



Catholic Maritime News



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A Special Day of Prayer for Mariners and All People of the Sea

Mother Teresa of Calcutta once said about prayer, "If we pray, we will believe; if we believe, we will love; if we love, we will serve." St. John Chrysostom, a doctor of the Church pointed out, "Nothing is equal to prayer; for what is impossible it makes possible, what is difficult, easy...." And the Catechism of the Catholic Church reminds us that "prayer is a vital necessity", that "prayer and Christian life are inseparable".

The saints, Church teachings and tradition emphasize the importance of prayer. Our Lord Jesus taught his disciples how to pray the *Our Father*. Prayer and charity are indispensable and as Catholics we are called to both.

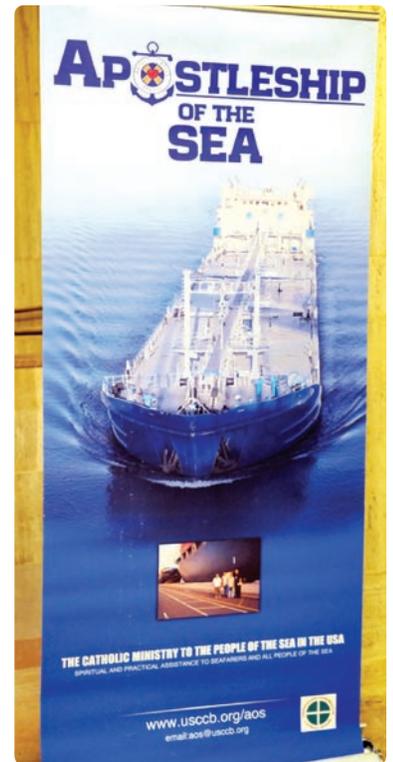
"Prayer and Christian life are inseparable"



Bishop J. Kevin Boland, AOS Promoter and Archbishop Cornelius Esua, concelebrant, at the Maritime Day Mass. | Image by Manny Lopez

May 22nd is National Day of Prayer and Remembrance for Mariners and People of the Sea, established by the United States Conference of Catholic Bishops on November 14, 2005 in order to encourage Catholics in the country to pray, remember and support merchant mariners/seafarers, fishermen, port personnel and those in the maritime industry. Since then, the Apostleship of the Sea in the United States observes National Day. The National Day of prayer and remembrance for mariners and people of the sea is observed in conjunction with National Maritime Day in the United States of America, which has been celebrated since 1933 to recognize the hard working men and women in the merchant marine and to recognize the benefits of the maritime industry.

To promote the National Day of prayer for mariners, Bishop Boland sends a letter to all bishops in the United States requesting to endorse the National Day by means of homilies and special petitions in the Prayer of the Faithful at the Masses and encourages the use of the text for the Votive Mass, the Blessed Virgin Mary, Star of the Sea on May 22. The AOS national office encourages the local AOS chaplaincies to commemorate National Day according to their pastoral realities. It also makes available liturgy resources on its website, as well as send a press release about the National Day of prayer and remembrance for mariners. Additionally, an interactive display along with AOS promotional items at the Basilica of the Immaculate Conception during the Maritime Day Mass draws a good crowd.



This year, Maritime Day Mass was held on Saturday, May 18 at the Basilica of the National Shrine of the Immaculate Conception, in observance of National Day of prayer and remembrance for mariners and people of the sea. Bishop J. Kevin Boland, AOS Promoter was the main celebrant and homilist. Concelebrants included Archbishop Cornelius Esua of the Archdiocese of Bamenda, Cameroon. The Apostleship of the Sea (AOS) National Office/Secretariat of Cultural Diversity in the Church of the United States Conference of Catholic Bishops (USCCB) sponsored Maritime Day Mass. In attendance were friends and supporters from the maritime community including representatives from the Maritime Administration, the Secretary of Transportation of Virginia - Sean Connaughton, the president of the Chamber of Shipping of America - Joe Cox, representatives from the Philippines Embassy, the Coast Guard and mariners and their families.

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**United States Conference of Catholic Bishops, Secretariat of Cultural Diversity in the Church
Pastoral Care of Migrants, Refugees & Travelers / Apostleship of the Sea National Office**

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Secretariat of Cultural Diversity in the Church
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It's here! www.usccb.org/aos

AOS National Office web address has been changed this year and the AOS website has undergone a makeover. ***If you have linked to us previously using the old www.aos-usa.org address, please remember to change your link to www.usccb.org/aos***

We encourage you to visit our website which has user friendly navigation tools. Check out our interactive map with a list of AOS chaplains and contacts, know about news and events and other relevant information. If you want to know about Mass schedules in parishes around the country, there is even a link to MassTimes.org.

Contact Catholic Maritime News

We welcome your comments, feedback and suggestions.
Tell us what you think by sending an email to aos@usccb.org.

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Apostleship of the Sea of the United States of America (AOSUSA) is a professional membership association of chaplains/associates, cruise ship priests, mariners, student mariners and affiliate members.

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From the National Director

It has been a very busy spring and summer for the Apostleship of the Sea national office. But it was a blessing to have had the opportunity to visit three AOS chaplaincies in May and June.

