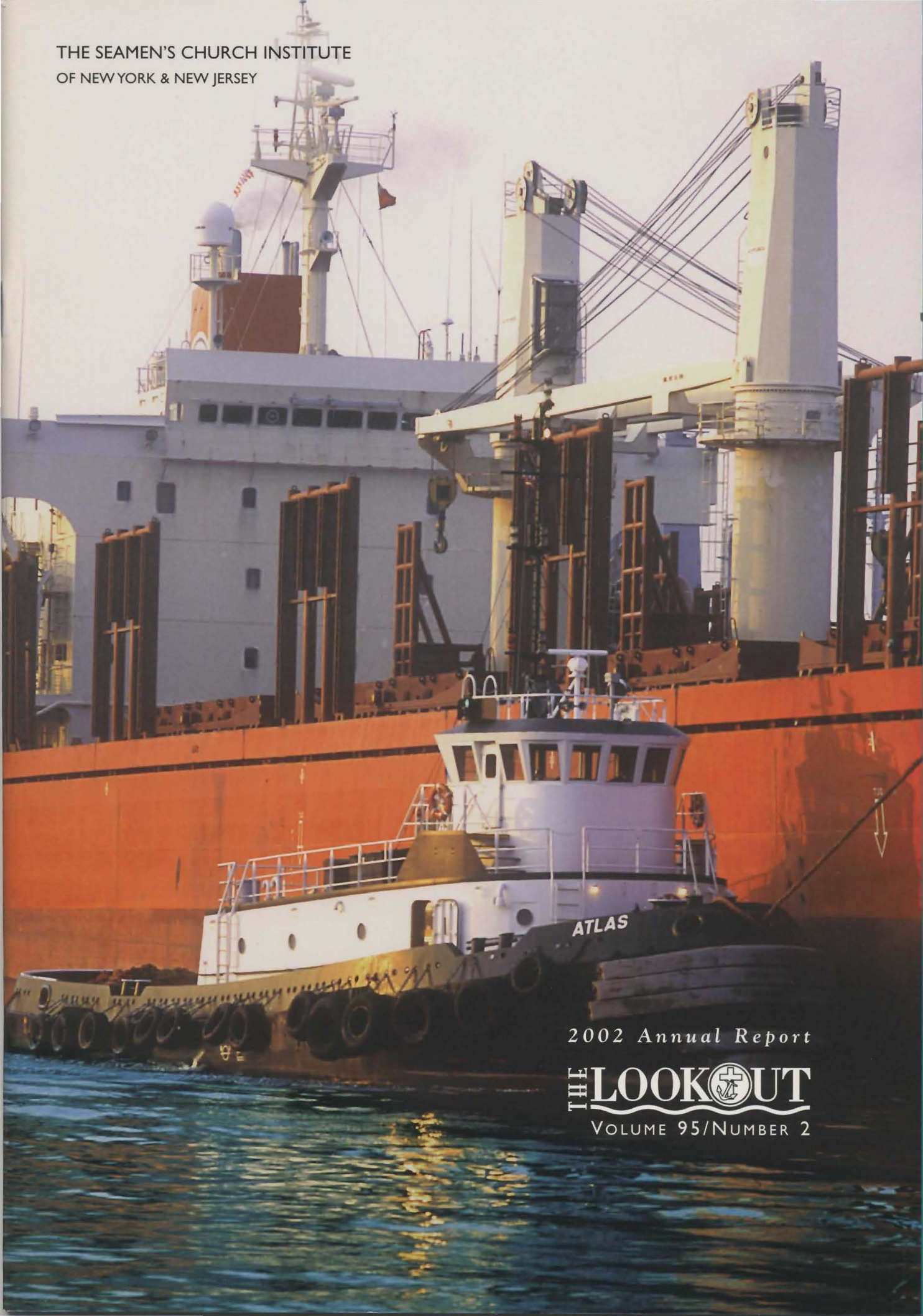


THE SEAMEN'S CHURCH INSTITUTE
OF NEW YORK & NEW JERSEY



2002 Annual Report

THE **LOOKOUT**
VOLUME 95/NUMBER 2

ADVANCING THE PERSONAL, PROFESSIONAL, AND SPIRITUAL WELL BEING OF MARINERS

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Mission Statement of the Seamen's Church Institute of New York & New Jersey

The Seamen's Church Institute advocates for the personal, professional, and spiritual well being of merchant mariners around the world. Through its Center for Maritime Education, Center for Seafarers' Rights, and Center for Seafarers' Services, the Institute promotes safety, dignity, and improved working and living conditions for more than one million men and women serving in the maritime workplace. Founded in 1834, the Institute is a voluntary, ecumenical agency affiliated with the Episcopal Church.



THE LOOKOUT

VOLUME 95/NUMBER 2

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Executive Director: The Rev. Dr. Jean R. Smith

Chairman: George D. Benjamin

President: Henry C.B. Lindh

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Why does the Seamen's Church Institute exist?

The Institute's mission, from its founding in 1834, rests soundly on the Biblical imperatives to provide hospitality, protect the unprotected, and empower the weak.

Seafarers who cross the world's oceans bring us the goods and materials that directly benefit everyone's quality of life. All who work at sea face particular perils, endure substantial physical hardships, observe strict discipline, suffer lonesome separations, and confront dangerous seas. When weary seafarers arrive in a port, their stay ranges from less than eight hours to just a few days. Mariners from around the world look to the Seamen's Church Institute for a friendly face and a warm welcome. Trained SCI chaplains and ship visitors support a seafarer's faith and spiritual needs.

Because ships' crews live and work in a mobile environment that sails from one legal jurisdiction to another, seafarers may be denied access to justice as they face possible abandonment, non-payment of wages, or the right to shore leave. Despite these daunting situations, every seafarer can seek free legal advice from the Seamen's Church Institute.

Our nation's river mariners perform dangerous work and endure long periods away from home and family as well, moving millions of tons of valuable cargo. Typically, these mariners will be away from home for a total of at least six months of the year. The Seamen's Church Institute demonstrates Christ's love to mariners and their families by providing pastoral care, counseling, and emergency response, onboard and ashore.

Ocean-going, coastal, and inland waterway mariners train at the Seamen's Church Institute to enhance their professional competency. Consistent and regular training creates a safer workplace and a greater awareness of our wondrous and fragile waterway environment.



Sister Joy Manthey, CSJ visits a mariner.



YEAR IN REVIEW

Center for Seafarers' Services

- 3,175** ship visits took place in the Port of New York/New Jersey
- 344** religious services were held at SCI's International Seafarers' Center
- 5,825** seafarers used SCI's International Seafarers' Center
- 186** loans or grants were made to seafarers in need
- 5,942** pounds of clothes were donated to seafarers
- 2,545** seafarers sought personal, pastoral, and vocational counseling
- 17,118** Christmas-at-Sea/Christmas on the River packages were delivered to mariners
- 11,757** volunteer hours were logged in New York and New Jersey
- 168,620** volunteer hours were contributed by Christmas-at-Sea/Christmas on the River knitters
- 6,863** seafarers were transported in SCI vans
- 19,047** books and magazines were placed aboard ships in port
- 2,212** letters and postcards were mailed
- 2,856** truckers used the International Seafarers' Center

Center for Seafarers' Rights

- 89** case files were opened, including:
 - 9** repatriation
 - 13** immigration and shore leave
 - 26** wages
 - 6** death
 - 4** ship abandonment
 - 20** illness and injury
 - 11** other seafarers' working and living conditions issues

Center for Maritime Education – New York

- 243** mariners received training, including:
 - 115** ARPA and radar certification
 - 6** marine electronics, GMDSS, and FCC training
 - 63** shiphandling, tug/barge handling and watch-keeping
 - 34** inert gas and crude-oil washing
 - 7** personal survival craft
 - 18** bridge resource management

Center for Maritime Education – Paducah

- 1169** mariners received training, including:
 - 708** inland navigation
 - 430** basic marine firefighting and CPR
 - 6** radar renewal
 - 2** ship models were added
 - 23** miles of river were computer-simulated
- 1,232** visitors toured SCI's state-of-the-art facility

Center for Maritime Education – Gulf Region

- 424** mariners received training, including:
 - 383** advanced pilothouse management
 - 41** bridge resource management
 - 4** simulation databases were developed
 - 85** miles of waterways were computer-simulated
 - 10** ship models were added
 - 1** navigational study was conducted

Ministry on the River

- 93** mariners counseled or assisted
- 106** family members counseled or assisted
- 323** boat visits
- 1,363** mariners visited
- 23,024** books, videos, newsletters, and newspapers were distributed
- 105** Bibles were distributed



Canon Larom sets new course

The Rev. Canon Peter Larom resigned in December 2002 as Executive Director after serving in that position for ten years. On January 1, 2003, he became a special advisor to the Institute and other organizations.

Canon Larom oversaw vast changes in the Institute as it expanded its ministry both nationally and internationally. A man constantly on the go, he was able to expand the horizons of the Institute in profound ways.

Adept at recruiting top-notch talent to implement these programs, Canon Larom was a resource to all staff members as they maintained the Institute's mission while evolving new programs to meet the challenges of a new millennium.

Some of SCI's notable accomplishments with Canon Larom at the helm include:

- In response to the need for new and enhanced port missions worldwide, the Seamen's Church Institute established the International Training Center for Workplace Ministry (ITC). Since 1995, 51 interns from 22 countries have trained in Port Newark;

- Created the WorldHaven network to keep ITC-trained chaplains connected to SCI and each other;
- Established the first simulator-based training facility for mariners working on inland waterways, which opened in 1997 in Paducah, Kentucky. This was followed four years later by the Center for Maritime Education – Gulf Region in Houston, Texas;
- The Institute opened significant public exhibits in its Water Street Gallery so that the public could experience maritime art;
- Canon Larom founded, in 1993, the Seaport North Business Association. SCI's participation in this group resulted in the creation of a team that was designated by New York City in 2002 to redevelop 14 derelict properties in the Seaport;
- The Institute implemented a 13-day long emergency relief effort for rescue workers following the attacks on the World Trade Center on September 11, 2001, which occurred 850 yards from SCI's headquarters;
- SCI's annual Silver Bell Awards Dinner grew over ten years from an event for roughly 200 guests to a gala dinner for over 900 people, raising more than \$600,000 for the Institute;
- In 1998, the Institute produced the 358-page *Nicos J. Vardinoyannis Seafarers' Handbook* in Greek and English to communicate information about the marine environment and shipboard life.

