

The Master's Mariner

Autumn, 2006.



A Message From The Principal Chaplain



In early February, people around the world were shocked to read of the capsizing and sinking of the Red Sea ferry Al-Salaam Boccaccio 98, with more than 1000 passengers feared lost.

Reports abound of incompetence and chaos aboard the vessel as the crew

vainly sought to extinguish the *'little fire down below'*. The Sydney Morning Herald (6 Feb. 2006) reported "Mr Ahmed, the maintenance crewman, said he fought the fire with sea water pumped into the ship through hoses. The fire would go out and revive. *'We couldn't figure out the cause'*. ... Mr Ahmed concluded, *'The water wasn't draining. Pumps weren't working right.'*

Tamir Fikreh Hakim, a ship restaurant worker, said: *'Drains were blocked by cargo. The ship was filling up.'*

Tragically, it appears that the crew effectively sank their own ship.

But what of the Captain, who reportedly refused passengers' pleas to return to nearby (30km) Saudi Arabia instead of attempting to continue 180km across the Red Sea to Egypt?

According to the New York Times' Saturday online edition survivor, Nabil Taghyan, 27, said he saw the captain and crew flee in lifeboats. *'The captain took the first speed boat, even though he should go last.'*

If the report is true, the Captain's behaviour will see him held in contempt by many, his reputation forever shattered.

Contrast the unselfish heroism of people such as Fr Maximillian Kolbe, (pictured) a Polish Franciscan in Auschwitz. When a number of prisoners were selected for execution, one of them shouted "I am married with children!".



Father Kolbe stepped forward and asked to take the condemned man's place. His offer was accepted by the authorities; he was put in an underground cell and left to starve to death.

At the time of writing, the Captain of the Al-Salaam Boccaccio 98 is still missing. If the reports are true, and he is still alive, he may wish to remain 'missing' for a very long time! His greatest fear may be that – sooner or later – someone will 'hand him over'.

Significantly, this same, fearful term is applied to Jesus in the New Testament:

- Judas handed Jesus over to the priests (out of greed);
- the priests handed Jesus over to Pilate (out of envy);
- Pilate handed Jesus over to the soldiers (out of cowardice)

It is upon these 3 men (Pilate, Caiaphas & Judas) and their associates that the Gospel writers fasten the major blame for Jesus' crucifixion.

So we need to remember that it was not just the Jewish leadership who were responsible for Jesus' death. In the early 17th Century, Johann Heermann wrote a hymn about Jesus death.

Verse 2 says:

*Who was the guilty? Who brought this
upon thee?
Alas, my treason, Jesus, hath undone thee;
'twas I, Lord Jesus, I it was denied thee:
I crucified thee.*

Although we may wash our hands like Pilate, each of us has Jesus' blood on our hands and we need to recognise this, for *'only the man who is prepared to own his share in the guilt of the cross, may claim his share in its grace'*.

There are two more important aspects that I must mention:

1. Although Jesus was brought to his death by human sin, he did not die as a martyr. He went to the cross voluntarily - even deliberately *'I am the good shepherd. The good shepherd lays down his life for the sheep' '... the Father loves me, because I lay down my life in order to take it up again. No one takes it from me, but I lay it down of my own accord.'* (John 10:11,17-18).
2. There are two other applications of the word 'handed over' in connection to Jesus:
 - a. The application to Jesus himself - in his voluntary self-sacrifice – as *'the Son of God who loved me and gave himself for me'* (Galatians 2:20).
 - b. The application to the Father's surrender of His Son – the breathtaking love that lay behind Jesus' own self-surrender: *'He who did not withhold his own Son, but gave him up for all of us, will he not with him also give us everything else?'* (Rom. 8:32)

The overwhelming nature of this truth prompted one man to cry out: *'Who delivered Jesus up to die? Not Judas, for money; not Pilate, for fear; not the Jews, for envy; - but the Father, for love!'*

