



SEA SUNDAY 2011—THE POPE'S APPEAL

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"Dear brothers and sisters, today is known as 'Sea Sunday', that is, the Day for the Apostolate in the maritime environment. I address a special thought to the chaplains and volunteers who are doing their utmost for the pastoral care of seafarers, including fishers and their families.

I also assure the seafarers, who are unfortunately held hostage through acts of piracy, of my prayers. I hope they will be treated with respect and humanity, and I pray for their relatives, that they may be strong in faith and not to lose the hope of being reunited with their loved ones soon".



At the end of the Angelus on Sunday 10th July the Pope addressed a special thought to the seafarers, victims of piracy. The Holy Father then received in a private audience at his residence in Castelgandolfo, a delegation of relatives of crews who are still in the hands of pirates. They came from all over the world, representing more than the 800 seafarers who have not yet returned to their families.

Benedict XVI spoke with everyone and inquire about the status of each seafarer showing concern for their suffering.

"The meeting with the Holy Father – said a family members present at the audience - was the medicine for my suffering soul." Another expressed the hope that "the words and prayers of the Holy Father will be able to open the hearts of the people involved in the negotiations to reach a compromise that will allow us to embrace our loved ones as soon as possible."

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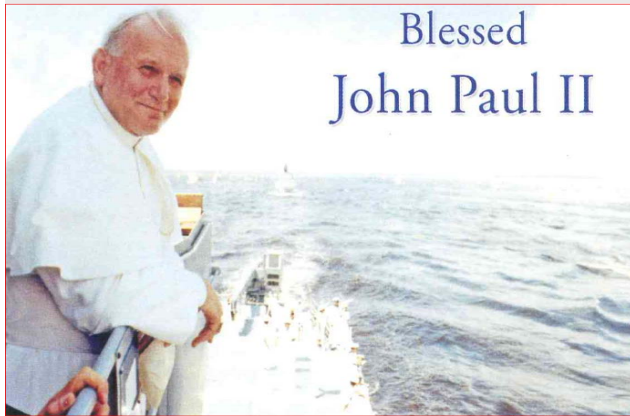
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MESSAGE FOR SEA SUNDAY 2011

Dear chaplains, volunteers,
friends and supporters of the Apostleship of the Sea,

The celebration of Sea Sunday is a special occasion to increase awareness in the Christian communities and society at large of the indispensable services that seafarers are rendering to all of us, and to present the maritime ministry carried out since 1920 by the chaplains and volunteers of the Apostleship of the Sea in many ports of the world.

“My presence among you today would like to stress that the Church is close to you, honors your often dangerous and hard work, is aware of your worries and concerns, supports your rights, and gives comfort to your loneliness and homesickness”.



These words which Blessed John Paul II addressed to the seafarers and fishers in the city of Fano (Italy) in his homily on 12th August 1984 are a great message of hope for the almost 1.5 million seafarers from over 100 nations (2/3 of them from developing countries) who are serving daily the needs of the global economy by transporting 90% of world trade.

Though our life greatly benefits from their hard labor and sacrifices, seafarers are a category of workers whom we do not know much about, except when they make the headlines because of some tragedies at sea,

or, more recently, because of the increase in vessel hijackings by pirates, but there are very many problems that affect their lives.

In recent years, the criminalization of crews for maritime accidents (shipwrecks, pollution, etc.), the abandonment of seafarers in foreign ports without food or money, the new restrictions on shore leave, the lack of safety and security, and long periods on board have added further stress and strain not only to the seafarers' lives, but also to their families and relatives as well.

The Apostleship of the Sea is aware of the many inhuman situations that persist in the maritime world and it stands at the side of seafarers to reiterate that their human and labor rights must be respected. Recalling our recent statement on piracy (26th May 2011), we stress the importance for the maritime sector (ship owners, P&I Clubs, etc.) to work hand in hand with governments, international organizations and welfare service providers to put preventive measures in place in order to guarantee the seafarers' safety. To provide further protection to the people working at sea, we appeal to all national governments to immediately adopt the ILO Maritime Labor Convention (MLC) 2006 and favor its coming into force. Otherwise, it would have only theoretical value, even though it is one of the most significant achievements in the entire history of seafarers' rights.

In its fight for justice in the maritime world, the Apostleship of the Sea is guided by the principles of the Gospel and the teaching of the Social Doctrine of the Church. The words of Pope Pius XI on 17th April 1922 approving and blessing the first *Constitution and Rules of the Apostleship of the Sea*, encourage us to continue the mission *“to expand the maritime ministry”* so that the Work *“will gather the most abundant fruits of salvation”*.

90 years after this important event in the history of the Apostleship of the Sea, I am pleased to announce that next year we will hold the XXIII World Congress of the Apostleship of the Sea in Rome from 19th to 23rd November, to reflect and share the challenges brought by the continuous changes in the maritime world.

Finally, on this special day dedicated to the people of the sea, I entrust the seafaring and fishing communities to the maternal protection of Mary, *Stella Maris*.

✠ Antonio Maria Vegliò, President

✠ Joseph Kalathiparambil, Secretary



THE DIOCESES OF TAIWAN CELEBRATE SEA SUNDAY FOR THE FIRST TIME

For the first time, the local Church of Taiwan will celebrate Sea Sunday in communion with the universal Church, on Sunday, July 10. H.E. Mgr. Bosco Lin Ji Nan, Bishop of Tai Nan and President of the Commission for the Pastoral Care of Migrants and Itinerant People of the Episcopal Conference of Taiwan, has invited all to pray for the sailors of the world and their families. He also urged the faithful to participate in the celebration of this anniversary, which coincides with the feast of the holy Chinese martyrs of the local Church, invoking the protection of the Chinese martyrs on the sailors. He therefore urged to help raise the funds necessary for the pastoral care of seafarers. According to information received by Fides, Taiwan will participate in the XXIII World Congress of the Apostleship of the Sea, which will be held in Rome from 19 to 23 November 2012 "to reflect and share the challenges resulting from continuous changes in the maritime world".

In past years, the Diocese of Taiwan had joined the celebration of Sea Sunday to the Sunday of Immigrants, in the last Sunday of September. As reported by Fr. Eliseo Napiere, MSP (Mission Society of the Philippines), Director of the Apostleship of the Sea in Taiwan, a solemn Eucharistic celebration in the 4 major ports in Taiwan for Sea Sunday will be held, besides a seminar, the procession and a conference have been scheduled, following the directions of the message issued by the Pontifical Council for the Pastoral Care of Migrants and Itinerant People, for the Day. The message says inter alia: "the celebration of Sea Sunday is a special occasion to raise awareness in Christian communities and in society in general, it is imperative for the service rendered by seamen, and to get to know the ministry, which, since 1920, the Chaplains and volunteers of the Apostleship of the Sea have held in many ports around the world ... In its fight for justice in the maritime world, the Apostleship of the Sea is guided by the principles of the Gospel and the teaching of the Social Doctrine of the Church". (NZ) (Agenzia Fides 07/06/2011)

SEA SUNDAY MESSAGE OF THE AOS BISHOP PROMOTER IN TAIWAN

Bishop Bosco Lin Chi-Nan

Hundreds of thousands of seafarers are working on ships crossing vast expanses of ocean to bring us the goods we use and consume every day. Many of these seafarers are feeling lonely, tired and spiritually deprived. Typically recruited from poorer countries where wages are lower, seafarers spend up to 12 months at a time away from wives, sons, daughters and friends on the high seas. They are enduring dangerous working conditions and even exploitation.

