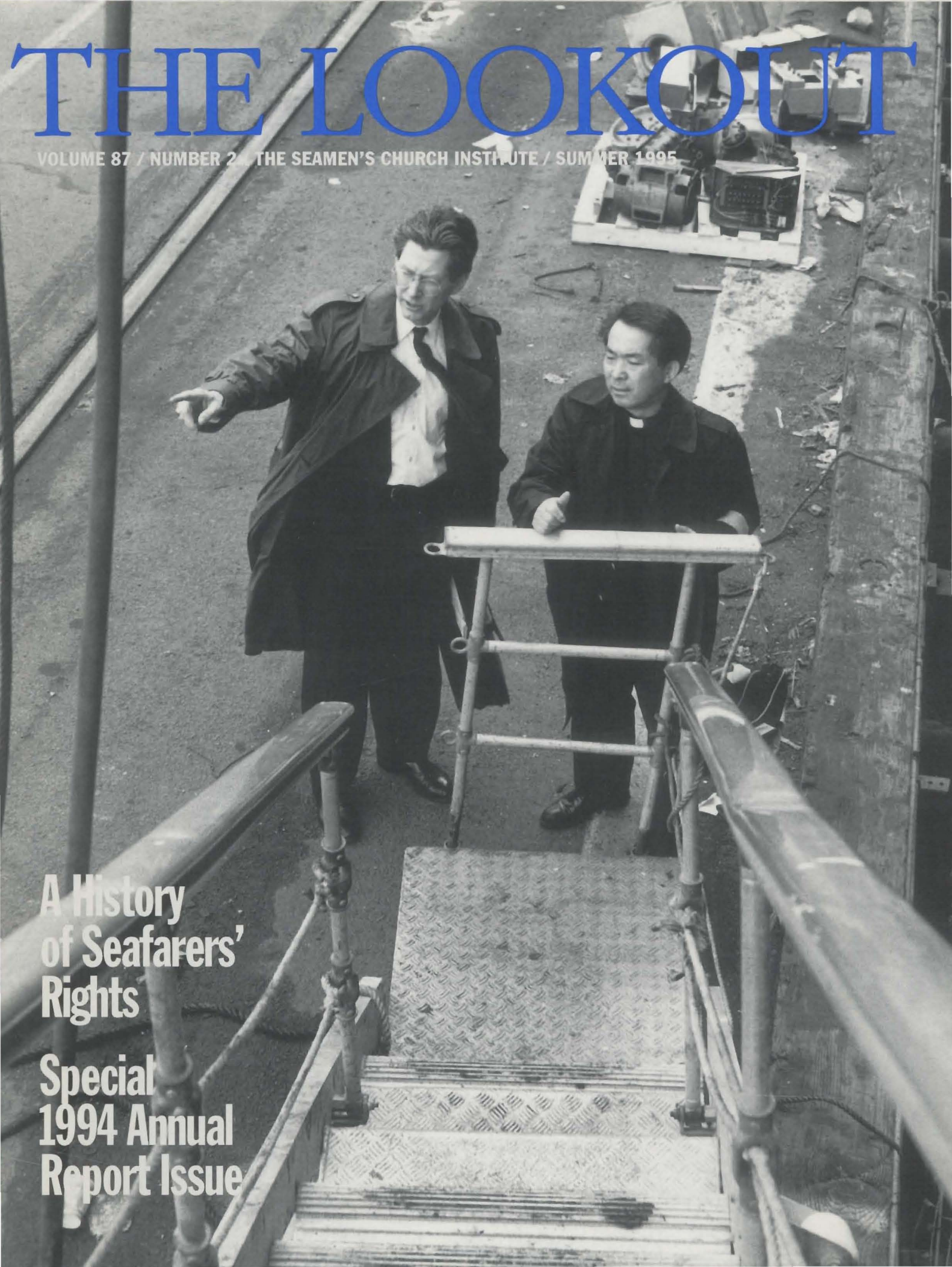


THE LOOKOUT

VOLUME 87 / NUMBER 2 / THE SEAMEN'S CHURCH INSTITUTE / SUMMER 1995



**A History
of Seafarers'
Rights**

**Special
1994 Annual
Report Issue**

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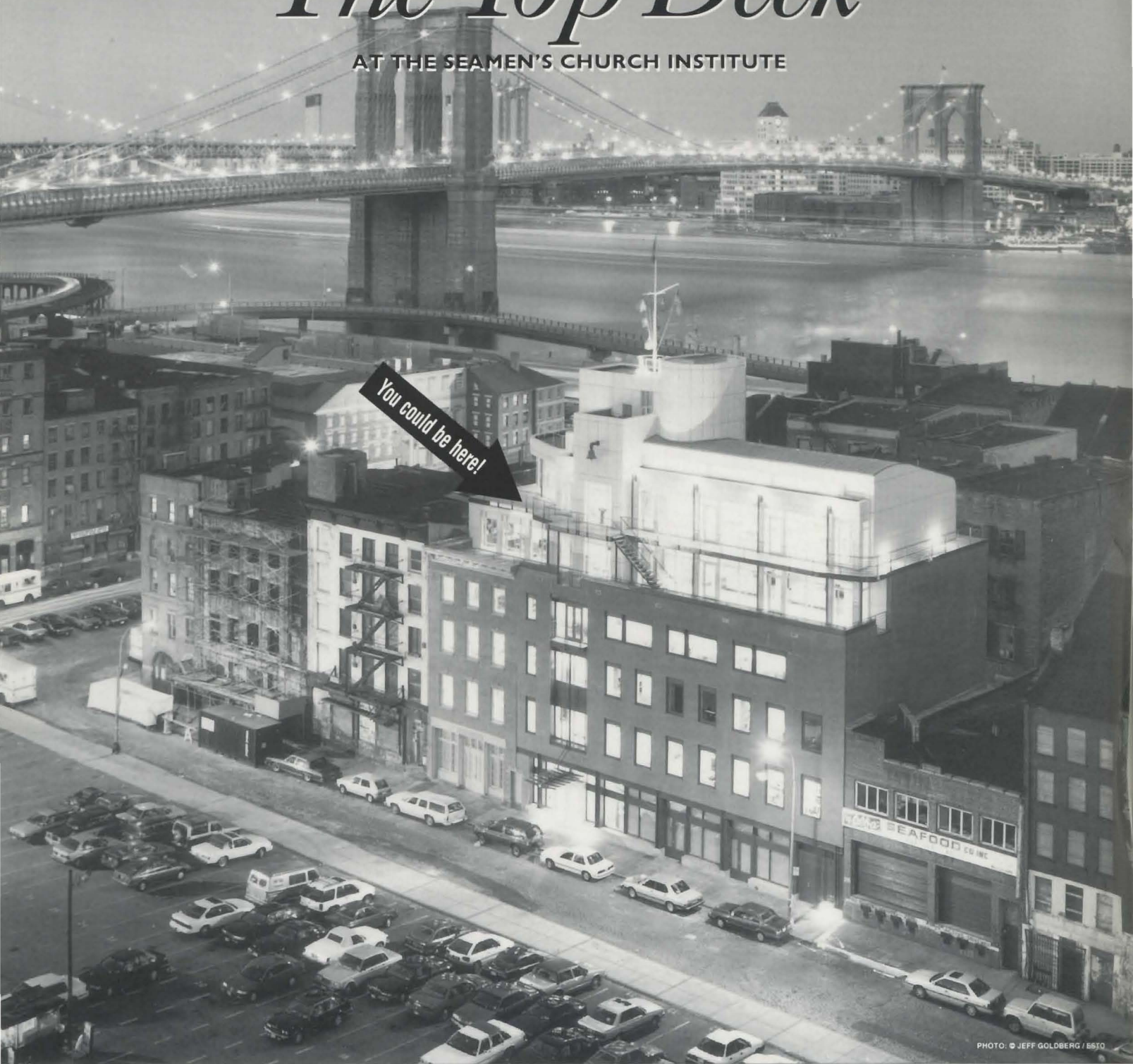


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Cover Photo: CSR Director

Doug Stevenson and Port

Chaplain Francis Cho

embark on a morning

of ship visits.

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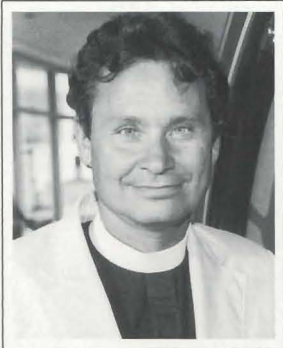
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DIRECTOR'S LOG



*The Rev. Peter Larom,
Executive Director,
The Seamen's Church
Institute of New York
& New Jersey.*

This special issue of THE LOOKOUT highlights our efforts to protect the rights of all seafarers. It may surprise many of you to learn that even before the **Center for Seafarers' Rights** (CSR) was formed in 1982, seafarers' rights was at the forefront of the Institute's mission. The timeline on page 7 illustrates the impact SCI has had on seafarers' rights issues from its founding in 1834 with intentions to rid the waterfront of crimps and boardinghouse keepers who preyed on seafarers, to the respected industry forums we sponsor today.