So why did Christ die? On the one hand his

life was taken, but on the other it was freely given up - so as to fulfil the Father's will in doing for us that which we could never ever do for ourselves! In the death of Jesus, God's perfect justice was fully satisfied and his perfect love was fully expressed. Because death is God's penalty for sin, Jesus' offering of His own, perfect life was the full, substitutionary, payment for our sins. Simultaneously, God's perfect love was perfectly expressed – for it was not another who was paying the price and suffering the punishment demanded by God's justice, but God Himself! Thus Paul the Apostle wrote: “ .. *in Christ God was reconciling the world to himself, not counting their trespasses against them, and entrusting to us the message of reconciliation. Therefore, we are ambassadors for Christ, God making his appeal through us. We implore you on behalf of Christ, be reconciled to God. For our sake he made him to be sin who knew no sin, so that in him we might become the righteousness of God.*” (2Corinthians 5:19-21)

In all of history, there has never been anything to compare with the importance of Jesus' death and consequent resurrection. Only Jesus could legitimately claim (immediately before he went to the cross), *"I am the way, and the truth, and the life. No one comes to the Father except through me."* (John 14:6)

At the Mission to Seafarers, Sydney, our prayer for the seafarers whom we meet is that these truths might possess and transform their lives.

May Easter 2006 be such a time for us all!

Meet Doreen Barr

*Doreen, how did
you come to work
at the Mission?*

I actually started in 'The Flying Angel Restaurant' in the Mission's premises in Macquarie Place, Sydney in 1980. A friend had rung to ask if I could help out for a function



there, as the Mission was short staffed. I continued working in the Restaurant there until the building was sold in 1985 (*it was a very long function! – ed.*). The new premises in Kent St did not have a restaurant, but I was able to continue working in a new role as a Receptionist.

What does your current work involve?

My current work still involves looking after the seafarers' needs, i.e. making phone calls for them, changing money, receiving shop sales, and dispensing 'tourist' advice. I also maintain our statistics and other logs, and oversee our mail-outs and other correspondence. I have recently taken over the role of maintaining our small shop.

What do you find most enjoyable about your work?

Apart from the friendships I have made here, I most enjoy getting to know the crews from all over the world who regularly visit the Mission.

... and the most frustrating aspect?

The greatest frustrations involve communication difficulties – especially when the seafarers' telephone calls cannot get through. Some seafarers will always blame the operator (us) and it is very frustrating when language difficulties make it hard for us to explain why the call hasn't gone through.

Would you tell us about your family?

I have two daughters, Lisa and Kerry. My son Jimmy was tragically killed in 1987. Lisa has been married to Rodney for 20 years, but have no children (apart from 'Holly', a Cavalier King Charles Spaniel!) Kerry has been married to Paul for six years and they have three daughters – twins Emma & Lara, who are 3 years old, and baby Hana, who is just 6 weeks old. They are just beautiful, so I am Nanna to three gorgeous girls and I am loving it!!!

How do you like to relax?

I like to walk, especially near the water. I like reading, music and doing crossword puzzles. My latest relaxation therapy is going to Gloria Jeans at Narrabeen (near the water, of course) to have a coffee (in a mug!) and reading my latest book.

Where is your perfect holiday destination? Why there?

I would love to go back to England and just travel around at my own pace. My parents were born in England and I have family members on my mother's side living there. I was very lucky to go there in 1989 and it felt so much like home.

Mission Events for 2006

*** The Harbour Lights Guild meets in the Chapel at 10:45am on the 3rd Wed. of the month.**

March

15 th	1230	Board Meeting
26 th	1400	Annual General Meeting

April

5 th	1230	Port Committee
9 th	1100	Merchant Navy Memorial Service at Rookwood
20-22 nd		MtS National Council meeting in Adelaide

May

24 th	1230	Board Meeting
28 th		Deputation to Lalor Park Anglican Church

June

7 th	1230	Port Committee
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August

1 st	1300	Deputation to Westmead Uniting Church
8 th	1330	Deputation to South Carlton Anglican Church
23 rd	1230	Board Meeting

September

6 th	1230	Port Committee
24 th	1000	Annual Seafarers' Service in St Andrew's Cathedral, followed by a barby-banquet at Flying Angel House.

