



## President's Message

**Maggie Whittingham-Lamont**

**Halifax, Nova Scotia**

Spring is normally a time of hope and rebirth but 2009 is proving to be anything but that. Every day the maritime news providers cite ship lay-ups and the need to cancel or delay new-builds. Most people in the maritime industry have by now seen the picture of Singapore harbor showing all the ships tied up there. It is reported that 36,000 overseas Filipino workers have lost their jobs in recent months, a large number of those workers being seafarers.

NAMMA members will see the impact of the downturn as they perform their ship visits. Morale will be lower as seafarers worry about getting another job at the end of their contract, they worry because their money is not going as far and things such as education for their families becomes a total luxury. Ships are crewing minimally more than ever so there is a greater degree of fatigue. Seafarers are less likely to bother to try and come ashore in the limited time available to them especially where they are facing super-strict security measures.

Seafarers' centers face challenges because decreased attendance means decreased revenue to run the centers and those centers with investments are likely to have lost money.

It would be very easy in times such as these to succumb to apathy but we must remind ourselves that seafarers depend upon the people who minister to them. It is more important than ever to listen to seafarers' concerns. We need to make our ship visits count more than ever.

Of course, when we as maritime ministry workers are putting more into our job our own stress levels increase. It is more important than ever to use all available resources and this is where NAMMA plays a major part. The networking provided by NAMMA through its directory and its conference is an invaluable tool in reducing the stress of what is often a lonely occupation. We learn from each other and the seafarers benefit by the continuity in care that NAMMA can provide.

I am looking forward to seeing many of you in Houston in June at the NAMMA conference.

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**Be sure to check our website for the latest information on upcoming events**

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The Rev. Lloyd Burghart  
USA: P.O. Box 2434  
Niagara Falls NY 14302  
CAN: 13-159 Canboro Rd.  
Fonthill ON L0S 1E5  
905-892-8818; cell: 905-327-0448  
namma@cogeco.ca  
[www.namma.org](http://www.namma.org)

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Breakfast Meeting with RADM James Watson  
at CMA

The meeting was held at the Stamford Hilton. In attendance were RADM James Watson, Clay Maitland, The Rev. James Von Dreele, Rev. Lloyd Burghart, Karin Burghart, Captain Peter Swift, CLK, Jeanne Grasso, Doug Stevenson, RADM Robert North (Ret.)

\* Seafarer access issues-have we come very far?

RADM Watson acknowledged that while we have made strides the problem is not yet solved. He also feels it will get worse before it gets better because of TWIC. He reminded us that there is a standard for access in the NVIC and regulations requiring coordination, but that it is not always followed.

There was also discussion about whether this access issue can be dealt with during the upcoming 5-year renewal process for Facility Security Plans -- in essence requiring facilities to have some procedure in place for granting access as a condition of approval. RADM Watson thought this was an idea worth exploring, noting though that mandating access raised concerns about "property rights." Coordination with individual facilities was viewed as imperative in terms of resolving this issue.

\* Implications and incidents of TWIC implementation. Notes from the ports.

RADM Watson reminded us that the Coast Guard's mission is to ensure the flow of commerce, and that issues surrounding TWIC need to be resolved. NAMMA chaplains explained the issue of not just obtaining the TWIC card, but also there was no standard for escort training, causing hardship amongst port centers that serve multiple terminals each with their own terminal training process. The idea of having a template for a core training program was discussed, but it was recognized that any training, however, would have to have a facility-specific component to meet regulatory requirements. Also discussed were challenges of training volunteers as escorts. Doug Stevenson also raised the issue of certain chaplains not being TWIC eligible because they did not have a visa that was explicitly on TSA's approved list. RADM Watson noted that the visa problem was being addressed, with the focus at this point on the B1 visa issue.

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## From my Porthole by Lloyd Burhart

I was pleased to hear our pastor yesterday list for the congregation ways in which congregational members were involved in carrying out the biblical command of Micah 6:8, "He has showed you, O man, what is good. And what does the Lord require of you? To act justly, and to love mercy and to walk humbly with your God."