The forums, many of which are coordinated by the Center for Seafarers' Rights, are part of an ongoing series aimed at fostering dialogue among the shipowners and agents, insurance brokers, security officials, admiralty lawyers, educators, service organizations, government leaders and others, who, as a whole, make up the maritime industry. The series was inaugurated in 1992 when the Institute hosted members of Russia's maritime unions who came to the Port of New York-New Jersey seeking assistance with spiritual, practical and management issues. Since then, the series

has included three roundtable discussions, two management seminars and one symposium.

A stowaway roundtable in February 1993 looked at new approaches to a problem that was of increasing concern to the maritime industry. Just a few months earlier, an incident in Le Havre, France, wherein a stowaway charged a ship's crew with beating to death his six companions and throwing their bodies overboard, brought the stowaway issue international attention. At the time shipowners were held responsible for stowaways found on their ships. It was clear, something needed to be done to put the responsibility for persons seeking entry into the U.S. where it belonged—the Immigration and Naturalization Service. Working hand-in-hand with its colleagues in the industry and others who attended the roundtable, the Institute succeeded in helping to change the way ship stowaways are handled.

Industry executives have gathered at SCI to examine issues associated with OPA '90 and COFR. This roundtable featured Admiral J. William Kime, then-command-

dant of the US Coast Guard. More recently, the ramifications of modern-day piracy on shipping was the subject of a CSR roundtable co-sponsored by the Maritime Law Association.

A quality management seminar, hosted by SCI trustee Richard du Moulin, explored the workplace issues brought into play when shipping companies and other maritime organizations establish Total Quality Management programs. David Cockroft of the International Transport Workers Federation addressed the roundtable to explain the role of organized labor in a successful TQM program.

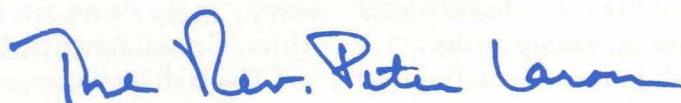
Another seminar focused on crisis management and the importance of having a detailed plan in place to handle crises such as an oil spill or ship arrest. Jesse W. Lewis, Jr., a crisis management consultant who specializes in marine incidents, led the seminar.

In January 1994, the Institute was honored to have William O'Neil, secretary-general of the International Maritime Organization here to discuss safety at sea at a symposium on the subject. This October

11-13, Mr. O'Neil will return to our port to address maritime educators from around the globe. The occasion is a conference on training and the human element in accident prevention, coordinated by SCI's Center for Maritime Education.

Speaking of training, this edition of THE LOOKOUT also presents capital improvements made to the Center for Maritime Education's bridge simulator system. Inside you'll also read about the chaplains from foreign ports who are interning at SCI's New Jersey Seafarers' Center.

Throughout all its endeavors, The Seamen's Church Institute continues to be a catalyst for positive change—in the industry, in our seaport communities in N.Y. and N.J., and, most importantly, for seafarers at work on the world's waterways.



The Rev. Peter Larom
Executive Director
July 1, 1995



A New Course for Ship Visiting



Chaplains from international port cities are learning to handle practical workplace issues as interns in an SCI program that uses the maritime workplace as a frame of reference for other industrial workplaces.

In an effort to better serve merchant seafarers of all nations in the international maritime workplace, The Seamen's Church Institute is charting a new course for its chaplain training program.

In June, the Rev. Jean Smith welcomed five individuals to a 10-month internship in the Institute's **International Training Center for Workplace Ministry**. These missionaries are exploring ministry in various non-parochial workplace settings such as seaports and transportation hubs, hospitals and prisons.

"The vibrant New York-New Jersey port offers a rich context for ministry that is transferrable


to other settings," said Rev. Smith who supervises the training. "The historic port chaplaincy can provide a powerful lens to view and test other institutional and workplace ministries."

Increased maritime trading activity in the Baltic Sea, East Africa, Central America, China, and Thailand have opened new ports-of-call that have inadequate or no port missions. "The interns in SCI's program are eager to learn the skills necessary to establish and maintain a self-sufficient and productive ministry in their homeport," said Rev. Smith.

Dubbed ITC, the internship program is a multicultural, inter-

national and interfaith program. The first class of interns includes: Sister Rhoda Dzombo, an evangelist in the Anglican Church who will serve the port of Mombasa, Kenya following her ITC training; the Rev. Canon Julius Lugendo a parish priest in Dar-es Salaam, Tanzania; the Rev. Wilson Mapuru, a former shipmaster who is now an Anglican chaplain in the port of Honiara, the Solomon Islands; Mr. Oleg Borisovich Salimonvskiy, a merchant mariner and member of the Evangelical Lutheran Church in the Ukraine; and the Rev. Vum Ko Tual, a Baptist pastor from Rangoon, Myanmar.

While interns practice ministry outside traditional church structures and support networks, one part of a familiar support structure remains. Each intern has been "partnered" with a local New Jersey parish and a graduate student at Drew University Seminary in N.J. or Union Theological Seminary in New York.

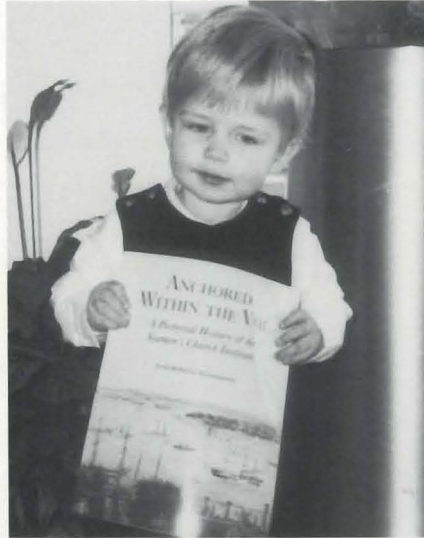
An endowment, established in 1994 with a \$500,000 anonymous donation, helps fund the ITC program. Other funding is pending. 

A Day of Remembrance

About the time the Institute was founded in 1834, Capt. Charles H. Marshall held one of the most coveted maritime honors of the day. He commanded the prestigious Black Ball Line, whose packet ships traveled the first scheduled transatlantic route. When he retired, he came ashore and dedicated himself to ameliorating the condition of seafarers.

Generations of Marshalls have continued the family's commitment to merchant seafarers, many through their work with The Seamen's Church Institute. On March 10, 1994, the Institute honored the Marshalls and other founders—men and women who have made SCI an important part of their lives and their commitment to help seafarers. SCI Trustee and Marshall family descendant Mrs. Anna Glen Vietor hosted the commemorative event.

At the event, Fr. Peter Larom presented specially inscribed copies of SCI's pictorial history book, *Anchored Within the Vail*, to special guests in recognition of their ancestors' support of the Institute's work. Fr. Larom praised the book, by Leah Robinson Rousmaniere, with capturing the humanity and generosity of the individuals so instrumental in shaping SCI's mission.



Nicolas Julian Elskop Scholz, a fifth generation descendant of Capt. Charles Marshall, helped SCI celebrate its anniversary.

Among the guests who received a book was two-and-one-half-year-old Nicolas Julian Elskop Scholz, a fifth-generation descendant of Capt. Marshall. Nicholas, whose parents, Christopher J. Marshall Scholz and Ines Elskop Scholz, and grandmother, Helen Marshall Scholz, were present, accepted the gift on behalf of the entire Marshall family.

Another special guest was Richard G. Schulze, whose great-grandmother Nathalie Elizabeth Baylies and grandmother Mrs. Walter Cabot Baylies were instrumental in SCI's building campaign for 25 South Street. Jacqueline Astor Drexel accepted

Anchored Within The Vail

A Pictorial History of The Seamen's Church Institute

By Leah Robinson Rousmaniere

Anchored Within the Vail describes the personalities, maritime events and world issues that have helped shape the Seamen's Church Institute of New York and New Jersey into North America's largest, most comprehensive seafarers' agency.

Leatherbound editions (limited quantity) of the book are \$75. Softcover copies are \$18. Shipping and handling is extra. Mastercard and Visa are accepted.

For Information write or call The Seamen's Church Institute.

an inscribed book in honor of her great uncle, Vincent Astor, who supported SCI during World War I.

Citing the Institute's responsibility to seafarers today, Fr. Larom said, "The Institute is a special fellowship, so special that the energy and commitment of our forefathers is reflected in the Institute's current advocacy, hospitality and safety programs."