I praise the work of the Apostleship of the Sea's port chaplains and ship visitors who welcome vulnerable seafarers to our shores as brothers and sisters regardless of their race, nationality or creed, and provide for their pastoral and practical needs. They meet these invisible people everyday by doing ship visits, bringing them to Stella Maris Centers, listening to their stories, comforting the seafarers. This is indeed an act of gratitude to God for the sacrifices of the seafarers and fishers in making our lives on land comfortable. Our



Left to right:
Fr. Bruno Ciceri, Bishop Bosco Lin, Archbishop Antonio Maria Vegliò, Fr. Eliseo Napiere



Bosco Lin Chi-Nan
AOS Bishop Promoter

Fr. Eliseo Napiere, MSP
AOS National Director

Kaohsiung, Taichung ports Chaplains and volunteers are doing their best to respond to these needs and hopefully, Stella Maris Centers in Keelung and Hualien ports will soon be opened to do the same.

I personally thank the bishops for their ardent support to this noble missionary endeavor.

However far our parish communities may be from the sea, each of us benefits from the work of seafarers and each of us has a part to play in supporting the Church's outreach to seafarers. This is why, as Bishop promoter of the work of the Apostleship of the Sea (AOS) in Taiwan, I strongly encourage all the faithful to pray for seafarers and fishers. I also encourage you to support AoS financially, as far as you are able, and especially on this Sea Sunday.

July 10 is also the feast of the Chinese Martyrs, the Patron Saints of China, who offered their lives for their faith. We ask for their intercessions for the seafarers and fishers around the world.

THE CELEBRATION OF SEA SUNDAY IN MAURITIUS

The Mass for the people of the sea was said yesterday in the Saint Benedict Church in Tamarin. The religious service began at 9 a. m. with the blessing of the fishing boats on the shore of the Tamarin Bay by Father Jacques-Henri David, the chaplain of the diocesan Apostleship of the Sea. A wreath of flowers was also placed on the parish mission cross in honor of the people who disappeared at sea. Many political personalities, the president of the Tamarin village council, officials from the Ministry for Fisheries, fishers, and others attended this Mass which is organized yearly by the diocese of Port Louis and known as the "International Day of Prayer for the People of the Sea". Father Heriberto Cabrera, a Chilean, gave the homily which focused on the difficulties encountered by the people of the sea in carrying out their profession. He recalled the need for this work, which "uses their bodies", and which they do in order to feed their families. He also mentioned the distance from their loved ones, which gives rise to rifts, absences and fatigue. "This lifestyle is not always favorable to family life and marital fidelity for some. To work with no other timetable than that of the seas and the whims of the weather is the reason why this profession inspires respect and admiration».

Father Cabrera also recalled that this year the Most Rev. Maurice Piat, the Bishop of Port Louis, spoke about ecology during the Catholic Lent. This is a theme dear to the country, especially with the degradation of the country's lagoons, a situation confirmed by the fishers themselves, because there are less and less fish. He extended an invitation to all Mauritians to respect nature and marine life "because the responsibility falls on the people to do everything so that the pollution will stop which contaminates a common asset that must be left in heredity to the future generations".

The Chilean priest also asked the authorities to see to it that the laws are respected because "impunity is a scourge that must be fought". The day's liturgy made reference to the teaching which "the son of God" gave to his disciples in the fishing boat. He recalled that it was a fisher from the village of Capharnaum in Galilee that Jesus Christ invited to follow him and whose name he changed from Simon to Peter. He would be recognized subsequently by Catholics as the first Pope in Rome.

In continuing his homily, Father Cabrera encouraged the fishers to follow in the footsteps of the "son of

God". Of course, one has to work to live, but one should never live to work. Anxieties over money and success in a professional career should not stifle the call made by Christ to join him. The profession of the sea is not only a livelihood but also a way to encounter God».

For Father Jacques-Henri David of the diocesan Apostleship, this celebration of Sea Sunday offers the opportunity to recall "the essential service provided by the people of the sea, which transports 90% of world trade». He pointed out that the Apostleship of the Sea has been in existence since 1920 and has the mission to "promote the specific pastoral ministry among the people of the sea». This organization is at the disposal of governments, international organizations, ship owner companies and labor unions. Its objective is to relieve the sufferings of the kidnapped seafarers and offer their families spiritual and psychological support. The doors of the Stella Maris Centers welcome the families of seafarers who are victims of the pirates in order to give them comfort and aid.

The Apostleship of the Sea has made an appeal to all the governments to adopt as soon as possible the 2006 International Labor Office (ILO) Convention (MLC) regarding the seafarers' work, and to favor its entry into force.



(Le Mauricien, 11 juillet 2011)

INTERNATIONAL SEAFARER'S DAY IN GDYNIA



On 25th June 2011, the People of the Sea in Gdynia gathered together in our seafarers' Church with the same message which sounded four years ago during the XXII World Congress of the Apostleship of the Sea. At that time we took up the topic: "In solidarity with the People of the Sea as witnesses of hope through proclamation of the word, liturgy and diaconia". This message is very important because it takes into account the human factor. Nowadays, at the time of globalization, it is necessary to notice a seafarer at the sea.

Attention to this fact was paid especially during the European Maritime Day, which took place 19th May 2011 in Gdansk. Its aim was "putting people first", which is also highlighted in MLC 2006 and Fishing Convention 2007. We do hope that those Conventions will be ratified and implemented.

In the same spirit a lot of people representing various organisations gathered in the seafarers' Church in Gdynia, in order to take a deeper look at the seafarer. There were present City Authorities of Gdynia and the representatives of various maritime institutions such as the Maritime Board, Trade Unions, Gdynia Maritime University, Port Authorities, and also seafarers and their families. At 6 p.m. in the Maritime Church there was Holy Mass concelebrated and presided by Bishop Promoter Ryszard Kasyna. During the Mass we prayed for those who work at the sea and for all the people connected to the maritime trade. After the Service, the liturgy participants solemnly walked along the main streets of Gdynia to Kosciuszko Square, where they placed flowers on the Polish Seafarer's Commemorative Plaque. Later there was a maritime parade, after which all of the guests were invited to a banquet on the Polish sailing training ship "Dar Pomorza". It was a real "Put into the deep".

Fr. Edward Pracz
AOS Regional Coordinator for Europe

PASSING ON THE FAITH IN THE MARITIME FAMILY

The Feast of Our Lady of Mount Carmel, 2011

Dear Maritime Families,

Again this year the feast of Our Lady of Mount Carmel is approaching. It will be a particularly significant day for the people of the sea who live their Christian faith in the Catholic Church. Ports, villages and parishes, following an old and much loved tradition, will take part again in different expressions of Marian fervor and devotion. As Bishop Promoter of the Apostleship of the Sea, I would like to let you experience the certainty of a strong and tender Mother's love, and I invite you to celebrate the feast of our Patroness with spiritual preparation.

"To approach the mystery of the Mother of God, there are two paths: the path of truth and the path of beauty". With these words pronounced during a Marian Congress in Rome, Paul VI encouraged artists to study the path of beauty. In this brilliant context, the Virgins of Raffaello, Beato Angelico or El Greco stand out. We can add a third path: the path of trust. This way is seen clearly in large sanctuaries where countless faithful come together to pray and to ask Mary for help attracted by her tenderness. Our mothers taught us through this virtue to love our Mother in Heaven. With great spontaneity and tenderness they opened our souls to the transcendent, and perhaps the first prayer we learned from theirs lips was the Hail Mary. The tenderness and trust that we can put in the Virgin Mary surpasses that of all mothers.