THE REV. CANON PETER LAROM



The Rev. Canon Peter Larom, SCI's Executive Director from 1992-2002.

Canon Peter Larom the day after the attacks of September 11, with firefighters waiting to go back to Ground Zero. SCI's Emergency Relief effort to rescue workers was open 24/7 for 13 days following the attacks.



MESSAGE FROM



Chairman's Message

Once again, I am privileged to report that the Seamen's Church Institute of New York & New Jersey continues to expand its programmatic activities in those areas where we have proven to be most effective.

Our maritime training centers in New York, Paducah, and Houston have trained a record number of students. Mariners from the ocean, gulf, and river trades continue to fill our facilities and we listen to what they and their management need.

SCI's Christmas-at-Sea program now extends to the river and gulf trades. This program distributed more than 17,000 packages in 2002.

Our WorldHaven network and our International Training Center (ITC) continue to train chaplains for international ports. The ITC has trained interns from 22 countries since 1995. We are supporting fledgling overseas ministries and helping to establish new ones. Brazil is a good example.

Ship visiting by our chaplains, one of our basic activities, has been made more difficult due to security enforcement since 9-11. SCI's Center for Seafarers' Rights is advocating changes to help improve this situation, as well as advocating for seafarers' rights in other areas worldwide.

It would be inappropriate if this year's message did not emphasize strongly the incredible contribution the Rev. Canon Peter Larom and his wife, Margaret, have blessed us with during Peter's term as Executive Director of SCI for the past ten years. Peter and I have worked closely during those years, but it is accurate to say he was usually two steps ahead of everybody.

We will still be working with Peter through a new initiative of SCI called the Alliance of Episcopal Maritime Ministries. Peter's independent consultancy company is helping AEMM add expertise to existing port ministries and to create new ones.

Our new Executive Director is not new at all. The Rev. Dr. Jean R. Smith has been on board since 1990 and for several years has most recently been our Managing Director and Chief Operating Officer. With Jean at the helm, we will continue to excel.

All of our activities continue to function productively thanks to our loyal supporters. Still, like many not-for-profits these days, expenditures exceed income. That is why, once again, we need your support and ask for your help. Please do what you can to keep these programs viable.

On behalf of our Board and our staff and the mariners we serve, thank you.

George D. Benjamin
Chairman, Board of Trustees



Executive Director's Message

The activities and events reported in this 2002 Annual Report are imprinted with the skill and charisma of my predecessor, the Rev. Canon Peter Larom. It is an honor and challenge to follow Peter's extraordinary record of achievement and institutional growth as the newly-appointed Executive Director.

A change in leadership is a logical time for an organization to take stock, to reaffirm choices concerning its core mission, and to strategize ways to efficiently strengthen and improve service. While there is a change in leadership, there is also constancy. SCI's strong Board of Trustees and skilled and spirited staff continue to work as a team. We are taking a close look at ministry, education, and advocacy to assess our infrastructure, as well as our delivery of services to mariners.

Today's economic environment requires disciplined attention to financial realities. A healthy regard for the bottom line is essential, but this concern cannot override our determination to deliver quality services. In this time of heightened security in all ports, mariners are asking for more attention, more shipboard worship, and more ship visits by chaplains and volunteers.

Mariners enrolled in our maritime education courses in New York, Paducah, and Houston recognize the increased need for training to afford them the highest levels of competency. Legislators drafting new security regulations are calling upon SCI, through our Center for Seafarers' Rights, to represent the voice of mariners. More than ever, the SCI staff is involved with the United States Coast Guard, and regularly attends meetings of the International Labour Organization and the International Maritime Organization.

This is no time to curtail our services, but a time to fortify and extend them responsibly. For 169 years, the Seamen's Church Institute has responded to the needs of mariners, making their workplace safer and more just, while showing them God's love through a hospitable welcome.

You are a critical part of this success, and together we will sustain it and meet the needs of mariners today and tomorrow. We rely upon your continued support and deeply appreciate your joining us in this ministry.

The Rev. Jean Dr. Jean R. Smith
Executive Director

The Trustees' Message

Dear Friend of SCI,

The Seamen's Church Institute has been part of my life for almost as long as I can remember. My father served as a Trustee (including time as SCI's Chairman) from 1948 until his passing in June of 1990.



I, myself, joined the Board in 1991 and now have the privilege of serving as Interim Director of our International Seafarers' Center in Port Newark. While I have always taken pride in SCI, my current perspective has given me a first-hand appreciation for the Institute's efforts on behalf of seafarers. These efforts are exemplified by the Institute's responsiveness in these times of heightened international tensions, which have brought additional hardships to mariners.

The most noticeable example is shore leave. Time ashore, long considered an essential aspect of mariners' well being, is now very often denied. In some oil and gas, terminals neither shore leave nor permission for a chaplain's ship visit are granted.

SCI is meeting this challenge on two fronts.

Our Center for Seafarers' Rights continues to advocate for the United States to support a multi-national effort to adopt international standards for a merchant-mariner identification card. CSR, with abiding regard for justifiable security concerns, is also working to ensure that the standards for the international mariners' identification document satisfy the requirements of new security regulations put in place since the 9-11 attacks. From New York to Washington and from London to Geneva, CSR attorneys have advanced this concept with the support and encouragement of all major organizations affecting the laws of the sea.

Secondly, our ship visiting chaplains, ever-sensitive to the timeless hardships endured by seafarers, are devoting extra time and care to those confined to their vessels. Mariners' reactions to shore leave denial can range from frustration and depression to fear and embarrassment. Chaplains must be prepared to help with these feelings as well as such practical matters as helping seafarers to contact their loved ones. They board docked ships with cell phones and phone cards in hand, so that anxious family members back home can learn of their safe arrival in port. And, in keeping with a time of trial, onboard prayer services are requested and appreciated.

Thanks to the expertise, creativity and mission-driven focus of the entire staff, many post 9-11 service challenges are met. But the added work continues...and will continue for the foreseeable future.

Your support makes the Institute a vibrant, responsive and eminently credible resource for the maritime community. For this, we are enormously grateful. Your ongoing assistance will enable SCI to continue its work with strength...even in challenging times. On behalf of the Trustees of the Seamen's Church Institute, I extend our abiding thanks for your concern and assistance.

Sincerely,

The Rev. Franklin E. Vilas, D.Min.

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International Seafarers' Center Port Newark, New Jersey

The International Seafarers' Center, is a vital spiritual and community meeting place offering its recreational services to the whole port community. For 32 years, thousands of visitors have pushed the existing structure to its limit. SCI's Board of Trustees recently committed to the upgrading and modernization of the building.

Volunteers from the tri-state area participate by ship visiting with our chaplains or sharing a special skill. Congregations also support these services by collecting much-needed men's winter coats, sundries for welcome bags and magazines, knitting for the Christmas-at-Sea program, or helping to host special "Evenings with Seafarers."



The Rev. Francis Cho delivers a care package to truck drivers.



Children join seafarers, port workers, neighbors, and volunteers at SCI's annual Port Community Festival held at the Center, which brings together the community in a block-party atmosphere.

Members of the Dennis Roland Chapter of the American Merchant Marine Veterans (AMMV) enjoy a holiday party at the Center. The Institute also provides services and meeting space to AMMV's Edwin J. O'Hara Chapter.



The soccer field at the Center provides seafarers and port workers with an opportunity to exercise.



The Center for Seafarers' Services provides:

- *Direct care to mariners in the greater Port of New York & New Jersey, along 2,200 miles of America's inland waterways through Ministry on the River, and to mariners on cruise ships through the Passenger Ship Terminal;*
- *Hand-made knitted gifts through Christmas-at-Sea;*
- *Training for port chaplains and missionaries around the world through the International Training Center (ITC) for Workplace Ministry;*
- *The WorldHaven network for ITC graduates;*
- *Training in Cross Cultural Immersion for U.S. Seminarians.*

SHIP VISITING BRINGS MESSAGE OF HOPE

Pastoral visits to seafarers since the attacks of 9-11 have been characterized by unpredictability and uncertainty of access for both the mariner and the chaplain. Despite weeks at sea, seafarers are routinely denied shore leave in U.S. ports. Chaplains are denied access to vessels in some gas and oil terminals.

Throughout 2002, depending on the "color of risk" issued by the Department of Homeland Security, chaplains struggled with ways to help increasingly anxious seafarers. New security regulations created increasingly tense situations in a workplace ministry that was already host to many challenges.

The Rev. Dr. Jean R. Smith, at that time Director of the Center for Seafarers' Services, knew stress levels were increasing. "We needed to start the day by finding the peace of God," she recalled.

Daily staff meetings were held in the Chapel following the morning prayer service.

"Chaplains needed to let go of their frustration in a holy place," she recalled. "They would talk about their anger because crews were treated as terrorists. They expressed confusion over the changing rules for shore leave."

Chaplains looked to SCI's Center for Seafarers' Rights, sister agencies, and friends for special help.

One early December meeting was especially troubling. "We have thousands of Christmas gifts to give away, but no way to get them to restricted vessels," exclaimed one chaplain.

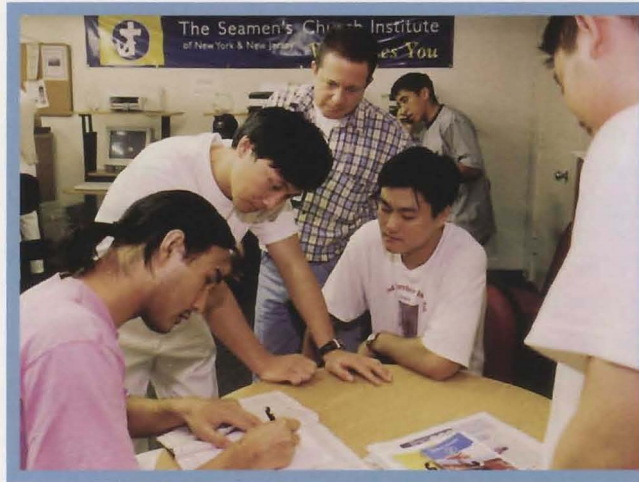
Tugs take gifts to restricted vessels

Friends of the Institute helped get Christmas-at-Sea packages to crews at restricted tanker terminals. Mr. Paul Tregurtha, President and CEO of Moran Towing Corporation and an SCI Trustee, arranged with Port Authority and U.S. Coast Guard officials to deliver packages. Once the restricted vessels cleared the port outbound, Moran tug crews were able to bring Christmas-at-Sea boxes onboard.

