

SPECIAL 1998 ANNUAL REPORT ISSUE

THE **LOOKOUT**

VOLUME 91 / NUMBER 2

THE SEAMEN'S CHURCH INSTITUTE

SPRING / SUMMER 1999

**SCI SIMULATES
REMOTE WATERWAYS**



OUR MISSION

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 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.

The cover photo is a composite of two images. Riverscape: © 1999 Chris Sanders/Tony Stone Images; Towboat and barge: Virtual Mariner database archives. This page: ghosted detail from an oil painting entitled Barge with Tugboat in Harbor from The Seamen's Church Institute collection. It was painted in 1926 by the artist going by the initials T.P.C.



TABLE OF CONTENTS

- 2 EXECUTIVE DIRECTOR'S REPORT**
Spirit of Endeavor
- 4 BOARD OF TRUSTEES**
- 5 MESSAGE FROM THE BOARD OF TRUSTEES**
Charles Robertson, Co-Chairman of SCI Board's Maritime Education Committee, reports on the 1998 developments of CME
- 6 MARITIME TRAINING**
Center for Maritime Education Creates Computer Simulations of South American Rivers
- 12 1998 YEAR IN REVIEW**
A calculation of SCI's service benefits to seafarers around the world

1998 Annual Report

- i 1998 FINANCIAL SUMMARY**
A financial accounting of program expenses and revenue
- ii HONOR ROLL OF 1998 DONORS**
From the mates level through the St. Nicholas Society, SCI acknowledges support received in 1998
- xi GIFTS OF RECOGNITION**
Special ways to remember people and events while also advancing the work of The Seamen's Church Institute
- xii OPPORTUNITIES FOR GIVING**
Learn about the many different ways to support SCI

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Executive Director: The Rev. Peter Larom
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EXECUTIVE DIRECTOR'S REPORT

Spirit of Endeavor

OUR CHAIRMAN HAS ASKED ME TO GIVE A PICTURE of where we have come in the last seven years and where the Institute might expect to be in the next five, and perhaps ten, years. A tall order.

By sheer numbers, our activities are up in every area, from mariners trained, which has tripled, to ships visited, which, with the work of our 25 ITC graduates around the world, has increased exponentially, to our thousands of Christmas gift packages, to the hundreds of successful rights cases — such as that of the Dubai Valour, which can be attributed to our Center for Seafarers' Rights. But if there is any single achievement which we could point to over this period which rewards our staff and Board efforts, it is the increase in the profile of the Institute's work, both in the maritime industry and with the public. We have only to look at *Time Magazine*, the *Wall Street Journal*, and the *New York Times Sunday Magazine* for flattering and in-depth mention of the contribution the Institute is making on behalf of mariners.

In a time when some charities are struggling to keep up with their budgets and revenues, SCI has held a strong, conservative course. To accomplish this work our annual expenses have obviously increased, from \$3,794,790 in 1991 — to just over \$6 million in 1998, an increase of 58%. But our revenues have gone from \$3,456,121 to \$6,250,575 — an increase of 81%. (It's interesting to note that in that seven year period, our expenses for management and general administration have been reduced 16½%!). Our endowment, although responsible for much of our expansion, has itself grown 28% during this period — even though we have extracted \$21 million from it to accomplish our important tasks. So we've been active, but not lavish.

I can't itemize the future developments of SCI as in a wish list, but I can give a sense of where I think things could go, without trying to dictate or pre-ordain them.

In our advocacy — for safety through our training division, and well-being of mariners through CSR and Seafarer's services, we now

have a vehicle through which we can reach the vulnerable mariners in the places they need assistance other than our own waters here in New York/New Jersey. The SCI/Worldhaven and our new Ministry on the River are ways in which we are pushing the geographical limits of our concern and compassion for the well-being of mariners.

These initiatives are not only significant program realities now, but have attracted funders and partners to undergird their work independent of our own Board support. In May, we learned that the Episcopal Church will meet our 1999 fundraising goal for River Ministry thanks to the Development Department's excellent work. In fact, three six-figure donors to the Institute's work joined our effort since 1996. In each case they had no relationship to our work, and are not anywhere near New York or New Jersey. New funds have enabled us to produce an innovative Seafarer's Handbook, in English and Greek — to be released in June. This will take our advocacy and training message far and wide.

What I am saying is we can be positive about expanding our advocacy services on behalf of mariners because we are demonstrating ability to find new donors to the Institute to support new work. At the end of the day, making life on board, for the mariner, an ennobling and well-compensated work must get much more of the Institute's time and creativity. Doug Stevenson and the Center for Seafarers' Rights, which he heads, are certainly leading us to that goal.

Let's shift to Maritime Education. Here again we have expanded both numbers of mariners served and areas of the country served, and we have significantly upgraded the technology, that is, our own ability to create databases and improve simulation. Also the value of our assets in buildings, equipment, and staff has more than doubled, and we hope soon to announce a Gulf facility that will be another extension of our work, thanks to Eric Larrison's energy and ability.