Simulator Upgrade Yields SCI a Competitive Edge



Four interactive ship bridges, one of which has five visual screens and a 120 degree field-of-view, are equipped with a full complement of shipboard equipment.

At the Institute's **Center for Maritime Education (CME)**, attention is fixed squarely on delivering a high standard of training to the industry's seafarers. The simulator system is one technological tool used to help instructors provide the most effective training. And like most computer-based operations these days, simulator technology is constantly being improved. Since the Institute first introduced the simulator system into its training curriculum in 1987, Norcontrol, the system's manufacturer, has progressed two levels.

Simulator training is important because it provides the ability to recreate a realistic shipboard environment. It's effectiveness in pre-


venting accidents at sea has been proven. The industry has witnessed a reduction in insurance claims which has led to lower premiums for companies that train. The United States Coast Guard endorses many of SCI's simulator training courses towards remission of sea time.

In order to stay competitive in today's training environment, CME has upgraded its entire simulator system. "As a result," training director Eric Larsson reports, "We are able to conduct exercises that concentrate on 'in close' maneuvers. We also have an increased storage capacity which allows us to add new areas to our world library, opening avenues in research and port development, and we can create our own vessel types."

But, Eric cautions "We're not interested in upgrading the system unless the value to training is evident."

In 1994, the value to training was clear as CME's tug/barge business soared. Companies clamored to meet new regulations requiring safety training. New and existing customers turned to the **Center for Maritime Education** to get their seafarers up to speed.

A new tug force feature allows the simulator to dock and undock vessels, an important element in tug/barge handling. The simulator's tug component will be further enhanced later this year when fendering forces and mooring line forces are also added to the system.

What does the upgrade mean for CME customers? Current customers will receive value added training benefits they may not have counted on. New customers can be assured CME has the best available equipment and past customers have new reasons to rely on CME for all their training needs. 

The Legacy of Seafarers' Rights

Seafaring was a job known to many in the mid-19th century. New York's early merchant activity depended on boats and ships and the seafarers who ran them. The life of a seafarer was a hard one, with long hours and miserable conditions.

Life ashore wasn't much better. Crimps and thieves conspired to plunder or shanghai defenseless seamen. Pimps, dance halls, and cheap alcohol readily consumed hard earned wages providing the only solace for most seafarers who arrived in a port where they had no family or friends.

In 1834 the Institute's founders set forth to do for the seafarers' good exactly what the crimps and unscrupulous boardinghouse keepers along New York's dingy waterfront were doing for his harm.

Early on those who wished to help the poor had recognized seafarers as worthy of charity, and societies promoting the welfare of sailors had



sprung up in all the world's major ports, including the American ports of Boston, Philadelphia, Baltimore, Charleston, New Orleans and New York.

For The Seamen's Church Institute in New York, promoting the welfare of sailors also meant safeguarding their rights on land and at sea. With

the help of the board of trustees, SCI's leaders have long sought to use the Institute's influence to gain national legislation securing the human rights of seafarers. It is a powerful legacy carried forward today in the form of the **Center for Seafarers' Rights** and outlined in this timeline.

A History of Advocacy

1800



By the turn of the 19th century, the kidnapping of seamen to serve as crews in the merchant fleets of the world had become a recognized evil. In sailortowns worldwide, the “shanghai fraternity” of crimps—boardinghouse keepers, rogue tailors, shipping-masters, runners and boatmen—flourished to rob Sailor Jack of his hard-earned cash.

1840

Combatting the exploitation of seafarers is not restricted to SCI alone. In 1840 Richard Henry Dana, author of *Two Years Before the Mast*, suggests legal aid to reform the sailors’ condition aboard ship and religious instruction to reform seafarers themselves.

1844



The Institute’s Floating Church of Our Saviour for Seamen is commissioned to address the spiritual needs of merchant seafarers. The Institute would later come to address both the legal and social welfare of its seafaring constituents.

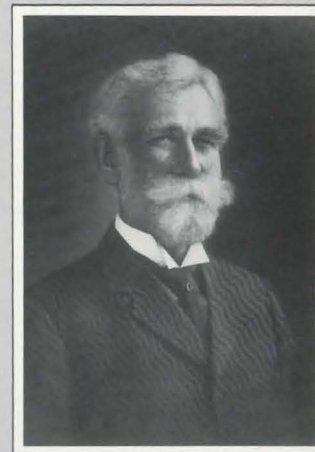
1872

The Shipping Commissioner’s Act is signed into law. An effort to abolish shanghaiing, the law appointed shipping commissioners in the various ports to regulate the hiring of seamen and dictated that seamen must be paid their wages in person. It was later amended to apply to only deep-sea crews.

1878

The Lakes Seamen’s Union, the first seafarers’ labor organization of consequence in the U.S. is founded.

1897



J. Augustus Johnson, lay manager and chairman of the Institute’s committee on legislation, devoted himself to the improvement of maritime law bearing upon the condition of the sailor. Previously, as a judge under the Treaty of Extraterritoriality with Turkey, Johnson dealt with numerous complaints by seamen against their masters. He became an effective advocate of reform legislation and was a powerful ally to Archibald Mansfield, the Institute’s superintendent.

1895

The Maguire Act abolishes imprisonment for desertion in the coast wise trade.

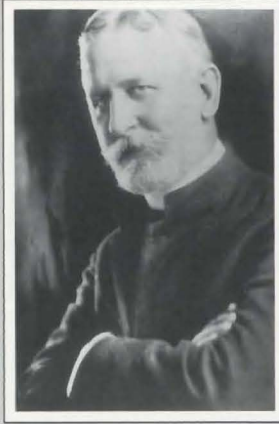
1899

The Seamen's Branch of the Legal Aid Society, sponsored by the Joint Conference of Seamen's societies, begins its career at 34 Pike Street, SCI's Mission House. Between March 1899 and December 1, 1900 the office received 5,778 applications from seamen for legal aid.

1899

The White Bill is signed into law. Among other things it abolishes flogging and all other forms of corporal punishment aboard ship.

1913



Aided by its first major fund raising campaign, the Institute's first permanent facility is completed at 25 South Street. Archibald Mansfield was then the Institute's superintendent, a position he held for 38 years.

1917



The U.S. enters World War I and at the Institute, which by this time had a reputation for running an operation patronized almost entirely by foreigners, the war feels closer to home. The August issue of *The Lookout* grimly noted that "probably 100,000 merchant mariners of all nations have been drowned or killed since the war began."

These seafarers were rescued from a torpedoed vessel.



A History of Advocacy

1919



House Mother Janet Roper establishes a Missing Seamen Department “to encircle the world with a band of men and women who care enough for seamen to help them to keep in touch with their families and friends.”

1920s



Mansfield’s humane concern for seafarers’ health extended far beyond their shoreside well-being. At KDKF an SCI doctor uses the wireless to send “healing messages” to vessels at sea improving a seafarers’ right to medical attention aboard merchant vessels at sea. The Institute was also influential in standardizing medicine chests aboard ship, requiring first-aid training for prospective officers and engineers, and publishing a **First Aid Manual** with the **Public Health Service**.

1930s



During the Great Depression, the line of destitute seafarers often snaked around the block. But despite the poor economic climate, the Institute made plans to expand its physical plant in an effort to better respond to the many unemployed seafarers. SCI operated a “relief loan” line and offered qualified seafarers credit in the form of lodging and food.

1934

Mansfield’s tenure at SCI comes to a close as he suffers a fatal heart attack. Mansfield “not only preached and prayed for the sailor,” eulogized the **New York Times**, “but fought for him against mercenary and vicious forces that once made this ‘the worst seaport for seamen in the world.’ “He left it the best.”

1956



The Andrea Doria collides with the smaller cruise ship Stockholm. The rescued crew is brought to SCI. The sinking of the Titanic in 1912 led to the first International Conference on the Safety of Life at Sea. After the Doria-Stockholm collision the House Merchant Marine Committee appoints a special subcommittee to investigate safety problems of ships at sea.

1960



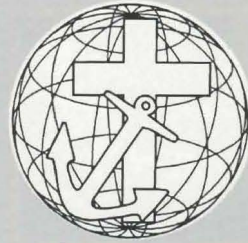
The Seamen's Church Institute's International Seafarers' Center is opened in Port Newark, N.J. to serve an increasing number of ships arriving in New Jersey. The "Port of New York" has sprawled over an area that now includes not only Manhattan, Brooklyn, and Staten Island, N.Y. but also Hoboken, Newark, Bayonne, Elizabeth, Weehawken and Perth Amboy, N.J.

Late 1970s

SCI port chaplains note rampant abuse of seafarers ... majority of seafarers they visit are from developing countries, are low paid and lead marginal lives... Serious unemployment in their home countries leads many to allow themselves to be hired regardless of contract, salary or condition of the ship.