In his list of activities which included references to those who are involved in high profile activities such a disaster relief, particularly in the hurricane devastated areas of North America or travel to central America to build or rebuild schools, or helping with varying projects in far-flung areas of the world, he mentioned our work (or rather your work) among the often disenfranchised and neglected seafarers of the world. Now this impressed me because he doesn't often publicly acknowledge port ministry. So I was glad that this time, in this context of his message on Micah, namely that in addition to talking the talk, you've got to walk the walk. As we all know, it's nice to be noticed.

A couple of months ago, I attended a men's breakfast at a nearby restaurant and the speaker was Chaplain Arthur Taylor of the Welland Canal Mission. Some of you may remember Arthur from his help as our tour guide when we visited the Welland Canal after NAMMA 2007 in Buffalo.

This year, by the way, marks the 50<sup>th</sup> anniversary of the establishment of the bi-national St. Lawrence Seaway Corporation, the body that operates the St.

Lawrence Seaway that runs through the United States and Canada between Montreal, Quebec and Port Colborne, Ontario. The seaway includes the eight locks of the Welland Canal. Now to people working in coastal ports the seaway may not seem terribly important, but to those working in ports on Lakes Ontario through Superior, the canal and the seaway are vital links in lake-sea trade.

As Arthur was speaking with us at the breakfast, he commented about the positive influence of the other chaplains who have visited on the ships that he works with as they pass through the canal. He told the men at the breakfast that in his nearly 40 years of ministry on the Welland Canal he had never heard a bad word spoken by seafarers about any of the other chaplains or ministries in other ports.

Arthur thought that was fairly significant and I do too. Sometimes I'm sure we all wonder about just how effective or important our work of ministry is. Imagine forty years of nothing but compliments about how you do your work! Seafarers have noticed what you do. I'm sure the Lord has too. Your work has not been nor is it ever in vain.

He went on to say that it didn't matter whether the seafarers had been in a port with a large center or a van ministry or whether the chaplains were Roman Catholic or Anglican/Episcopal or Lutheran or some other Christian denomination; the comments were unfailingly positive. I say, "Thank God for port chaplains and port ministries that have had and continue to have such an impact." You DO carry out the words of the Old Testament prophet, Micah.

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## Coming down to a Port like Yours: "TWIC Escort Training"

by Jim Von Dreele

This summer the United States Coast Guard will be reviewing all maritime facility security plans in our ports. In preparation for these reviews, a number of terminals have engaged outside auditors to assess the completeness of their plans and whether they are in full compliance.

Why is this compliance review process important to port chaplains?

A number of terminals around the country have discovered that they do not have a TWIC Escort Training Plan in operation. Because of this deficiency, they no longer permit chaplains and ship visitors who have a TWIC to escort seafarers through their terminals until they get this training. In ports with many terminals the potential for training chaos is very likely. A number of us have been reaching out to our terminals to provide them with a generic training program which will meet the requirements of the security regulations. My experience in Philadelphia is that terminals are grateful that we have taken the initiative to meet these requirements. I would also suggest that you share this training program with your local Captain of the Port.

Shortly, we will post a sample escort training program on the NAMMA website that you are free to use and adapt to your local setting as a way to certify that all those providing transportation for seafarer shore leave have been trained as TWIC Escorts.



Connecticut Maritime Association (CMA) pictures  
 At left above -RADM James Watson, Clay Maitland,  
 Jim Von Dreele Breakfast Meeting with USCG  
 At left- Doug Stevenson - Breakfast Meeting  
 At right -upper Silent Art Auction at CMA  
 At right -lower NAMMA/NAMEPA booth with new  
 NAMMA banner and Karin Burghart



While in Port Arthur I was invited to take part in Fr. Sinclair Oubre's weekly radio broadcast, "Radio Maria". It was my pleasure to be interviewed along with Rajesh Joshi, who was NAMMA's award-winning Lloyd's List correspondent at NAMMAC 07 meeting in Buffalo. Rajesh spoke about the decline in manufacturing in China occurring at the same time as large container vessels are coming out of Asian shipyards which shipping companies ordered several years ago, but now no longer need them. My response was similar to what I heard from my sister as she advised our daughter about career opportunities several years ago. She said no matter what the economy, people will still need haircuts. My answer was the same, "As long as seafarers come to our ports, they will have the same needs as ever, and maybe more, and we need to be there to meet those needs."



