



**Ship Visits**

Ship visits in March were more or less a continuation of the Lenten season in giving awareness to seafarers to observe the Lenten discipline. Prayer and alms were encouraged, but fasting or abstinence not. The Stella Maris Motu Proprio Section 1 #3, dispenses seafarers from fasting and abstinence.



Pict 01. Visiting **Pacific Greylag, Offshore Supply Vessel (CPT)**



Pict 02. Holy Mass on board **IVS Pinehurts, Bulk Carrier (RIB)**.

Masses on board were continuously encouraged. Fr Jabulani in Richards Bay and Fr Rico in Cape Town celebrated Masses for seafarers. They were quite happy to spend time with God through the Holy Eucharist.

Meeting a woman seafarer is an amazing experience. This was our first time meeting an Indonesian woman seafarer. This is rare because she is a Muslim. Women in Muslim countries are not known for their courage and interest in seafaring. Stella Maris was glad to meet her. We commend her bravery in this profession.



Pict 03. Visiting **SC Magestic LXII, Crude Oil Tanker (CPT)**



Pict 04. Visiting **Chien Tsao no. 322, fishing vessel (CPT)**

Pict 05. Visiting **Panocean, fishing vessel (CPT)**



Pict 06. Visiting **Senshu Maru no. 03, fishing vessel (CTN)**

Pict 07. Visiting **Yuh Heou no. 136, fishing vessel (CTN)**



*Hospital Visit* . . .



Pict 08. Visiting **Mr Leo Clifford Diez** with his son, **Lance Darryl Diez** in **Christiaan Barnard Memorial Hospital (CTN)**

Hospital visits are another service we do that requires much patience, kindness, understanding and the like. Fr Rico visited **Mr Leo Clifford Diez**, a crew of **Cape Aria, Bulk Carrier** who had been hospitalized since 26 Feb 2023. He was diagnosed with lung cancer.

Since then, he has been battling for his life until now. It was fortunate that his agency and shipping company responded to his request to send his son from the Philippines to the hospital.

He was also visited by **Steven Chaimowitz, Consul General of the Philippine Consulate** in Cape Town and some Filipina Carmelite Nuns.



Through Fr Rico Talisic, Stella Maris South Africa believes that migrant fishers on board Taiwanese fishing vessels should receive the right wages, and get better treatment, working and living conditions. He assumed that their basic human rights were respected. In fact, he had met several times with representatives of Taiwanese Consulate, vessel owners, vessel managers and local agents to discuss migrant fishing issues. Despite this, he was shocked to hear some grievances that undermined fishers' rights. He was afraid that if he dug deeper, he would find traces of forced labour through malpractices on board.

There are 3 migrant fishers' issues Stella Maris received this month namely:

- 1) Taking on jobs on board fishing vessels that are not on their employment contract.
- 2) On food supplies (a) some food supplies are not given to fishers; (b) the food cooked is not sufficient, (c) the food cooked is not for a regular meal, and (d) eating expired noodles and other food.
- 3) In case of death, the body is sent only to Manila airport and not to the deceased's house far away from Manila.

*Pict 09. Fishing vessels are in queue in J Berth waiting for their schedule to offload their catch at cool storage facility (CTN)*



There's malpractice of hiring migrant fishers but they do not do fishermen's job on board. A typical example of this is the work of a 2<sup>nd</sup> engineer. While on board the Chief Engineer is the person responsible for the vessel's engine, however, in day-to-day operation it is the 2<sup>nd</sup> engineers or pseudo-engineer that does the job. Typically, the Chief Engineer commands and orders the 2<sup>nd</sup> engineer what to do. In the engine room, these fishers are not engineer but have acquired their skill through experience. The issue is that their employment contracts stipulate that their job description is fisherman, hence they are paid the minimum salary of a fisherman. Some of them were told by the vessel owner or captain that they would receive additional salary without signing any document. As soon as their employment contract ends, they are at the mercy of the vessel owner or captain who determine whether they receive additional salary or not.

Concerning food supplies, fishing vessels order sufficient food supplies before sailing. Fr Rico was wondering why migrant fishers keep buying cans of coffee and kilos of sugar. In practice, at high sea, on some fishing vessels, coffee, tea, sugar, milk or chocolates are not freely given to fishers. They cannot make their coffee daily. Some of the times they receive it when they have a good catch, when someone has a birthday, or when the captain is in a good mood. Some vessels provide them, but deduct later from their salary. The fishers need to drink coffee especially during night shift and in cold weather. The solution is, they buy their own coffee, sugar, tea or powdered milk or milo. Other issues related to food supplies are insufficient food for meal times. Several fishers recount their stories of hunger on board after eating little food on the table or porridge on working days. They lamented having not enough strength to endure the long hours of fishing. On other occasions they eat spoiled vegetables, fruits, expired noodles and foods. Fishers told Fr Rico that they have noodles stocks that expired in 2014. Their solution is to buy their own food supplies like biscuits, noodles, chips, etc which they consume inside their cabins.

Lastly, the most painful part is when a migrant fisher dies. Stella Maris received phone calls from the bereaved family that the local agent in Cape Town sent the body of the deceased fisher up to Manila airport. Following that, the agency or family will obtain the body from the airport and secure all the permits to fly the coffin to the nearest airport to the house. In such a cases, the agency does not cooperate with the bereaved family or is slow to act. In the end, sorting out the matter falls into the hands of the deceased's family that has to travel from the province to Manila. Lucky for the family to have relatives in Manila or who have been to Manila. Otherwise, they find themselves lost in the city, lost in the process, and know nobody to turn to for help. Stella Maris South Africa regrets the continuing malpractices on board Taiwanese flagged fishing vessels. We call on the Taiwanese Government to step in to correct such malpractices that have affected hundreds of migrant fishers.