Last June, I visited AOS San Diego after the meetings of the Subcommittee on Pastoral Care of Migrants, Refugees and Travelers and the Committee on Cultural Diversity which were held in conjunction with the USCCB spring meeting in San Diego. The Stella Maris Seafarer's Center is located inside the 10th Avenue Marine Terminal, Port of San Diego. Ruperto 'Bob' Condes, a very dedicated volunteer serving AOS San Diego for almost 10 years, picked me up at the hotel. At the Center I met Fr. Jim Boyd, AOS chaplain and some AOS volunteers as well as Rev. Bob Crafts, Episcopalian minister. Since there was a request for a noon Mass on board the M/V Dole Honduras, a regular ship carrying bananas, I eagerly went with Fr. Boyd and the volunteers. With proper identification, we went up the ship bringing a Mass kit, vestments, a big portable organ and lots of assorted magazines. The seafarers were happy to receive us and Mass was well attended with Fr. Boyd as celebrant and Deacon Pelina assisting. Marvi did a good job as organist and it seemed like everyone enjoyed singing the Mass hymns. I also paid a home visit with Deacon Sam Martinez, Stella Maris Center director, who was recovering from surgery.



Bob Condes, Deacon Ruben Pelina, Fr. Jim Boyd, Marvi Artugue and Sr. Myrna Tordillo

The visit was a good time to reconnect and share notes about issues and challenges in the ministry. The AOS national office is grateful to the Diocese of San Diego for its support of AOS ministry.



After the visit to AOS San Diego I drove north along the 100+ miles scenic coastal route to San Pedro, CA and headed to Mary Star of the Sea Catholic Church to meet with Fr. Freddie Chua, associate pastor and AOS chaplain of the Ports of Los Angeles and Long Beach. I also met some newly recruited AOS volunteers who are parishioners of Mary Star of the Sea. The church is about 1 mile from the busy Port of LA. Historically, the parish has been generously supporting the maritime outreach by having one of its priests assigned to the AOS chaplaincy. This model and best practice in pastoral ministry wherein a parish close to port assumes maritime outreach is to be praised. Thanks to the Archdiocese of Los Angeles and to Mary Star of the Sea Parish for supporting AOS Los Angeles and Long Beach.



Fr. Chua in front of the Stella Maris Center at the World Cruise Terminal in San Pedro.

LA Port is the busiest port in the United States by container volume, the 16th busiest container port in the world and the 6th busiest internationally when combined with the neighboring Port of Long Beach. Father Freddie took me to the Stella Maris Center at the World Cruise Terminal in San Pedro and to the International Seafarers Center in So. Pico Avenue, Long Beach. It was amazing to see the bustling ports. I flew back to Maryland with more insights after visiting the second time around both AOS LA and San Diego.

In May, I went to the Diocese of Richmond, VA pastoral center to meet with Beth Nau, new director of Pastoral Services. Driving from Washington, DC to Richmond on a weekday afternoon was a challenge because of traffic jam but Ms. Nau was gracious and patient to wait for me. Our conversation was about AOS Norfolk. As you know, Msgr. Santiago Frias, AOS chaplain since the early 80's has retired many years ago and the only AOS presence at the ecumenical International Seamen's House is Frank Gonzales, a lay volunteer for many years. The meeting with Ms. Nau was encouraging and I proceeded to Norfolk to call on staff of the International Seamen's House.

The Seamen's House is on West Olney Road, Norfolk, a block away from Lambert's Point Dock which is a private terminal. I met with staff Sylvia Butler, Polly Glassburner as well as long-time volunteer Chaplain George Schmidt. They have worked hard to keep the Seamen's House going, despite economic woes, a great need for clergy who could minister to seafarers, in addition to various issues. Amidst present challenges, they are hopeful that something good will happen. George took me to Norfolk International Terminal (NIT) in Hampton Roads, which is about 4 miles east from the Seamen's House. At the terminal, George unlocked the door to a small trailer provided by NIT, which opens on certain days and serves as a simple, welcome space for seafarers who have shore leave and also for some volunteers who go ship visiting. The trip to Norfolk was informative. I drove back to Washington, DC on the weekend, a 200 mile trip that was just fine on a Spring morning.



Sylvia Butler (front), George Schmidt and Polly Glassburner International Seamen's House, Norfolk, Va

I have the graced opportunity to visit a good number of AOS chaplaincies in the USA over the years and met with local AOS teams and other Christian maritime ministers. They are a source of inspiration to me because of their commitment in and dedication to the ministry by welcoming seafarers and maritime workers, offering friendship and a listening ear, providing spiritual and social assistance and advocating for seafarers' rights. No doubt there could be many challenges and issues that have to be addressed, whether it is administrative, personnel, funding, post 9/11 port security, seafarers' access to shore leave issues, or government regulatory policies and practices that impact seafarers and welfare agencies including maritime ministries. But AOS chaplains and their pastoral team and other Christian maritime ministers have striven to be faithful to the mission of serving seafarers and the maritime community. What a blessing!



Pope Francis in his Angelus, reminds us there are "two key themes of Christian life: contemplation, listening to the Word of God and the concrete service of our neighbour. These are not to be experienced separately, but rather are two aspects to be lived in profound unity and harmony".

Sr. Myrna Tordillo, mscs

The XXIII World Congress of the Apostleship of the Sea, convened by the Pontifical Council for the Pastoral Care of Migrants and Itinerant People, in its Final Document states, "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 utilizing all means and ways of communication, including social media."

In conclusion, let us reflect for a few moments on:

Our Lady, Star of the Sea (Stella Maris)

What a beautiful title. The stars were once used for sea navigation but today's methods are much more sophisticated. Mary, however, is the ever guiding light. Her intercession will bring us to Christ who calmed the waves.