**Fr. Sinclair Oubre**

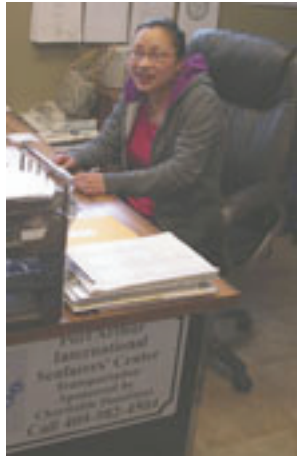


**Rajesh Joshi,**  
**correspondent for**  
***Lloyd's List***



NAMMA Board Members at Work  
 At left (L-) Dick Beuthel, Kent Williams, Nash Garabedian, PPhilip Vandercook, Marshal Bundren  
 At right (L-R) Loring Carpenter, Andy Krey, Tom Falkenthal, Marge Lindstrom, Myrna Tordillo  
 Not in picture-Maggie Whittingham-Lamont, Michelle DePooter, Carol Waud (absent)





Prior to the NAMMA Winter Board meeting which was held in Houston, Texas, on February 17 and 18, 2009, I visited a number of port ministries in Texas and Louisiana. I started in Port Arthur where I met **Robert Collins** (far left), the Port Ministry Director, and **Ms. Khiem Nguyen** (left), the Office Manager,. Below is a picture of the unique altar for their new chapel. Their building is partially finished, but when it's done, it would be a multiple use facility with ample room for seafarers, events, as well as rental office space.



Later I drove on to the Lake Charles Seafarers' Center and met with **Rev. Patrick LaPoint (not shown)** who is one of the members of NAMMA's supervisory committee for our permanent Disaster Relief Fund. Currently we have

no demands on that money (which stands at only \$1000). Donations to it are welcome for none of us knows when a disaster may befall us. It would be well if we could be prepared and have money available when it is needed. The other members of that committee are President Maggie Whittingham-Lamont, the Rev. Philip Vandercook, and myself.



One of the possible places where we expected there might be a need was in the rebuilding of Seafarers Center in Galveston (at right) which was not only damaged by flooding but by wind as well. **Mrs. Karen Parsons** (lower right) gave me a tour of the center which from the outside did not look nearly as devastated as the inside. I remember a thriving active center from my last visit. But since the hurricane, it is no longer so. However, the ministry has received insurance money from both wind and water damage and reconstruction is under way.



Above left- Houston School 2009

Front Row (L-R) **Bob Condes** -San Diego, **Fr. Jan Kubisa** (Coordinator), **Br. Anthony Ornelas** (Asst. Coordinator), **Sr. Hilda Daguiter**-Houston, **Martha Crawford**-San Diego,  
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Capt. Peter Swift --Maritime Consultant--Westport CT

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\* Treatment of seafarers by Federal officials.  
The need to "socialize" US Customs and Border  
Protection? ("Socialize" is a US Coast Guard term.)

Jim von Dreele reminded RADM Watson that the CG and the CBP are often the first Americans seafarers see. With the cultural issues surrounding fear of uniforms, combined with a vigilante approach taken by some CBP members, this initial experience is often negative. It was noted that the CG has taken great strides to "socialize" its boarding teams and sensitizing them to treat seafarers with common courtesy, but it still seems as though seafarers are deemed terrorist threats before evidence exists.

\* Seafarers and security-an opportunity for cooperation?

A suggestion was made to develop a "Welcome to the US" pamphlet which outlines the roles of the government officials, resources to seafarers within terminals and ports, and constraints due to security issues. RADM Watson also offered to take this matter to a cross-service working group to identify workable solutions.

### TWIC Payments Offset by ITF Grant

Most NAMMA members are aware that NAMMA received a Grant of \$50,000 US from the Seafarers Trust to offset the costs of obtaining the Transport Workers Identification Credential or TWIC as it is more commonly known. Obtaining these cards made a huge difference in the operational budgets of many of our chaplaincies around the United States. Some centers rely on large numbers of volunteers while others are less impacted.

When we made our grant request to the ITF, we had intended that the money be made available to any seafarer welfare agency in the United States even if such an agency was not a member of NAMMA. So our request was for a larger amount than our membership list would require. Initially we intended to pay 50% reimbursement to anyone upon proof of purchase. However, we requested a change from the Seafarers Trust to raise the reimbursement to 100% of the cost for cards obtained by NAMMA member agencies and individuals. Non-member reimbursement was to remain at 50%. The ITF approved this last January.

