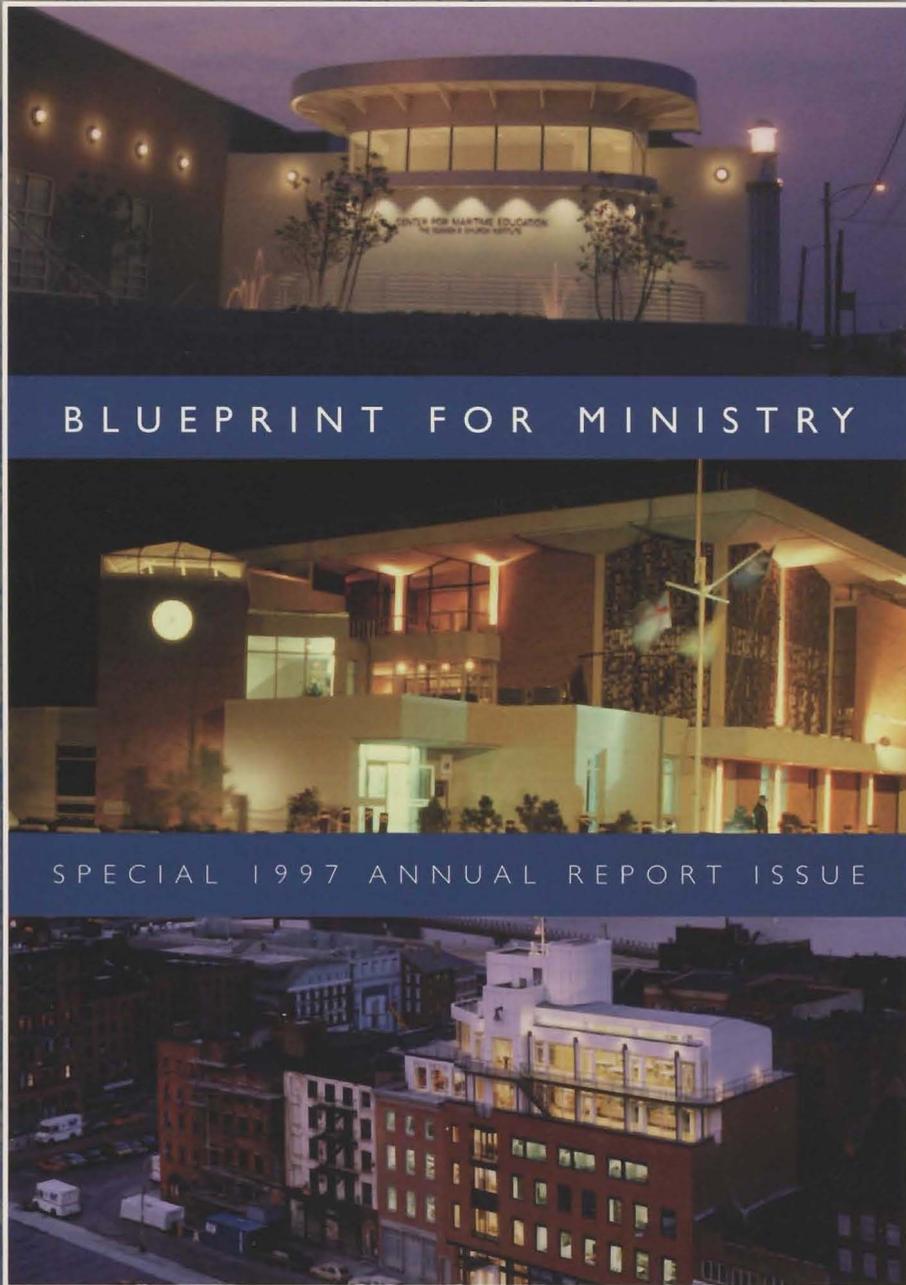


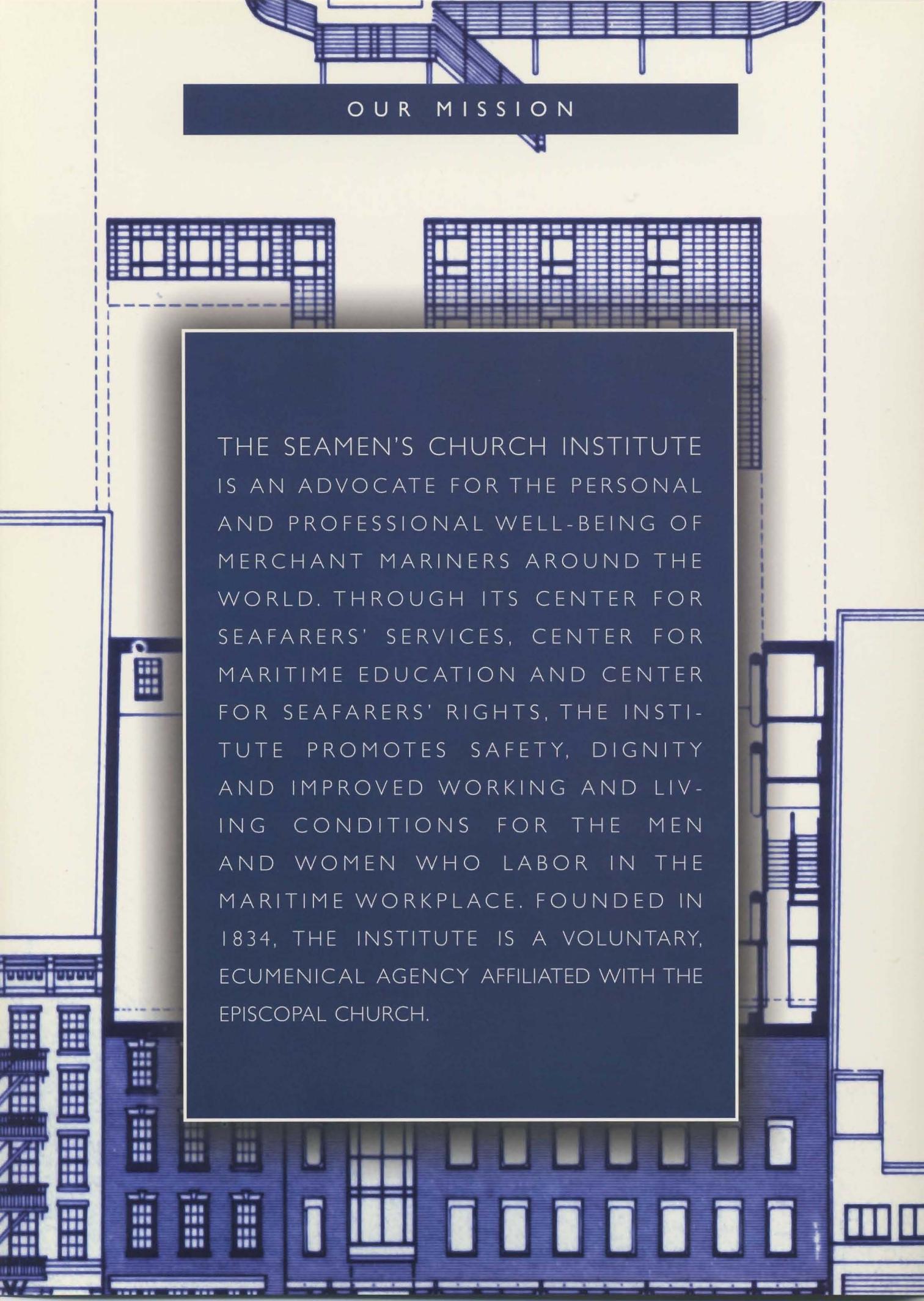
The Lookout

The Seamen's Church Institute • Volume 90 • Number 2



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SPECIAL 1997 ANNUAL REPORT ISSUE



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THE SEAMEN'S CHURCH INSTITUTE IS AN ADVOCATE FOR THE PERSONAL AND PROFESSIONAL WELL-BEING OF MERCHANT MARINERS AROUND THE WORLD. THROUGH ITS CENTER FOR SEAFARERS' SERVICES, CENTER FOR MARITIME EDUCATION AND CENTER FOR SEAFARERS' RIGHTS, THE INSTITUTE PROMOTES SAFETY, DIGNITY AND IMPROVED WORKING AND LIVING CONDITIONS FOR THE MEN AND WOMEN WHO LABOR IN THE MARITIME WORKPLACE. FOUNDED IN 1834, THE INSTITUTE IS A VOLUNTARY, ECUMENICAL AGENCY AFFILIATED WITH THE EPISCOPAL CHURCH.