All prayer must be accompanied by "good works". The Port Chaplain Ministry is vital for the continued welfare of seafarers and their families. We must be advocates for their wellbeing, good living conditions, guaranteed access to family and friends. These are the basic and rightful needs of all human persons.

We commend the marvelous ministry carried out by Chaplains, their staff and volunteers in the many port chaplaincies in the USA. The AOS can be justly proud of what they have accomplished. It is a ministry that is very demanding and has no end point.

I take this occasion also to commend AOS-USA for their great efforts in administering a well-run cruise ship program for many of the major cruise lines. At the present time there are over 500 priests involved in this ministry to guests and crew members. The procedures and requirements for processing the applications have greatly increased the quality of this ministry.

AOS-USA is also involved in a project to place a 4.5 foot rondel marble relief, carved in Italy, to be placed in the East Narthex of this Basilica. The relief portrays Mary calming the troubled sea, with the North Star above her head. Fundraising for this project is ongoing.

I conclude this homily by reading and praying with you a modified version of the prayer to: Our Lady Star of the Sea.

Star of the Sea, Great Mother of God and Our Mother, you know all dangers of soul and body that threaten seamen. Protect your sons and daughters who sail the seas, and protect also their families that await their return. Star of the Sea, Mother of the Church, give light and strength to those priests, deacons, religious and laypersons who bring the love of your Divine Son among seamen and women. Fill their hearts with a supernatural and life giving zeal for the apostolate. Star of the Sea, light shining in the darkness, be a guide to those who sail amid the storms and dangers of life. Stir up in their midst the hearts of ardent apostles and bring us all to the safety of heaven's port. Sacred Heart of Jesus, have mercy on all those who sail the seas. O, Star of the Sea, help and protect us from the danger of hurricanes, floods, piracy and all perils of nature."

AMEN

National Maritime Day Observance

The National Maritime Day Observance and Wreath-Laying Ceremony is an event hosted by the US Department of Transportation's Maritime Administration and the Military Sealift Command, to honor the hardworking men and women in "Maritime Service to America and Freedom."

"On 20 May 1933, Congress by Joint Resolution designated each May 22nd as National Maritime Day. While the day originally commemorated the first successful transoceanic voyage under steam propulsion accomplished by the steamship *Savannah*, in later years it developed into an occasion for honoring the many sacrifices and contributions of American merchant mariners and the United States maritime industry." (*Program, Maritime Day Observance, 2013*).

The National Maritime Day observance was held on May 22, 2013 at the Department of Transportation headquarters in Washington, DC, attended by government officials, congressmen, various representatives from the maritime industry, maritime academies, training schools, trade unions and mariners.

Mr. David Matsuda, Maritime Administrator gave the welcome address and the Honorable Ray LaHood, Secretary of Transportation was the Keynote Speaker. The program was very enriching with insights from the speakers including Congressman John Garamendi of the US House of Representatives. Sr. Myrna Tordillo, AOS National Director, gave the program invocation.



L to R: RADM Wendi Carpenter, USMS (President, SUNY Maritime College); Mr. Steward Beckham (Director, FEMA Nat'l. Capital Region); CDR David Oravec, USN, CHC (Military Sealift Command), Sr. Myrna Tordillo (AOS National Director) and the Hon. Ray Lahood (US Secretary of Transportation). | Credits: MARAD and Perquita of MSC

This year's ceremony highlighted the maritime industry's "response to Hurricane Sandy in the Northeastern U.S. and a particular highlight was the supporting role that MARAD vessels and merchant marine crews from the T/S EMPIRE STATE, T/S KENNEDY and T-AVB WRIGHT performed in supporting FEMA's mission and response to Sandy".

Congratulations!!!

- Fr. Jim Boyd, AOS chaplain of San Diego, celebrated his 50th anniversary of priestly ordination on June 1, 2013
- Captain George McShea, incoming President of AOSUSA
- Jason Zudima, new Executive Director of NAMMA



Seven Seas, One Body in Christ

Courtesy The Archdiocese of Galveston-Houston

By Jim Townsend

HOUSTON — Coffee, conversation, connection, companionship, consolation: whatever reasons compel visiting mariners to find harbor at the Archdiocese's seafarers' centers, what they are sure to find is an ecumenical community in Christ.

Underscore ecumenical: at the World Congress of the Apostleship of the Sea (AOS), held in Rome in November, the Archdiocese of Galveston-Houston's port chaplaincy was lauded for trailblazing an interfaith solution to the vexing problem of providing pastoral and personal care to the millions of mariners who ply the world's waters. An initiative that began nearly 45 years ago, it has become the model for modern seafarers' centers worldwide. Now it's also a model for the new evangelization and spreading the love of Christ via all Christian faiths. The congress also lauded Houston-area Catholics' commitment to funding the Archdiocese's mariners ministry through the Diocesan Services Fund.



The World Congress of the Apostleship of the Sea presented Daniel Cardinal DiNardo with a special Apostleship of the Sea vestment, which the cardinal gifted to Father Rivers, longtime director of the Houston International Seafarers' Centers.

More than 400 representatives from more than 70 countries attended the largest-ever AOS congress, which is held every five years in port cities around the world. The Archdiocese's delegation was led by Daniel Cardinal DiNardo, who celebrated the congress' English-speaking Mass. Cardinal DiNardo is a member of the Pontifical Council for Migrants and Travelers, which oversees the Apostleship of the Sea.

One of the congress' central themes was "The New Evangelization in the Maritime World," with a special emphasis on ecumenical collaboration and interfaith cooperation in ports around the world....