1982



Center for Seafarers' Rights is opened. A source for research, education and assistance with seafarers' rights issues the Center begins to work with the international maritime community to eliminate abuses and exploitation of seafarers.

Late 1980s

The Center publishes booklets explaining seafarers' rights under different ship registries such as Cyprus, Liberia, Panama, Bahamas, Malta.

A History of Advocacy

1990s

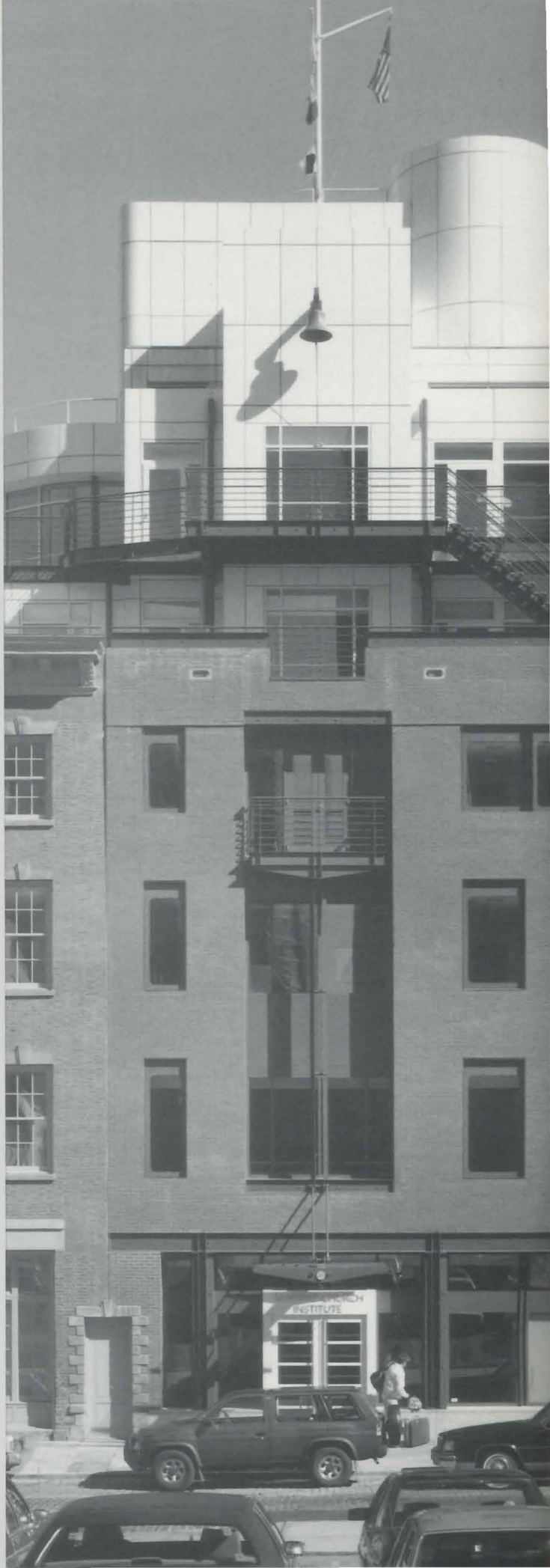


Under the leadership of Doug Stevenson the Center for Seafarers' rights establishes SCI as a forum for discussion of contemporary maritime issues holding round-table conferences and symposia addressing such topics as stowaways on merchant vessels, safety-at-sea and modern-day piracy. Frequent travel to international ports enables Stevenson to keep abreast of changing times and issues of concern to seafarers' well-being as CSR enters a new era of global advocacy.



Today, the Center for Seafarers' Rights carries on the Institute's tradition of upholding the dignity, worth and basic human rights of seafarers. The Center's mission, like that of the Institute, rests on a Biblical heritage that calls us all to protect the unprotected and to empower the weak.

Editor's Note: Information and photographs contained in this article were adapted from Anchored Within the Vail by Leah Robinson Rousmaniere.





SPOTLIGHT

Center for Seafarers' Rights Attorneys

Douglas B. Stevenson

Director, Center for Seafarers' Rights

What is the most interesting and rewarding job in maritime law? If you ask Doug Stevenson that question, he'd tell you it was his job as director of the Center for Seafarers' Rights (CSR). "My current job combines the best of my personal and professional interests," he says.

In 1990 Doug joined the staff of The Seamen's Church Institute having just retired from the U.S. Coast Guard with 20 years of service in a series of legal and operational assignments that included being a diplomat at the U.S. Mission to the United Nations.

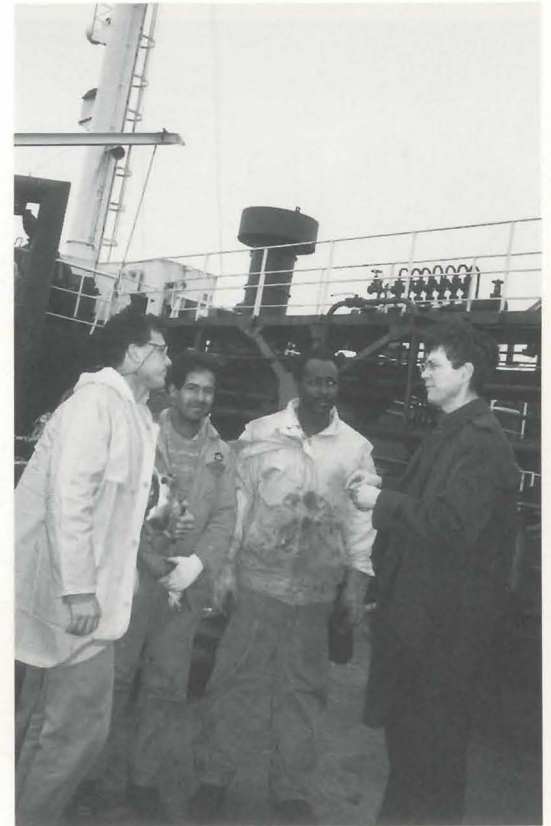
The Center for Seafarers' Rights is the only full-time maritime legal aid office in the world. As the Center's director, Doug's expertise in legal affairs and human rights issues is a resource for seafarers, port chaplains and industry and government policy-makers around the globe.

In SCI's homeport, Doug forges relationships between the Center and the maritime bar and other advocacy and legal aid organizations to expand and improve assistance to

seafarers. In the last year he has strengthened ties with the Maritime Law Association of the United States, the New York Legal Aid Society and Asia Watch.

Doug is also an ambassador of seafarers' rights to organizations in foreign ports. Recently, he has spoke of SCI's mission and the plight of merchant seafarers before the German Seamen's Mission European Conference, the Vatican's Conference on Advocacy for Seafarers on Cruise Ships (attended by Caribbean bishops), the Australia-New Zealand Missions to Seamen Conference, and the Lutheran World Federation's Ecumenical Meeting on Maritime Ministry. He also holds a position for the Institute on the U.S. delegation to the International Maritime Organization's Flag State Implementation Committee.

"At CSR we are not satisfied with trying to solve the day-to-day problems that come across our desks," says Doug. "We want to look at the source of problems and see if we can be an influence for change. We want to improve the laws that regulate international standards and business practices that affect the lives of seafarers."



To accomplish this Doug must often face the issues head-on and in-person. For example, to communicate problems with the German Seamen's Code he met with German parliamentarians, including the author of Germany's second registry legislation. After receiving numerous reports of safety hazards aboard fishing vessels of all countries, Doug brought his concerns to Russia's deputy minister for fisheries for assistance in improving fishing vessel safety.

"I use my seagoing, legal, international, diplomatic, and maritime experience in a job that is personally fulfilling," says Doug Stevenson.



He also seeks the cooperation of shipowners—many of whom are very responsive to SCI's concerns.

The Seafarers' Rights Workshops Doug developed in 1991 to teach ship-visitors how to respond to seafarers' rights issues in their ports have been delivered to 15 port chaplaincies in five nations.

Not surprisingly, Doug's professional record at SCI has earned him the utmost respect of his colleagues in the worldwide maritime, legal and church communities.