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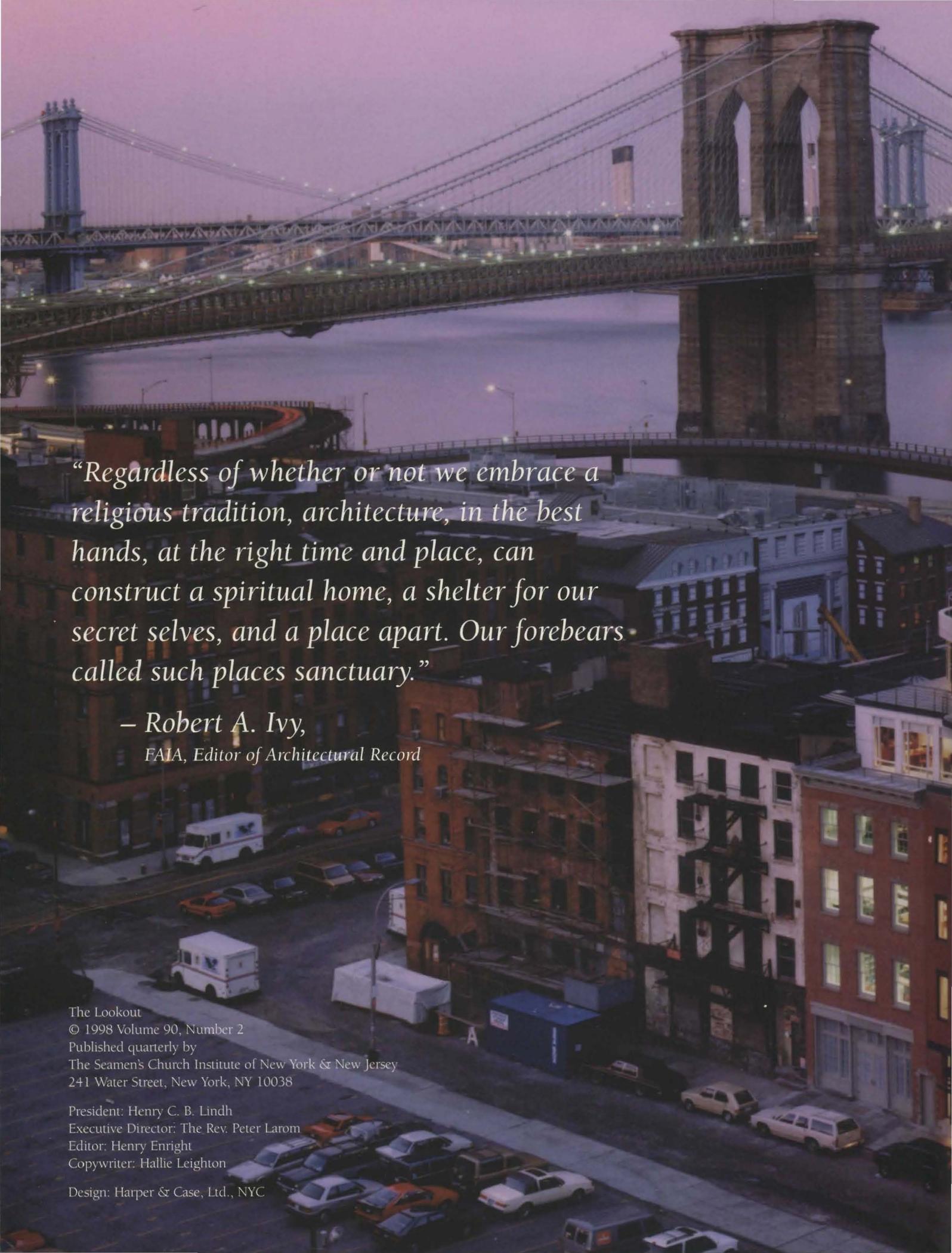
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As of (September 2, 1998)



“Regardless of whether or not we embrace a religious tradition, architecture, in the best hands, at the right time and place, can construct a spiritual home, a shelter for our secret selves, and a place apart. Our forebears called such places sanctuary.”

*– Robert A. Ivy,
FAIA, Editor of Architectural Record*

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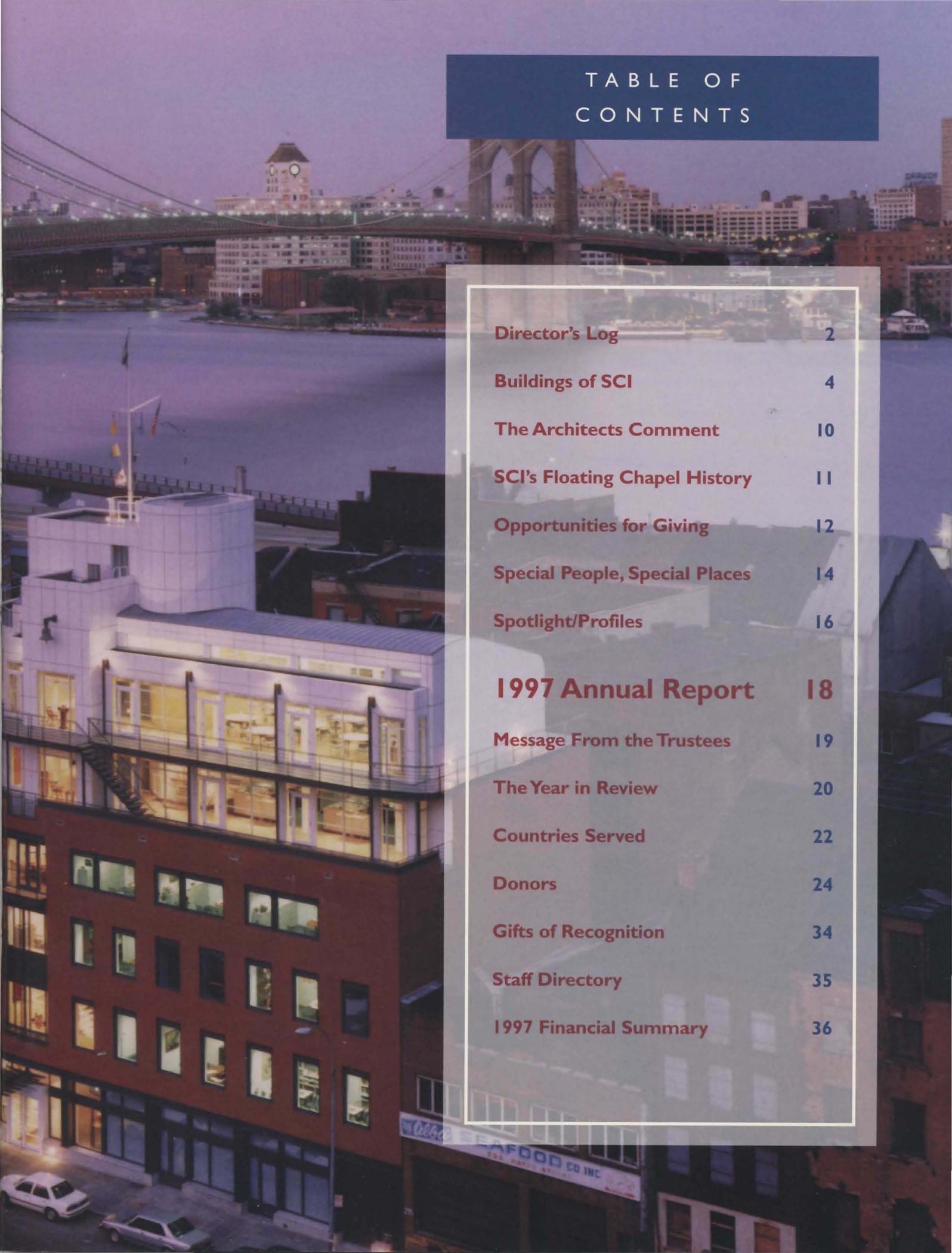