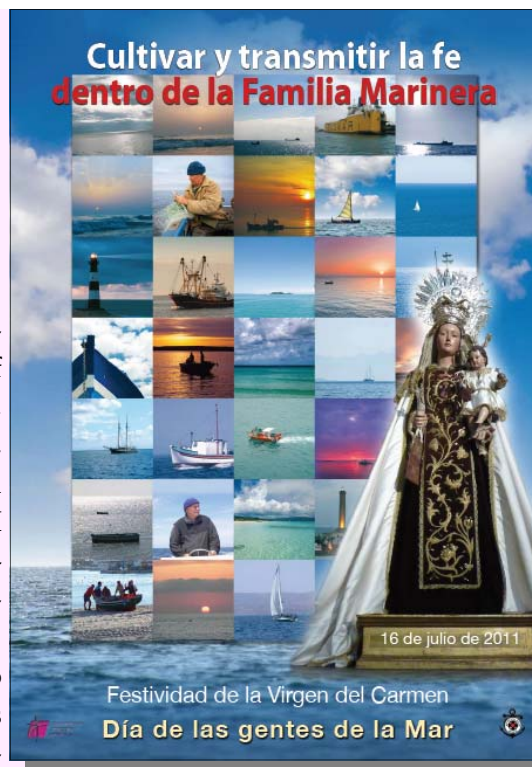
In tune with the theme of the AOS National Meeting held a few days ago in the Diocese of Mondoñedo-Ferrol, "Cultivate and transmit the faith in the maritime family", we realize that mothers should be the first teachers and sowers of the faith in their children's hearts. From experience, we all know the importance of a good education in the early years of our family life. What a great responsibility it is for parents to be their children's first teachers! Do not deprive them of a good moral and religious formation. Put all of your interest and strength into this effort. Demand your rights in your children's education. Do not allow the true values to be suppressed in school, and you who love them with a love full of tenderness, be their first teachers. This is not utopian. Not only Christians can achieve it but also all people of good will in whose hearts grace is working in an invisible way. Christ died for everyone and man's supreme calling is really only one: his divine calling. Therefore, we have to believe that the Holy Spirit offers everyone, in a way that only God knows, the chance to share in this mystery of Christ's life and an education in values.

Dear seafarers, in the middle of the ocean it is easier to discover God's presence. In the Naval Military School chapel there is a plaque with this inscription: "He who goes to sea and does not know how to pray will soon learn by himself".

The Apostleship of the Sea wants to express its nearness to the families of the seafarers José Enrique Carril Rojo and Santiago Manuel Varela Veiga, who died in the sinking of the fishing vessel "Nuevo Luz", based in Malpica (Coruña), on 27 May. We want to offer our spiritual support and entrust them, along with their families, to Our Lady of Mount Carmel's tenderness. Finally, I would like to ask for a public recognition of the dignity and worth of the workers of the sea who all too often are not appreciated, if not ignored altogether. The aim of our Day of the Apostleship of Sea is to accompany the many men and women who live amidst the many storms of uncertainty, and bring them hope by knowing that they can rely on God's help, but also on that of those with public responsibilities who take care of the issues affecting the sea.

We have such a good captain, Christ, that our vessel has to be filled with hope. With my affectionate blessing,

+ Luis Quintero Fiuza, AOS Bishop Promoter



PRESENTATION OF THE DOSSIER:

Abandoned seafarers neither on land nor at sea ...

BY ARCHBISHOP
ANTONIO MARIA VEGLIÒ, PRESIDENT

Civitavecchia, Rome, (Italy), 8th June 2011

First of all I would like to express my sincere greetings H.E. Luigi Marrucci, Bishop of Civitavecchia, to Admiral Marco Brusco, General Commander of the Italian Coast Guard, to Father Giacomo Martino, National Director of the Apostleship of the Sea in Italy and all civil and military authorities present. A special greeting and thanks to Don Arthur Jeziorek, chaplain and President of the Stella Maris, for inviting me to this occasion.

Civitavecchia, is a port city, which through the centuries, has manifested its role as a major hub for business, economic and cultural developments of the peoples within the Mediterranean Sea. In fact, in the past for this role the city was enriched with magnificent architectural works by famous artist such as Michelangelo and Bernini, more recently, it has economically benefited from the cruise industry.

Many of us know the particular conditions of life of those who sign on for long time: we know the difficulties they encounter due to the regular separations from their families, the risk of being criminalized for accidents at sea, to be kidnapped by pirates and be abandoned in a port far away from home. The cases of abandonment of vessels with crews is a recurrent drama and, unfortunately,



Left to right: Fr. Bruno Ciceri, the Captain of M/V Ibero Grand Holiday, H.E. Mgr. Antonio Maria Vegliò, Adm. Marco Brusco, Fr. Giacomo Martino

At the Coast Guard Museum in Forte Michelangelo, at Civitavecchia, on 8th June a conference “Abandoned seafarers ...neither on land nor at sea’, was organized by Fr. Artur Jeziorek, chaplain on board, President of the Stella Maris NGO for the welfare of seafarers, and member of the local Committee on Maritime Welfare.

‘To avoid our obligations towards our relatives by abandoning them, is a crime, to abandon animals is a crime, to abandon garbage is a crime, but to abandon seafarers is not a crime’’, was the theme discussed in the presence of civil, military and religious authorities of Civitavecchia.

most of the times hidden in the background of the international maritime transport.

The abandonment is a business decision, made consciously by an owner facing of financial insolvency, or the arrest of his vessel by creditors. In some cases, seafarers are abandoned with the ship after the port authority has declared it unsafe to sail and holds it for repairs. The owner, however, simply chooses to abandon it with the crew.

Although most of the ships are covered by insurance, this usually ends in the event of insolvency or non-payment of premiums. Although the seafarers may seek to enforce their legal rights regarding unpaid salary, often abandoned ships are worth so little

that the amount raise from the sale is not enough to cover all the debts of the owner.

For seafarers, being abandoned by their owner in a foreign port, lacking food and water, without fuel to run engines, not having received the wages for several months and, therefore, unable to con-

tact their families and send money for their needs, is a nightmare that often has long-term psychological consequences.

At the international level, AOS would like that the organizations responsible for the protection of seafarers' rights will not only propose but also implement a solution that will be comprehensive, mandatory and international to respond specifically to the needs of abandoned seafarers in foreign ports, far from their homes.

As far as Italy is concerned, where they exist *The Maritime Welfare Committees*, in cases of abandonment, are of particular importance, all the forces (Port Authority, unions, customs, etc.) intervene in

To increase the awareness of the city in taking care of the many seafarers transiting in the port, was the purpose of the meeting. For seafarers—said Fr. Artur Jezoriek—the abandonment is an emotional and dramatic situation which unfortunately is difficult to realize. “People on board, when the abandonment of the vessel becomes official, have long been in a state of distress and suffering, due to the fact that for several months they have not received their salary, their families don’t receive any remittance, etc. our work as volunteers is huge and we constantly need new ship’s visitors to welcome the seafarers in distress”.

The dossier that has being presented was commissioned by the Italian Coast Guard Commander, Admiral Chief Inspector Marco Brusco, President of the Italian National Committee on Seafarers Welfare.

synergy to provide for the material and spiritual needs of the seafarers and solve, as quickly as possible, these situations of emergency. In other ports, are only the Stella Maris Centers who take care of the needs of the seafarers and when all the attempts to find a solution to the problem fail, the Centers often with a considerable financial effort, are paying for the plane tickets to assure that the seafarers will return home and be reunited with their families.