Pict 10. Fr Rico, Astrid and Gerard were getting ready for the youth's visit.

**Friday, 17 March 2023**

Stella Maris South Africa promoted its ministry to South African youth gathering for a 3-day empowerment conference at Okkie Jooste Camp Site, Stellenbosch.

One activity was 15 minutes of visits by different groups to various stalls of different ministries where they could ask all questions they had concerning the particular ministry. Fr Rico, Astrid Castenfelt and Gerard Assam put together a nice stall using the materials they had available. They happily answered the youth's many questions.

**Tuesday, 21 March 2023**

Fr Rico Talisic accompanied the International Labour Organisation (ILO) representatives to meet local fisher folks in St Helena Bay.

Local fisher folks were in difficult situations due to fishing permits, decreasing quotas, safety inspection of boats, and their relationships with one another. It was sad to hear that they were competing and fighting among themselves to keep up their trade and livelihood.



Pict 11. Jens, Philippe and Fr Rico in St Helena Bay visiting fisher folks.

**22-24 March 2023**

Fr Rico Talisic representing Stella Maris South Africa attended the International Labour Organisation (ILO) Tripartite Social Dialogue on decent working and living conditions within the fishing sector. It called upon various government agencies, employer's unions, and trade unions to engage in dialogue to achieve decent working and living conditions for fishers. This was a follow-up to June 2022's workshop but without the employer's union.

It ended with a plan for further discussion between employer's union and trade unions to reach to a win/win agreement.



**THE FORCED LABOUR CONVENTION, 1930 (NO. 29) & ITS 2014 PROTOCOL**

Tripartite Social Dialogue on decent working and living conditions within the fishing sector and the effective realisation of fundamental principles and rights at work for fishers (22-24 March 2023, Cape Town, South Africa)



# Archdiocesan News

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\*As an INTERACTIVE EDITION, all hyperlinks are highlighted in blue. Be sure to click on them for additional information.



**Fr Rico Talisic CS, Port Chaplain of Stella Maris Cape Town with some of the crew who received ashes on Ash Wednesday**

## Lent At Sea

Lent is the liturgical season of almsgiving, prayer, and fasting in preparation for Easter. As is customary during this time, the forehead is marked with the cross to indicate the beginning of the season. This is a sign of humility that man comes from ashes and shall return to ashes, as well as a sign of repentance for sins. Catholic faithful around the world go to church on Ash Wednesday to receive ashes and begin Lent's 40 days of discipline. Often a problem arises when the faithful can't go to church because of work conditions, and as a result, they cannot attend services at the church. This is true for seafarers and fishers on board ships. When this happens, the Stella Maris ministry steps in to help. Port chaplains visit ships to bring the ashes to Catholic seafarers and fishers whose domiciles aren't in South African Catholic Churches but in their own countries.

Fr Rico Talisic, port chaplain of Stella Maris Cape Town, administered ashes to 67 seafarers and fishers on board three ships, and three at Holy Cross Parish. Also, Fr Jabulani Ndaba, port chaplain of Stella Maris Richards Bay visited seafarers on

board, bringing ashes to 16 seafarers. All of them are Filipino seafarers and fishers. It is the commitment of Stella Maris South Africa to provide spiritual assistance and faith nourishment to Catholic seafarers and fishers around the world. Along with the administration of ashes, port chaplains encourage them to pray always, read the scriptures, and abstain from meat on Fridays throughout Lent.

"What a strange way of celebrating Lent on ships!" Some people may think this is not true. However, it is the reality of seafarers and fishers who, despite their unusual circumstances, keep their faith and tradition alive. While it may seem strange to some, others have become accustomed to such circumstances over the years.

Stella Maris South Africa also brings sacraments, crew blessings, and faith materials. In 2022, 339 seafarers and fishers attended Holy Mass on board or at

Holy Cross Parish and 264 were blessed. In addition, 1221 rosaries, 609 scapulars, 536 prayer cards, two Bibles, and two crucifixes were distributed to them. Throughout the maritime world, Stella Maris is always regarded as a significant spiritual aid for seafarers and fishers who require spiritual assistance. This is especially during Lent. Port chaplains and volunteers are glad to serve them.

**Fr Rico Talisic CS**



**STELLA MARIS**  
SUPPORTING SEAFARERS AND FISHERS  
AROUND THE WORLD



**S H I P V I S I T S R E P O R T**

**Port of Durban** [visited 481 seafarers from 82 ships out of 155 ships]

**Port of Richards Bay** [visited 12 seafarers from 1 ship out of 91 ships]

**Port of Port Elizabeth** [no ship visit to 36 ships]

**Port of Cape Town** [visited 172 seafarers & fishers from 42 ships out of 112 ships]

**Services Offered in the Port of Cape Town:**

[21] Newspapers / [69] Stickers / [223] Prayer Cards / [184] Rosaries / [184] Scapulars / [43 attended] Masses [1] Jacket / [118] Food Donations [226] Postcards [177] / [11] Transportation / [22] Sport Equipment / [4] Shopping  
**A total of [1106] beneficiaries**

**Services Offered in the Port of Durban:**

[336] Transportation / [92] Stickers [23] Toiletries  
**A total of [451] beneficiaries**

**Services Offered in the Port Elizabeth:**

No ship visit  
**A total of [0] beneficiaries**

**Services Offered in the Richards Bay:**

1 Mass on board  
**A total of [12] beneficiaries**



**TOTAL**  
*Beneficiaries = 1,569*  
*Ship visits = 125*  
*Visited Seafarers = 665*