October

23 rd - 28 th		MtS World Conference in Swanwick, Derbyshire England.
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November

1 st	1230	Port Committee
22 nd	1230	Board Meeting

A Dictionary Of Nautical Terms

ABOARD: A piece of wood used to repair your vessel.

AFT: Automatic Flotation Thingy. Authorities require a personal flotation device for each member on board your vessel. These are the ones that inflate automatically when you hit the water (and you will hit the water!) to prevent drowning.

ADRIFT: A method of moving across the water when nothing on your vessel works. You normally do not have a lot of input as to where you are actually going, but you can get there.

AMIDSHIPS: a condition of being surrounded by boats.

ANCHOR: A mechanical device intended to keep the vessel in one place. They are designed to raise mud samples from the bottom at the most inopportune times.

ASTERN: A type of look given by your spouse when you attempt to buy things for your new vessel.

BILGE: A storage area in the bottom of the vessel for all the things you dropped and cannot find. Also a mixing area for water, fuel and head output.

BILGE PUMP: An electrical device designed to remove the charge from your batteries. These devices only operate when the vessel is not taking on water.

BOTTOM PAINT: hat you get when the cockpit seats are freshly painted.

BOW: What you do (along with scape) in front of your banker when you are asking for more money to spend on your vessel.

BRIDGE: Something you cross to get to the other side of a body of water when you don't have a vessel available. Can also be used for removing masts of sailing vessels if the bridge is low enough.

CAPSIZE: The size you need to know when shopping for a hat or cap.

CREW: Persons working on your vessel, most commonly friends or acquaintances who discover the "work" part of the trip only after leaving the dock. Crews have a high turnover rate, and normally will never want to see you again, let alone set foot on your vessel.

DECK: What your spouse will do to you after discovering how much you spent on the vessel without prior consultation for mutual approval.

DOCK: A medical professional.

GPS: An electronic device that allows you to navigate well out of sight of landmarks before the batteries die.

HATCH: 1. A device akin to a mousetrap, in that it will drop onto your head or hand without warning. 2. An opening for admitting water into the vessel.

HEAD: The part of your body that sits on top of your neck. Useful for storing items like hats, sunglasses, etc.

KEEL: A stopping device for your vessel. It works by contacting the bottom of the water body you are in, thus inhibiting forward motion; a threatening term used by a foreign 1st mate after too much heel by skipper.

KEYS: Used for opening locks and lockers aboard your vessel, and for starting the engine. Keys can usually be found in the water beneath your vessel.

LEEWAY: What you hope your spouse will give you when you want an expensive new toy for your vessel.

LOG: Another braking device for your vessel. It works by placing a hole in your vessel so it can no longer float, or in the case of smaller vessels, by providing a means of elevating the vessel to a height above the water that ensures that neither oar nor motor can propel the vessel.

OVERBOARD: A term describing the final resting place for anything expensive dropped while on board a vessel.

PAY OUT: What you must do every time something unexpected happens to your vessel.

PFD: Personal Flotation Device. A multifunction device normally used as a cushion, packing material or sponge. Authorities require one per person to ensure they have something soft to sit on in case seating is limited.

PORT: What you drink when you are on your vessel.

PROPELLER: A metal fan-like object attached to the motor. It both propels the vessel through the water and catches stray dock and rigging lines before they can harm wildlife. Typically, after only a short time, vessels have less propellers than they began with.

RAM: an intricate docking manoeuvre sometimes used by experienced skippers.

RUDDER: The device that steers your vessel; see 'Rock'.

ROCK: 1. Device used to remove rudders from vessels. 2. What your vessel does just after you fill all your glasses to the brim.

STERN: 1. The flat, back end of your vessel, included so you have a place to paint the name of your vessel. 2. See also 'Astern'.

THROUGH-THE-HULL-FITTING: A leak.

WAKE: A part of a funeral often confused with what trails behind a vessel. Also what you participate in when you don't practice safe boating or canoeing.

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