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AS WE PREPARE SCI FOR

the new century, we must attend to the bricks and mortar of our organization. The heart of SCI is our ministry — the day-to-day work of serving mariners here to reach out to new people in workplaces worldwide.

The three buildings of SCI are embodiments of our ministries and mission. At the dawn of the new century, will the buildings impede us in our mission, or will they offer opportunities? Will they present problems, or furnish solutions?

A well-designed and maintained building has an amazing way of activating ministry. A great building draws people in and elevates them, whether they be donors, volunteers or the people receiving services. It elevates the program as a whole.

All three buildings of SCI accomplish this in a real way. Each has a magical formula. In Newark we have an excellent fitness center, bar, and restaurant. Our center in Paducah, Kentucky overlooking the Ohio River has put an important focus on modern towboat industry. Our headquarters in New York brings sparkle to our whole enterprise. You can't walk away from it unaffected.

"The three buildings of SCI activate ministries; the ministries in turn must activate the buildings."

If the buildings only activated our ministries, that alone would be wonderful. But they also activate their respective neighborhoods. Take 241 Water Street: As our history is inextricably linked to that of New York's original seaport, it is fitting that our new headquarters has contributed to the revitalization of the historic South Street Seaport.

Our Center for Maritime Education's joint project with the River Heritage Museum in Paducah, Kentucky has also contributed to an historic downtown district's revitalization and spurred economic development there. Our International Seafarers' Center provides a humanizing architectural element to industrial Port Newark. But it's no good to have a good building that looks sad and neglected. Our goal is to make sure the buildings continue to sparkle. This requires energy and thoughtfulness.

We must make sure we have the resources to make repairs or additions when needed. We must also



The Rev. Peter Laram

think ahead. What is needed in 1998 may not be needed ten years from now. With the generosity of our supporters, we will be able to anticipate and respond to the needs of mariners and expand our programs as needed.

This special edition is a blueprint for our ongoing ministry, and it highlights the way you and others can help us achieve our goals.

Faithfully,

The Rev. Peter Laram

The Rev. Peter Laram
Executive Director
August 11, 1998



THE MOTIVATING MOTTO FOR THE SEAMEN'S CHURCH INSTITUTE'S FIRST HEADQUARTERS

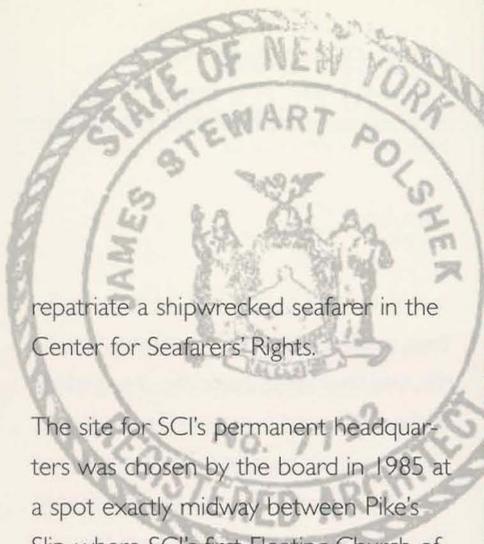
was, "Nothing is too good for seamen." Much has changed since the foundation was laid for the "Dream Hotel" at 25 South Street in 1912, when merchant mariners spent an average of seven to ten days in the Port of New York, and 25 South Street was the first place a sailor could sleep without worrying about being swindled, robbed, or even shanghaied. But, the three buildings comprising today's Seamen's Church Institute stand in testament to the motto that motivated the construction of SCI's first house of hospitality.

The organization, founded in New York in 1834 as the Young Men's Church Missionary Society, originally administered to sailors in the Port of New York. Now, from inside three prominent buildings in New York, Port Newark, and Paducah, Kentucky, SCI is able to influence the quality of maritime life on ships and in ports all over the world. The Institute, housed in three buildings noted for their innovative and functional designs, has provided a blueprint for workplace ministries worldwide.



241 WATER STREET, NEW YORK CITY

Ship models, maritime artifacts, and nautical artwork (some by seafarers, others by famous artists), adorn the shiplike corridors of the SCI's headquarters building at 241 Water Street. A first-time visitor might mistake this nautical structure for a maritime museum. But stop at the the Seafarers' Club on the second floor and you are quickly reminded that this is no museum: active and retired seafarers dine, play pool, and watch A&E on a large-screen TV. While the artwork and artifacts commemorate seafarers past, this is a living, vibrant mission serving today's mariners. For further reminders of this, peer into one of the two hi-tech, bridge simulator training rooms, observe volunteers wrapping hand-knit scarves and caps in the Christmas-at-Sea room, or eavesdrop on an attorney making arrangements to



repatriate a shipwrecked seafarer in the Center for Seafarers' Rights.

The site for SCI's permanent headquarters was chosen by the board in 1985 at a spot exactly midway between Pike's Slip, where SCI's first Floating Church of our Savior was launched in 1844, and 25 South Street, the Institute's home for much of the 20th century. On a portion of the site is a 1799 ship chandlery once operated by Peter Augustus Schermerhorn, a founding patron of the Institute. The architectural firm of Polshek and Partners was chosen for the project, having built a reputation for innovative historic preservation with projects such as Carnegie Hall, the Urban Center, and the U.S. Customs House. James Polshek and Richard Olcott were the chief architects.

The facade of the adjacent landmark Schermerhorn building, one of the oldest buildings in New York City, was restored and incorporated into the design of the headquarters. In creating the new structure, Polshek and Olcott took their design cues from the old Schermerhorn structure. However, like the Institute itself, the new building is not moored to the past. The old building's cast-iron and granite-based storefront is reinterpreted in the new building's granite-based brick steel and aluminum facade.

The floors of the building resemble decks, the balconies open decks, the windows portholes, the drainage pipes chocks, the hallways ship corridors. Contemporary details abound, such as the etched glass



"SCI's building makes an important contribution to the South Street Seaport and it has contributed to its revival... It stresses invention, which is what we should be doing in all historic districts"

window panel and asymmetrical vault of the chapel and translucent fiberglass panels of the rear facade. The fifth and sixth floors, clad in porcelain-enameled steel, stretch over new and old buildings and resemble an ocean liner:

SCI's headquarters won two awards from the American Institute of architects: a Design Excellence award from the New York chapter in 1991, and a National Honor award in 1993. It received a citation for architectural design from the New York City Landmarks Preservation Commission and was featured in the American Architectural Foundation's television program Landmarks of Hope: New Architecture for Urban America. "SCI's building makes an important contribution to the South Street Seaport and has contributed to its revival," says Paul Byard, partner of Platt Byard Dovell Architect, a trustee of the New York Landmarks Conservancy, and author of The Architecture of Additions (W.W. Norton), which features the building. "It stresses invention, which is what we should be doing in all historic districts."