"Pope Benedict XVI has called the whole Church into a Year of Faith, of deepening our study of the faith of our knowledge of the beautiful content of the faith," Cardinal DiNardo said in his homily to the congress. *"But even more urgently, the pope has asked for a renewed appreciation of the call to holiness by all the members of the Church.*

If the task of the new evangelization is certainly an outreach to those who have never heard the faith, it is first of all a call to all the churches to recognize the need for holiness inside the Church, the need for a vital rehearing of the word of God, of a more zealous sense of the gift of faith and of the need for outreach in charity."

*"For those in the Apostleship of the Sea, the call is equally important. **We come from so many churches, poor and rich, zealous and complacent. The Church that stretches out to those who work the seas and oceans knows that the symbol of water as both chaos and life-giving river is apt to describe who we are and what we face in giving new witness to the Catholic faith."***

The Archdiocese's port chaplaincy supports the Houston International Seafarers' Centers at the Port of Houston and at Barbour's Cut on the Houston Ship Channel as well as the Seafarer's Center in Galveston.

The Houston centers first began in 1963 as a venture founded by a Belgian sea captain. The business foundered until about 1968, when Father Rivers Patout and two ministers from United Methodist and Presbyterian churches discerned a need for a Christian ministry at the port. They formed a coalition of prominent citizens and took over the centers. In 1972, the centers incorporated as a non-profit entity. At one time, 11 denominations were involved, among them: Episcopal, Lutheran, Methodist, Presbyterian, Southern Baptist, Greek Orthodox, Jewish and Catholic. There are fewer Greek and Jewish crews these days, so those local religious groups are less involved in the port ministry. When a sailor requests a rabbi, or Orthodox priest, Muslim imam, Buddhist or other religious minister, the port chaplains endeavor to provide them.

"We were the first in the world to start it from the beginning involving all the churches and the port and businesses, rather than competing with each other. In the old days, you may have had 10 seafarers' centers in a big port," Father Patout said, whose mariners ministry is now in its 45th year. He serves as the director of the three port centers. *"We work ecumenically with many denominations,"* Father Patout said. *"They all do a great job of working together. We have a chaplain that will assign each [minister] a specific area of work so that it's not a free-for-all. We work together as a team."*

Father Patout also attended the AOS congress in Rome, along with port chaplains the Father Jan Kubisa, Brother Anthony Ornelas, S.S.S., Karen Lai, chaplain of the Galveston center, and longtime volunteer Patricia Nemeec. Patout was the only delegate who also attended the last Roman congress, held in 1982. The congress was hosted in Houston in 1992. Houston is the largest U.S. port in imports and foreign tonnage.

"We're probably the best-supported center by any diocese," Father Patout said, adding that in many port dioceses, Catholic chaplaincies are left to find their own funding. *"Our Archdiocese is extremely generous and has been from the beginning."*

The Archdiocese's Diocesan Services Fund pays for the expenses of the port chaplaincy; other Christian churches pay their own personnel expenses. The seafarers' centers are funded by galas, golf tournaments and other charity events hosted by the board of directors.

The Galveston Seafarers' Center claims roots back to the Civil War, when prayer services were held on blockaded ships. In 1973, Galveston churches and leading citizens formed an ecumenical council to run the center, located in Galveston's historic Strand.

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Ecumenical Beginnings of the Houston International Seafarers Center

By Fr. Rivers Patout, AOS Chaplain, Houston International Seafarers Center

The year was 1967 in the east end of the inner city of Houston adjacent to the Port of Houston. A group of pastors in the area had gathered to discuss the possibilities of sharing resources since none of the congregations were large and all were being besieged by the needy of the neighborhood. The original group consisted of a Baptist, a Lutheran, a Methodist, a Presbyterian and two Catholic churches. We chose the letters "TEEM" standing for The East End Ministry as our name.



Center: Fr. Rivers Patout at a ship christening ceremony

One day not too much later when we had begun the ministry one of our churches received a visitor, a Dutch ship captain that stopped by to worship. He asked the pastor, the Presbyterian minister, why in one of America's biggest ports there was no seafarers center. The pastor brought this same question to the next TEEM meeting. Our response was to question why these alcoholic womanizers would want priests and ministers to chide them about their drinking or female companions. We reflected the common prejudices of the seafarers' image.

Seven Seas, One Body in Christ

Continued from page 6.

Before Sept. 11, 2001, the Port of Houston center saw as many as 200 men and women a day. Since then, the U.S. Department of Homeland Security tightened rules about shore leave. These days, the port center hosts only about 20 mariners a day.

Father Patout said that U.S. security policy is the biggest challenge facing mariner ministries in every U.S. port, requiring centers throughout the U.S. to devise new ways of reaching out to seafarers who aren't allowed to leave their vessels. He said the local ministers spend much more time aboard ships, offering services, blessings, counseling and other pastoral care. They also bring phone cards and free wi-fi access so seafarers can connect with their families. While there is a commissary and restaurant in the center, volunteers sometimes go shopping in behalf of ship-bound mariners.

Never the less, we investigated the question further and visited the port and discovered a whole different understanding of seafarers and their needs. We also discovered a group of businessmen who had petitioned for land to someday build a seafarers center. This led to a further meeting of our denominations, port officials and the businessmen to see what could be done. To our surprise our Catholic Bishop, John Morkovsky, attending the meeting pledged \$50,000.00 to start the project. Other churches offered additional pledges so we decided to get serious.