Tierney E. O'Hearn *CSR Staff Attorney*

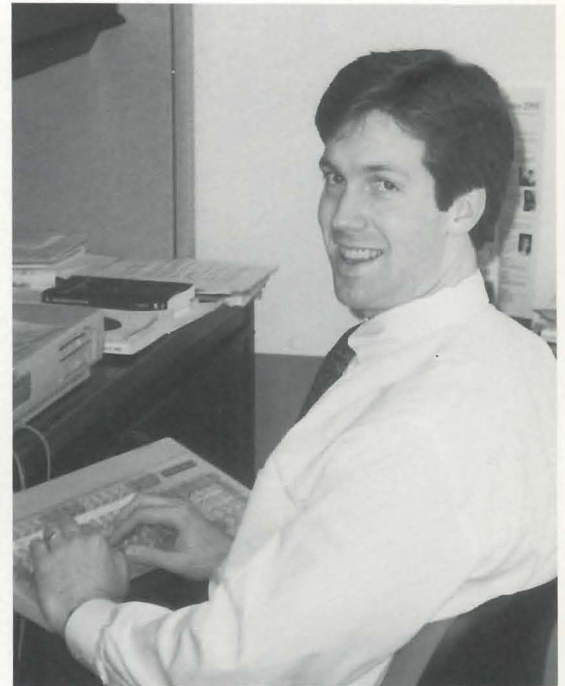
Justice is not as simple as it seemed when he sat in a law school classroom. That's what Tierney O'Hearn realized soon after joining the Center for Seafarers' Rights (CSR) staff three years ago. A student of international law, though uninitiated to the maritime world, Tierney says he was unaware of the magnitude and types of abuses that occur aboard some merchant vessels.

The work handled by the Center for Seafarers' Rights is truly international in scope. A

typical scenario could involve a multinational shipping company, a ship flying the Malta flag, Greek captain and officers, and Filipino, Korean and Indian crew members. When an incident occurs on the high seas, or in the territorial waters of another country altogether, the question becomes, whose laws apply? In these situations Tierney says "there is a great deal of 'conflict of laws,' and the challenge lies in finding who has jurisdiction over the matter and who is willing to hear the case.

To compound the puzzle, claims brought by international seafarers are often not large enough, monetarily, to interest anyone in the private bar.

Tierney brings some impressive credentials to CSR. He holds a masters degree in international law from the University of Nottingham in England in addition to his juris doctor degree from Temple University. While in the masters program, he was one of only four Americans chosen to represent the U.S. at a program on Global Security at the Palais des Nations in Geneva, Switzerland. As part of this United Nations program



Tierney E. O'Hearn

Tierney served as a member of the drafting committee of the Human Rights Working Group. Later, he based his thesis on human rights issues.

Tierney now explores human rights issues on a daily basis as CSR staff attorney. Newly created in 1992, the position is a fellowship of sorts, designed to introduce new attorneys to maritime law. Tierney handles the day-to-day case work brought to the Center's attention; providing legal assistance to active and retired seafarers.

"We provide hope to the lonely seafarer. We answer every letter we receive from every seafarer no matter where they hail from," Tierney points out. "The letters we receive back show the joy they felt that we took time to help them with their problems and answer their questions. If nothing else, we confirm the seafarers' humanity, and that, in itself, is very satisfying," he continues.

Tierney also researches seafarers' rights issues, drafts memoranda and articles on seafarers' rights and reviews legislation and treaties. "Eventually, I would like to teach," he says. "But, for now I'm learning all I can about international affairs and human rights advocacy."

David W. Kenna
CSR Intern

An interest in traffic—the freight kind—led David Kenna into the import/export business following college. Blocks of fig paste (essential for Fig Newtons), burlap bale covers and coffee bags were among the commodities he traded. Along the way he worked with people from many different cultures

including Bangladesh, India, Europe, Latin America and the United States.

But it was an experience in his home country that set his career in its current path. While supplying cotton bale covers to cotton ginners in the Southern U.S., David had a tough time, "especially as a native New Yorker," dealing with a mentality that forgave discriminatory behavior. "It gave me a greater appreciation for human rights," he says.

Now a third-year law student at Fordham University, David has finished an internship with the Center for Seafarers' Rights and plans to practice maritime law after graduation. During his internship, David conducted research on contract issues and oil pollution liability for seafarers; wrote the Institute's first rights booklet for seafarers on ships registered in Norway; and helped organize an issue-oriented industry round table on piracy.

"By interning here, I learned about a part of maritime law that I'll never learn in school and I learned it from someone who knows more about the subject than anyone else."



David W. Kenna

David believes the most gratifying aspect of his work with seafarers' rights was knowing each day that, directly or indirectly, he helped someone who probably really needed it. "Maybe I helped someone who worked on a ship that carried my burlap."

Adopt-A-Ship Model Campaign

A Maritime Legacy

Ship models have been an integral part of the Seamen's Church Institute's maritime art collection for many years. The models depict merchant and naval vessels from the 16th century to the present.

The models are a reminder of SCI's maritime legacy and, along with other objects in the collection, are an important tool for understanding the work and life of the merchant seafarer through the ages. Much of SCI's collection has been in storage for 12 years and refurbishment is essential.

The Seamen's Church Institute gratefully acknowledges the individuals who have already adopted a ship model enabling SCI to completely restore these great models.

Mrs. C. Robert Allen, III
Chinese Junk

Mrs. Vincent Astor
Yorkshire

Mr. Joseph Cammarato
Lebanese Fishing Boat

Mr. Richard duMoulin
in honor of Ed duMoulin
Great Republic

Mr. Richard duMoulin
in honor of Elaine Chao
Chinese Junk

Mr. and Mrs. George M. Isdale
Prinzessin Victoria Louise

The Rev. and Mrs. Peter Larom
Panama

Mr. and Mrs. William R. Peters
Egremont Castle

Mrs. Janos Scholz
Le Conquerant

Mr. and Mrs. Anthony Vitale
President Monroe

The Campaign

We need your help to advance the Adopt-a-Ship Model Campaign and repair and restore SCI's entire ship model collection. Restoring a model is an ideal way to celebrate a special occasion, honor an important accomplishment or salute the Institute's maritime heritage. These are the models currently ready for restoration:

America \$500
This model, 25x18 inches, is the sailing yacht for which the America's Cup is named. A gift of the Maritime Association of New York.

Argosy \$1,500
A model of a colorful merchant ship of the 16th century with a taffrail lamp. A gift of Marshall

Tito of Yugoslavia \$500
A Portuguese wine barge, plank on frame construction, this model has carved figures of wine merchants.

Chireku \$500
A Portuguese fishing boat

Whaling Barge \$1,000
A handsome model whose origin is unknown.

Berwindmoor \$1,000
Large model of a coal carrier, also called a collier ship. Its sister ship the Berwindlea is also in the SCI collection. A gift from Berwin Plate Coal Mining Co.

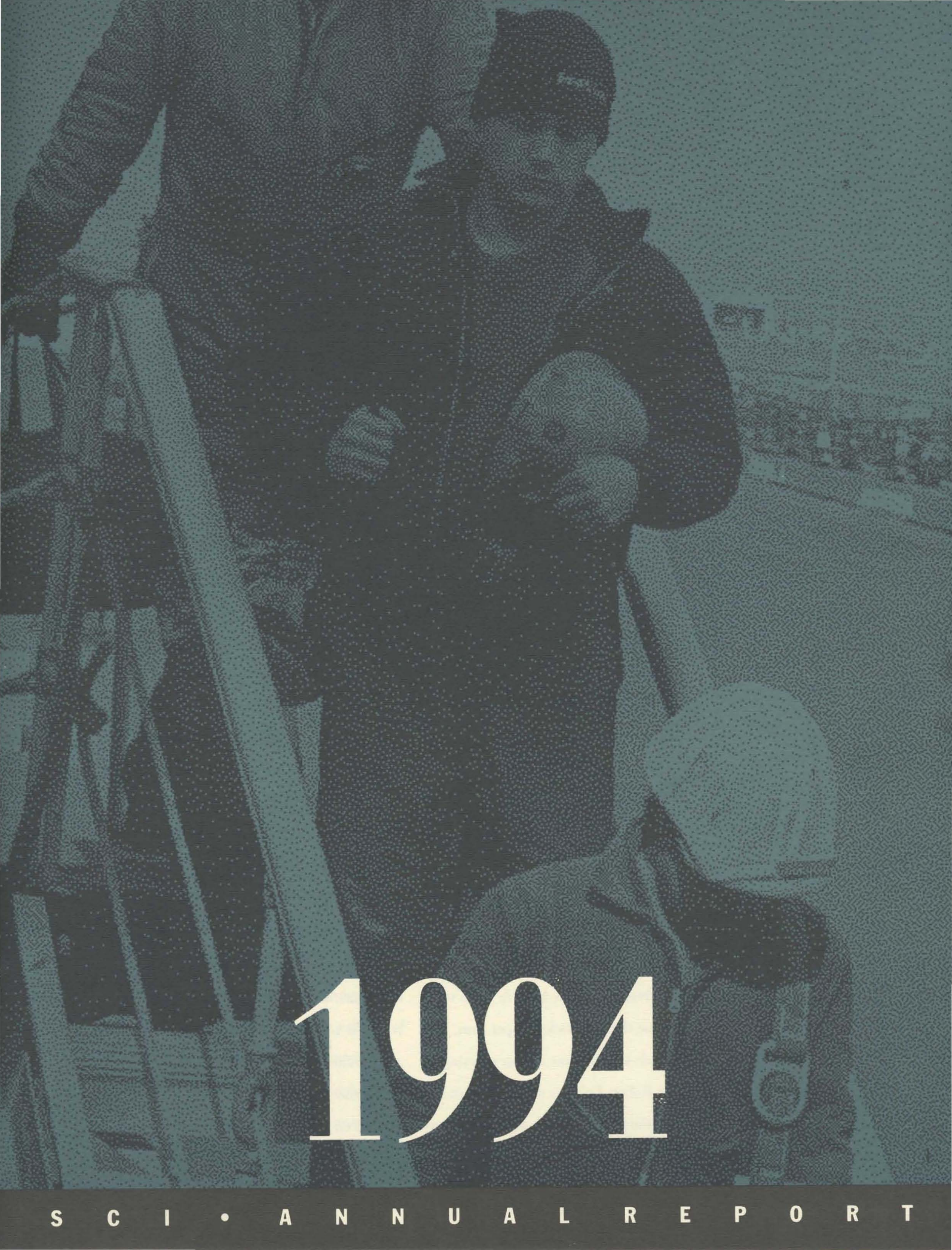
George M. Verity \$750
A liberty ship model presented to the Institute by United States Lines.