But most important, the building draws people to the Institute, which benefits SCI's ministry to mariners. "A building has a significance for an organization that transcends brick and mortar," says John Eberhard, director of discovery for the American Architecture Foundation. "For many people a building symbolizes the institution itself."

THE INTERNATIONAL SEAFARERS' CENTER

As Port Elizabeth/Port Newark became the hub of New York maritime commerce,



PHASE ONE MAIN FLOOR PLAN

SCALE: 1/8" = 1'0"

PROJECT NORTH



seamen could sit down & write or call their relatives; these places were flexible, and their uses could be changed to fit their different purposes. The balcony turned out to be a godsend for seafarers who missed the race to play soccer. They could watch the game on the field below. It's been over thirty years since I've seen the building, and I can still visualize the waves at the foot of the cross on the building's exterior. The building was so different from any other structure in the area, the local press dubbed it "The Taj Mahal of Port Newark!"

"I thought the building was very nicely done, very well-designed," says Olaf Stechow, the architect at CTS Group in charge of the renovation and expansion of the center in 1988. "This made it quite difficult to add to, since it was self-contained and symmetrical." Stechow succeeded, so much so that it is difficult to tell where the annexation to the original building is. In addition, the first level of the Clark building, which had been open and used for parking, was filled and became an up-to-date restaurant facility, the Port o' Call.

SCI established its presence there. In 1962, George W. Clark Associates was chosen to design what is now known as the International Seafarers' Center. George Clark already had "salt in his socks" when he came aboard the project: he had designed for Gibbs & Cox naval architects during World War II. Clark, who went on to become mayor of Ridgewood, NJ, remembers: "The Port Authority warned us in advance that the concrete piles for the foundation would have to reach 60 feet deep to create a suitable structure for resistance. Well, on our trial pile, we kept going...65, 75, 80-foot piles before we hit refusal! I found the job very exciting. When it was finished in 1965, there were places where



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Today, the International Seafarers' Center provides respite and recreation for seafarers, longshoremen, and truckers. 400 seafarers and port workers pass through its doors daily, using the fitness facility, restaurant, and bar, making phone calls, playing pool, and attending nightly chapel services. The building is in good condition, and keeping it that way is the goal of Rev. Jean Smith, Director of the

International Seafarers' Center: "We take responsibility for having the equipment and space to provide seafarers with the services they deserve," says Rev. Smith. "So it is the logical goal not to defer maintenance to the point where our donors are forced into a capital campaign out of poor stewardship on our part."

**CENTER FOR MARITIME EDUCATION,
PADUCAH, KENTUCKY**

With the brand new Center for Maritime Education in Paducah, Kentucky, SCL has extended its ministry to the the seafarers' inland brethren, this nation's riverboat mariners.

Creating a hi-tech training facility in an assembly of old warehouse buildings dating from the 1840's to the 1980's required ingenuity on the architect's part. The job for CME's architect, J. Richard Coltharp of Ray Black & Son,

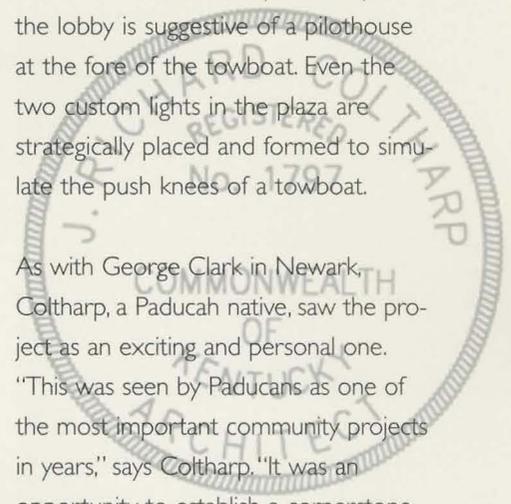
"This was seen by Paducans as one of the most important community projects in years. It was an opportunity to establish a cornerstone and benchmark for the revitalization of a whole downtown city block."

Inc., was to combine the newer warehouse buildings with the Petter Supply Company Building, the oldest standing



building in downtown Paducah and the commercial district's only surviving antebellum structure. The Petter building was restored for combined use by SCL and the River Heritage Museum. The warehouse portion became CME, and formed a backdrop for the common main entrance lobby and plaza area. "With materials and form, we alluded to towboats of the river industry," says Coltharp. For example, the composite aluminum panels emulate the towboat's steel body. The shape of the lobby is suggestive of a pilothouse at the fore of the towboat. Even the two custom lights in the plaza are strategically placed and formed to simulate the push knees of a towboat.

As with George Clark in Newark, Coltharp, a Paducah native, saw the project as an exciting and personal one. "This was seen by Paducans as one of the most important community projects in years," says Coltharp. "It was an opportunity to establish a cornerstone and benchmark for the revitalization of a



19 FULTON STREET

SCI's fourth building, a two-story brownstone in downtown Newark, is provided to SCI rent-free by Reinauer Transportation Company and houses the interns of SCI's International Training Center. Without this gift, there would be no ITC program. SCI has been able to affect the quality of port and workplace missions throughout the world with this training program. The taxes and maintenance expenses needed to maintain this old house and provide for the needs of its visiting residents are significant, but negligible compared to the value this program adds to SCI's international mission.



whole downtown city block." Paducah was first settled in 1821 and, as the operational center of the inland waterways industry, it is one of the nation's most important riverports. "The construction project itself has revitalized a major section of the historic portion of downtown, created excitement, and

helped spark economic development in the whole area," says Coltharp. "It was terribly exciting for us to welcome a world-class New York institution dedicated to the mariners on world's seas. Paducah joins SCI as it embarks on its new expanded mission — serving the mariners of our nation's river system."



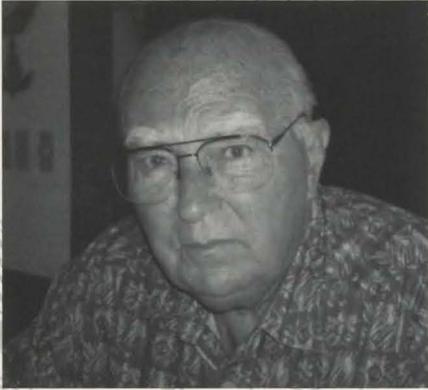
EACH OF THE SEAMEN'S CHURCH INSTITUTE'S BUILDINGS RECEIVES ONGOING CARE AND IMPROVEMENT. THIS SIMPLY COULD NOT BE POSSIBLE WITHOUT CARING CONTRIBUTORS WHO RECOGNIZE HOW MUCH A PLEASANT, WELCOMING ENVIRONMENT MEANS TO THOSE WE SERVE.

TO MAKE A PRESERVATION GIFT IN THE SUPPORT OF THE INSTITUTE'S FACILITIES, PLEASE CALL HENRY ENRIGHT, SCI'S DIRECTOR OF DEVELOPMENT, AT (212) 349-9090, EXT 245.

THANK YOU.



THE ARCHITECTS COMMENT...



"I already had a soft spot in my heart for SCI when I went to work on SCI's center in Newark. I had sung in a boys' choir from 1924 to 1926, and every Christmas and Easter we marched downtown to SCI's original building at 25 South Street to sing carols for the seafarers there. I also distributed copies of the *Lookout* to sailors when I was a naval architect during World War II. The Newark project was very personal and very exciting. All architects are interested in knowing how their buildings have weathered. I am glad to know the building is healthy."