As of April 21, we have had 260 requests for reimbursement. 60 of these were from non-member

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agencies or individuals and we have paid out \$3,975.00 to them. NAMMA member agencies and individuals (200 requests) have amounted to \$26,500. We have spent to date a little less than 61% of our grant.

The grant will expire on December 31, 2009. After that date, any money remaining will be returned to the ITF and no more reimbursement requests will be honoured. I would like to have your requests in by the beginning of December, 2009 to avoid any end-of-the-month pressure during the Christmas holidays. Of course, we may have run out of money long before that date which is still eight months off!

Once the money is gone, the money is gone. The ITF has indicated that they are not likely to give another grant for this purpose nor to extend this one. So if you have not yet applied for reimbursement this is the procedure:

A. For member agencies of NAMMA, all persons needing a TWIC will be reimbursed at the rate of 100%. The director of the agency should supply me (the Executive Secretary) with a list of all such persons and a photocopy of either the receipt or the TWIC itself, and the NAMMA treasurer will send a single check to the agency.

B. Individual members of NAMMA (Ministry or Associate or Lifetime) need to send to me a photocopy of your receipt or TWIC. In return, the treasurer will send a check to you.

C. Non-member agencies and individuals should follow the procedure under A or B above, as appropriate, and the NAMMA treasurer will issue checks for 50% of the receipted cost.

The distribution of the remaining money will be on a first come, first served basis with no preference being shown to members over non-members. My suggestion is **to not put it off**; you can always send in an additional request if more cards are obtained.

Now my wish is that every one of the individual persons who paid for their cards (or the individuals whose agency paid for them) and who have now received reimbursement through NAMMA would become NAMMA members themselves. Collectively, we can continue to do even more things for each other and the seafarers whom we serve.

### Who Belongs to NAMMA in 2009? (Continued on page 8)

#### Agency Members

**Adonai Seafarers' Fellowship** (Brooklyn, NY); **Albany Maritime Ministry** (Albany, NY); **AoS –Beaumont** (Beaumont, TX); **Baltimore Int'l Seafarers' Center Inc.** (Baltimore, MD); **Catholic Seamen's Club** (Seattle, WA); **Charleston Port & Seafarers Society** (Charleston, SC); **Fort Vancouver Seafarers' Center** (Vancouver, WA); **German Seamen's Mission of New York** (New York, NY); **German Seamen's Mission** (New Orleans, LA); **Houston Int'l Seafarers' Center, Inc.** (Houston, TX); **Int'l Maritime Center -Bay Area Seafarers Center** (Oakland, CA); **Int'l Seaman's Service Inc.** (Wilmington, NC); **Int'l Seamen's House** (Savannah, GA); **Int'l Seafarer Center, AoS- Baltimore** (Baltimore, MD); **Int'l Mariners' Center** (Port Hueneme, CA); **Int'l Seafarers' Center** (Brunswick, GA); **Int'l Seamen's Center** (Mobile, AL); **Int'l Seamen's Center** (Burns Harbor, IN); **Lake Charles Seafarers' Center** (Lake Charles, LA); **Mariners' House - Boston Port and Seamen's Aid Society** (Boston, MA); **Maritime Bethel at Savannah** (Savannah, GA); **Ministry to Seafarers** (Montreal, QC); **Ministry with Mariners and Fishers - SCI of San Juan Bay** (San Juan, PR); **Mission to Seafarers aka The Seattle Seafarers Center** (Seattle, WA); **Mission to Seafarers** (Halifax, NS); **Port Arthur Int'l Seafarers' Center** (Port Arthur, TX); **Saint John Seafarers Mission** (Saint John, NB); **Seafarers & Int'l House** (New York, NY); **Seafarer's Friend** (Boston, MA; Portsmouth, NH; Portland, ME); **Seafarers Ministry of Green Bay** (Green Bay, WI); **Seafarers' House** (Port Everglades, FL); **Seamen's Church Institute of Philadelphia & South Jersey** (Philadelphia, PA); **Seamen's Center of Wilmington, Inc** (Wilmington, DE); **Seamen's Church Institute of NY & NJ** (New York, NY; Newark, NJ); **Stella Maris Maritime Ministries** (Destrehan, LA); **Tampa Port Ministries** (Tampa, FL)