Seafarers working on cruise ships arriving in New York were surprised to find that shore leave was limited to three hours or none at all. SCI staff members at the Passenger Ship Terminal found efficient ways to meet these constraints.



These new challenges were in addition to the short turn-around time in the port and the growing number of non-English-speaking seafarers from Third World nations. With only about 15% of all vessels covered by union contracts worldwide, today's seafarer is dependent on the advocacy skills and pastoral care of a highly trained port chaplain.



Helping seafarers from cruise ships at the Passenger Ship Terminal in Manhattan.

SCI Chaplain James Kollin talks with a seafarer in Port Newark.

Strangers become friends

"When serving a congregation that includes neighbors from across the world, a port chaplain must be able to find a common ground that goes beyond any single culture," said Dr. Smith. "When a chaplain and a seafarer talk at that level, it is a time of grace. Strangers become friends through the most basic forms of human interaction."

That simplicity often translates to the art of conversation. "I facilitate discussions between groups of isolated people in tense situations. Thankfully, I have the privilege of putting the needs of the weakest first," said the Rev. James Kollin, an SCI port chaplain since 2000.

Port chaplains serve day and evening shifts to accommodate the short visit by ships—visits that can be frequently counted in hours. Each chaplain may board multiple ships during a shift.

"One of the greatest challenges of this ministry is time. As soon as I board a ship, I must give 100% of my best pastoral skills. Any cultural barrier must be broken in a short time. I always pray for the strength to find that common place," he explained.

He recalled the time he met three Turkish seafarers who complained of cultural discrimination from an officer. They wanted to go home and asked for the chaplain's help. The captain told Chaplain Kollin that they could go home if they signed a release from their contract. The release would allow repatriation, but did not include payment of remaining wages or travel expenses home to Turkey. Once they fully understood the terms, the three seafarers chose not to sign.



Simple and just

Chaplain Kollin talked to SCI's legal department, the Center for Seafarers' Rights. The lawyer explained that the captain's actions were not illegal. "I went back with a heavy heart to tell the men the bad news."

When he saw the three Turks, they were dressed in their finest. "Father, you are an angel," one seafarer said. "The company is paying our unpaid wages and travel expenses without our signing anything! We put our trust and hope in you, and that made all the difference in our situation."

Chaplain Kollin tried to explain what "little" he had done. "All I did was listen well and act with the interests of those who felt persecuted," he said. "Simple and just. That is the heart of port ministry."



International Training Center for Workplace Ministry

Seafarers' ministry in developing nations is increasingly characterized by burgeoning industrial workplaces with inadequate or non-existent seafarer facilities. Seafarers arriving in such ports need an advocate to protect them from the unscrupulous, and a friendly place to go to contact friends and family. Given the realities of today's complex maritime world, seafarers' agencies increasingly require well-trained mission personnel.

In response to the need for new and enhanced port missions worldwide, the Seamen's Church Institute established the **International Training Center for Workplace Ministry (ITC)**. Since 1995, 51 interns from around the world have trained in Port Newark, New Jersey using the incomparable resources of the Seamen's Church Institute.

The ITC curriculum of action, study, and reflection enables interns to experience the vitality and administrative skills that lead to an effective port mission. During the training process they learn to handle the many personal and spiritual challenges associated with today's problems confronted by seafarers, long-shoremen, truckers, and others in the maritime workplace.



ITC intern Ms. Irette Ramoelinina of Toamasina, Madagascar, and Mr. Zina Andrianarivelo-Razafy, the Ambassador to the United States from Madagascar, at her graduation.



ITC interns Mr. Rodrigo Sequeira and Ms. Slanney Vasconcellos of Recife, Brazil.

2002 ITC Graduates

Mr. Mohamed Jaggan of Dar Es Salaam, Tanzania

Ms. Irette Ramoelinina of Toamasina, Madagascar

Mr. Newtown Sahn of Lagos, Liberia

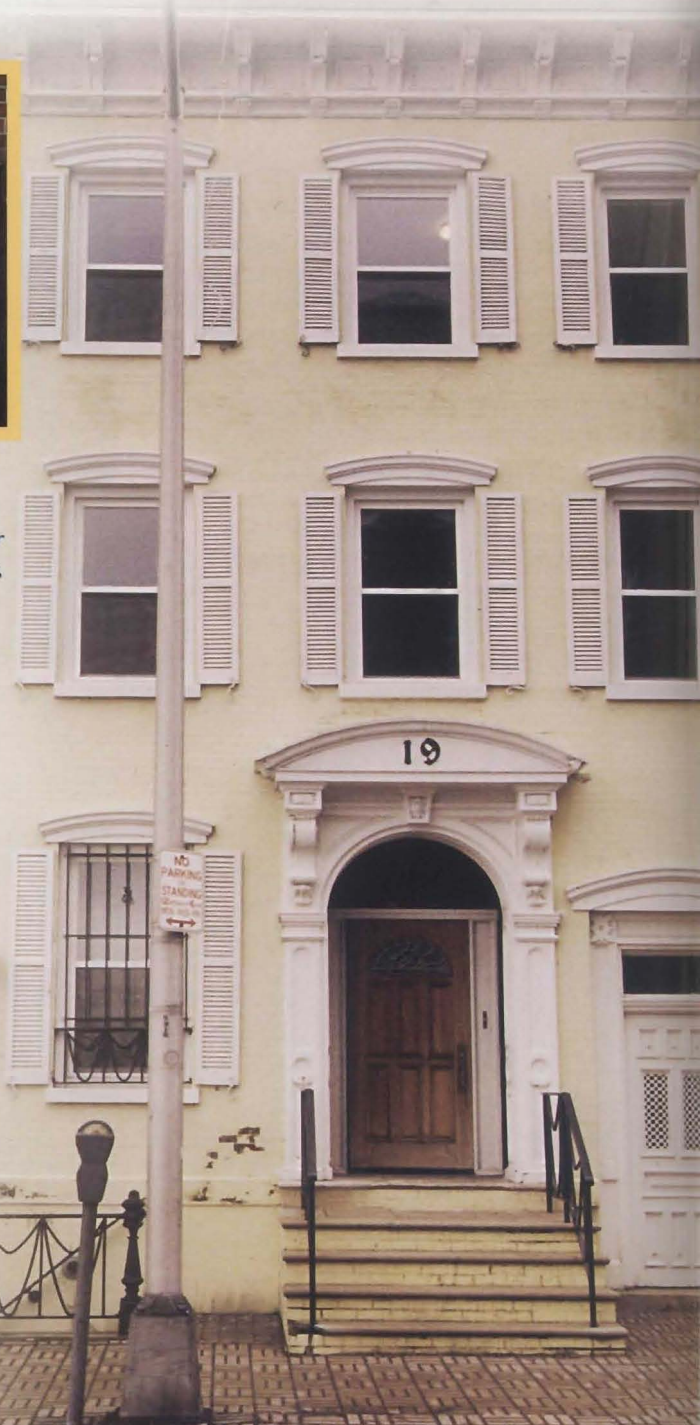
Dr. Alan Costa of Recife, Brazil

Ms. Zelda Costa of Recife, Brazil

Mr. Rodrigo Sequeira of Recife, Brazil

Ms. Slanney Vasconcellos of Recife, Brazil

Interns stay at SCI House
in Newark, New Jersey.



Cross Cultural Immersion

The Cross Cultural Immersion program, offered to U.S. seminarians in January and May, provides training in hands-on mission work.

In addition to ship visiting, seminarians attend workshops to expand their understanding of the global economy by focusing on seafarers as an export labor force. They also learn about seafarers' rights through presentations on admiralty law.

The SCI-designed curriculum places emphasis on action that includes theological reading and reflection on theology of the workplace, cross-cultural ministry, and crisis counseling.

Students reside in SCI House, a townhouse in downtown Newark where they live alongside port chaplains who train at SCI's International Training Center (ITC) for Workplace Ministry program.

Fifteen seminarians from Wesley Theological Seminary in Washington, D.C.; United Theological Seminary in Dayton, Ohio; University of the South in Sewanee, Tennessee; and Seabury-Western Seminary in Evanston, Illinois have graduated from the program, which began in 1997.

Andrew O'Dell, a senior at the School of Theology at the University of the South, in Sewanee, Tennessee, recalled meeting an Egyptian crew. *"The Egyptian crew members were desperate to use our cell phones to contact worried family members back home. They also looked devastated as European officers were allowed off the ship while they were denied shore leave. In order to start to comprehend the dynamics, we experienced a crash course in the effects of the global economy on developing nations, international legal issues, and America's security concerns. My head was spinning."*

Andrew O'Dell, a Cross Cultural Immersion student, spent Summer 2002 as a port chaplain in Charleston, South Carolina.

Timothy McCullum, a 3rd-year seminarian at Wesley Theological Seminary in Washington, D.C. used meditation during the shuttle ride between ship visits to find the mental and spiritual strength for the next encounter. *"Our basic rights are considered to be luxuries in many places around the world. It took careful listening to stay focused and be effective with someone who must clear hurdles simply to contact his family. I now have a different understanding of human rights."*

Charles P. Leger, a former legal-aid lawyer and a 3rd-year seminarian at Wesley Theological Seminary, found the program eye-opening. *"Because of this experience, I can provide a profound witness to the effects of the global economy. The congregations I serve will be more aware of our reliance upon marginalized workers."*



Wesley Theological seminarians, Elizabeth Richards and Timothy McCullum, talk with a seafarer in Port Newark.



Ministry on the River

Begun in 1998, **Ministry on the River** is a source of hospitality and pastoral care for inland mariners and their families along 2,200 miles of America's inland waterways. Chaplains not only bless boats and visit with mariners onboard, but also respond to pastoral emergency phone calls and visit crew members in hospitals and families at home.

Joining the Ministry on the River staff are members of more than 100 River Friendly Churches of many denominations. This network of clergy and lay volunteers participate in programs like Christmas-on-the-River and Pass-It-On, a videotape and book program.

In 2002, Ministry on the River introduced its "eNews," internet monthly newsletter that links the River Friendly Churches and volunteers. In addition, Sister Joy Manthey presented the first maritime curriculum at Brother Martin High School in New Orleans, Louisiana.