Civitavecchia, in recent years, had also to deal with the cases of two vessels, the *Nesibe E* and the *Silver One*, whose their rusty profiles, we can still see it alongside on the port. A case occurred recently, with ship that has being blocked in the port since 14th April and we hope that their situation will be solved soon.

To all of you who in different ways, have direct responsibilities within the port of this city, and often are being able to influence with your decisions the lives of abandoned seafarers I would like to recall what Blessed John Paul II said to the port workers during his pastoral visit to Civitavecchia, on 19th March, 1987: “.. *the function of each of you, within your qualification and knowledge, it is directed to the common good. The port worker represent a relationship that goes behind the narrow scope of a territorial district and it will extends to the wider horizon of people and things coming from different places.*”

It is important that the information gathered in this Dossier is shared with the entire civil society, in order to create a constructive discussion among the various forces responsible to take action on abandoned seafarers and generate a common understanding about the difficulties and problems of these people and to develop a procedure of immediate response to help solve these cases immediately, while respecting the laws and without falling into the bureaucracy,.

Before concluding I want to remember more than five hundred seafarers still in the hands of pirates who feel abandoned by everyone, because of long and often fruitless negotiations. Our continued interest to their story and attention to their families will keep alive their hope and encourage all those responsible for the negotiations to reach an agreement to facilitates their return at home as soon as possible.

The cases of abandonment of vessels with crews is a recurrent drama and, unfortunately, most of the times hidden in the world of international maritime transport

The impact of fishing on a seafarer's family

The family, a community in which the most intimate human ties need to develop, is not compatible with the life of a seafarer who is denied this choice throughout his life and, consequently, the right to benefit from the Law on the Reconciliation between work and family life (1999).

When a seafarer is asked what is the most negative experience of life at sea, he almost always answers that the work is hard, but what hurts him most is his loneliness and the absence from his family. This family separation, which can last 7 months or more, with brief stops on land, includes some serious shortcomings:

*-the husband and father's long absences from the home;
the repercussions on the children's growth and upbringing;
social relations.*

These are some aspects of the life of these families which differentiate them from families on land.

I.- THE HUSBAND AND FATHER'S LONG ABSENCES FROM HOME

The industrial fisher's separation from his family deteriorates the family dialogue. When a seafarer returns home, he has to begin life together again which he had to interrupt for a long time and which, in his absence, took on a rhythm and habits he could not share.

When a man of the sea returns home– with the exception of the owner – who is accustomed to leading a routine life on board with little responsibility, it is hard for him to take up the reins in family decisions because during his absence his wife had to handle all the activities alone, and when he is included in the family this does not interrupt her decisive task.

In a study-survey conducted by the Apostleship of the Sea, these families were asked: What is the main problem related to the couple's separation? This is how they answered: the lack of dialogue and living together 39%; the lack of conjugal relations 12.9%; loneliness 12%; infidelity and doubts 7.9%; difficulty in getting along with each other 9.1%; character deterioration 6.5%; other 9.1% and no answer 3.5%.

This circumstance in a seafarer's life cannot be ignored, which is precisely what his profession makes him long for: namely, to enjoy the life at home to which he is entitled as a husband and father.

II.- THE SEAFARER'S WIFE IN FAMILY LIFE

The role of a seafarer's wife in family life is that of so many women who cope with the problems caused by their husbands' absence, and which they confront with decisiveness and courage.

These wives talk about what they lack the most:

-The husband's brief stay at home makes family life frenetic because they want to live this brief period of family life intensely.

-The wives have to take on the dual role of mother and father in the children's upbringing, with the awareness that their children are growing up without the necessary presence of their father, and they make decisions alone throughout the whole growing process and guide their children in adolescence and youth. However, in the woman's mind there is always the question: What would their father do?

-They consider the problems in their husband's life more serious than their own. They know in what conditions their husbands are working – even if they do not reveal them. They wait for their husbands anxiously every day, certain that they are suffering from loneliness in their hard, risky job, and they can see this in their husbands' appearance and behavior when they come home where they receive them, concerned and resigned before a situation that does not change.

III.- THE REPERCUSSIONS ON THE CHILDREN'S UPBRINGING

This is another distorted aspect of this kind of family life because for a seafarer it is not possible to carry out his educational duty with his children.

For example, when a fisher comes home, a child born in his absence may now be 3 or 4 months old and soon he will have to go back to sea. When he returns again, the child will be almost a year old and starting to talk, but his father is a stranger for him (the one in the photograph on the shelf). Years pass in this way...without him being able to exercise his influence on his child's growth and upbringing. Since he only stays home for a few days, it is hard for him to pick up "the thread" of the family dialogue, and he prefers to not obstruct the mother's educational work. It can be said that the father is marginalized in his responsibility as an educator. He is disconnected from the daily experiences and does not take initiatives that may hinder the work his wife has been doing in his absence,

but he feels that his children rely preferentially on her.

This way of educating without the father's presence and cooperation often produces problems of emotional deficiencies in the children because both the male and female presences are important factors in their growth and upbringing. When these children are small and their father comes back from the sea, they feel out of place towards their mother and a feeling of jealousy grows in them. This may make them suffer and give rise to distorted behavior that has negative repercussions on their scholastic progress.

According to the information obtained in the above-mentioned study-survey of the Apostleship of the Sea to the questions formulated:

-If the father stayed at home longer, would the children be brought up better? 71.2% answered affirmatively.

-Who do you think should take care of the children's upbringing? 77.1% answered both the father and the mother.

IV.- SOCIAL RELATIONS

The social life of a seafarer's family does not have the same projection of any other family on land due to the seafarer's prolonged absences. Therefore, family and social events cannot be a reason for the usual relaxation or joy because this is when his absence is felt the most.

A **fisher** is almost an unknown personage in society because his relations are sporadic and superficial, and it is not easy for him to get integrated into society. He does not take part in the parents' association at his children's school or the neighborhood associations and, above all, what is more significant, as I have already mentioned, he does not have the opportunity to exercise his right to vote in the elections of the political representatives. He is a man without a voice and he is unable to assert his rights. Due to his absence at sea, it is difficult for him to find paths of solidarity, and any demands for his labor rights can mean losing his job. He can only be resigned to a situation that does not change in which his dignity as a person is not respected nor the rights that correspond to the family.

His **wife** has to be integrated into society in everything that refers to taking care of educational, civil and economic matters that affect her family. She is not included so much in social events in which she takes part alone. Some women have made a step forward in order to be "the voice" of their husbands since they are aware of their husbands' difficulty in defending their rights.

The difficult task which some of these women carry out is not recognized, and when their voice is raised, their active, decisive presence to defend their family's rights is not always interpreted properly.

They do not feel socially marginalized as women and they are not anxious to demand equality with men. Their self-esteem is high because of the work they do alone.

The **children** from these families have a different integration into social life. They cannot refer to their fathers in the same way as their classmates or friends whose families have some distinctive characteristics. They feel these differences especially on important holidays and every day when they cannot let their fathers take part in the different moments in their lives: successes or difficulties at school, sports, etc., without the warmth of his company.

V.-A RETIRED FISHER

A fisher's inclusion into home life is not easy: not for the one who returns nor for those who are waiting for him. In the case of an industrial fisher who remains at sea for long periods of time and has short stays on land, an imbalance is created in his life. In addition to detachment from his family, there are two factors that make his return difficult: the isolation on board in reduced crews – at present they are made up of different nationalities – and social isolation. Both factors affect him and reduce his ability to resume family and social relations successfully. Adaptation is not an easy task because many times the return home that was longed for so much does not take place as hoped. Both the one who returns and the one who waits will have to fill up with patience and mutual understanding. Also, to get integrated into social life when he arrives in his town, he will have to change his outlook and the feeling that he is a visitor in order



to adapt to what will be his life now after so many years at sea.