Thetis \$850
A classic Coast Guard Cutter.

Jon Ena \$1,500
A half-hull model, 97x10x8 inches, mounted against a mirror. A gift of the Maritime Association of New York.

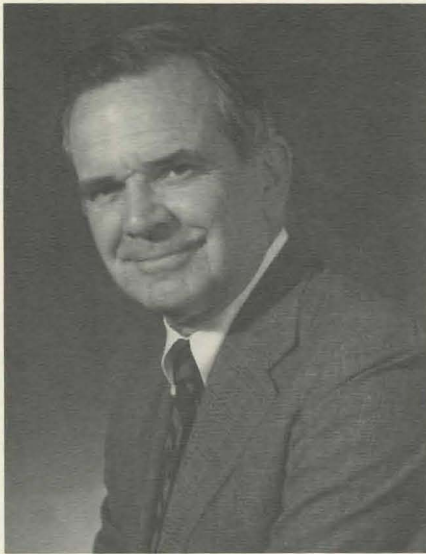
Venetian Gondola \$500
Fashioned after a typical Venetian Gondola, this model has a plank frame construction, velvet cushions and gold ornamental work. It is 46x7 inches. A gift of Carlo Gottardi, curator of the Museo Storico Navale, Venice, Italy.

For information on how you may Adopt-a-Ship Model, call Barbara Clauson at (212)349-9090 ext-256.



1994

S C I • A N N U A L R E P O R T



Ralph K. Smith

When I joined the Board of Seamen's Church Institute in the early 1960's we had been located for half a century in the huge, monolithic building of 850 rooms at 25 South Street, known to some seafarers as "The Doghouse," and, more affectionately, to many luncheon diners as "The Yacht Club."

Times change. The Institute has moved twice since then and today stands proudly at 241 Water Street, just north of the South Street Seaport in a landmarked district.

Fr. Peter Larom has now initiated a community association leading the way to restoration of this historic seaport area to its original splendor. In 1994 SCI purchased the adjacent building at 245 Water Street, a Greek Revival warehouse built in 1836 to house the Hendricks copper firm, which supplied the copper sheeting for Robert Fulton's steamboats and for the Savannah, the first transatlantic steamship.

The year 1994 was a year of fiscal stability for the Institute; the financial summary demonstrates our continuing financial strength, a testament to the committed board leadership and staff accountability. Our donor base and total contributions were substantially increased; many of our new donors were welcomed to the Institute at the Annual Silver Bell Awards Dinner in June or to the President's Council Benefit and Silent Auction in May. Major contributors included Mobil Shipping & Transportation, INTERTANKO, and the Herman Goldman Foundation.

The Institute is many-faceted; each of its programs has become a show-piece in its field. My own primary involvement, however, has been with the Center for Seafarers' Rights. The CSR was founded about 15 years ago, with a view to becoming the hub of a network of port lawyers and port chaplains, who could call upon it for research and answers to questions: if a Nigerian seaman on a Greek-owned ship under the Panamanian flag is injured on the way to the Port of Los Angeles, what law applies?

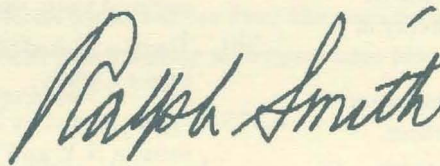
Under the remarkable leadership of Doug Stevenson (a lawyer, retired Coast Guard officer, former member of the U.S. Mission to the U.N., and an active church worker), the CSR has become recognized as the leading force for seafarers' rights throughout the world.

A list of its accomplishments and activities would be endless; among other matters, in 1994 alone it opened 182 new case files, assisted seafarers from 32 countries on ships of 30 registries, established a funded law school internship at Tulane University, completed research projects on Australian, German and New Zealand maritime law and published new booklets on the law relating to ships under Maltese and Bahamas (in Spanish) registry. Other activities are noted in the "Year in Review" and "Spotlight" features later in this issue.

The exciting, ever-expanding work of the CSR is typical of the activity of the Institute under the dynamic leadership of Peter Larom, which permeates to the staff and to each member of the board of trustees. Just

one example (and a typical one): the problem: the substantial cost of bringing port chaplain trainees from around the world to Port Newark for training and return for a career at a port heretofore without a chaplain. The solution: donation by trustees of their personal frequent-flyer miles.

Thanks to similar dedication on the part of SCI's thousands of friends, 1994 was a great year, in which the basis continued to be formed for many greater years that lie ahead.



Ralph K. Smith, Jr., Esq.

SCI Trustee and Member

CSR Advisory Committee

CENTER FOR SEAFARERS' SERVICES

1,766	American and foreign ships visited one or more times	10,615	Overseas telephone calls were placed by seafarers visiting the International Seafarers' Center in New Jersey	Countries represented by seafarers calling on the Greater Port of New York-New Jersey
9,764	Magazines placed aboard ships in port			Algeria
13,326	Seafarers transported in SCI vans	7,118	Overseas telephone calls were placed by seafarers at SCI's center at the New York City Passenger Ship Terminal	Maldives
17,710	Seafarers used SCI's International Seafarers' Center			Argentina
1,626	Seafarers used SCI sports facilities	2,899	Seafarers sought personal or pastoral counseling	Mexico
3,250	Seafarers played ping pong or pool	17,629	Pounds of used clothing was donated to seafarers	Morocco
8,748	Port workers, other than seafarers, used SCI sports facilities	13,699	AIDS education booklets were distributed to seafarers	Netherlands
500	Port workers and seafarers attended the Second Annual Port Community Festival at SCI	1,662	Loans or grants were made to seafarers in need	New Zealand
10,916	Christmas-at-Sea packages were delivered to seafarers	585	Religious Services were held at SCI Seafarers' Centers	Nicaragua
6,716	Seafarers used SCI's New York Club	126	Special programs were held at SCI for seafarers, church groups and community members	Norway
6,793	Seafarers used SCI Postal Service for safe delivery of their mail	31	Churches and other groups received visits from SCI staff	Pakistan
14,273	Letters and postcards were mailed from SCI's three Seafarers' Centers	5,500	Tourists visited SCI's Water Street Gallery	Panama
		8,375	Hours logged by SCI volunteers in N.Y. and N.J. (not including knitters!)	Paraguay
				Philippines
				Peoples Republic of China
				Peru
				Poland
				Romania
				Russia
				Saudi Arabia
				Serbia
				Singapore
				South Africa
				South Korea
				Sri Lanka
				Spain
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				Tanzania
				Turkey
				Uganda
				Ukraine
				United Arab Republics
				United Kingdom
				United States
				Uruguay
				Venezuela



The Rev. Jean R. Smith (right) enjoys a ship visit.

CENTER FOR MARITIME EDUCATION

- 606 Seafarers completed courses in 1994:
- 243 Automatic Radar Plotting Aids, Radar Certification and Recertification
- 143 Shiphandling, including: Bridge Team Resource Management, Watchkeeping, Tug/Barge Handling
- 90 Tank/Barge Dangerous Liquids
- 65 Marine Electronics, including Global Maritime Distress & Safety System
- 35 Vapor Recovery
- 19 Hazardous Materials
- 11 Deck License Preparation

CENTER FOR SEAFARERS' RIGHTS

- 181 New Seafarer Legal Services filed were opened in 1994 in the following general categories:*
- 41 WAGES advice and assistance on rights to be paid wages guaranteed by contract and law
- 36 ILLNESS AND INJURY advice and assistance on medical and disability rights for seafarers
- 33 CONTRACT QUESTIONS advice and assistance on questions related to seafarers' rights to written and enforcing the contract terms
- 11 LIVING CONDITIONS advice and assistance on protecting seafarers' rights to decent and healthy living conditions
- 27 OTHER Advice and assistance on other questions from indigent seafarers such as landlord/tenant, consumer problems, domestic relations, simple estate planning and elder law



Center for Seafarers Rights attorney Doug Stevenson (left) and port chaplain Francis Cho (right) take a moment to compare notes before beginning a round of visits to ships in port.