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(Montreal, QC); **the Rev. Nizzi Digan** (Boston, MA); **Fr. Theo Efthimiadis** (Saint John, NB); **Fr. Thomas Falkenthal** (Port Everglades and Miami, FL); **the Rev. William Fensterer** (New York, NY); **the Rev. Henry Fizer** (Boston, MA); **the Rev. Allan Fry** (Halifax, NS); **the Rev. Nash Garabedian** (Portland, ME); **the Rev. Jacques Girard** (Newark, NJ); **the Rev. Virginia Gonzales** (Brooklyn, NY); **the Rev. Bruce Greer** (Boston, MA); **the Rev. Michale Hammett** (Baton Rouge, LA); **the Rev. Andrew Krey** (Savannah, GA); **Mr. Thomas Kuk** (Seattle, WA); **the Rev. Lacy Largent** (Houston, TX); **the Rev. Jim Lindgren** (Oakland, CA); **the Rev. Marge Lindstrom** (Newark, NJ); **the Rev. Bob Loy** (Jacksonville, FL); **Mr. Ryan Marshall** (Boston, MA); **the Rev. Martha McCracken** (San Juan, PR); **the Rev. Peter Michaelson** (Narragansett Bay, RI); **the Rev. Robert Moore** (Seattle, WA); **the Rev. Lloyd Nelson** (Lake Charles, LA); **Ms. Patricia Nemece** (Houston, TX); **the Rev. Heinz Neumann** (New Orleans, LA); **Br. James Ornelas** (Houston, TX); **the Rev. Clint Padgitt** (New York, NY); **Mrs. Karen Parsons** (Galveston and Texas City, TX); **Fr. Rivers Patout** (Houston, TX); **the Rev. Tom Piccate** (Newark, NJ); **the Rev. Jerzy Ratz** (Philadelphia, PA); **the Rev. David Rider** (New York, NY); **Mr. Joshua Rinas** (New York, NY); **Mr. Christopher Roehrer** (New York, NY); **the Rev. David Ross** (Oakland, CA); **Chaplain David Rozeboom** (Montreal, QC); **the Rev. Megan Sanders** (Newark, NJ); **Mrs. Ruth Setaro** (New Haven, CT); **Mr. Douglas Stevenson** (New York, NY); **Mrs. Janet Swanson** (Port Hueneme, CA); **Mrs. Allene Taylor** (Baltimore, MD); **Deacon Glenn Teske** (Green Bay, WI); **Mr. Adrian Turner** (Pascagoula, MS); **the Rev. Philip Vandercook** (New Orleans, LA); **Mrs. Edna Vieau** (Halifax, NS); **the Rev. James Von Dreele** (Philadelphia, PA); **Ms. Maggie Whittingham-Lamont** (Halifax, NS); **Chaplain Kent Williams** (Vancouver, WA); **the Rev. Tae Seog Yang** (Oakland, CA)

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### A First-hand Piracy Report

A friend of mine is currently on an around the world trip on a freighter as a passenger. This is a portion of his latest email, which I think you will find of interest and which shows a vivid picture of a major hazard seafarers face regularly.

May God's peace and comfort be with them!

Darrell Schoen,

LAMM Board Member

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The following comments are not very chronological observations about my experience with pirates: Authorities have established a corridor in the Gulf of Aden 5 nautical miles wide for ships traveling in each direction with a two-mile buffer zone along Yemen's south coast. In a way, it's a little like traveling in a convoy for protection. On 24 Feb 09 at 1500 (3 p.m.) all doors on our ship with an outside entrance were locked and blocked so that no one could enter from the outside. The crew were assigned duties handling fat water hoses to deter pirates from boarding; a general alarm would sound if pirates attack; then passengers were to bolt to the D Deck lounge. We were assured that warships from the U.K, Germany, the USA and other nations were standing guard over merchant ships, aware of a ship's progress, etc. There are about 2200 US troops afloat nearby, and there are 1800 stationed in Djibouti. The "coalition ships" keep radio contact and dispatch a helicopter when needed. I had trouble deciphering the accents from some people on the radio on the bridge, but the coalition ships spoke with American English, so that helped me to snoop. Extra lights shone all around the ship after dusk. On each wing of the bridge one crew member with binoculars is assigned a four-hour watch -- extra precaution day and night, in addition to the two or more people working on the bridge (often the captain or the first mate while in the Gulf of Aden). So we were preparing for pirates, and tension was high.