A visit to established seafarers centers in New York and the ports of San Francisco and Los Angeles revealed what seafarer centers offered and how they functioned. Also to our surprise each center was sponsored by a particular religious group, or national government to serve their own. A large port may have had ten different centers (Rotterdam).

Because we came already united as churches and formed an alliance with port people, businessmen and local charities, we became the first truly ecumenical and even interfaith center in the world. A Jewish rabbi, Greek Orthodox priest and Episcopal priest soon joined our ministerial team. The ministry started in 1968 and we moved into our beautiful new center in 1973.

Governing such a project took on other unique aspects. We decided to form two boards, a ministers board to handle the spiritual and ship visiting aspect and a secular board to run the physical center. This system allowed the center to serve beer even though some denominations were opposed to that. Both boards had members on the other board to help keep us to be coordinated. For the ministerial board each denomination chaplain was to have a separate representative to deal with ministerial issues.

We also decided to alternate responsibilities so that it did not appear that any one denomination was "running" the center. We set one day aside every year to analyze the successes and failures of how each handled their task. Another thing we did that helped us succeed in this ecumenical and interfaith venture was to hold a retreat away from the center to pray for each other and spend some time for social and fun events. For this we also alternated spiritual retreat leaders from our denominations.

These are some of the things that have held us together for forty-five years and became a role model for other centers. With limited resources in our port communities and denominations it makes sense to cooperate rather than compete for the same seafarers. Our first question to the seafarers is not "What do you believe?" but "How can we help you?" Another essential axiom is that we never present ourselves as some one we are not. If the seafarer asks for an Islamic imam, a Buddhist monk, or minister of a particular religion, we explain our particular faith alliance and then try our best to comply with their request.

In conclusion I feel very fortunate to have been in seafarers ministry for these 45 years and I have learned much from my fellow chaplains and the different ways our seafarers have experienced God in their lives.

Message for Sea Sunday: Raise Awareness of the Working Conditions of Thousands of Seafarers

Marking the occasion of "Sea Sunday" celebrated on 14 July, the Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples released a message signed by the president of the dicastery, Cardinal Antonio Maria Veglió, and the secretary, Archbishop Joseph Kalathiparambil, published in full below:

"This world of the sea, with the continuous migration of people today, must take into account the complex effects of globalization and, unfortunately, must come to grips with situations of injustice, especially when the freedom of a ship's crew to go ashore is restricted, when they are abandoned altogether along with the vessels on which they work, when they risk piracy at sea and the damage of illegal fishing. The vulnerability of seafarers, fishermen and sailors 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'. These words were addressed by Pope Benedict XVI to the participants of the XXIII AOS Congress held in the Vatican City, November 19-23, 2012. As a matter of fact, for more than 90 years the Catholic Church, through the Work of the Apostleship of the Sea with its network of chaplains and volunteers in more than 260 ports of the world, has shown her motherly care by providing spiritual and material welfare to seafarers, fishers and their families.

As we celebrate Sea Sunday, we would like to invite every member of our Christian communities to become aware and recognize the work of an estimated 1.2 to 1.5 million seafarers who at any time are sailing in a globalized worldwide fleet of 100,000 ships carrying 90 per cent of the manufactured goods. Very often, we do not realize that the majority of the objects we use in our daily life are transported by ships criss-crossing the oceans. Multinational crews experience complex living and working conditions on board, months away from their loved ones, abandonment in foreign ports without salaries, criminalization and natural (storms, typhoons, etc.) and human (pirates, shipwreck, etc.) calamities.

Now a beacon of hope is beaming in the dark night of these problems and difficulties encountered by the seafarers.

The ILO Maritime Labour Convention 2006 (MLC 2006), after being ratified by 30 Member countries of the International Labour Office, representing almost 60 per cent of the world's gross shipping tonnage, is set to enter into force in August 2013. This Convention is the result of several years of relentless tripartite (governments, employers and workers) discussions to consolidate and update a great number of maritime labour Conventions and Recommendations adopted since 1920.

The MLC 2006 establishes the minimum international requirements for almost every aspect of seafarers' working and living conditions, including fair terms of employment, medical care, social security protection and access to shore-based welfare facilities.

While, as AOS, we are welcoming the entering into force of the Convention and confidently hope to see improvements on the life of the seafarers, we remain vigilant and express our attentive solicitude



by focusing our consideration on the Regulation 4.4 of the Convention, the purpose of which is to: ensure that seafarers working on board a ship have access to shore-based facilities and services to secure their health and well-being.

We should cooperate with the proper authorities in our respective ports so that shore leave be granted to all seafarers as soon as possible after a ship's arrival in port, for the benefit of their health and well-being.

We should remind port states to promote the development of shore-based welfare facilities easily accessible to seafarers, irrespective of nationality, race, colour, sex, religion, political opinion, or social origin and of the flag state on which they are employed.

We should assist the proper authorities in establishing national and local welfare boards that would serve as a channel for improving seafarer's welfare at ports, bringing together people from different types of organization under one identity.

We should also encourage the port authorities to introduce, aside from other forms of financing, a port levy system to provide a reliable mechanism to support sustainable welfare services in the port.

Our final responsibility is towards the seafarers. We should provide them information and education about their rights and the protection offered by this Convention, which is also considered the fourth and final pillar of the international maritime legislation, the other three being the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, the International Convention for the Safety of Life at Sea (SOLAS), 1974, and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978. Effective implementation will be possible and real changes will happen only if the people of the sea are aware of the content of the MLC 2006.