Another difficulty can be meeting the needs of the family budget because his benefits may be low due to possible irregularities in the payments to Social Security.

THE CHURCH IN JAPAN

MOVED BY THE SOLIDARITY

OF AOS AROUND THE WORLD

The AOS family has responded generously to the appeal made by the AOS International to provide funds for assistance to fishers and their families in order to rebuild not only their boats but their lives as well. **Bishop Michael Goro Matsuura**, AOS Episcopal Promoter, updates us on the situation of the fishing communities.

“I would like to thank you for your concern, prayers and support in this time of disaster and crisis for Japan. The support from the Catholics around the world has been so touching. I feel a great bond of solidarity with the Churches in the whole world. I believe our role as Christians is to send this message of hope and solidarity, especially to the victims of this disaster.

It has been four months since the huge earthquake and tsunami hit the Tohoku (Iwate, Miyagi, Fukushima) region on March 11, 2011. It brought massive damage over a wide area, affecting many people and industries. Over 20,000 people died or are still missing. It is estimated that around 90,000 people are still living in temporary shelters. The situation of the fishing sector in the Tohoku region is very serious. Nearly twenty thousand commercial fishing boats have been destroyed. 319 ports wiped out in an area nearer to one of the three biggest fishing grounds in the world. The damage to fisheries is estimated to one trillion yen (9 billion Euro) or about 70% of all Japan's fishing production.

Since the earthquake and tsunami also crippled a nuclear power plant, rebuilding the area will be a long term process and long term support will be needed. So far, urgent needs have been the priority of officials, NGOs and churches. This stage is nearing the end, and the response will enter the second stage. The Japanese Bishops' Conference in June asked that all dioceses send personnel to churches in Tohoku for long term support. I believe that this will be an opportunity to establish closer relationships with fishing communities, and that we will find what their needs are.

With this disaster AOS Japan has started also a new phase of more involvement with local fishing communities. We are still evaluating which are the fishers and families who were not able to get support from other sources, such as government, and they will be the beneficiaries of the AOS special fund.

The AOS Japanese team and I will continue to develop projects to assist the fishing communities in rebuilding their lives. I will keep you updated on how AOS funds are being used.”

Bishop Michael Goro Matsuura

AOS JAPAN RELIEF FUND

The donations received as of 16th July 2011, are:

Euros 33.988,47 & US\$ 30.111

Of these, US\$ 20.000 and €15.000 have already been transferred to AOS Japan. For those who desire to send donations, please follow the instructions below.

INSTRUCTIONS TO REMIT DONATIONS FOR AOS JAPAN TSUNAMI FUND

IN USA DOLLARS

BANK: JP MORGAN CHASE BANK

ADDRESS: 4 Chase Metro Teck,
7th Floor 11245 Brooklyn, New York

COD. SWIFT: CHASUS33XXX

ABA ROUTING NR: 021000021

ACCOUNT NUMBER: 001 – 1 – 975 000

BENEFICIARY:

ISTITUTO PER LE OPERE DI RELI-
GIONE
(Cod. Swift: IOPRVAVXXX)
00120 Città del Vaticano

Details of payment:

Pontificio Consiglio Migranti
– account no. 22 52 70 14n Euros

IN EUROS

BANK: JP MORGAN CHASE BANK

ADDRESS: 14, Junghofstrasse,
60311 Frankfurt am Main,
BLZ 50110800

IBAN: DE81501108006231606168

CODICE SWIFT: CHASDEFXXX

BENEFICIARY:

ISTITUTO PER LE OPERE DI RELI-
GIONE
00120 Città del Vaticano

Details of payment:

Pontificio Consiglio Migranti
– account no. 22 52 70 13

NEW NATIONAL DIRECTOR IN AUSTRALIA

I have the great pleasure to introduce to you, Mr Peter Owens.

Mr. Owens will take over the duties of National Director – Australia from 30th July 2011.

Peter has been a member of this apostolate for over 30 years. His son, Nathan Owens was one of our youth group volunteers who went on to become a Master Mariner. Nathan is Captain on a vessel working out of Western Australia at present, servicing oil platforms in the Indian Ocean.

I am sure Peter will be a good representative of the Apostleship of the Sea in Australia. He runs the Liturgy Program for new Catholics coming into the Church and has sat on our local Parish Council for many years. He has also worked on the Brisbane Archdiocesan Pastoral Council Committee. Peter now works for me as a fulltime Manager for Brisbane Apostleship of the Sea, and we will have a very close working relationship for many years to come, if it be God's will.

Ted Richardson, AOS Regional Coordinator for Oceania



Awards to AOS members

TED RICHARDSON HONOURED BY QUEEN ELIZABETH II FOR HIS WORK WITH AOS



The Apostleship of the Sea national director for Australia, Ted Richardson, has been recognised for his work, in the 2011 Queen's Birthday honours list.

Mr. Richardson was awarded the Medal of the Order of Australia (OAM) for his service to seafarers through the Apostleship of the Sea. Mr. Richardson has been the national director since 1991 and was the first non-priest to hold the position. He is also AOS Regional Coordinator for Oceania.

Mr. Richardson said to his knowledge it was the first time anyone from the Apostleship of the Sea had received such an award.

THE U.S. COAST GUARD'S PUBLIC SERVICE COMMENDATION AWARDED TO MRS KAREN M. PARSON

In the Commendation the Coast Guard highlights Karen Parsons' "selfless commitment to maritime stewardship, and moreover, the safety and welfare of the many seafarers that enter the Ports of Galveston and Texas City... Chaplain Parson is a trusted advisor to the U.S. Coast Guard and staunch advocate for seafarers that find themselves far from home, with no support system and, in certain instances, suffering under substandard working conditions".

The U.S. Coast Guard's statement refers to Karen having used her personal leverage and influence to make timely humanitarian improvements to enhance shipboard safety and security, citing examples, and then concludes: "Because of these daily acts of benevolence and unsolicited support for seafarers from all parts of the world, Chaplain Karen Parsons is held in the very highest esteem and honor by the U.S. Coast Guard and the maritime community."



MICHAEL O'CONNOR HONOURED WITH THE SEA CADETS MEDAL



Michael O'Connor, an AoS ship visitor in Greenock, GB, has been honoured with the Sea Cadets Medal which is given for 'especially meritorious service'. Michael, 71, retired as the commanding officer of Greenock Sea Cadets 16 years ago. In 1996 he was also honoured with an M.B.E in recognition of his services to the movement. Michael says he is "delighted and honoured to receive the medal," adding "the Sea Cadets have been a very important part of my life."

AOS International congratulates Ted, Karen and Michael for their continuous commitment in serving the seafarers and their families, and expresses its gratitude to them for bringing in the front line the humble and precious work of AOS chaplains and volunteers.