George W. Clark

George W. Clark, AIA emeritus



"Designing the headquarters of the Seamen's Church institute was an unparalleled challenge because it involved interpreting the mission of the Institute in built form. This encouraged the creation of an architecture more concerned with solving human problems than purely stylistic ones. The design, while evoking appropriately nautical imagery throughout its interior and particularly in its two upper stories, also fits comfortably into the South Street Seaport Historic District."

James Polshek

James Polshek, FAIA

Richard Olcott

Richard Olcott



"From the first moments that we met and talked to representatives of SCI, their spirit of tradition, excellence, and dedication to mission was apparent. The architectural challenge was to create a distinct and identifiable image while maintaining the historic character and quality of the Paducah's oldest remaining downtown building, and to create a unique and personal identity for the Institute. We were proud to associate with the Institute, and had a high sense of the importance of this project."

J. Richard Coltharp

J. Richard Coltharp, FAIA

SCI'S FLOATING CHAPELS HISTORY

FOUNDED IN 1834, THE INSTITUTE WAS FIRST KNOWN AS THE YOUNG MEN'S CHURCH

Missionary Society. Consisting of 42 charters and members drawn from the Episcopal parishes in Manhattan, Brooklyn and Staten Island, the Society soon directed its efforts toward improving the treatment of merchant seamen entering New York Port.

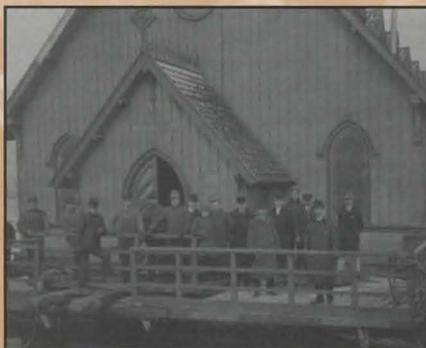
Such concern was well-founded, for in those days, both morale and morality were in short supply along the port's dingy, violent waterfront. Thieves, crimps and certain boardinghouse keepers conspired to plunder or shanghai defenseless seamen. Pimps, dance halls and cheap alcohol readily consumed hard-earned wages, providing the only solace for most lonely seafarers in port without family or friends. In 1844, to confront these conditions, the Society literally brought the church to the seamen by building and mooring floating chapels throughout New York Harbor.

The first floating chapel, Church of Our Savior, was built by Charles M. Simonson on a deck of 76x36 feet across two barges of 80 tons each, 10 feet apart. The chapel was 70 feet long and 30 feet wide and was moored at the foot of Pike Street. It became at once an object of attention and an institution of the city and continued to serve seaman in the port until 1866.



On Christmas Day, 1910, the Rev. Archibald R. Mansfield, superintendent of The Seamen's Church Institute, brought the era of floating chapels to a close.

The third floating chapel was given to the Institute by Archdeaconry of Richmond on Staten Island where it became All Saint's Parish Church on the shore of the Kill van Kull. The building was later destroyed in a fire.



The third floating chapel, Church of Our Savior, was completed in 1869. Like the first chapel, it was moored at Pike Street, where it remained in service for 41 years. This chapel was first opened for "divine" service on Sunday, January 9, 1870. Bishop Horatio Potter officiated.

During their heyday, the floating churches were so popular with the public that the Institute had to reserve pews for the several hundred seamen who came to worship at each service.

Today a model of the first floating chapel, Church of Our Savior, is on display at The Seamen's Church Institute's Water Street Chapel. The chapel is open Monday through Friday 8:30 a.m. to 5:30 p.m. and Saturday from noon to 6:00 p.m. An ecumenical community service is held Saturday evenings at 6:00 p.m. and is followed by a potluck supper in the Seafarers' Club.

In 1846 the Institute built its second floating chapel, the Church of the Holy Comforter. This chapel was first located at the foot of Dey Street on the North River. Later it was moved to the foot of Lighthouse Street and then to a pier at Hubert Street. It was used by the Institute until 1869.



OPPORTUNITIES FOR GIVING

AS WE ALL KNOW, SHELTER IS AMONG THE MOST BASIC OF HUMAN NEEDS. PERHAPS NO GROUP

is more aware of this fact than mariners, whose appreciation for shelter has been shaped by pounding storms and blistering sun. We at SCI feel privileged to advance our mission of service and to welcome mariners in attractive, inviting facilities.

The Seamen's Church Institute is particularly grateful to those donors who have made, and continue to make, contributions in support of our facilities. Caring, insightful friends of the Institute have long recognized that building-related gifts are among the most important and enduring. Through their generosity and the close attention of the Board and Staff, we not only have constructed first-rate facilities, but avoided the "deferred maintenance" problems that so often burden charitable organizations.

Ensuring the continued quality and integrity of SCI's physical facilities requires ongoing vigilance. While the Institute is committed to maintaining a careful watch over its buildings, we do indeed need the ongoing support of contributors. What's more, the Institute is delighted to commemorate significant gifts made in support of our facilities by naming portions of our facilities for donors and those they wish to remember.

Naming opportunities exist in each of the Institute's facilities. From our main gallery in New York to the recently dedicated chapel in Paducah, and from Port Newark's fitness center to New York's "Top Deck," the selection of prominent, available naming opportunities is great.

To learn more about the significance of building-related gifts and the outstanding opportunities for commemorative naming, contact SCI's Director of Development, Henry Enright, at (212) 349-9090, ext. 245. Thank you.





WITHIN 241 WATER STREET, TWO SPACES ARE NAMED IN HONOR OF LOVED ONES

including the Institute's longest-serving president. Both rooms enhance the building while capturing some of the spirit of the two supporters whom they honor:



The Michalis Room

Clarence G. Michalis would probably have felt at home in the Seamen's Church Institute's new headquarters at 241 Water Street, an eminently suitable symbol and "wheelhouse" for the ministries of today's SCI. On the fifth floor of the Water Street building is the Michalis Room, furnished by Clarence F. Michalis in honor of his father Clarence G. Michalis, longtime board member and president of the Seamen's Church Institute from 1932 to 1957.

"My father put a lot of time and interest into the Institute, and I wanted to recognize it," says the younger Michalis. C. G. Michalis, who served on the Board of SCI from 1924 to 1969, was a leading light to seafarers during difficult times in US maritime history. The Great Depression, World Wars I and II, and post-war changes in the shipping industry. Photographs on the the west wall of the Michalis room portray scenes of SCI during Michalis' tenure as president: 25 South Street's exterior; seafarers dining inside, Mother Janet Roper with her bulletin board of Missing Seamen.

The photographs are attached to verti-

cal steel cables. The room is adorned with a model of the USS Constitution, an American frigate, and a yawl model. Behind the yawl model is a portrait of Michalis painted by Paul Trebilcock. The room is used for small conferences and executive director's meetings.

Clarence G. Michalis was born in Cincinnatti in 1885, graduated from the Stevens Institute of Technology in 1907, and had a long career in insurance and banking. He was elected a trustee of the Seamen's Bank for Savings in 1933. He served in Mexico and France during World War I, and was head of the American Relief for Holland in World War II, for which he received the Grand Official Cross of the Order of Orange-Nassau from the Queen of the Netherlands.

In his lifetime, he supported many philanthropic and community institutions, and assembled a large part of the Seamen's Bank's maritime collection. He was married to Helen Gordon Campbell and had four children: Helen Louise (Mrs. John Winslow), Martha Margaret (Mrs. Robert Hare), Clarence Fahnestock, and Henry Campbell Day (deceased). He died in 1970. Clarence F. Michalis, 76, carried on his father's tradition of active community involvement, and served on the board of SCI.

"My father had a great affection for the Institute, and I wanted to give him recognition for his leadership," says Clarence F. Michalis. "He was an unassuming man. He never sought adulation for the things he did, but did them because he enjoyed them. I wanted to honor his name in a way that he would appreciate."