Let us ask Mary, the Star of the Sea, to enlighten and accompany our mission to support the work of the faithful who are called to witness to their Christian life in the maritime world."

AOS-USA Cruise Ship Priest Program Celebrates 10 Years!

By Doreen Badeaux, AOS-USA Secretary General



AOS-USA is the Professional Association of Catholic Port Chaplains, Lay Ecclesial Ministers, Cruise Ship Priests, Mariners, and all those who support the work of the AOS. The mission of AOS-USA is to teach and witness to the Word of God and to serve God's people; especially seafarers, maritime personnel and people of the sea; by fostering their growth and renewal, through prayer, study and Christian service. In addition AOS-USA promotes professional training and advocacy for the People of the Sea.

Originally named the National Catholic Conference for Seafarers (NCCS), it was founded in 1976 by Bishop Rene Gracida, the AOS Bishop Promoter at that time, in an effort to bring in lay involvement in response to Vatican II.

At the General Meeting of the NCCS on June 4, 2001 the membership unanimously voted to change the name of NCCS to Apostleship of the Sea of the United States of America (AOS-USA).

On July 1, 2003, AOS-USA opened the National Office in Port Arthur, Texas, in order to facilitate the Cruise Ship Priest Program. By the end of 2004, 620 priests were in the program, serving on board over 700 cruises for 2 cruise lines. By the end of 2013, AOS-USA will have staffed 8,068 cruises serving passengers, staff and crew for 7 cruise lines.

However, over the years, some have questioned whether there is a serious need for this ministry, or if it is really just a "free cruise" for the priest. Others claim that we are only serving the passengers and not the staff and crew. Many who make this charge also state that the passengers are not in need of the priest since they will get to go home soon.

We strongly disagree with these assumptions.

In the year 2012 alone, AOS-USA Cruise Ship Priests onboard ship witnessed to 1,305,340 passengers and 553,241 crewmembers by their presence onboard. And they served 101,700 Catholic passengers, and 81,360 Catholic crewmembers who attended Mass onboard, were ministered to in the ship's infirmary, or sought out the priest for Confession, Counseling and other Pastoral Care.

This is truly Evangelization, bringing the Church beyond the Parish walls!

Thanks to this program, crewmembers who are away from their own parishes for 7-9 months at a time, have access to the Sacraments and Pastoral Care when the Cruise Ship Priest is onboard. Each week, the priest holds Mass near midnight, as this is the optimum time for the crew to attend. It is normal for 80-150 crewmembers to attend these Masses, and they come prepared with musical instruments, and great devotion. On several ships, Staff and Crew from Goa, India hold a Novena immediately following these late night Masses, and though exhausted, the priests are inspired by their devotion.

On one cruise, the priest was approached by 2 crew members who wanted to get married in the Catholic Church. The problem for them was how to go through the Marriage preparation classes, as they were from different countries. No one seemed to be able to help them, and they were beginning to be frustrated and considering marrying outside of the Church. So the Priest started the marriage

preparation process with them onboard ship, and passed on the information to me and to the next priest who would be onboard, so we could continue the process. This priest also contacted the priest in the country where they wished to be married, and took the time to explain the couple's dilemma. In short, he helped make it possible for this couple to do things in the right way, and to get married in the Church, rather than giving up and perhaps falling away from their Faith.

While writing this article, one of our Cruise Ship Priests, Fr. Charles Sabella phoned. In the course of the conversation he told me how vital this ministry is to him personally. He noted how the daily communicants on-board are really "the salt of the Earth", and said "they are the ones who draw in other Catholics. They inspire them not just to attend Sunday Mass, but to attend the daily Masses as well." On a recent cruise to Australia, he stood on the deck leaning against the rails for 5 hours hearing confessions. He said, "Once people realized what was going on, and that I was hearing confessions, they just kept coming. It was beautiful!"

These kinds of interactions inspire the Priests too. Our Cruise Ship Priests often tell us how they are renewed in their own spirit and in their Priesthood by the interactions onboard.

This renewal is important for each of us, and was one of the main topics of discussion at our Annual Conference held in Jacksonville, Florida in April.

In response to Pope Benedict XVI's call for a new initiative of evangelization during this Year of Faith, AOS-USA invited Fr. Gregory Jensen from the Catherine of Siena Institute to offer a full workshop on *Forming Intentional Disciples*. The Institute is a program of the Western Dominican Province dedicated to equipping parishes for the formation of Lay Catholics for their mission in the world. Fr. Jensen is a priest of the Orthodox Church in America (Russian Orthodox), and offers trainings for the Catherine of Siena Institute throughout the US.

Fr. Jensen drew upon Sherry Weddel's groundbreaking work *Forming Intentional Disciples*, and guided participants to reflect on:

- How intentional discipleship differs from and fosters Catholic identity and is the source of the spiritual life and foundation of effective pastoral ministry.
- How discipleship makes catechesis a life-changing experience.
- How to introduce post-modern people to Jesus and the Church.
- How to recognize pre-discipleship stages of spiritual growth and facilitate spiritual growth in the baptized and non-baptized.
- How you can share your own personal witness and the "Great Story" of Jesus in gentle, intriguing, and non-threatening ways.
- How the charisms help spiritual seekers make the journey to intentional discipleship.

The Conference participants, were thoroughly engaged through the workshop which took place over the course of two days. And a key point we took home was the idea that we must each renew our own Faith life if we are to be effective in evangelizing others.