REPORT ON THE AOS FAR EAST ASIA REGIONAL MEETING

May 9th-13th, 2011 – Taichung, Taiwan

Fr. Romeo Yu-Chang, AOS Coordinator for the Far East Asia Region, called for the Regional Meeting with these words: *“It is an opportunity for chaplains and AOS workers and volunteers to come together to share their life experiences as ministers to the people of the sea. We are faced with challenges brought about by rapid changes in the maritime world. Our faith in the Lord Jesus sustains us in this work of ministry of welcome. Fan the flames of love in our ministry. Let each of us consider how to stir the embers of our spiritual fervor and really get on fire for God and the people we minister to. God wants us to love him with all our hearts and all we have. He wants us to use whatever talents, skills or spiritual gifts he has given us to make a difference in this world...Has your fire gone out? Does it need to be stirred up and set ablaze again?”*

The AOS Regional Meeting was officially declared open on the evening of May 9 by Bishop Bosco Lin, Chairman of the Episcopal Commission for Migrants and Itinerants (ECMI) of the CRBC and AOS Bishop Promoter for Taiwan. He was followed by Fr. Bruno Ciceri who, on behalf of Archbishop Antonio Maria Vegliò, President of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People, read a message to the almost 40 participants coming from Taiwan, Indonesia, Philippines, Hong Kong, Singapore, Thailand, Malaysia and Japan.

On Tuesday May 10, after the morning prayers prepared by the Philippines delegation, the participants listened to the welcoming remarks of Fr. Romeo Yu-Chang and set out for a busy morning with several presentations: *Caritas in Veritate in Relation to the Ministry of Welcome to Seafarers*, delivered by Fr. Ofried Chen, CRBC Secretary General; *Pastoral Care of Advocacy (Legal & Civil Intervention)*, given by Fr. Peter O’Niell, a Columban

FROM ARCHBISHOP VEGLIÒ’S MESSAGE:

“Our Pontifical Council recognizes the importance of development in your vast and difficult Region. I am extremely pleased of recent expansions such as the official opening of the Stella Maris Center in Taichung, Taiwan, and the appointment of Fr. Dennis Carrier as AOS National Director of Cambodia, by Msgr. Olivier Schmitthaeusler, Bishop of the Vicariate of Phnom-Penh. These are signs that the local Churches are becoming more sensitive and attentive to the people of the sea and that our apostolate is growing. However, in looking ahead it is necessary to consider the economic and political choices made by the different countries in the Region. We must identify the ports which, in the next 15/20 years, will become the center of the maritime traffic in Asia; then, in communion with the local Churches, develop a plan, by investing money and personnel, to assure the presence of the AOS ministry in these future hubs of important maritime routes.

Considering that your Region is the main supplier of seafarers in the world, I can see three challenges facing you in providing pastoral care to the people of the sea.” First, I would like to remind the importance of establishing a fruitful collaboration with the different maritime schools to provide *“Character Formation Course”* for future seafarers in which to instill fundamental Christian principles.

Second, seafarers families require specific pastoral care because often the mother has to assume many roles in relation to the children and has to face different situations on her own. I would like to exhort all of you to establish associations of seafarers wives to provide mutual support and encouragement.

Third, a great number of seafarers victims of piracy come from your region and you know the traumatic effects of long term hijacking. Many international organizations are studying the phenomenon and analyzing the psychological consequences on the seafarers and their families. You could develop pastoral guidelines to be proposed as model of intervention to reduce stressful situation, misunderstanding between the family and the vessel owner, and make sure that all the welfare provisions for the families will be guaranteed”.

missionary working in Taiwan for many years; *Pastoral Care of Welcome/Reception in relation to MLC 2006*, by Atty. Dennis Gorecho, a lawyer from the Sapalo Velez Bundang & Bulilan of the Philippines.

Mr. David Fredrick, of the Malaysian Maritime Academy (a subsidiary of MISC), in his talk: *Attack by Pirates: Ship Owners' Response*, presented the experience of his company that three years ago had two vessels hijacked within ten days. In his sharing, Mr. David highlighted the psychological difficulties in dealing with pirates and how the company dealt with the families of the seafarers during and after the ordeal.

In the afternoon Fr. Bruno Ciceri introduced the participants to the *ILO Convention on Fishers (188) and Recommendations* while the rest of the time was occupied by a workshop in which the participants, divided in groups of five, were invited to answer the following questions:

After hearing the 5 speakers today, the participants need to reflect on how to modify their pastoral strategy for the betterment of the life of people of the sea and their families. Aware of the situation of the seafarers and fishers, they need to draw a pastoral vision that is inspired by the Encyclical Letter "Caritas in veritate." The aim of this questionnaire is to establish

a vision and mission for the AOS Far East Asia Region. 1. What is the particular point of the first session on "Caritas in Veritate" in relation to pastoral care of welcome to seafarers" that touches the very essence of your ministry to seafarers? 2. On the pastoral care of advocacy, how can you relate in your work the Encyclical Letter "Caritas in veritate" for a better and humane treatment of the people of the sea? In your experience, based on the very foundation of our ministry, how can we be more effective in advancing the message of the Encyclical Letter in the maritime world?

The day ended with presentation on the *Filipino fishers on board of Taiwanese fishing vessels* done by Labor Attaché Rodolfo M. Sabulao.

The morning prayers on Tuesday May 11, were lead by the Japanese delegation that was also remembering the one month after the tragic earthquake and tsunami. Soon after everybody got to listen several important talks: *Piracy & Victims: how to assist them and their families* by Fr. Vic Labao, AOS Philippines National Director; *Social co-responsibility & fund raising strategy* by Dr. Austin Ou, Executive Director, Taiwan Catholic Mission Foundation; *AOS Chaplaincy in Cruise Ship Apostolate* by Fr. Romeo Yu-Chang, AOS Regional Coordinator. The mass was celebrated remembering in a special way the victims and survivors of the tragedies in Japan.

The afternoon activities were opened with the *Sharing of a seafarer's wife* by Ms. Dina Castillo-Agonia and continued with the country presentation by each AOS National Director. Of particular interest was the one done by the National Director of Japan on the tragic aftermath of the earthquake/tsunami disaster.

Like the previous day, the participants were divided in groups for a second workshop which was dealing with the following questions:

The aim of this questionnaire is to establish objectives or goals for the next 5 years of the AOS Far East Asia Region. 1. Looking at your country first, and then to the region, where (in which ports) do you think is worth to insist with the Local church, to invest in terms of money and personnel to provide a solid pastoral care to seafarers and fishers? 2. How can we maintain and make our presence in the maritime world (centers, drop in, etc.) sustainable in terms of finances and personnel?

What are your suggestions and proposal that can help strengthen the communication, cooperation and collaboration between chaplains, pastoral workers, and volunteers in the Region?

Early in the morning on Thursday 12th May the participants were invited by H. E Martin Su, Bishop of Taichung at his residence for a concelebrated mass. Soon after they proceeded to the Taichung port where an open forum was held with Mr. Roy Paul, of the ITF-ST. Mr. I Dewa N. Budiasa, Regional Coordinator for the International Committee on Seafarers' Welfare-Southeast Asia (ICSW-SEA) presented an updating on the regional program and its objectives.

Then at the presence of Mr. Chien-Chiu Wen, Chief of shipping & navigation of Taichung Harbour Bureau, Mr. Sun Jer-in (Jerry Cun), from the National Chinese Seamen Union (NTSU) and Chairman of the National Seafarers Welfare Board (NSWB) of Taiwan, the official opening of the *Stella Maris Seafarers Center* took place. In the afternoon the participants were treated with a tour of the ever-growing port and city of Taichung and the AOS Regional Meeting was officially concluded.



MISSION DE LA MER

National meeting 2011

FINAL DECLARATION

At its national meeting in Saint Gildas de Rhuys from June 2-5, 2011, the Mission of the Sea dealt with the problems of the relation between the Christian faith and ecology through the theme: « Heirs to a God who gives life ».