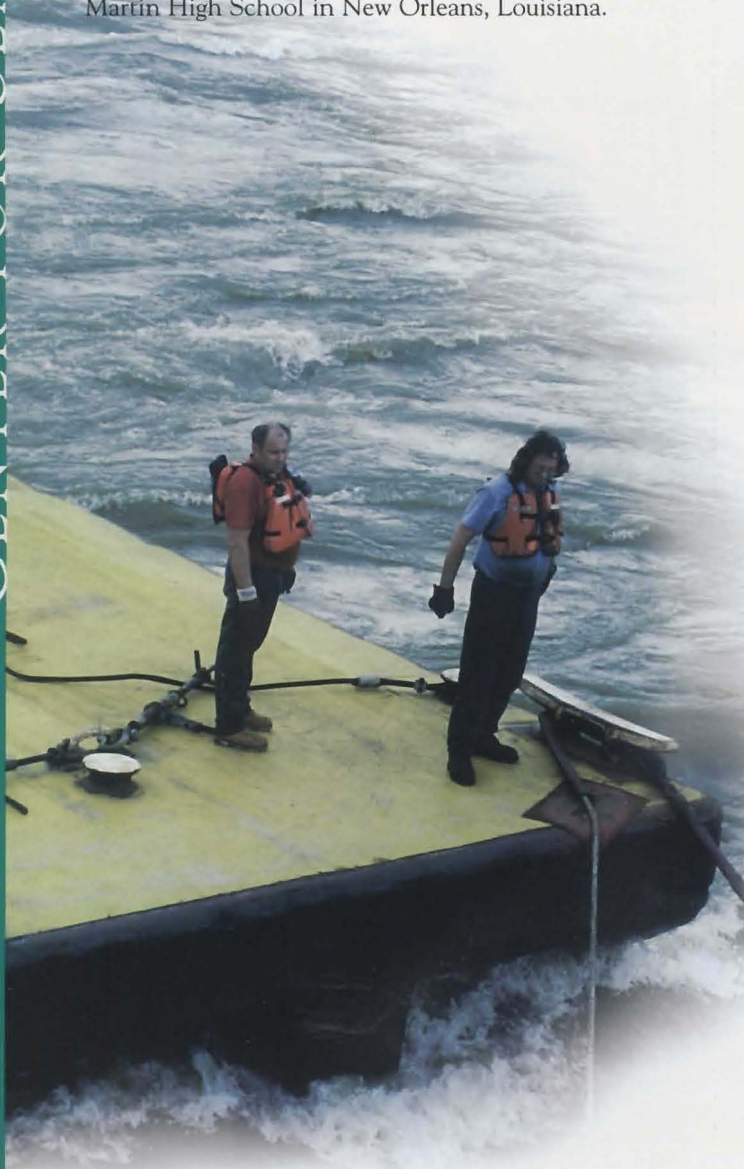
IT'S ESPECIALLY DIFFICULT TO BE AWAY FROM HOME NOW

Whether you work an eight-hour shift or watch the children head off to school, all Americans are acutely aware of the dangers that can be found in our ordinary existence. Terror is not only far away, but close to home. For mariners and their families, a stressful 30 days apart is only compounded by recent events.

When professional pressures combine with personal challenges, they create unique stress. Typically, mariners will be away from home for at least six months of the year, disrupting family patterns. Every other Christmas is spent underway.

River families endure these challenges without the support systems many take for granted. Their schedule precludes traditional participation in the community. Yet outside the river industry, few people understand a mariner's work.

Ministry on the River staff members work hard to reassure mariners that we value their work and are deeply grateful to them and to their families. People in service clubs, schools, and churches — who previously knew nothing of this industry — are learning that crews regularly contend with rapid currents, icy decks, dangerous conditions, and loneliness. In these times of uncertainty we work with our partners in ministry to bring the mariner God's message of hope.



Karen Cox distributes a video from the Ministry on the River's "Pass It On" program.



Volunteers from St. Mark's Lutheran Church in Cape Girardeau, Missouri, packaging homemade Christmas cookies for mariners.



Christmas-at-Sea

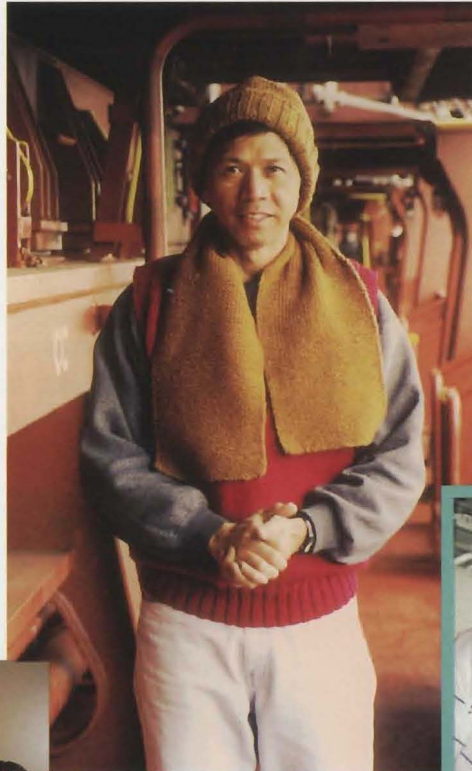
More than 3,400 knitters from all 50 states are active year-round making gifts that are opened by merchant mariners working shifts on Christmas Day. The Institute's chaplains and ship visitors deliver packages containing hand-knitted gifts with handwritten greetings on festive cards. The Christmas-at-Sea package contains a hand-knitted scarf, cap, socks, or vest. They are distributed along with other personal items. Inland mariners, with more time on land, receive a slightly different package that also includes homemade cookies.

Christmas-at-Sea delivered a record 17,118 knitted garments during the 2002 holiday season. Despite heightened security, chaplains and volunteers distributed packages successfully with the help of vessel owners and the United States Coast Guard. The Institute's Ministry on the River program reported that 850 vessels received packages and 5,963 mariners received gifts. This represents nearly 300 more vessels than the previous year, and nearly 2,000 more river mariners received Christmas gifts.

Employees from the financial firm of Brown Brothers Harriman volunteer their lunch hour once a month at the headquarters of Christmas-at-Sea in Lower Manhattan.



Captain Roger Haskell of the Motor Vessel *SeaLand Comet* writes: *"Crossing oceans, especially stormy ones at Christmas, can be depressing. There is loneliness in 40-knot winds and 35-foot seas that is difficult to express to those who have never experienced it. We received our packages of presents from Seamen's Church Institute in Elizabeth, New Jersey, on November 13, and here we are more than half way across the Pacific en route from Yokohama, Japan to Long Beach, California on Christmas. That's 12 ports and 19 time zones. The fact that there are people who will sit down and make gifts like these for merchant mariners they've never met is truly moving. You have brightened our Christmas away from home. May God bless all of you."*



A seafarer wears his Christmas-at-Sea cap, scarf, and vest received when his vessel visited Port Newark.



Ida Schindelman, a Christmas-at-Sea knitter, is the director of Knitting for a Cause.



Center for Seafarers' Rights

The Center for Seafarers' Rights (CSR) is a worldwide resource for legal research, education, advocacy, and assistance on seafarers' rights issues. The Center provides free counseling and referrals to merchant seafarers and seafarers' agencies worldwide. The Center's team also works to improve national and international laws and practices protecting seafarers in order to improve working and living conditions. CSR's Director participates in meetings of the International Maritime Organization in London, States Parties to the United Nations Law of the Sea Convention in New York City, and the International Labour Organization in Geneva.

Over the last year, CSR attorneys advocated for the right of shore leave for mariners and the ability of chaplains to board ships within new parameters set by international and national regulatory organizations after the 9-11 attacks. CSR attorneys testified before the U.S. Coast Guard, the U.S. Congress, and international maritime regulatory agencies.

In addition, Douglas B. Stevenson, CSR's Director since 1990, received the RADM Halert C. Shephard Award from the Chamber of Shipping of America at the American Bureau of Shipping's annual meeting in April. Kristan Hildensperger was selected as the 10th annual summer intern from Tulane University Law School.

TOP TEN REASONS WHY SEAFARERS RELY ON CSR

REASON #10: Pirates!

Since the 9-11 attacks, pirate attacks on merchant shipping continue to increase in their numbers (now more than one per day) and in their violence.

REASON #9: Increased frequency of coastal states ordering a ship to sail from safe to dangerous waters.

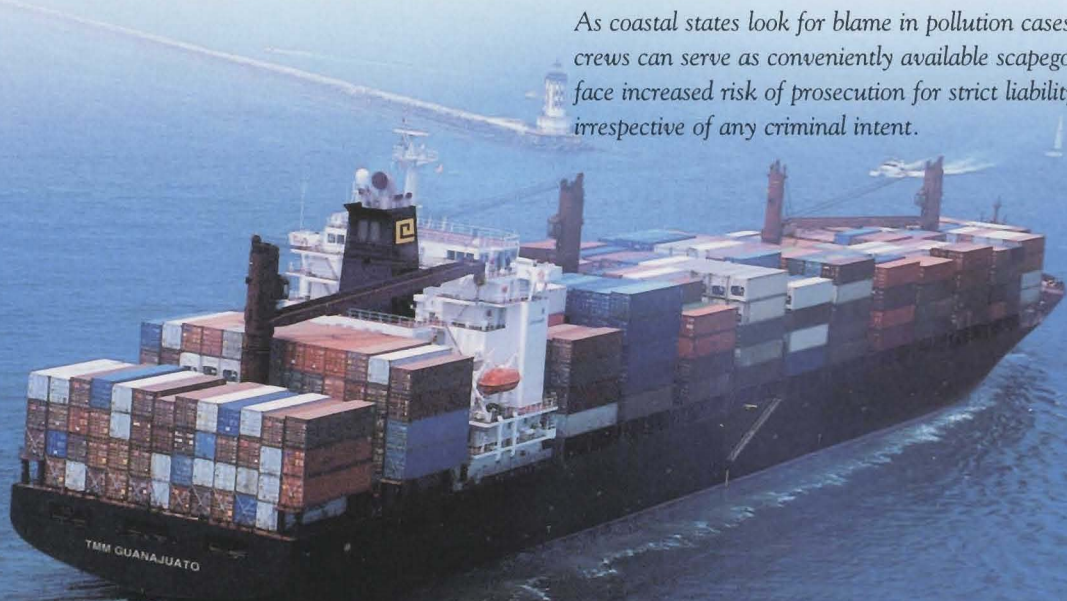
There is a growing trend by coastal states to defy the right of innocent passage mandated by the United Nations Convention on the Law of the Sea. These states order vessels out of their territorial seas and prohibit some types of vessels from transiting their territorial seas. These actions increase risks to ships and their crews.

REASON #8: The possibility of no rescue while in distress at sea.