How to Make a Difference when We Encounter an Injured Longshore or Harbor Worker

By Deacon Michael Riggio



In the last article of this series we discussed injured seafarers. We talked about being aware of the legal concepts of *maintenance, cure and unearned wages* owed to injured seafarers. We discussed the federal **Jones Act**, the law that provides for compensation for injuries to those serving on ships. Also, in that earlier article we lastly spoke of the other major concept of vessel *Unseaworthiness* as it relates to folks injured in service to their vessel. Today we'll discuss injuries to others we may come across in our ministry on the waterfront: the longshore and harbor workers.

The federal law known as **the Longshore and Harbor Workers' Compensation Act (LHWCA)**, similarly to the provisions of the above remedies for seafarers, provides for compensation and medical care to waterfront employees disabled from injuries that happen on the navigable waters of the United States. The law applies when the disability or death occurs while loading, unloading, repairing, building or dismantling a vessel. The LHWCA is broad enough to provide for benefits to dependents when the injury causes the worker's death. Also, this law includes occupational diseases as "injuries" that happen during employment.

As a general rule, a worker covered by the LHWCA is entitled to temporary compensation benefits in the amount of two-thirds of his/her average weekly wage while undergoing medical treatment. The injured employee then either receives a scheduled award (a fixed amount) for injury to body parts or two-thirds of the worker's loss of earning capacity.

The Act covers workers employed in maritime occupations, including longshore workers or others in longshore operations, and any harbor workers, such as ship repairers, shipbuilders, and ship-breakers. The law excludes from coverage office employees, certain retail and service employees, small vessel workers and individuals engaged in repairing certain recreational vessels (those under 65' in length). Importantly, ship masters or members of a crew of any vessel are excluded since the seafarers' laws protect these individuals as was discussed last time.

What are the benefits provided? The LHWCA provides for:

- Medical benefits for occupational diseases that arise naturally out of maritime employment;
- Rehabilitation services;
- Medical and disability payments; and
- Wrongful death benefits for survivors of maritime workers who die from work related injuries.

Time limits for making a claim. When we come across individuals who appear to have a claim for benefits under the LHWCA, it is important to stress to him or her that there is a time limit on making a report to the person's employer. An injured worker must notify their employer of the injury within 30 days of the occurrence of the injury. As with most legal time limits that bar claims, the 30-day rule is extended to when the person learned the injury was related to the employment using due diligence such as inquiring with a doctor what caused the illness/injury. A formal claim for benefits must be filed within one year following the date of the injury.

Thirty days is not a long period of time so it's good to encourage the worker who tends to "suffer through" injuries that delay does not help with seeking compensation.

As with most federal laws, the LHWCA is technical and sophisticated with many exceptions and interpretations about coverage. This article is not intended to make any of us experts in the field of compensation law for our longshore brothers and sisters. The purpose of this article is to hopefully make us chaplains and ship visitors aware of some of the laws available when we become aware of injuries or illnesses to the people we see daily at our centers and on the waterfront. An example of the complexity of the LHWCA is the dual concept of "*situs*" and "*status*" requirements of the law. In order to be "covered" under the law, an employee must meet both the *situs* and *status* requirements. These two concepts are discussed next.

"*Situs*" means that the worker is employed in "maritime" employment upon navigable waters of the US, including adjoining piers, wharves, drydocks, terminals, building ways and other areas used in loading and repairing of a vessel. That seems straightforward enough, except there can always be an issue regarding "navigable waters." For instance, activities on lakes and other waterways that are *not* considered navigable waters of the US are not subject to LHWCA coverage. Meanwhile, some courts have held that US workers assigned to loading and unloading vessel in *foreign* territorial waters are covered! The *situs* test can be confusing. For instance, is an oil platform equipment repair worker covered by the law? The answer is: maybe, or maybe not. One court decision decided the law covered a shore-based repairman who did 8% of his work on at-sea platforms because he did some of his work while commuting by water taxi between shore and the fixed platforms. He met the *situs* test according to that particular federal court.

The "*status*" test involves looking at the employee's usual occupation rather than the actual activity at the precise moment of the injury. As one court stated regarding the status of a worker, "Congress did not seek to cover all those who breathe salt air," (a 1985 federal case). Instead, that court said, the worker had to be involved in the loading and unloading, etc. of vessels, i.e., the traditional longshore and harbor worker employment. So, a cook at an onshore restaurant maintained by a shipowner to feed the owner's seafarers while its ships were in port did not meet the *status* test.

The bottom line: make sure the injured worker minds the time limits for filing a claim discussed above and encourage the injured person to seek professional help from an experienced attorney who deals with LHWCA cases if there is any question about the appropriateness of seeking protection under the LHWCA. Most attorneys will meet to discuss cases without an initial fee so why not?

Next time I will address "flags of convenience." Until then, smooth sailing and keep up our most important task: praying for God's people whom we are blessed to meet daily on the waterfront, especially those that might need our assistance and help.