The Mercer Gallery

The Mercer Gallery, located on the second floor of the Water Street building between the Christmas-at-Sea room and the Seafarers' Club, was given by Millicent Mercer Johnsen in loving memory of her father, Henry Dickson Mercer (1893-1978). The gallery was dedicated in July, 1992. Members of the Mercer and Johnsen families attended, including Mrs. Johnsen's husband, Niels W. Johnsen, and her son Niels M. Johnsen, both SCI board members.

"It is appropriate that I have given this gallery at the Seamen's Church Institute in memory of my father, Henry Dickson Mercer, who during his lifetime was involved in the world of ships—commercial, pleasure, and sailing," wrote Millicent

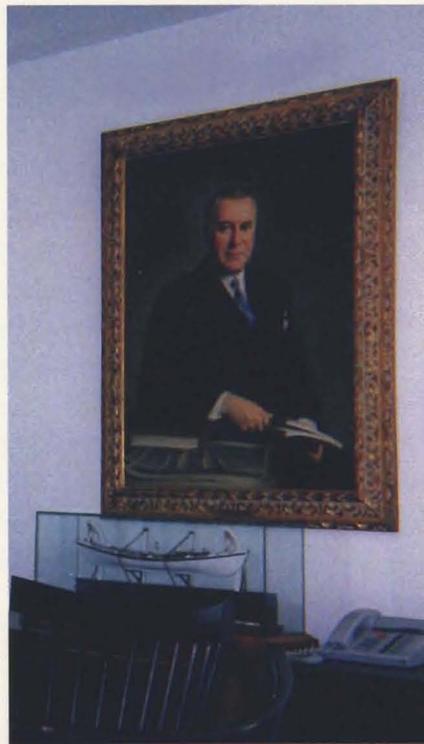
Mercer Johnsen in a framed letter which hangs in the gallery.

Born in Lodi, New Jersey in 1893, Henry Dickson Mercer married Catherine Schroeder in 1922 and started his career in railroads. He served in World War I as a gunner's mate. After the war, he became president of Dyson Shipping and went on to found States Marine Lines, Inc., which became one of the country's largest privately owned steamship companies. He was president and chairman until he retired in 1970. In 1962, Mercer realized a lifelong dream when his syndicate successfully defended the America's Cup with his 12-meter yacht, the "Weatherly" against the Australian challenger, "Gretel."

Hanging in the gallery is a fine painted portrait of Henry Mercer, an 1846 painting of the steamship McKim, and several watercolors of tattoos. Maritime artifacts include two late-19th to early 20th century shipbuilder's models of two-masted schooners, an 1891 US navy compensating binnacle, and a pilot yawl given in honor of Frederic S. Farah (1904-1993) by his daughter Adelaide Perry Farah.

Mrs. Johnsen became interested in the work of the Institute through her husband, who is chairman of the International Shipping Corporation. "I have been involved in shipping since I was a child," says Mrs. Johnsen. "Naturally, I am interested in the welfare of the seamen who work on the ships."

SCI is thankful to Mrs. Johnsen for deeming SCI worthy of perpetuating her father's memory, and proud to honor a man who contributed so much to the maritime community.



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Continuing the Family
Tradition**

SCI's ministry in Newark began with a soccer field. Responding to seafarers' requests for a place to play soccer, SCI hosted its first soccer game on its brand new soccer field nine months before the opening of SCI's original building in Port Newark. The field was donated by the late W. Lawrence McLane, former chairman of the committee on special services for seamen. An SCI board member for 30 years, W. Lawrence McLane was on the executive committee during the erection of SCI's International Seafarers' Center in Port Newark as well as the former headquarters building at 15 State Street in New York.

"My father was very enthusiastic about the Seamen's Church Institute," says Thomas L. McLane, W. Lawrence McLane's son and a current SCI board member. "I am glad to support an organization he was deeply involved in. He was very active in the building of SCI's center in Port Newark."

Today, Thomas McLane, the managing director and COO of Directorship Inc., continues the family tradition of support for SCI. He currently chairs the advisory committee for seafarers' services, which is responsible for capital planning and analysis of program needs and requirements for seafarer's services.

"The most important thing that has happened to SCI since I have been a board member was the building of 241 Water

Street. SCI's temporary office space at 50 Broadway was an inadequate facility, and SCI lost much of its public profile. But with our new headquarters, we completely regained it. The second most important event was the opening of the Center for Maritime Education in Paducah, which provides essential training and services for the mariners of our inland waterways. Our buildings are currently in good shape," concludes Mr. McLane. "One of the key things we need to do is keep them in good shape. It's a priority my father would appreciate."

**Karin Bergwall
Stratmeyer:
Honoring a Spiritual Person**

Karin Bergwall Stratmeyer, a friend of the Seamen's Church Institute, met her untimely death January, 1997. A friend of the Seamen's Church Institute, she has left SCI a generous gift which, in addition to supporting SCI's river ministry, will be used to enhance SCI's two Newark buildings. The gift will be used in a way that reflects Stratmeyer's deep spiritual nature: to refurbish and install four backlit stained glass panels of the four apostles for the International Seafarers' Center chapel, and for the creation of a meditation room in SCI House, the building at 19 Fulton Street that houses seafarers and chaplains in training. Mrs. Stratmeyer was president of Princeton Entrepreneurial Resources, an interim and transitional executive search firm, where she had worked since 1988. She was 53 at the time of her death. She is

survived by her husband, Ray Stratmeyer.

"Karin was a very inquisitive person intellectually and spiritually," says The Rev. Jean R. Smith, associate executive director of the Seamen's Church Institute. "The meditation room will be a place of quiet and reflection for residents and guests alike, where ITC interns and seafarers can go to quiet their minds in a peaceful environment. Karin was a close friend of mine, and she would be very happy to be honored in this way."

**Ronny James:
Celebrating River Life**

On July 1, 1998, a dedication ceremony was held in Paducah, Kentucky for SCI's Center for Maritime Education and the River Heritage Museum, which is housed in the CME complex. The museum owes its existence in part to the support of C. Ronald James, founder and president of James Marine Service Company, a company which provides services to towboats and barges. Mr. James was actively involved in opening the museum.

Mr. James was born and raised in Paducah. He has roots in the riverboat industry: his late father was chief engineer at Hougland Barge for nearly twenty years. His father-in-law, Paul Walker, owned Walker Boatyard, another towboat and barge service company, before he retired. Mr. James himself joined the towboat industry beginning in 1969, working his way from deckhand up into operations. At one point he worked

for Walker Boatyard, his father-in-law's company. In 1986, Mr. James founded James Marine Services. He had four employees then; now he has 320.

"A very important part of our success has been given to us from river people and the river community, so I wanted to give something back," says James. Supporting the River Heritage Museum and the Center for Maritime Education was a way for James to do that. The museum, housed in Downtown's oldest building, displays artifacts and art celebrating river life. It has a gift shop and currently houses an exhibit of paddlewheel boats. More exhibits are to come. In addition, "The center has helped enhance Downtown Paducah," says James. "The Delta Queen, American Queen, and the Mississippi Queen are now coming and going through here. Our historic town has really come alive. I'm proud to have worked with SCI in this effort."

Charter Towboat Companies of the Center for Maritime Education

In 1994, a group of towboat companies began looking at bridge simulators for ships and decided it was necessary to invest in the same kind of technology for the nation's inland waterways.