- 11 TERMINATION advice and assistance on seafarers' termination of employment and benefits
- 10 WORKING CONDITIONS advice and assistance on protecting seafarers' rights to safe and decent working conditions
- 16 CRIMINAL OR DISCIPLINARY ACTION advice and assistance to seafarers accused of crimes and disciplinary infractions and to seafarers who are victims of crime
- 13 IMMIGRATION OR SHORE LEAVE advice and assistance to protect a seafarer's right to shore leave and on immigration questions
- 15 DEATH advice and assistance on seafarers' death benefits
- 5 PENSION advice and assistance to seafarers' on their pension plans
- 13 REPATRIATION advice and assistance on seafarers' right to be returned home when employment ends

* *Editor's Note: As Center for Seafarers' Rights cases often deal with more than one problem, the total number of complaints listed above is higher than the actual number of new case files opened.*

Donors make many things possible at The Seamen's Church Institute. We, and the seafarers we serve, applaud 1994 contributors for their generosity in supporting the Institute's programs.



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Industrial chaplain Kirk Ruehl leads the way for ITC intern Vum Ko Tual, a Baptist pastor from Rangoon, Myanmar who is studying maritime ministry at the Institute.



1994

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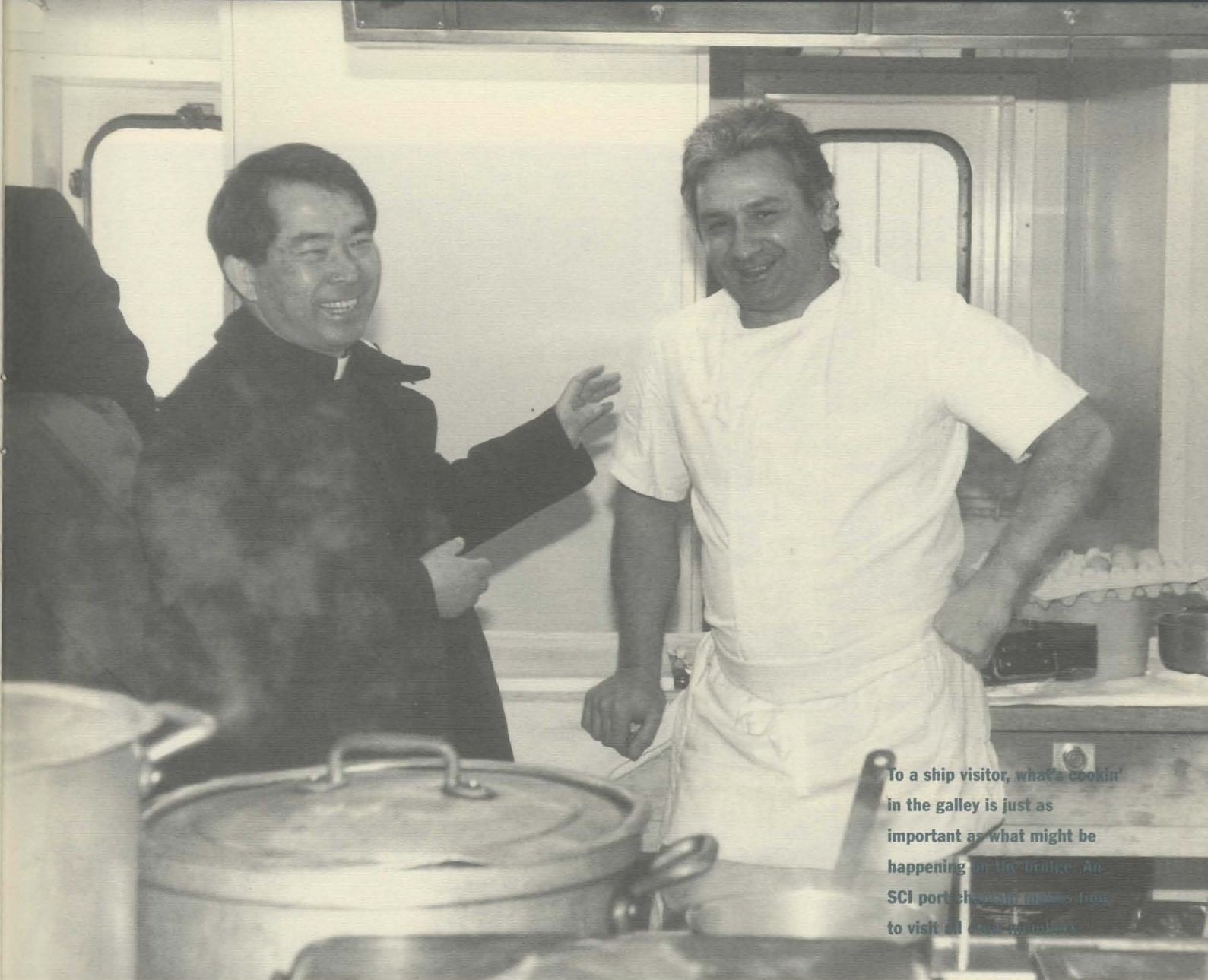
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SPECIAL EVENTS:

Upper left: Mr. and Mrs. Kendall Chen await the outcome of the President's Council Gala Auction.

Upper right: Employees of Johnson & Higgins spend an afternoon "power-packing" for the Christmas-at-Sea program.

Bottom: Adm. Herberger, head of the U.S. Maritime Administration, joins SCI for the opening of a new ship model exhibit.

SPECIAL EVENTS



CELEBRATION

Some friends celebrate a special event or occasion, or even good fortune, by making a gift to SCI.

Father Espino, Relatives and friends of Mrs. John B. Peaty, Ms. Barbara Simon, The Rev. Jean R. Smith, The Rev. James R. Whittemore

HONOR GIFTS

A unique way to honor an important person or group of people while helping the world's seafarers is a contribution in recognition of friendship, merit or special achievement.

C. Robert Allen, III, All Seamen, Former President and Mrs. Carter, Mother Barbara C. Crafton, Dennis Roland Chapter of the AMMV, Mr. Perry Harris, The Rev. K. Brewster Hastings, Cmdr. Richard Y. At Lee, II, Tolliver Milton, The Meddleton Family Name, John B. Peaty, The Rev. Dr. Earle Pratt, Psalm 107 v. 23 & 24, William B. Remington, St. John's Episcopal Church of New Milford, CT, The Seamen's Church Institute, Eugenia C. Sigel, The Rev. Jean R. Smith, Robert H. Weber

MEMORIALS

SCI is honored to receive contributions in memory of departed friends and loved ones.

William Ackert, Helen Agnew and dear friends, Teresa Albano, Jean Mitchell Andrews, Herman August, Kate L. Baker, Cecilie Bartlett, K. Jack Bauer, Paul Bock, Dorothy Bonnot, Vera Ide Bouton, Matthew T. Brennan, Capt. Soren Peter Brinch, Wilbur F. Bryan, Mabel Pilsbury Bunce, Florence Carmier, Capt. Harry Robert Carter, The Rev. David Cawthorne, Kazimierz Chmielewski, Ethel A. Clark, Mae A. Coburn, Dorothy Cottman, Lillian & Stanley Cox, Crew members of Capt. Elmer A.