In 2007, we wrote in the text of our guidelines: « The sea is an asset common to all humanity that must be preserved. Like a nurturing mother, it is a treasure. It is also a link between the different major regions of the globe and the essential vehicle for world trade. It is a place of passage for the great human migrations, whether official or illegal. It is always a place where different professional or leisure activities coexist» (§ 100)

It must be acknowledged that since that time the situation of the fishers, like that of the seafarers, has made little progress. What is worse, both have been struck by the increasingly restrictive policies put in place. The seafarers see growing restrictions in their daily life on board and in their chances to move, especially during their stops in ports. For the fishers, although they are in favor of good management, their access to the fisheries resources often becomes problematic through the establishment of European and national resource and environmental preservation policies. At the same time, we note an increase in poverty, especially in the maritime families.

We reiterate our expectations:

Regarding fishing:

- that the new common policy being drawn up will not give an individual, transferable character to the quotas, which would lead to the privatization of the fisheries resource, as has been the case in the countries where this policy was implemented,
- that the fishers, through their organizations, will be really included in the decision-making on the policies that concern them,
- that the different partnership agreements with the countries of the South will guarantee the local, small-scale fishers access to the resource and

allow them to live, putting an end to the pillaging that has victimized the waters of these countries.

Regarding trade:

- that the seafarers will get, as is their right, visits on board and possibilities to go ashore which they need for their social, cultural and spiritual equilibrium,

- that the Marine Labor Convention (MLC 2006) will be ratified, as the authorities have pledged,
- that a long-term way of financing the hospitality centers will be put in place and give them the means to provide a service to the seafarers that will match their needs.

For this we call on :

- the authorities so that those in charge will listen to the people of the sea's demands and take their proposals into consideration in their decision making,
- the Churches so that through their nearness and services, they will give witness to universal concern for our brothers,
- and, lastly, all men and women of good will.

Abbaye de Rhuys, Sunday, June 5, 2011

Philippe Martin, President

Father Guy Pasquier, National Secretary.

Paris, June 13, 2011

Mr. Prime Minister,

We are sending you the Final Declaration adopted by the Mission of the Sea at its national meeting from June 2-5, 2011 in Saint Gildas de Rhuys (56).

The Mission of the Sea is a movement of the Catholic Church for a Christian presence in the maritime world (fishing, trade, port services). It is active in receiving seafarers in most of the major maritime ports, and this is done in centers or through visits on board docked ships. Convention 163 of the ILO was ratified by France in 2005, and the decree establishing the Port Welfare Commissions for the People of the Sea in the commercial ports of Metropolitan France and Overseas was published in 2008. Most of these Port Commissions are now in place. The Mission of the Sea is represented in most of them.

The hospitality centers make available to sea-

farers mainly means of transportation to and from the ships, ways to communicate with their families (phone, computers, wireless access...), and areas for relaxation. This only satisfies their very basic needs. The animation of the centers is provided to a great extent by volunteers, and without them the hospitality would be reduced drastically.

Today, the functioning of the hospitality centers is subordinated to subsidies granted by the administrators of the maritime ports, the local communities, the economic actors (maritime agents, maintenance companies...), which continue to be unpredictable. A participation by the State should also be mentioned through the AG-ISM in some ports (Boulogne, Le Havre, Brest, Donges and Marseille). These subsidies depend on the decision-making bodies of these different donors. The ship-owners' participation is still very poor, and in some ports it is even nonexistent.

Together with the hospitality associations, the Mission of the Sea asks that a contribution per ship be taken from the disbursement account, as is done in the world's major ports and in particular in Europe. A few dozen Euros would not weigh heavily on the ships' disbursement account and this would make it possible to open the centers during the time slots that correspond to the reality of the stops in the ports (short stops and far from the cities), and, in general, to improve hospitality.

The Mission of the Sea asks France to ratify the Marine Labor Convention adopted at the ILO in 2006. This Convention aims both at assuring decent living and working conditions for the people of the sea, and setting up fair conditions for competition between companies. Today, one of the two conditions for the Convention to be applicable, tonnage, has been fulfilled thanks to the ratification by some States of free registration. For the second condition, the minimum number of countries that need to sign it in order to make it applicable has not been reached. France should be proud to do so quickly, as well as the other European countries, in order to make the Convention operative as soon as possible.

On the other hand, the European Union is about to put a new Common Fisheries Policy in place. It seems that establishing individual,

transferable quotas is one of the tools that must be adopted. We would like to draw your attention to the fact that in all the countries where this QIT policy has been established, in particular Canada, it has led to the near disappearance of small-scale fishing through the successive concentration of the quotas. This leads in the end to the privatization of the fisheries resource whereas it is a common asset that no one should be able to appropriate.

The fishers are also very concerned about the place left for them in the management of the Protected Marine Areas. A lasting, responsible management of these areas and their resources is necessary and many actors are concerned. In fact, the professional fishers see themselves completely marginalized, especially to the benefit of recrea-



tional fishers who have powerful lobbying means. And yet, the professional fishers are the first administrators (witnesses and actors) of the fisheries resource. Added to this are the problems related to setting up marine-wind energy, the extraction of marine aggregates and the disposal of dredging waste.

Finally, in the Common Fisheries Policy there is a section that deals with the partnership agreements with the so-called countries "of the South". We would like to make ourselves the advocates of the small-scale fishers from these countries who are victims of the predations of large, foreign ship-owners because of a lack of control by the local authorities. It seems important to us that the agreements which provide for a right of access to the fisheries resource can also provide for the means to control effectively that these fishing rights are not exceeded.

*Father Guy Pasquier, National Secretary
Philippe Martin, President*

MR. KOJI SEKIMIZU ELECTED AS IMO SECRETARY-GENERAL



Mr. Koji Sekimizu of Japan has been elected as the Secretary-General of the International Maritime Organization (IMO), with effect from 1 January 2012, for an initial term of four years.

The vote took place during the 106th session of the 40-Member strong IMO

Council, which is meeting from 27 June to 1 July 2011. The decision of the Council will be submitted to the IMO Assembly, which meets for its 27th session from 21 to 30 November 2011, for approval.

Mr. Sekimizu, 58, is currently Director of IMO's Maritime Safety Division. Mr. Sekimizu studied marine engineering and naval architecture and joined the Ministry of Transport of Japan in 1977, working initially as a ship inspector and moving on to senior positions in both maritime safety and environment related positions within the Ministry. He began attending IMO meetings as part of the Japanese delegation in 1980 and joined the

IMO Secretariat in 1989, initially as Technical Officer, Sub-Division for Technology, Maritime Safety Division, becoming Head, Technology Section in 1992, then moving to become Senior Deputy Director, Marine Environment Division in 1997 and Director of that Division in 2000, before moving to his current position in 2004.

Congratulating the winner, IMO Secretary-General Mr. Efthimios E. Mitropoulos said he looked forward to "working closely with Mr. Sekimizu between now and the end of the year to introduce him to the current state of organizational affairs so that the transition of administration from me to him will be as smooth, harmonious and successful as possible."

"For him to succeed in the hugely demanding and heavy task the Council entrusted him with today, he will need all the understanding, support and co operation of the entire membership and the Secretariat to enable him to provide direction and steer the Organization prudently and wisely in the challenging times that lie ahead. While I have no doubt that the membership will provide all that I just suggested (as they did to me, over the last seven and a half years, for which I am ever so grateful), I can assure him that the Secretariat will stand by him to support him in any way possible and under all circumstances," Mr. Mitropoulos said.

Travel To Rome

Chair of AOS-GB Trustees Eamonn Delaney (*right in picture*) and National Director Martin Foley recently travelled to the Vatican to meet with the President of the Pontifical Council for Migrants and Itinerant People, which exercises the high authority over the Apostleship of the Sea International.