Coastal states are creating disincentives for vessels to respond to a distress at sea. For example, Australia's detention of the M/V Tampa and its refusal to provide refuge to shipwrecked survivors rescued by the M/V Tampa placed an unreasonable financial burden on the ship. It also established a negative precedent to be weighed by those masters and shipowners deciding to comply with their moral and legal obligations to rescue persons in distress at sea.

REASON #7: More opportunities to go to jail for job performance issues than when working on land.

As coastal states look for blame in pollution cases, ship's crews can serve as conveniently available scapegoats. Crews face increased risk of prosecution for strict liability crimes, irrespective of any criminal intent.



REASON #6: Abandonment in a foreign port without pay, sustenance, or the means to go home.

Abandoned ships remain a problem worldwide. CSR's office is regularly called upon to help seafarers who have been abandoned by their insolvent owners, leaving their crews without pay, food, water, fuel, or the means to go home - and the cases that CSR learns about are just the tip of the iceberg.

REASON #5: Erosion of legal rights and access to courts to protect those rights.

For example, various countries have eroded seafarers' traditional right to medical care through national legislation. This right, called maintenance and cure, is so firmly established in maritime law that it is an assumed part of every mariner's employment contract; no individual mariner can sign the right away by contract. In addition, because of high litigation costs, it is increasingly difficult for mariners to get into the courthouse to protect their rights.

REASON #4: The need for an expensive visa to go ashore in the United States.

Merchant mariners face denial of shore leave in the United States simply because they could not obtain a visa. For most seafarers (many of whom earn less than \$500 per month), the existing \$100 fee is excessive. The United States is the only maritime country that requires seafarers to possess a visa to apply for shore leave.

REASON #3: Difficulty in obtaining an expensive visa from a United States Consulate.

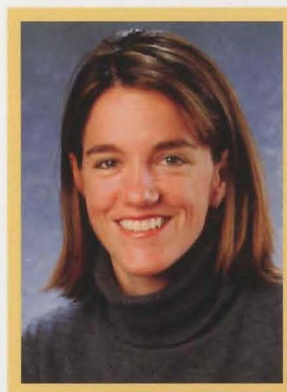
The State Department is in the process of eliminating crew list D-1 crewmember visas without making allowances for accommodating an increase in individual D-1 crewmember visa applicants that could occur. Mariners already face great difficulty getting appointments at consulates during their brief in-port periods.

REASON #2: Extra security duties without extra pay.

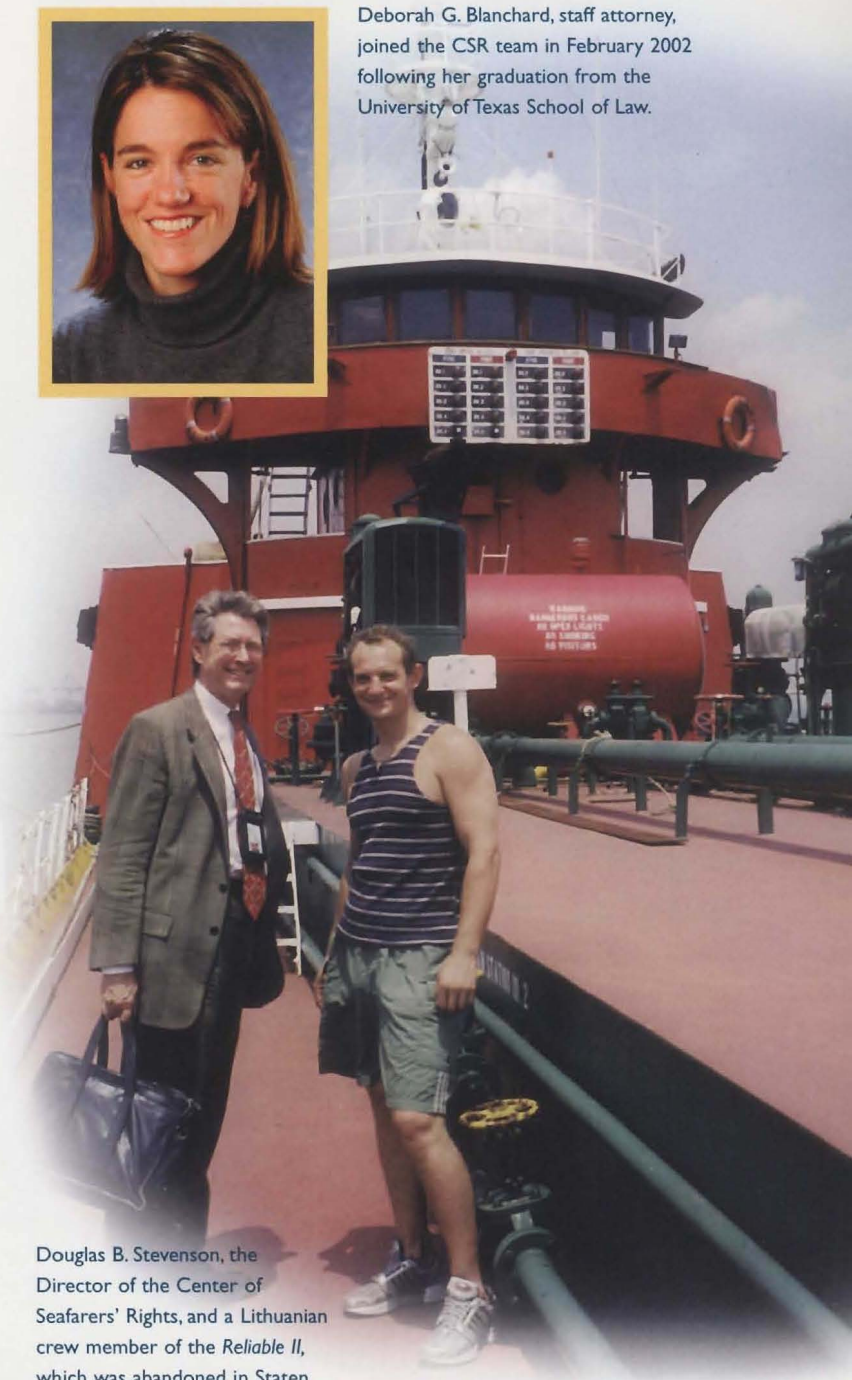
Newly-enacted international and national maritime regulations require crewmembers to take on significant maritime security responsibilities for their ships and the ports they enter. Meanwhile, wages have not increased to reflect the new responsibilities, nor have ships' crew sizes increased to accommodate the additional duties.

REASON #1: Responsibilities include ship and port security, but seafarers are not trusted to go ashore.

The United States maritime security measures treat mariners as potential terrorists even though they must perform security duties on their vessels to comply with U.S. and international law. Immigration officers and private terminal operators deny shore leave to crews without any corresponding evidence that they pose a security risk.



Deborah G. Blanchard, staff attorney, joined the CSR team in February 2002 following her graduation from the University of Texas School of Law.



Douglas B. Stevenson, the Director of the Center of Seafarers' Rights, and a Lithuanian crew member of the *Reliable II*, which was abandoned in Staten Island, New York, in 2002. CSR helped to repatriate the crew.



The Center for Maritime Education

The Center for Maritime Education enhances the professional competency of merchant mariners by providing practical, relevant training. Professional training, begun by the Institute in New York in 1899, continues in New York City; Paducah, Kentucky (1997); and Houston, Texas (2001). Each Center utilizes a computer-based simulator system through which mariners can recreate real-life scenarios as a tool to improve their navigational and bridge-management skills in a risk-free environment.

COMPETENT ERROR IS A PROBLEM OF ATTITUDE

When human error is the culprit, it is easy to blame someone and then to assume that person was either incompetent or negligent. The remedy for that conclusion is a matter of training, recruitment, or discipline. However, it's not really that simple.

The instructors at SCI's three Centers for Maritime Education have come to the intriguing discovery that casualties quite often involve competent, well-motivated, and experienced personnel in well-run vessels operated by reputable companies.

Maritime educators now generally agree that this problem is one that does not necessarily depend on training, nor of placing any emphasis on blame or discipline. It is not a problem of the mind, but of attitude.



SCI offers first Port Captain's Conference

Port Captains from 22 companies gathered at the Center for Maritime Education – Paducah in October 2002 for a 2-day Professional Development Seminar.

front row left to right: John Rose of Shell Trading Company, Chris Primm of American Commercial Barge Line, David Reed of Crouse Corporation, Bob Taylor of American Electric Power, Richard Kern of Ingram Marine Group, David Smith of Marathon Ashland Petroleum, Steve Glenn of Luhr Brothers, Grayford Franks of American Electric Power, Bill Stewart of American Electric Power, Greg Menke of SCI, Eric Larsson of SCI, William Douglas of SCI, Thomas Blanchard of El Paso Marine, Bill Kinzeler of American Commercial Barge Line, Robert Harrison of Greater Cincinnati Marine, Kevin O'Daniels of River Marine Management, Reed Barrios of Huey L. Cheramie, Inc., Marc Davis of Marquette Transportation, Tom More of American Commercial Barge Line, Jim Farley of American Commercial Barge Line, James Nearey of Maritrans Operating Company, Ken Davidson of American Commercial Barge Line, Del Wilkins of American Commercial Barge Line.

Back row left to right: Tom Smith of Canal Barge Company, Frank Paskewich of the United States Coast Guard, Pat Riley of Canal Barge Company, Paul Barnes of Canal Barge Company, Alan Shackles of Mays Towing, Kenneth Jones of Mays Towing, Frankie Johnson of Ingram Marine Group, Bob Frammer of Ohio Valley Marine, Jim Hunter of Ohio Valley Marine, Elvin Baldwin of American Commercial Barge Line, Robert Brewer of Crouse Corporation, Rick Hildreth of Ingram Marine Group, Randy Kirschbaum of Alter Barge Line, Dave Dewey of Western Kentucky Navigation, Mark Hazzard of Bunge Towing, Jerry Tinkey of SCI, Spivey Gault of Gault Marshall & Miller, Bruce Darst of American Electric Power, Todd Maise of Blessey Marine Services, Ross Mitchell of Blessey Marine Services, Steve Southern of Ingram Marine Group, Carl Marshall of Gault, Marshall, Miller, Jim Devereux of American Commercial Barge Line.

Although the courts and the administration will usually be concerned with culpability, the wise mariner learns from the mistakes of others in order "to prevent it from happening again." CME instructors use the term "Competent Error" to describe this problem because it highlights the absence of inadequacy or deliberate negligence on the part of the mariner.