Deacon Michael Riggio is Stella Maris Center Director in Seattle. He is a retired Navy officer having been a fighter pilot, attorney, and military judge in the US Navy. As a civilian attorney he has handled maritime and admiralty cases. To contact him by email: office@catholicseafarercenter.org

The Catholic Maritime Ministry of Mobile, Alabama

By Reverend Lito J. Capeding, Chaplain of the Apostleship of the Sea, Archdiocese of Mobile and Pastor of Shrine of the Holy Cross Parish, Daphne, Alabama

The Mobile port, established in 1928, is the only seaport in the whole of Alabama and is situated in the center of the Gulf coast running from Texas to the Florida panhandle. It is considered the 6th largest port in the whole of the United States. According to the Alabama State Port Authority (ASPAC), in 2008 alone the total number of ship arrivals reached to its peak of 1571 vessels, before the economy went bad. Nonetheless more than a thousand ships visit the port of Mobile every year, exporting and importing various cargoes such as heavy lifts and oversize cargo, container coal, aluminum, iron, steel, copper, lumber, wood pulp, plywood, cement, frozen poultry, soybeans, chemicals and other goods. Facts and figures say that 90% of the world's goods are transported by sea and the working force behind these activities are the thousands of men and women who have "souls" widely known as "people of the sea and people on the move."

The Locus of Evangelization

Archdiocese of Mobile is one the earliest dioceses who responded to this new ministry of hospitality and spiritual care for seafarers. Archbishop Toolen established the Catholic Maritime Club, Inc. in October 8, 1948, a seaman's center complete with amenities; considered to be a "home away from home" by the seafarers as they visit and dock in the port city of Mobile. The center offered myriad of services such counseling and masses for seafarers, food and beverages, sports facilities, telephones, internet access and a library. The seaman's center was in full operation until the infamous 9/11/2001 terrorist attacks happened. Everything has changed since then, and the seafarers were greatly affected and the operation of the Catholic Maritime Club was greatly impacted too. The number of seafarers who visit significantly dwindled as stringent port regulations were in place to insure the safety of the port facilities and regulate the ingress/egress of people on the port, through Transport Workers Identification credentials (TWIC) as strictly enforced by port authorities. The situation in the port has changed and the Seaman's center was no longer patronized by the seafarers yet the challenge still remains; to keep in touch with the seafarers, listen to their stories and minister to them.

The Paradigm Shift

Given the situation at hand, the present Archbishop of Mobile, Most Reverend Thomas J. Rodi deemed it worthy to close the Seaman's center on April 1, 2011 and relocated the new office of the Apostleship of the Sea (Chaplain), under the roof of Catholic Social Services building. Deacon

Joseph Connick, the Catholic Maritime Club director for 17 years, bid adieu, as he retired on April 9, 2011. No less than Archbishop Emeritus Most Reverend Oscar Lipscomb and Sister Myrna Tordillo (AOS-USCCB National Director) graced the occasion and thanked him for his fruitful years as club director. The send off party for him was well attended by the board of directors of CMC, family and friends of the honoree.



Fr. Lito Capeding with crew

With the handful of volunteers and ship visitors, we continue the mission of getting in touch with the seafarers through dialogical encounters aboard the ship. No longer us welcoming them at the Seaman's center (CMC) but them inviting us on board the ship to share their stories... their hopes and aspirations, anxieties and fears, their struggles and uncertainties amidst the perils of the sea. I listened intently to a Filipino ship captain as he narrated to me the tragic news that his beloved daughter committed suicide at home while they were on high seas. Helpless, I offered him prayers and mass on board for her eternal repose and enliven the spirit of his crew which the Word of God could offer to comfort them. We visited at Mobile Infirmity Hospital Armando Magno, Jr an OS on board MT Omega Emmanuel on March 4, 2011, who fell overboard in the cold Mobile River at midnight while he was on duty while his ship was in transit to Mexico. He did not feel alone and lonely because of the outpouring support of Filipinos in Mobile and volunteers who prayed the rosary and kept him company while recuperating at the hospital.

Welcoming Community

There are also light moments aboard the ship before the mass begins when the crew together with the ship visitors Mr. Virgilio Villanueva and Ms. Alma Braggs hone their signing talents to sing mass songs under the musical direction of Perry Tan. The liturgy is alive when there is singing and truly there is more "fun in the Philippines". Mass on board is truly a celebration of thanksgiving with all Filipino crew singing their prayers to God.

There is a new fervor to the Maritime Apostolate of Mobile as Archbishop Rodi formalized the inclusion of Maritime Apostolate into the ministries supported by Catholic Charities of the Archdiocese, and discontinued the Catholic Maritime Club, Inc. as a separate corporation. We thank the good Archbishop for his full and continued support of the welfare of the People of the Sea in the Archdiocese. Truly we hope to realize what Pope Benedict says in his Encyclical *Deus Caritas Est.*, states:

"The Church's deepest nature is expressed in her three-fold responsibility: of proclaiming the word of God, celebrating the sacraments, and exercising the ministry of charity. These duties presuppose each other and are inseparable. For the Church, charity is not a kind of welfare activity which could equally well be left to others, but it is a part of her nature, an indispensable expression of her very being."



Crew with AOS volunteers Alma Braggs and Virgilio Villanueva



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SAVE THE DATE

World Maritime Day Observance

September 23-27, 2013

Theme: Sustainable Development: IMO's contribution beyond Rio+20
www.imo.org/About/Events/WorldMaritimeDay/WMD2013

Houston Maritime Ministry Training Program or "Houston School"

February 9-21, 2014

Contact: Rev. David Wells, Coordinator, email: wells6652@msn.com

AOSUSA Annual Conference

April 29-May 2, 2014

Contact: Doreen Badeaux, email: aosusa@sbcglobal.net

Maritime Day Mass

May 24, 2014, 12:10 pm at the Basilica of the National Shrine of the Immaculate Conception, Washington, DC.
In observance of National Day of Prayer and Remembrance for mariners and people of the sea.

Contact: Margaret Marzec, email: mmarzec@uscgb.org