Crew member John, on duty on a bridge wing on 25 Feb told me that pirates had attacked another ship not far away from us on 24 Feb. They had not told the other passengers for fear of frightening us. Then late the afternoon of 25 Feb my curiosity overwhelmed my pusillanimity and I snuck onto the bridge again cautiously when I heard a radio report that said a nearby ship had been attacked. Their crew had used water hoses to deter the pirates, then a helicopter arrived, but I understood that pirates had already shot two crew members (injuries unknown to me -- perhaps not serious?) before they were forced to abandon their attempt to board. I assume the helicopter shot at the pirates. Soon thereafter the chief mate urged all of us on the bridge to keep a sharp lookout, but then he himself spotted three boats far ahead port side. Then crew member Noel (on a wing) spotted another boat ahead of us. By then I could see these boats with my naked eye. The previously-attacked container ship, directly portside of us by then, began to change course and veer sharply left toward the Yemen shore. The three boats slowly headed that way toward the slower-moving ship. The single boat ahead of us seemed not to use an engine. We veered to the right and watched as that fishing boat floated. The chief mate warned that a rubber raft with a high-speed motor might be concealed inside such a fishing boat; be alert. But we passed it safely around 1715. Whew! Close enough call for me!

I read a printed official report (from the coalition forces, I presume) that pointed out that:

- 1) pirates usually attack during daylight;
- 2) pirates usually attack ships sailing at 15 knots or slower. What we experienced corroborated that. I'm glad we were traveling full speed at 20 knots.
- 3) pirates sometimes fire at crew members;
- 4) a helicopter sometimes fires at pirates after they abandon attempts to board;
- 5) several times pirates have been apprehended and removed.

The pirate activity close to us occurred on 25 Feb 09 -- Ash Wednesday. At the risk of sounding glib, I shall readily give up pirates for Lent!

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**Don't forget to register for and attend NAMMAC 09**

**See page 10 and 11 for registration information and the schedule.**

**The early registration and guaranteed hotel deadline is May 20.**

**We hope to see you in HOUSTON!**

**NAMMA Conference 2009 Registration**  
**June 9-11, 2009 – Houston, Texas**

(Registration deadline is May 20, 2009; each individual must register, including family members)

Name: \_\_\_\_\_ I.D. Number: \_\_\_\_\_  
(as you want it to appear on Nametag) (For Cruise: Driver's License, State I.D., or Passport No.)

Address: \_\_\_\_\_  
City: \_\_\_\_\_ State/Province: \_\_\_\_\_  
Postal Code/Zip: \_\_\_\_\_ Country: \_\_\_\_\_ Port: \_\_\_\_\_  
Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

*\*\*\* If possible, we recommend flying into Houston Hobby Airport (HOU).  
There is a free shuttle from HOU to the hotel.*

*If you fly into Houston Intercontinental Airport (IAH), you can book a shuttle reservation online with [www.supershuttle.com](http://www.supershuttle.com) or by calling 1-800-258-3826. The cost is \$45 per person. If you are traveling with several others, you can book an exclusive shuttle for \$75. They have other plans available, so we recommend calling them by phone for best options. A taxi will cost around \$65.*

Registration Fee: NAMMA members \$275.00 Non-Members: \$325.00 Banquet only: \$45.00  
----- Please return upper section with Registration Fee -----

Registration after May 20 - add \$30.00 Please pay in US Dollars.

Registration/Conference fee must accompany registration. Please make checks payable to: "Houston International Seafarers' Center" or "HISC" with "NAMMA Conference" on the memo line and send with your registration form to:

Pat Nemec - Registrar  
HISC  
P.O. Box 9506  
Houston, Texas 77261-9506

*(Hotel Reservations must be made separately)*

Hilton Houston Hobby Airport  
8181 Airport Boulevard - Houston TX 77061-4142

You can reserve your room online. To do so, copy this link: <[www.hilton.com/en/hi/groups/personalized/HOUHAHF-NAM-20090608/index.jhtml](http://www.hilton.com/en/hi/groups/personalized/HOUHAHF-NAM-20090608/index.jhtml)>

When the web page comes up you book your room by clicking on the "Book a room" tab. The link for terms and conditions spells out some details from NAMMA or you can call the hotel directly at 713.289.3655