In essence, competent error occurs when mistakes or omissions are not detected early enough to avoid casualty. This might be due to a number of reasons, including fatigue, complacency, familiarity, overconfidence, indecisiveness, ambiguous communications, and not recognizing the importance of essential pilot-house procedures. Competent error is then a problem of attitude.

Training therefore fosters (chiefly among the pilots and captains) an approach towards pilothouse management where organization, teamwork, alertness, and awareness on watch are encouraged.

This is the theme of the training that is taking place at SCI's Centers for Maritime Education. After being alerted to the factors surrounding competent error, pilots use the simulator to examine their procedures and methods. Then, they analyze the sessions for themselves in order to extract lessons that might be pertinent to their situation.

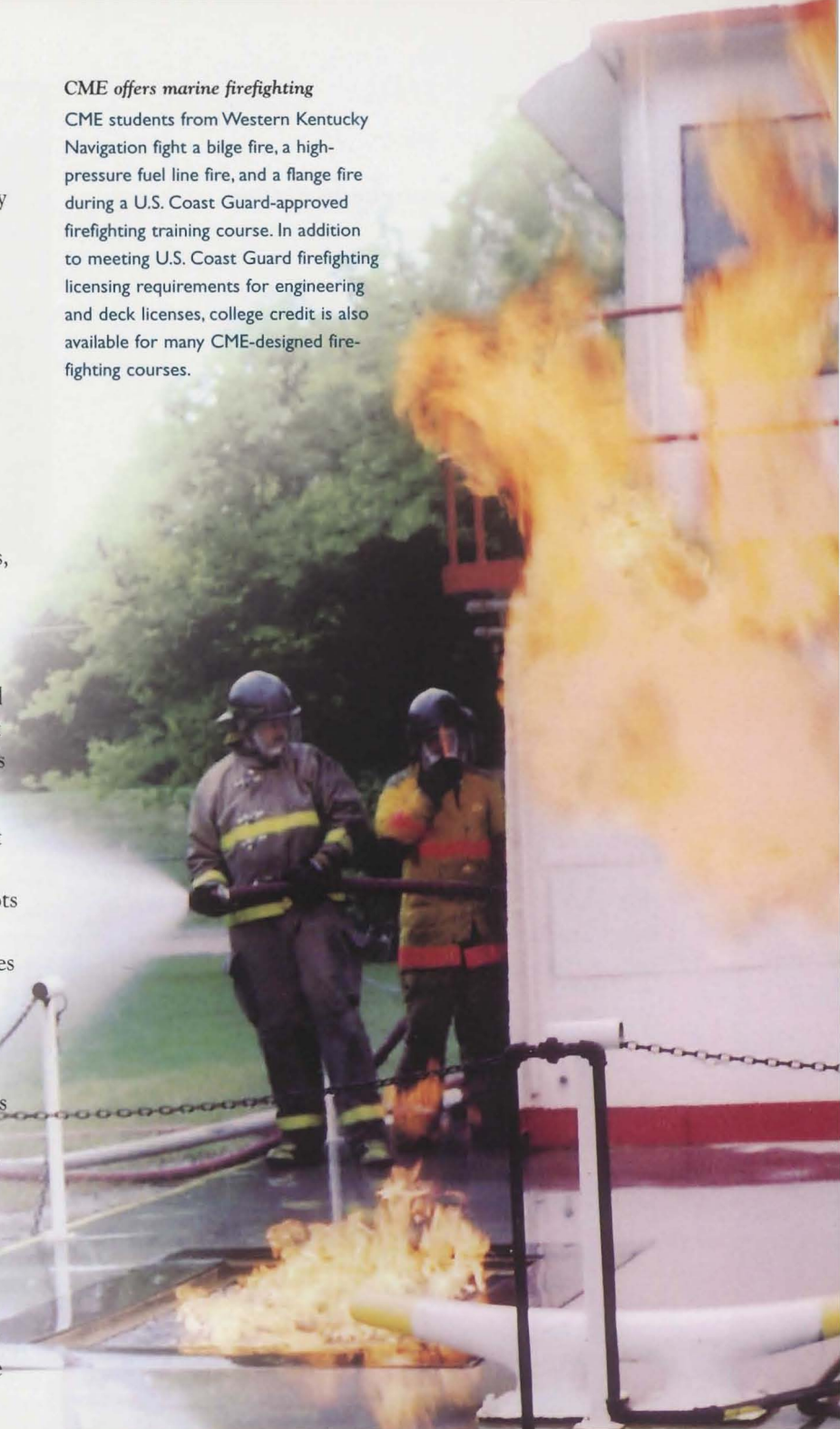
Under this overall philosophy they also review procedures, regulations, routines and management tools that would assist them in elevating their standards of professionalism and safety. A few days in the simulator do not provide a quick fix. Instead, simulator time becomes a strategy for regular, on-going training that promotes attitudes encouraged in the industry.

Simulation and classroom training at the Institute's Center for Maritime Education then becomes relevant and practical to the officer. Mariners see a future value and are able to transfer information directly to the wheelhouse or bridge.

Training has an effect on how individuals view what they do for a living. Each is forced to ask the question, "How do I perform my job and how can it be done better?"

This question is reinforced by a 2002 study conducted at the University of Alabama, Birmingham. Their results showed that trained individuals were 73% more likely to discuss safety issues with co-workers.

CME offers marine firefighting
CME students from Western Kentucky Navigation fight a bilge fire, a high-pressure fuel line fire, and a flange fire during a U.S. Coast Guard-approved firefighting training course. In addition to meeting U.S. Coast Guard firefighting licensing requirements for engineering and deck licenses, college credit is also available for many CME-designed firefighting courses.



IN MEMORIAM



Captain Steven C. Groneman, Senior Lecturer at CME - New York since 1998, died in December 2002 after a long, courageous battle with cancer. He taught various courses including Global Maritime Distress and Safety Systems (GMDSS), Bridge Resource Management (BRM), Shiphandling, Radar Observer, Automatic Radar Plotting Aids (ARPA), and Tankerman PIC courses. He held a United State Coast Guard Unlimited Master's license.

Vessel casualties continue to decline

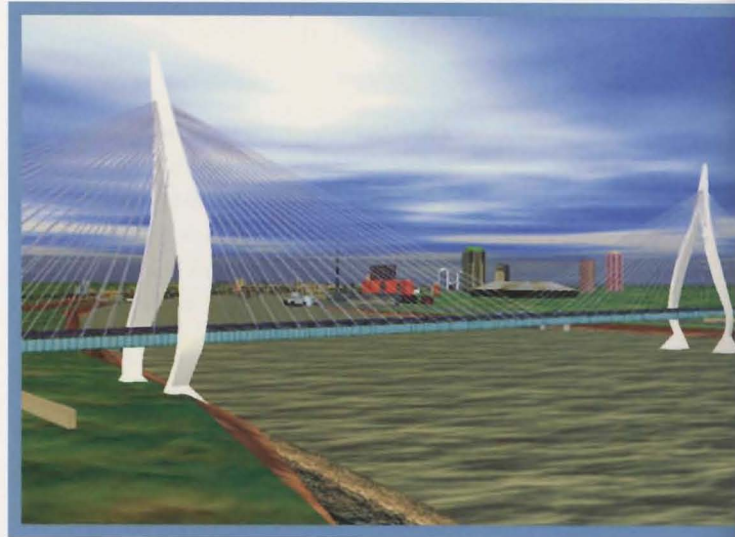
Since 1996, there has been a decline in vessel casualties involving tugs, towboats and barges, according to the Arlington, Virginia-based American Waterways Operators, a national trade association for the industry. Crew fatalities since 1996 peaked a year later at 29 and dropped to 11 in 2000, the latest year for which the U.S. Coast Guard has data.

The Seamen’s Church Institute, training inland mariners since 1997 and deep-sea mariners for over 100 years, can also share a few examples. Accident prevention or the reduction in the number and/or severity of accidents can be correlated to a sustained training regimen.

One inland company reports that within five years they have already seen a marked reduction in incidence of hull damage. The one-year difference was more than \$1 million in savings.

Training programs can also have an effect on the number of lost-time accidents. A large company tracked these types of accidents over a six-year period after instituting a training program. This program extended to training that was not mandated or required by regulations. Lost-time accidents were cut in half during the time period and continue to drop.

Maritime safety and professional development have always been integral to SCI’s mission. For 104 years, the Center for Maritime Education has promoted the safety of crews and the environment, thereby increasing the efficiency of waterborne commerce.



New database commission

A rendition of a bridge feasibility study for a Mississippi River crossing near St. Louis, Missouri created by SCI’s Database Development Department.

New radar courses

The first U.S. Coast Guard-approved Inland Waters Radar Renewal and Western Rivers courses were held at SCI’s Center for Maritime Education – Paducah. CME’s new courses, specifically designed for inland mariners, provide the necessary review and competency evaluation for all officers in charge of a navigational watch with a current radar endorsement on vessels with Radar on Inland Waters. These courses are also now offered at CME – Gulf Region.



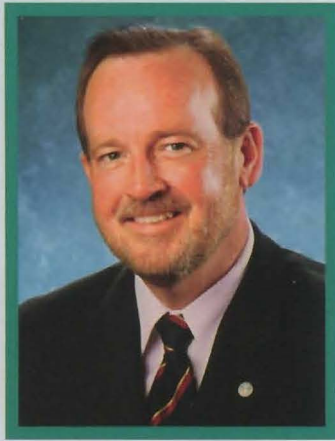
	2002	2001
Operating Revenue	\$5,320,938	\$5,607,210
A. Voluntary Contributions & Grants	1,024,161	1,912,817
B. Center for Maritime Education	1,999,550	1,615,399
C. Direct Services to Seafarers	406,262	361,945
D. Chapel and Outreach Ministries	3,700	2,600
E. Port Newark Facility	283,560	193,435
F. Investment Income	685,466	926,179
G. Special Event Income	587,518	469,775
H. Other Income	330,721	125,060
Operating Expenses	7,021,495	6,754,296
A. Direct Services to Mariners	1,884,077	1,931,120
B. Education for Mariners	2,388,374	2,340,698
C. Management and General Administration	970,061	964,877
D. Development	377,445	374,511
E. Port Newark Facility	337,045	248,472
F. Advocacy for Mariners	338,334	293,683
G. Communications	296,780	231,290
H. Chapel and Outreach Ministries	165,409	127,461
I. Event Related Expenses	263,970	242,184

This information has been extracted from the 2002 Audited Financial Statements which may be obtained by writing to:

The Seamen's Church Institute
241 Water Street
New York, NY 10038



Edgar Estrada
Chief Financial Officer



Henry Enright
Director, Development
and Public Relations

St. Nicholas Society 2002
\$25,000 AND LARGER

Alexander S. Onassis Foundation
Mr. and Mrs. C. Robert Allen III
ChevronTexaco Shipping Co., LLC
Episcopal Relief and Development
K-Sea Transportation Corp.
Kirby Corporation
McMullen Consultants, Inc.
Moran Towing Corporation
The Episcopal Church of Our Saviour
of San Gabriel, CA
The Journal of Commerce Group
The Starr Foundation
United Way of New York City

The Commodore Club 2002
\$10,000 TO \$24,999

American Bureau of Shipping
American Commercial Barge Line, LLC
American International Marine Agency
Anonymous
Mr. Kendall G. Chen
The Church Pension Fund
Episcopal Charities of the Diocese of NY
ExxonMobil Refining & Supply
Golub Foundation
The Rev. Nancy Hanna and
Mr. Alistair Hanna
International Registries, Inc.
Kongsberg Maritime Ship Systems, Inc.
Life Saving Benevolent Assoc.
Maersk Line, Limited
Maher Terminals, Inc.
Marine Transport Corporation
Maritrans, Inc.
N.W. Johnsen & Co., Inc.
OMI Corporation
Royal Caribbean Cruises, Ltd.
Universal Maritime Service Corporation
Willis Re, Inc.