"When ACL and a core group of towboat companies reviewed proposals for a training center, we were looking not only at cost, but the desire to train mariners on the part of the bidder," says Norb Whitlock, vice president of operations at

American Commercial Lines (ACL), one of the participating towboat companies. "SCI's desire to train mariners came through very clearly." In 1997, the Center for Maritime Education opened for operation in Paducah, Kentucky. The simulation facilities are the only ones designed from the ground up to train the inland navigator. To date, the Center has trained over 800 mariners. Many captains who have been through the training say that when they meet another boat on the river, they can tell whether the captain has been through CME training because of a marked difference in navigational skill.

Key to SCI's success in Paducah has been the participation SCI's training partners: American Commercial Lines, Ingram Barge Company, Midland Enterprises, Crouse Corporation, Canal Barge Lines, Mid-South Towing, Ashland Corporation, Memco, Mobil Oil, Marquette Transportation, and National Marine. A number of our partners have also made significant financial contributions to the Institute in support of our training efforts. In the short time the Center in Paducah has been in operation, SCI has earned the goodwill of the towboat industry and its mariners. "The Institute is very dedicated to training the riverboat mariner," says Whitlock at ACL. "The Center for Maritime Education has had a very positive impact on our industry."

Mrs. C. Robert Allen: Building a Maritime Collection

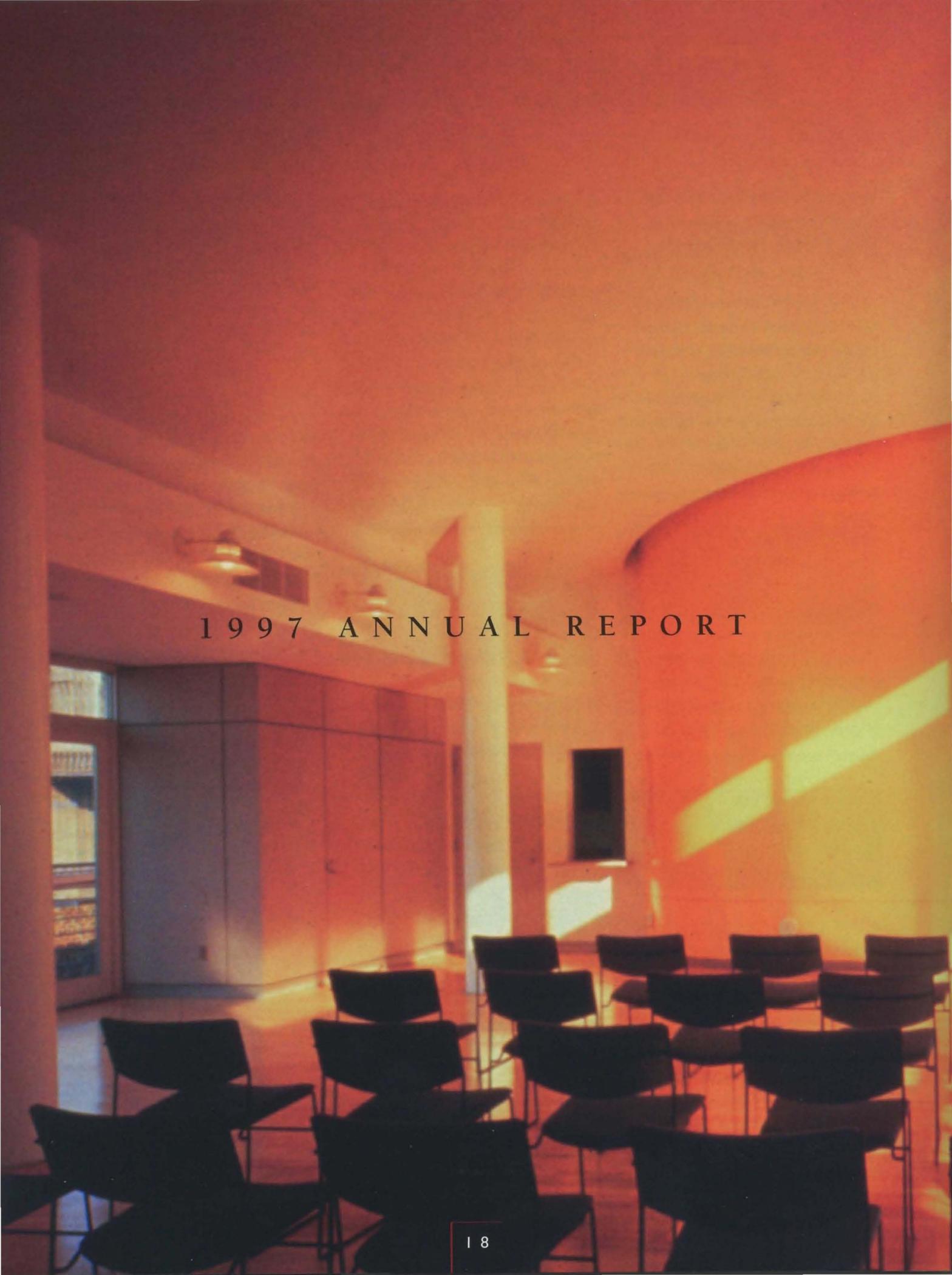
As a sailor and nautical art collector, Grace Allen is well suited for her responsibilities

as board member in charge of the art and artifacts of the Seamen's Church Institute.

"I am very interested in maritime art," says Mrs. Allen. She collects "woolies," which are wool-embroidered paintings of ships created during the last century by sailors in the British Navy. On weekends, she races "Miss B Haven," her classic 21 1/2' wood hull boat.

The Water Street Gallery opened four years ago. "We are always looking for wonderful things to add to our collections," says Allen. Recent exhibits have brought the Institute to the attention of people outside the maritime industry. And that is exactly the point. "Our marine-related exhibits are one of the ways of letting people know about the Institute," says Mrs. Allen. "Everything we do in the Water Street Galleries draws attention to our mission." An example is the 1997 "Disasters at Sea" exhibit, which displayed models and paintings of boats in disasters and artifacts from shipwrecks. The exhibit focused attention on the perils mariners face on the job, aiding SCI in its ongoing mission to ensure safe conditions in the marine workplace.

Mrs. Allen is active in many community institutions: she is president of the New York Metropolitan Area Alumni/ae Club of St. Olaf College, and vice president of The Church Club of New York, an Episcopal layman's organization. She serves on the altar guild of St. Stephen's Church, Port Washington. Recently, she was appointed the convenor of the Compass Rose Society in New York for the Archbishop of Canterbury's mission program.



1997 ANNUAL REPORT

MESSAGE FROM THE TRUSTEES

DEAR FRIEND,

Function before form. This time-honored adage reminds those of us involved with architectural design that a building's performance is more important than its good looks. What a joy that SCI's buildings enjoy the best of both!

As chair of SCI's real estate committee, I've come to recognize that it's not easy to create and maintain structures that serve the needs of an active, multipurpose workplace ministry. On one hand there is the need for durable, flexible space which can handle thousands of mariners each year. On the other hand, each of our buildings must be welcoming, projecting warmth and sense of "safe harbor". And, our buildings must provide an attractive and functional home for employees, guests and friends as well as identifying and promoting SCI to the community in general. Our buildings meet these challenges.

Through the pages of this Annual Report edition of the Lookout, you'll come to know our physical facilities better. You'll learn how they serve mariners and how they function as focal points in their respective maritime communities.

We hope that you'll also come to recognize the need for ongoing support for these "points of contact".

This look at our buildings, and the activities they support, should remind each of us that today's SCI is vibrant, needed and visionary. In 1997, the Institute provided direct service to over 80,000 mariners and port workers. SCI trained more than 700 mariners in New York, offering courses ranging from navigation to lifesaving. The Institute took a major step forward with the opening of our inland waterways training center in Paducah, Kentucky which features the most advanced training facility of its kind in the entire U.S.