Quick, William G. Croly, Orlando D'Aiuto—WWII seaman, The Rev. Francis D. Daley, Robert J. Daniels, Dorothy V. Davidson, William Tate Denis, Augustie M. de Peyster, Cadet Xavier de Tessieres, James J. Dickman, Jeremiah Driscoll, H. Fletcher Eggert, Jr., Chauncey Darwin Ellington, Edward English, Irene E. Engram, Phillip J. Ficke, Robert and Anne Flanders, Janice Dorr Fossieck, Clara J. Gartley, Mary H. Gilbert, John H. Graves, F. Verne Gust, Albert E. Haas, Ralph Hastings, George S. Haswell III, John H. Hawkins, Josephine M. Henken, Charles D. Henley, Henry E. Higginbotham, Jan Hinrichsen, Edgar H. Holmes, Asta Honnen, Harry Huddart, Joseph Huntley, Loyal T. Ives, Charles Jenner, Isabel Ferris Johnston, Glenn D. Jones, Elsie Judson, May Kalbhenn, Robert Keenan, Capt. A.J. Kelly, Ruth B. Knapp, Richard Warren Knight, Howard Laib, Ralph Lent, Lawrence B. Logomarsino, Mrs. C.G. MacKenzie, Co-workers of Peter Marcinowski, Ella Marsden, Lillian Martin, Agnes Macqueen Martin, Alison H. Maxim, Heywood Elizabeth Maxwell, Miss Carrie May, Gina Marie Mazuca, James McCabe, Jr., Marjorie B. and John D. McGrath, Frank McIntosh, Thomas A. McQuilling, Merchant mariners killed in action during WWII, Family of Anna Michelsen, Eric—Foster son of Jean Michelsohn, Diana L. Mills, Stanley H. Molleson, Fred W. Moore, Thomas E. Moran, W. Millerd Morgan, Nils Nilsen, Mrs. Orrell Nilsson, John O'Donnell, Paul Onaillo, Capt. Harry C. Parker, John B. Peaty, Departed and loving ones of Mrs. John B. Peaty, Mother and sister of Mrs. John B. Peaty, Relatives and friends of Mrs. John B. Peaty, Loved ones of Mary M. Pierce, Helen Jacquelin Potts, Walter B. Potts, Rodney Procter, Willis Reese, The Rev. Henry Floy Roberts, Mother Jane Roper, Jennie W. Rush, Mrs. Earl Oakes Salmon, Rowland and Margaret



Seafarers welcome a port chaplain's visit and are eager to hear the news he brings.

Sanders, Belle Schnepf, George Shyngle, S.S. America, Capt. Max Stirn, Arnold K. Strasser, Mr. and Mrs. Thomas T. Thomas, Those lost at sea, Mr. Ulf, U.S. Merchant Marines killed in WWII, U.S.S. Mercy Warren Vets, Johanna Van Der Stad, Janet H. Washburn, James H. Weeks, Dr. and Mrs. Charles R. Weeth, Sidney Weinstein, John Williams, Richard Wills, Orne Wilson, Jr., Vernon P. Wilson, Richard August Wittenburg, William H. Wright, Jessie M. Young, Victor Yozzo, Spouse of Elizabeth L. Zimmerman

ESTATES

Wishing to support the work of the Institute long into the future, many farsighted donors remember SCI in their wills.

Estate of Almond M. Paine, Estate of Beatrice C. Allison, Estate of Charles F. Pope, Estate of Clifford Dolph, Estate of Edna W. Dunbar, Estate of Edward Skanta, Estate of Estelle A. Manning, Estate of Frances E. Washburn, Estate of George P. Lumsden, Estate of Gretta L. Barron, Estate of John B. Crockett, Estate of Kate B. Sheadle, Estate of Martha Jane McClatchey, Estate of Mary E. McCall, Estate of Max O. Jordan, Estate of Ruth Lawrence Briggs, Estate of William C. Moore

Every effort has been made to ensure the accuracy of this annual report. Please accept our apologies for any errors or omissions and report them to the Development Office.

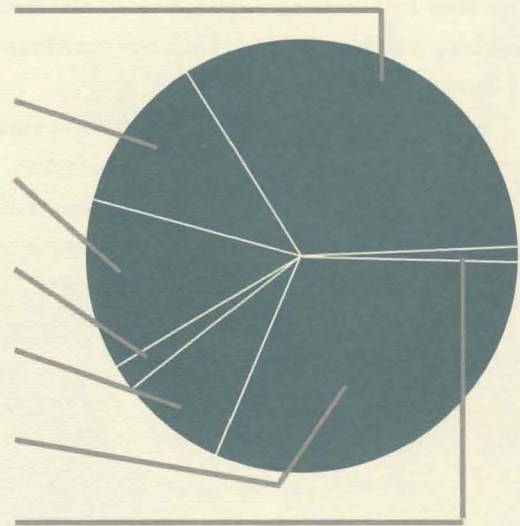
1994 FINANCIAL SUMMARY

SUPPORT

\$ 3,673,086

Income

Contributions & Grants	\$1,219,134
Maritime Education	\$438,425
Direct Services for Seafarers	\$471,341
Chapel and Outreach Ministries	\$7,633
Port Newark Facility	\$328,262
Investment Income	\$1,167,228
Other Income	\$41,063

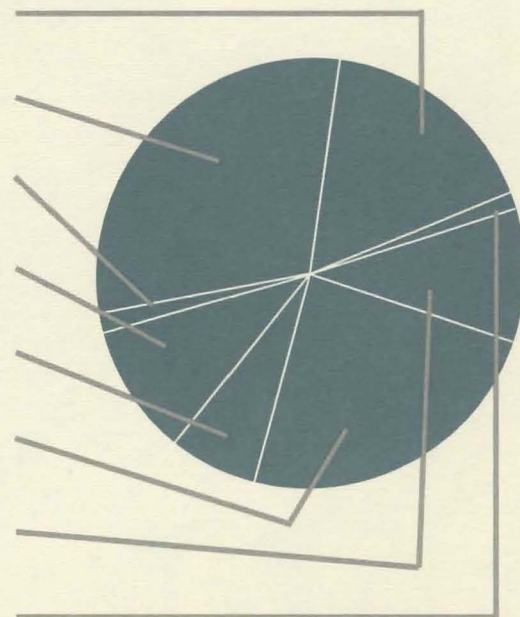


COST OF SERVICES

\$4,064,492

Expenses

Maritime Education	\$685,171
Direct Services for Seafarers	\$1,254,374
Chapel and Outreach Ministries	\$57,407
Port Newark Facility	\$389,589
Center for Seafarers' Rights	\$274,685
Management and General	\$889,621
Fund Raising	\$390,318
Communications	\$123,327



The deficit is funded by withdrawals from the unrestricted endowment. These figures have been derived from the audited financial statements which are available for inspection at The Seamen's Church Institute, 241 Water Street, New York, NY 10038.

THE ANNUAL CAMPAIGN AND THE HORIZON SOCIETY

The work of The Seamen's Church Institute is as important today as the day the first floating chapel set sail more than 150 years ago. Then, as now, the Institute's friendship and hospitality to seafarers contributed towards the success of the port of New York.

Generations of conscientious donors have sustained the energy and vision of SCI's founding benefactors. Your generous support now and in the future will enable us to promote safety, dignity and improved working conditions for seafarers well into the 21st century.

There are many attractive ways to contribute to the preservation of our seafaring mission.

CONSIDER MAKING AN ANNUAL DONATION

We welcome Anchor contributions of \$100 or more and we encourage membership in one of our Societies at \$1000 or more. Society membership provides special sea excursions and private invitations to preview films, gallery exhibits and other unique opportunities.

Your GIFT OF CASH is important. It will be used immediately to support ship visiting programs, the Center for Maritime Education and Center for Seafarers' Rights.

Your GIFT OF APPRECIATED SECURITIES AND REAL ESTATE may enable you to avoid capital gains tax and assist the Institute in underwriting important programs such as Christmas-at-Sea and the Passenger Ship Terminal.

JOIN SCI'S HORIZON SOCIETY

Offer your support to SCI by joining the HORIZON SOCIETY, a way to make a gift through your will or by participating in one of our planned giving programs. Joining the Horizon Society ensures that your estate will continue your support of the Institute. It allows you to

make a contribution to the future of the Institute without burdening you financially, and, in fact, it may offer your family substantial estate tax relief. You may establish a very specific legacy, one that reflects your personal interests and supports a program at The Seamen's Church Institute that is dear to your heart.

Make a BEQUEST. Your bequest will specify a specific dollar amount, a specific piece of property—SECURITIES, REAL ESTATE, ART, JEWELRY—or a designated percentage of the estate for the Institute. You may also donate a LIFE INSURANCE POLICY and the assets from a PENSION PLAN.

Advance planning for your estate ensures the future distribution of your assets, according to your personal values. Gift planning eliminates the possibility of the government or a family member making these decisions for you.

Help the Institute during your lifetime through a GIFT ANNUITY PROGRAM. With a gift of \$15,000 or more, you will receive lifetime income at a pre-determined rate of return and an immediate income tax deduction.

The Institute also offers a POOLED INCOME FUND based on the fund's performance. The Pooled Income Fund may offer you a greater rate of return as well as a substantial income tax benefit.

The Seamen's Church Institute's development experts would be happy to discuss the available options with you and work with your personal, legal and financial advisors to help make the arrangements necessary to preserve your assets for your family and the causes you care about.

For more information about contributions to the ANNUAL CAMPAIGN and gift planning through the HORIZON SOCIETY, please call Suzanne Collins, director of major gifts and special projects at (212) 349-9090 ext-245.

**Fresh from a ship visit,
the Rev. Bob Montgomery
makes his way across a
section of the port littered
with scrap metal.**



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PHOTO: KATHARINE ANDRIOTIS

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