Archbishop Antonio Maria Vegliò, received them for the first time at the Pontifical Council. Mr. Delaney and Mr. Foley requested the meeting to introduce themselves and have the opportunity to explain the maritime ministry done by AOS-GB and to develop stronger working relationships with the Pontifical Council.

They also met with Bishop Joseph Kalathiparampil, Secretary to the Council, and with Fr. Bruno Ciceri and Mrs. Antonella Farina, of AOS International. It was a fruitful meeting which reinforced the relationship between the Pontifical Council and AOS-GB and created new base for future cooperation. Eamonn and Martin stressed the value of the close liaison between the two offices which practically benefit the people of the sea.

CANDIDATE TO THE PRIESTHOOD DISCOVERS THE WORLD OF THE SEA

I am a seminarian in my Novitiate Year for the Pallottine Fathers of Milwaukee WI USA Province. I was blessed to work with the Dublin Ireland Apostleship of the Sea while I was in Ireland.

The two aspects that I enjoyed the most was in the fellowship with the seafarers in the evening at the Stella Maris Center and visiting the port with the Chaplain.

While I spending time with the seafarers at the center, I shared in their concerns and apprehensions. One night in my communities' house, I had felt an unease there. I got up and headed into town to clear my head. I went over to my seafarers center and talked to the volunteers that were there. Several Phillipino crewman came in from an Oil Tanker. One was their Cook. He was quite upset and still had tears in his eyes. I began talking to him. He told me about how his contract was coming to an end and he asked his captain about his flight back to the Philippines to see his family. His captain had yelled at him that he needed to focus only on his job.

I knew then why I was brought down here. I was to help someone else feeling as I was feeling. I explained to him how I had been feeling with my Young Irish Community Confreres when I would talk to them and they couldn't understand why I did not feel connected to European Culture being from America. I was away from the only country that I had known in my life and away from family and friends after my father had passed away shortly before my Pallottine formation had began. He felt so much happier when he and his ship mates left the seafarers center.

One week later, the chaplain and myself visited his ship while it was at the Oil Jetty. He was so much happier and he was so glad to see me and how he was in a happier mood.

While visiting the port with the chaplain, I enjoyed all of it. I enjoyed talking to the Harbor Police at the Gate, talking to the Fire Warden at the Oil Jetty Gate, seeing the Naval ships of the Dutch, French, and Irish Navies. We talked to the Officers of the Navy ships but respected their control of their ships and men. The Ships at the Graving Docks(Dry Docks), and the cruise ship that docked to allow a sick passenger to be transported to a local Dublin Hospital. I will remember the way that the seafarers are needed by the Irish potatoes delivered to Russia , Irish Zinc delivered to Norway , Irish Scrap metal for China , and Road Salt from Turkey and Egypt for the Irish winters.

I will remember getting baptized by the sea in the Harbor when a gale blew up after we left an Oil Tanker on the Jetty. I will always remember when just before I went to Rome for studies ; the chaplain and myself had just finished visiting an Oil Tanker crew that was shuttling between Pembroke and Dublin. Another tanker was getting ready to berth on Jetty #2 and two of the Phillipino seafarers on the bow saw me and they waved and yelled: "Steve, Stella Maris , Stella Maris." They even were so happy that they started dancing on the bow. The chaplain told me that after only 8 months with us, the Seafarers notice you as Stella Maris immediately.

It made my first time in Europe and away from America so much less harrowing. Until my Stella Maris placement, I really felt out of place in Europe , away from America for the first time. Stella Maris and the Seafarers Ministry had made me feel so much more less homesick.

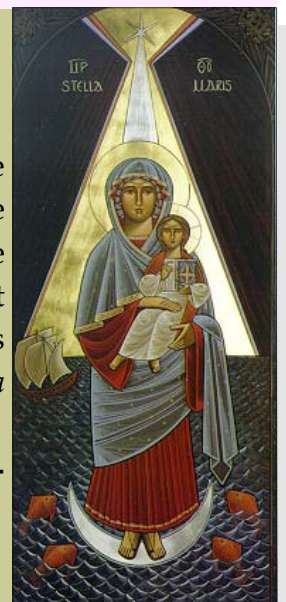
The Dublin Ireland Seafarers Center, its volunteers, chaplain and seafarers made my time so much more enjoyable. I thank God for giving me this experience with them.

Stephen Weber , SACn
Milwaukee WI USA Pallottine Novice Seminarian.

Stella Maris Icon: COPYRIGHT

Several chaplains have requested information regarding the use of the *Stella Maris* icon. We would like you to know that the artist will retains the rights of the image but he has no objections to the icon being used by the Apostleship of the Sea for prayer cards, leaflet and such non-profit items. However the artist would appreciate to have a samples of whatever has being printed. You can forward copy of anything that you print with the *Stella Maris* icon to the AOS National Office in England at the following address:

Apostleship of the Sea, Herald House, 15 Lambs Passage, Bunhill Row, London EC1Y 8LE



Announcement

The European Conference of the Apostleship of the Sea will be held in Port-de-Bouc, France, September 22nd to 25th, 2011.

The theme will be "Witness of the God's Love on the Move and through Service"

For information:

Fr. Edward Pracz, AOS European Coordinator
stellamaris@am.gdynia.pl



REGISTRATION OPENS FOR SEAFARERS' MINISTRY TRAINING, CAPE TOWN, SOUTH AFRICA (NOVEMBER 2011)

Seafarers' Ministry Training (SMT) is the flagship education programme of the International Christian Maritime Association. The next session will take place in Cape Town, South Africa, 13-25 November 2011.

SMT is coordinated by Rev Martina Platte. She will be pleased to respond to any queries. Contact information and further details can be found on the course flyer which can be downloaded at www.icma.as

POLLUTION

Oil spills, these are the antibodies

Genoa - They act as antibodies that the immune system put in place against viruses and bacteria, the biosensors designed to "cure" the sick sea: they detect the **oil spills** and heal the sea invaded by oil in a much faster way compared with what the current technologies can make. It is what the first tests, whose results are described in the journal Environmental Toxicology and Chemistry, has shown. The biosensors have been developed in the USA, at the Virginia Institute of Marine Science (Vims) and were tested in the waters of two rivers. Have shown to be able to analyze within 10 minutes and discover the presence of pollutants at levels of a few parts per million and the cost of a few cents per test. To perform the same tasks the current technologies require hours of laboratory work, costing thousand dollars for each test. "Our biosensors are combining the power of the immune system with the most advanced electronics sensitivity," said one of the authors of the research, Mike Unger. "It's a great promise - he added - to control in real time the presence of pollutants into the sea." The idea was to combine the technique until now used in biology laboratories and in those of pharmaceutical companies to get super-specialized antibodies (monoclonal) and the base of electronic sensors. "Just as there can be vaccinated against flu, in our laboratory we are vaccinating mice against pollutants," said another author of the research, Steve Kaattari. The result is that the immune system of the mice produced antibodies that fight pollutants such as hydrocarbons. These antibodies are then used to produce large quantities of monoclonal antibodies. The system comes complete with sensors that indicate the time when an antibody binds to a pollutant. (Secolo XIX, 5 May 2011)

AOS Italy is producing a specific **FREE News on board** service (not be confused with *Balita News*) in 12 different languages. Italian, English, Indian, Pilipino, Russian-Ukraine, Turkish, Arab, Romaine, South American, Portuguese, Indonesian and Chinese. There is plane to add soon News in Greek, Khmer and Serb-Croatian languages.

The news can be downloaded directly fro the website www.stellamaris.tv or if subscribed receive it directly at your e-mail address.