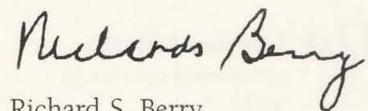
SCI's International Training Center for Workplace Ministry students and graduates touched 214,000 lives worldwide. The Center for Seafarer's Rights helped influence international standards which affect the lives of over 80,000 seafarers. Yes these numbers are high, but what's equally impressive is the manner in which SCI lends its assistance: a personal one-to one style.

While programmatic activity accelerated greatly in 1997, I'm pleased to report that the Institute also contin-

ues to be financially healthy, even as it reaches out to greater numbers of mariners. These new endeavors are costly to initiate, and we anticipated a manageable deficit which did in fact occur. However, SCI made these new investments in people and facilities with long-term goals in mind. The generosity of SCI's loyal friends as well as sound financial management of the Institute's endowment helped maintain the solid economic footing which gives us the ability to move ahead, both now and in the future.

I encourage you, as someone who cares about the Seamen's Church Institute, to visit SCI in New York, Port Newark or Paducah in the near future. Tour our buildings and you will experience a first-rate workplace ministry in action. What's more, I believe you will find that form and function can indeed come together when mixed with a genuine spirit of service.

Sincerely Yours,



Richard S. Berry
Chairman

Real Estate Committee

CENTER FOR SEAFARERS' SERVICES

Provides hospitality and assistance to active, inactive and retired seafarers from around the world who live in the New York metropolitan area or who are serving aboard ships which visit the Greater Port of New York & New Jersey.

3,085 American and foreign ships visited one or more times	6,200 Seafarers used SCI's New York Club	5,295 AIDS education booklets were distributed to seafarers
6,663 Magazines placed aboard ships in port	1,814 Seafarers used SCI Postal Service for safe delivery of their mail	353 Loans or grants were made to seafarers in need
5,369 Seafarers transported in SCI vans	10,421 Letters and postcards were mailed from SCI's three Seafarers' Centers	728 Religious Services were held at SCI Seafarers' Centers
16,058 Seafarers used SCI's International Seafarer's Center	525 Overseas telephone calls were placed by seafarers visiting the International Seafarers' Center in New Jersey	178 Special programs were held at SCI for seafarers, church groups and community members
5,350 Seafarers used SCI sports and recreational facilities	1,893 Overseas telephone calls were placed by seafarers at SCI's center at the New York City Passenger Ship Terminal	26 Churches and other groups received visits from SCI staff
200 Port workers, other than seafarers, used SCI sports facilities	2,371 Seafarers sought personal, pastoral, and vocational counseling	4,476 Hours logged by SCI volunteers in N.Y. and N.J. (not including knitters!)
534 Port workers and seafarers attended the Third Annual Port Community Festival at SCI	10,050 Pounds of used clothing were donated to seafarers	202 Mariners served through SCI Seafarers' Retraining Program
14,005 Christmas-at-Sea packages were delivered to seafarers		

CENTER FOR MARITIME EDUCATION

Uses adult training methodology to upgrade professional mariners' navigational skills, increases professional competency and improves safety.

426 Merchant Mariners completed courses in 1997	122 Shiphandling, including Bridge Team Resource Management, Watchkeeping, Tug/Barge Handling	43 Tank/Barge Dangerous Liquids
181 Automatic Radar Plotting Aids, Radar Certification and Recertification	26 Emergency Procedures	5 Vapor Recovery
21 Marine Electronics, including Global Maritime Distress & Safety System	16 LNG Liquid Natural Gas	7 Deck License Preparation
		5 IG/COW
		612 Inland Waterways Navigation

CENTER FOR SEAFARERS' RIGHTS

Counsels and assists indigent seafarers with legal and work-related problems, trains port chaplains how to respond to legal problems encountered in the course of ministering to seafarers, and advocates improved living and working conditions for seafarers.

The Center for Seafarers' Rights opened 266 case files in 1997, providing direct legal assistance to more than 4,000 seafarers. Case files were opened in the following general categories:*

64 WAGES

Advice and assistance on rights to be paid wages guaranteed by contract and law

38 LIVING CONDITIONS

Advice and assistance on protecting seafarers' rights to decent and healthy living conditions

17 CONTRACT QUESTIONS

Advice and assistance on questions related to seafarers' rights to written contracts and/or specific contract terms

50 ILLNESS AND INJURY

Advice and assistance on medical and disability rights for seafarers

26 TERMINATION

Advice and assistance on seafarers' termination of employment and benefits

32 REPATRIATION

Advice and assistance on seafarers' right to be returned home when employment ends

10 CRIMINAL OR DISCIPLINARY ACTION

Advice and assistance to seafarers accused of crimes and disciplinary infractions and to seafarers who are victims of crime

37 IMMIGRATION OR

SHORE LEAVE

Advice on immigration questions and assistance to protect a seafarer's right to shore leave

4 DISCRIMINATION

Advice and assistance to seafarers who are victims of racial, ethnic, religious or sexual discrimination

17 SHIP SAFETY

Advice and assistance on compliance with ship-board safety standards

17 DEATH

Advice and assistance on seafarers' death benefits

21 WORKING CONDITIONS

Advice and assistance on protecting seafarers' rights to safe and decent working conditions

9 ABANDONMENT

Advice and assistance to crews abandoned abroad

6 PENSION

Advice and assistance to seafarers on their pension plans

3 STOWAWAY

Advice and assistance on handling stowaway cases

30 OTHER

Advice and assistance on other questions from indigent seafarers such as landlord/tenant, consumer problems, domestic relations, simple estate planning and elder law

*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.

COUNTRIES REPRESENTED BY
SEAFARERS SERVED BY THE
SEAMEN'S CHURCH INSTITUTE

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Algeria
Argentina
Australia
Bahamas
Bangladesh
Belgium
Belize
Bolivia
Brazil
Cameroon
Canada
Chile
China
Columbia
Costa Rica
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Cyprus
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The celebration of a special event or occasion, or even good fortune, is enhanced by making a gift to SCI.

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Wishing to support the work of the Institute long into the future, many farsighted individuals remember the Seamen's Church Institute in their wills.

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Operating Income	\$ 3,886,175
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A. Voluntary Contributions & Grants	1,187,810
B. Center for Maritime Education	842,103
C. Direct Services to Seafarers	470,324
D. Chapel and Outreach Ministries	2,350
E. Port Newark Facility	289,566
F. Investment Income	983,733
G. Other Income	110,289
Operating Expenses	\$ 5,158,909
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A. Direct Services to Mariners	1,495,566
B. Education for Mariners	1,317,047
C. Management and General Administration	910,792
D. Development	526,409
E. Port Newark Facility	364,724
F. Advocacy for Mariners	323,783
G. Communications	187,356
H. Chapel and Outreach Ministries	33,232

Note: Operating deficits are funded by withdrawals from endowment investments in marketable securities.

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FINISHED FACE OF WALL. TYP WALLS ARE CONSTRUCTED
OF 3 5/8" x 25 GA STL STUDS W/ 1-LAYER OF
5/8" FCDW EA FACE. FINISHED DIM = 4 7/8".
SOUND WALLS ARE CONSTRUCTED OF TWO ROWS OF
3 5/8" x 20 GA STL STUDS IN SEPARATE TRACTS
WITH 1-LAYER 1/2" DW, 1/2" RC-1 RESELIENT
CHANNELS, AND 1-LAYER 5/8" DW ON EACH
FACE. 6" SOUND ATTENUATION BLANKETS
SHALL BE WOVEN CONTINUOUSLY INSIDE
THE WALL. FINISHED DIM = 11 1/4".
(O/O FACE OF STUDS = 8")
FLURRED WALLS SHALL BE 1 5/8" x 25 GA
MTL STUDS WITH 1-LAYER 5/8" DW.
STUD SPACING AT 16" C/C.

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