Room rates are \$99.00 per room per night plus 17% room tax.  
Come a day early or stay an extra night at the same rate.  
Cut-off date is May 20, 2009 so please make your reservation as soon as possible.  
*Registration opens at 1:00 p.m. on Tuesday, June 9<sup>th</sup>;*  
*Conference concludes with the Banquet on Thursday evening, June 11<sup>th</sup>*

**"Y'ALL COME AND VISIT US  
DEEP IN THE HEART OF TEXAS"**

NAMMAC 09 Schedule  
Tuesday June 9, 2009

9:00 am -12:00 pm	NAMMA Board Meeting	Tampico
1:00 pm - 6:00 pm	Registration Desk Open	Outside Ballroom B
3:00 pm - 5:00 pm	Denominational Meetings	Ballroom A/B - Tampico Monterrey
5:00 pm - 6:00 pm	Houston Welcome	Ballroom A/B
6:00 pm - 6:30 pm	First Plenary Session	Ballroom A/B
7:00 pm - 9:00 pm	Welcome Reception	Norwegian Seamen's Church
9:00 pm - midnight	Hospitality Suite	Cabana

Wednesday June 10, 2009

7:30 am - 8:00 am	Denominational Worship	Ballroom A/B - Tampico Monterrey
8:00 am - 8:45 am	Breakfast	
9:00 am - 9:30 am	Opening Worship	Ballroom A/B
9:45 am -10:45 am	Keynote Speaker #1     Rev. Dr. Robert Creech	Ballroom A/B
10:45 am -11:00 am	Break	
11:00 am -11:45 am	Session on Seafarer's Rights, ICMA, TWIC	Ballroom A/B
11:45 am -12:30 pm	Panel Discussion on TWIC	Ballroom A/B
12:30 pm - 1:45 pm	Lunch	
2:00 pm - 2:45 pm	Session on NAMEPA	Ballroom A/B
2:45 pm - 3:30 pm	Panel on Environmental Issues	
3:30 pm - 3:45 pm	Break	
3:45 pm - 4:45 pm	Economic Issues for Maritime Industry	Ballroom A/B
4:45 pm - 5:15 pm	prepare for night out	
5:30 pm	Bus leaves for dinner cruise	
9:00 pm - midnight	Hospitality Suite	Cabana

Thursday June 11, 2009

7:30 am - 8:00 am	Denominational Worship	
8:00 am - 8:45 am	Breakfast	
9:00 am - 10:00 am	Keynote Speaker #2     Rev. Dr. Robert Creech	Ballroom A/B
10:00 am - 10:15 am	Break	
10:15 am - 11:15 am	Break-Out Discussion	Ballroom A/B - Tampico
11:30 am - 12:45 pm	Lunch	
1:00 pm - 1:30 pm	Bus to Co-Cathedral	
1:30 pm - 2:30 pm	Ecumenical Worship	
2:30 pm - 3:00 pm	Bus to Hotel	
3:00 pm - 5:00 pm	Second Plenary Session	Ballroom A/B
5:00 pm - 5:15 pm	Break	
5:15 pm - 6:15 pm	Meeting of Old and New Board	Tampico
7:00 pm - 9:30 pm	Banquet with entertainment	Ballroom A/B
9:45 pm - midnight	Hospitality Suite	Cabana

Friday June 12, 2009

Optional Tour Day – Otherwise, departure

## Calendar of Coming Events

National Maritime Day - May 21, 2009 - Washington, DC

10:30 AM - Mass at St. Dominic Church, 630 E. Street, - His Eminence Cardinal McCarrick presiding

3:00-5:00 PM - Seminar on Piracy and New Security Measures, National Press Club, Holeman Room

(For details and participants, please check [www.namma.org](http://www.namma.org))

ICMA ExCom Meeting - June 1 and 2, 2009 - London, UK

NAMMA Board Meeting - June 8 and 9, 2009 - Houston, TX

Denominational Meetings - June 9 - Houston, TX

NAMMAC 09 - June 9-11, 2009 - Houston, TX

Sea Sunday - July 12, 2009 - Check out [www.missiontoseafarers.org/seasunday](http://www.missiontoseafarers.org/seasunday) for available resources



North American Maritime Ministry Association

P. O. Box 2434

Niagara Falls, NY 14302

U.S.A.

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