**The Joseph Conrad
Associates 2002**
\$5,000 TO \$9,999

A.W. Miller Technical Sales, Inc.
American Marine Advisors, Inc.
American Roll-On Roll-Off Carriers, LLC
Anonymous
AON Risk Services, Inc. of NY
Atlantic Mutual Companies
C.M. Almy & Son, Inc.
Charitable Gift Fund
Citibank, N.A.
CNA Marine
CSX Lines, LLC
Det Norske Veritas
Detyens Shipyards, Inc.
Equiva Trading Co.
Evergreen America Corporation
Fleet
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Mr. Joe R. Gerson
Holland & Knight, LLP
Holland Lodge Foundation, Inc.
Howland Hook Container Terminal, Inc.
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Mr. and Mrs. George M. Isdale, Jr.
Liberty Maritime Corporation
Mr. and Mrs. Henry C. B. Lindh
Mallory-Jones-Lynch-Flynn & Associates
Maritime College at Ft. Schuyler
Foundation, Inc.
McAllister Towing and
Transportation Company, Inc.
MEMCO Barge Line, Inc.
Mr. and Mrs. John D. Macomber
Mr. and Mrs. John M. Mendez
New York Shipping Association
Operation Sail, Inc.
Orion & Global Chartering
Company, Inc.
P & O Ports North America, Inc.

P & O Stream Navigation Co.
Polen Capital Management Corp.
Poten & Partners, Inc.
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Shell Oil Company Foundation
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Episcopal Diocese of New York
St. Paul Companies of
New York, NY
Strachan Shipping Agency
Swiss Reinsurance America
Corporation
Teekay Shipping Corporation
The Church Club of New York
The Church Mouse/The Episcopal Church
of Bethesda-By-The-Sea of Palm Beach, FL
The Constans Culver Foundation
The New York Community Trust
Parish of Trinity Episcopal Church
of New York, NY
Universe Tankships (Delaware), LLC
Van Ommeren Shipping (USA), LLC

The Flagship Society 2002
\$1,000 TO \$4,999

A.G. Terminal Services, Inc.
All Saints' Episcopal Church of Princeton, NJ
American Automar, Inc.
American Eagle Tankers
AON RE
Mr. and Mrs. Arthur L. Armitage
Ash, Hoch & Company
Attransco Ship Management Co., Inc.
B & H Shipping Group
B & H Towing, Inc.
B & P International Insurance Brokerage, LLC
Barwil ASCA
Bay Container Repair of New Jersey, Inc.
Bennett Lawrence Management, LLC
Mr. Richard S. Berry and Mrs. Lucy
Commoner



From left: Henry E. Enright, SCI's Director, Development and Public Relations; William D. Carle III, executor of the Captain Ralph R. Peachman estate, and George D. Benjamin, Chairman of SCI's Board of Trustees formally name The Captain Ralph R. Peachman Simulator Suite at SCI's headquarters in March 2002. Captain Peachman's estate has given over \$650,000 to the Institute.

WATER STREET GALLERY



The Water Street Gallery, located at SCI's Manhattan headquarters, demonstrates the Institute's commitment to share its maritime legacy with the public and celebrate the contributions of seafarers to art and culture. The 2002 exhibit, *The Fleet Is In*, featured restored ship models from SCI's extensive collection. The gallery is open on weekdays.

Bray Marine, Inc.
 Bridge Terminal Transport
 Mr. and Mrs. Alexander K. Buck
 Burke Venture Capital, LLC
 Camelot Cruises, Inc.
 Campbell Transportation Company, Inc.
 Canal Barge Company, Inc.
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 Delman-Mortenson Charitable Foundation
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 DVB Nedship Bank
 Eckstein Marine Service, LLC
 Episcopal Diocese of Newark, NJ
 FAPS, Inc.
 Gault, Marshall & Miller, LLC
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 Grace Episcopal Church of Madison, NJ
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 International Longshoremen's Association
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 Bruce G. Paulsen, Esq.
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 Port Newark Container Terminal
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 Saint Stephen's Episcopal Church of Port Washington, NY

Schnader Harrison Segal & Lewis, LLP
 Seabulk International, Inc.
 Seafarers & Int'l. House
 Seastreak America, Inc.
 Seward & Kissel
 Mr. Peter T. Smith and
 The Rev. Dr. Jean R. Smith
 Ralph K. Smith, Jr., Esq.
 Sound Shore Foundation
 St. Dunstan's Episcopal Church of Madison, WI
 St. Luke's Episcopal Church of Montclair, NJ
 St. Paul's Episcopal Church of Akron, OH
 St. Peter's Episcopal Church of St. Louis, MO
 Mr. and Mrs. E.M. Strauss
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 Thacher Proffitt & Wood
 The Acorn Foundation
 The Bank of New York
 The Chubb Corporation
 The Corita Charitable Trust
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 The Lakehurst Council,
 The Navy League of the U.S.
 The Lothar Von Ziegesar Foundation
 The Paducah Bank and Trust Company

THE FLAGSHIP SOCIETY



Children gather around the clown at the 2002 Port Community Festival held at SCI's International Seafarers' Center in the summer.

The Flagship Society (continued)

The Port Authority of NY & NJ
The Presbytery of Newark, NJ
Tidewater, Inc.
U.S. Ship Management, Inc.
Union Maintenance Corp.
United NY & NJ Sandy Hook Pilots Benevolent Assoc.
United States Maritime Alliance, Ltd.
United Way of Tri-State
Mr. and Mrs. Stephen A. Van Dyck
Veteran Wireless Oper. Assoc.
Wallenius Lines Holding, Inc.
Wallenius Wilhelmsen Lines America, LLC
Watson, Farley & Williams
Mr. Kenneth A. Wheeler
Woman's Seamen's Friend Society of Connecticut

Gold Anchors 2002

\$500 TO \$999

"K" Line America, Inc.
AMMV NJ Chapter
Association of Average Adjusters of the United States
Mr. and Mrs. John C. Bacot
Best Transportation
Best Western Seaport Inn
Mr. and Mrs. Gus Bourneuf
Miss Ellen Bowers
Mr. and Mrs. Leo J. Braun, Jr.
Bulk Carrier Day Committee, Inc.
Mr. and Mrs. Robert J. Burke
Mr. Joseph Cammarato
Captain Kelly Pulsifer & Associates, Inc.
Mr. Dayton T. Carr
Charles R. Weber Co., Inc.
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Mr. Ward F. Davidson, Jr.

Ms. Caroline H. Dixon
Mr. and Mrs. Gilbert H. Dunham
E & G Foundation, Inc.
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Diocese of New York
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Essexville Baptist Community Church
ExxonMobil Foundation
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Mr. and Mrs. Kenneth A. Hecken
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Mr. Jim Macardell
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Marine Spill Response Corp.
Matson Navigation Company, Inc. & Subsidiaries
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Mr. and Mrs. Gordon W. Paulsen
Preston Gates & Ellis, LLP
RBC Dain Rauscher Foundation
Rector, Wardens & Vestrymen of Christ Church of Ridgewood, NJ

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Riotinto Export, Inc.
Roehrig Maritime, LLC
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Seaworthy Systems, Inc.
Mr. and Mrs. Richard T. Soper
Sound Shore Management
Spring Air Company
St. Andrew's By-the-Sea Episcopal Church of Hags Head, NC
St. Clement's Episcopal Church of Belford, NJ
St. Mary's Episcopal Church of Belvidere, NJ
Stolt-Nielsen Transportation Group, Ltd.
Ms. Carol A. Stone
Tabak & Mellusi
Trustees of the NMU Pension and Welfare Plan
United Seamen's Service
United Way of Rhode Island
Vessel Operators Hazardous Material Association, Inc.
Wal-Mart Foundation
Margaret J. Warnock Foundation
The Rev. and Mrs. James R. Whittemore
Women of St. Philip's Episcopal Church of Brevard, NC

Silver Anchors 2002

\$250 TO \$499

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Alean, Inc.
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Anchor Marine Claims Service, Inc.
Ms. Claire Anderson
Mr. and Mrs. Mark L. Antin
Ms. Faye Argentine
Armistead Services, Inc.
Association Foundation, Inc.
Association of Retired Marine Personnel
Mr. and Mrs. Thomas K. Babington
Mr. and Mrs. Hank Bjorklund
Mr. Thomas V. G. Brown
Caddell Dry Dock & Repair Co., Inc.
Mr. L.M. Call
Ceres Terminals, Incorporated
Champlain Insurance Company, Ltd.
Ms. Aleid Kathleen Channing
Mr. Nicholas Chiara
The Rev. and Mrs. Francis S. Cho
Christ Episcopal Church of Blacksburg, VA
Ms. Jane B. Conrad
Consol Energy, Inc.
Mr. Richard A. Cook
Mr. Robert Corman and Ms. Laura Landy
Mr. and Mrs. W. Robert Dahl
Capt. Michael J. Deane
Mr. and Mrs. George DeVoe
District No. 1 -MEBA/NMU
Bishop and Mrs. Herbert A. Donovan, Jr.
Dubuque County Historical Society
Eagle Ocean, Inc.
Mr. William D. M. Elfrink

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 Mr. and Mrs. David A. Nourse
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Captain William G. Schubert, Maritime Administrator for the Department of Transportation, was introduced to regional maritime leaders at a luncheon held at SCI in April 2002.

