. Giacomo Martino, the Genoa port chaplain, as the National Officer for the pastoral care of maritime and aviation workers, along with the National Director, Msgr. Costantino Stefanetti, who is suffering from a serious illness.

U.N. Refugee award for Tampa Captain and Crew

Owners of the Norwegian freighter Tampa, Wallenius Wilhelmsen Line, Captain Arne Rinnan and his crew on board the ship during the refugee crises of Australia's Christmas Island last year, have been presented with the United Nations' Nansen Refugee Award 2002. The UN High Commissioner for Refugees said that Captain Arne Rinnan and his crew had demonstrated respect for the international principle of assisting people in distress at sea. The Tampa rescued 438 refugees in distress off Australia's coast last August.

The \$100,000 prize will be donated to a refugee project chosen by the recipients.

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

Palazzo San Calisto - Vatican City

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Fax +39-06-6988 7111

e-mail: office@migrants.va

<http://www.stellamaris.net>