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David S. French, SCI Trustee and President of American International Marine Agency of New York, Inc., with the Rev. Dr. James R. Whittemore, SCI's former Executive Director at the 25th Annual Silver Bell Awards Dinner in June 2002 at Chelsea Piers.

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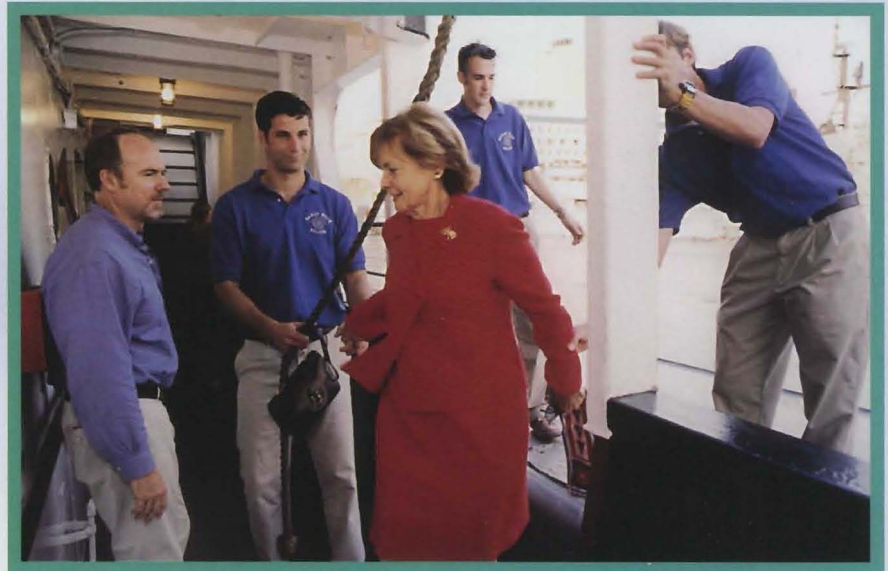
The annual Blessing of the Fleet sponsored by The Port Authority of New York & New Jersey on June 28, 2002 included, **Father Eugene Bernas, Stella Maris; Rabbi Gloch; Pastor David Ware; Father Mario Balbi, Stella Maris; Father Stephen Barnabas, an ITC graduate from the Church of South India returning to SCI for advanced training, and Deacon Jacques Girard, SCI's Facilities and Chapel Coordinator at the International Seafarers' Center.**

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Captain Brian Donohue, SCI's Director of Database Development, greets SCI Trustee Mrs. Grace Allen as she boards Pilot Boat No. 1, donated by the Sandy Hook Pilots for the Institute's annual fall cruise.

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From left: River Bell Award recipient R. Barry Palmer, Executive Director of the Association for the Development of Inland Navigation in America's Ohio Valley (DINAMO); Lifetime Achievement Award recipient Captain J. Scott Chotin, Sr.; and Distinguished Service Award recipient the Rev. George M. (Nick) Jaeger of Grace Episcopal Church, Paducah, at the River Bell Awards Luncheon held on December 12, 2002 in Paducah, Kentucky.

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From left: Mrs. Catherine Armitage and SCI Trustees Arthur L. Armitage, Gayle Rundquist, and Kendall G. Chen at SCI's 25th Annual Silver Bell Awards Dinner in June 2002.



Mr. C. R. Perry Rodgers, Jr., a member of the Center for Seafarers' Services Committee, and his wife Toni Tracy attend the March 2002 graduation ceremonies for International Training for Workplace Ministry students.

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CELEBRATION

Celebration

Christmas
Christmas-at-Sea
Dunne Family Christmas
Dr. and Mrs. Raymond Glover
Mr. Roy Harter, 80th birthday
Steven Johnson
Dr. and Mrs. Jack Mattice wedding
The Rev. Dr. Jean Smith's ministry

Honor 2002

CAS volunteers
Christmas-at-Sea
Forgea
loved ones
men and women of SCI
sailors on the USS Cole
SCI's emergency relief effort
seafarers everywhere
Commodore Leroy J. Alexanderson
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John Anthony
George Benjamin
John R. Brasel
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Johnny McDaniel's father
Margaret and Janet Norvik
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Guests on SCI's Pilot Boat cruise included SCI's neighbor, developer Frank Sciame (center). Sciame Development, Inc. and Zuberry Development Corporation were named in 2002 as developers of the historic Front Street block located behind SCI's headquarters. The Institute participated in their proposal to take over the properties from New York City's Economic and Development Corporation.

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- merchant mariners
- Mr. and Mrs. Fred W. Moore
- Grace Moran
- William Moran
- William Mount
- John J. Napierski
- John Napierski-friend, partner
- and lovely gentleman
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- Irving Oldak
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- from St. John's Episcopal Church
- in Odessa, NY and areas around
- Odessa Miriam Partridge

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Estates 2002

- Estate of Beatrice C. Allison
- Estate of John B. Crockett
- Estate of Rudolph Dohanich
- Estate of Janet E. Fox
- Estate of Charles S. Keene
- Estate of George P. Lumsden
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- Estate of Ralph R. Peachman
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The St. Nicholas Chapel at SCI's headquarters in Lower Manhattan.

The concern of a group of young Christian men for the plight of seafarers nearly 170 years ago precipitated the birth of the Seamen's Church Institute. Their mantle of leadership has been taken up by generations of conscientious donors and volunteers whose support enables the Institute to thrive, continually rededicating itself to the well-being of today's seafarers.

There are many ways to contribute to the life of SCI. You may designate a gift for general purposes or restrict it for support of a specific program or project. Following are some of the channels through which you may help to sustain SCI's programs and services.

Gifts of Cash are the simplest way of supporting the Institute's work.

Gifts of Appreciated Securities and Real Estate may be transferred to the Institute, enabling the owner to avoid paying capital gains taxes that ordinarily accompany the sale of such holdings.

You can also support the Institute by naming it in your will.

Direct gifts — cash, bequests, gift annuities, and life insurance policies — distributed immediately after your death, and life-income gifts which have immediate gift and estate-tax benefits to the donor are two approaches to what is known as Planned Giving.

Advance planning for your estate ensures the future distribution of your assets according to your personal values and eliminates the possibility of the government making these decisions for you.

A Specific Bequest enables a donor to include in his or her will a specific dollar amount, a specific piece of property (art, jewelry, securities, real estate, etc.), or a designated percentage of the estate for the Institute. A Residuary Bequest specifies that SCI receive either all or a stated percentage of an estate after distribution of certain designated benefits and payment of debts and taxes. A Contingency Bequest enables the donor to designate that the Institute receive part or all of the estate under specified



The Chapel at the Center for Maritime Education — Paducah in Kentucky.

circumstances, after the death of a primary beneficiary.

Life Insurance Policies and/or the benefits from the policy, and Assets from a Pension plan may be transferred irrevocably to the Institute, entitling the owner or his or her estate to a charitable tax deduction.

Gift Annuities in which a gift of cash or securities is made to the Institute, entitle the donor to income payments for life plus an immediate tax deduction.

Life Income gifts enable a donor to set aside a lump sum for the Institute while earning income on this money for his or her lifetime. At the donor's death the principle reverts to SCI. This is a Charitable Remainder Trust.

A Charitable Lead Trust enables the donor to set aside assets — for a specific period of time — which pay income to the Institute.

At the end of this time, the assets are transferred back to the family, with gift and estate tax benefits.

Your personal, legal, and financial advisors can help you with arrangements necessary to preserve your assets for your family and the causes you care about. If you would like more information about planned giving at SCI, please call Henry Enright at (212) 349-9090 ext. 245. He would be happy to discuss the available options with you.



The Chapel at the Center for Maritime Education — Gulf Region in Houston, Texas.



The Mariners' Chapel at the International Seafarers' Center in Port Newark.

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Opposite page:

SCI staff gathered on April 11, 2003 for Dr. Smith's installation as the Institute's 8th Executive Director.

On stairs from top: Barbara Clauson, Lana Parr, Pat Napolitano, the Rev. James Kollin, Carlos Correa, Mercedes Wright, Bill Watkins, Mary Novello, Andre Stuckey, the Rev. Franklin Vilas, Jennifer Edmondson.

Back row: Dinara Shamayeva, Anita Mullane, Eric Ma, Debra Wagner, the Rev. Jim Wilkinson, Sister Joy Manthey, CSJ, Deacon Jacques Girard, William Douglas, Brian Donohue, the Rev. Dr. Jean Smith, Henry Enright, Douglas Stevenson, Edgar Estrada, Eric Larsson, Joyce Vilas, Karen Dominguez, Purvi Shah, Deborah Blanchard.

Seated: Edward Schultz, Dominick Ferraro, the Rev. Francis Cho, the Rev. Mary Grambsch, Janet Temchus, William Breen.



**THE SEAMEN'S CHURCH INSTITUTE
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Center for Seafarers' Rights
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Fax: 212-349-8342
www.seamenschurch.org

**Center for Seafarers' Services
International Seafarers' Center**

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Tel: 973-589-5828
Fax: 973-589-7463

Center for Maritime Education – Paducah

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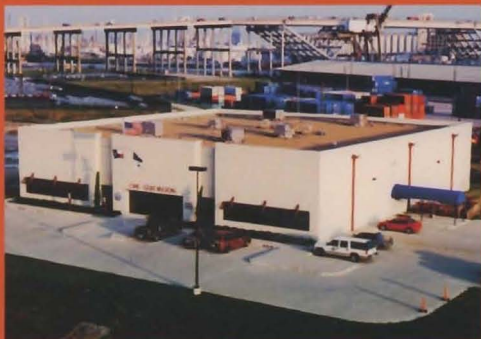
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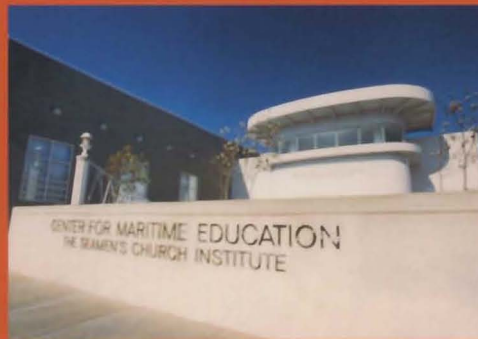
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of New York & New Jersey in New York City



SCI's International Seafarers' Center in Port
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