The need for training is rising — and we have been keeping up with change in the training arena such that we still attract the first-class companies

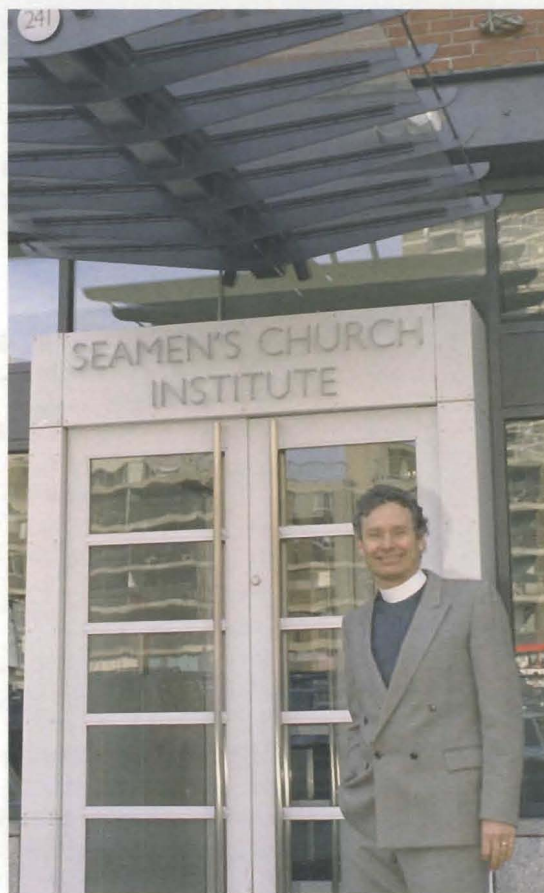
that desire to develop a quality and safety culture.

But the most important result of our work in Maritime Education has not been mariners trained, or facilities built, but with relationships developed — relationships with shipping companies, towboat and tugboat companies, Port Authorities, cities, such as Paducah, and Associations, such as AWO and Intertanko. It is the quality of the Institute's relationships which will ensure positive outcomes, especially for CME, in the future. An active and representative Board membership will help us enhance our relationships, and a Strategic Planning Committee provides us a steady helm in an erratic sea.

The third leg of a four legged race before us is the Center for Seafarer's Services, which continues to represent the core of our work. Our immediate challenges are to improve our Port Newark facility, have more service to Brooklyn from New York, and keep up the progress of the River pastoral care. 48 clergy members up and down the river have received orientation to this work by the Rev. Jean Smith and our staff in Paducah. The full page article in *Time Magazine* (Feb. 1, 1999) praising our River work will only increase our ability to attract folks to this important ministry, which may well find a natural extension to the many underserved mariners in the Gulf.

In the U.S., Baltimore, Los Angeles, and Tampa come to mind as places where even the temporary presence of our interns recently has made a difference in the quality of care given to seafarers in those ports. But other ports cry out for attention — certainly Colon, on the east coast of Panama, some of the large Brazil ports, where we have interns, emerging India container ports, and, at some point, Cuba. These are ports which will require specialized efforts to get fully self-supporting maritime ministry centers up and running. Should we develop or identify new resources for our work, the need is definitely there, and a dedicated Board/staff working group would be needed to do this work efficiently and economically.

Finally — we need to continue to pay attention to our Fund-raising and Administration side of the equation, or, as we might call it, Institutional Advancement. We need to keep our own staff, volunteers, and donors motivated, as well as identifying new friends and new sources of support, and new staff for the Institute. As we



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become more of a mission, with a worldwide arena and with global imperatives, we will need to attract to our Board and staff those experienced in multi-cultural and multi-national work as well as those whose charitable interests extend to the far reaches of our ministry. Our development and administration efforts must be clear, focused, and yoked to the continued development of our excellent Board structures and membership. If this happens, then we can continue to honor the mariner in a way which brings distinction to the Institute and its many old and new friends.

Faithfully,

The Reverend Peter Larom
Executive Director
The Seamen's Church Institute

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MESSAGE FROM THE BOARD OF TRUSTEES

Dear Friend,

AS SOMEONE WHO WAS "CALLED TO THE SEA" AT an early age, I've been privileged to enjoy so many aspects of life and work upon the water. However, I must say that none of my involvements gives me more pleasure or a greater sense of pride than my affiliation with the Seamen's Church Institute.

By serving as Co-Chairman of SCI Board's Maritime Education Committee, I've had the opportunity to become most familiar with SCI's Center for Maritime Education (CME). Operating both in New York City and Paducah, Kentucky, CME is the nation's premier independent provider of maritime training.

The Center for Maritime Education now offers a total of 15 courses, including pilotage and navigation, radar certification and marine pollution prevention. CME also boasts an experienced, highly qualified staff and first-class facilities that welcome roughly 1,600 mariners each year.

One particularly exciting facet of CME's educational offerings is its computerized, simulation-based training. SCI has been among the leaders in the area of high-technology training since 1982 and recently stepped to the forefront with the opening of our Paducah facility in 1997. Simulation-based training is exciting not only because of its technological wonder but because it is safer, time-efficient and offers the advantage of "instant replay" as mariners work to refine their skills.

We are especially thrilled that, in 1998, SCI established its own database development department to construct computerized training models for use in simulation.

Within this Annual Report edition of the *Lookout*, you'll have the chance to learn much more about simulation training and CME's team of instructors and database developers who bring it to life. Their efforts complement those of SCI's other programmatic areas as the Institute works to address the spiritual, personal and professional needs of mariners.

I'm happy to report that SCI's more traditional service areas also continue with strength. Our Center for Seafarers' Services visited nearly 4,000 ships and extended hospitality to nearly

50,000 seafarers last year. Its mission was expanded in 1998 as SCI established a Ministry on the River network along America's inland waterways system, offering a needed resource to another 20,000 mariners.

SCI's Center for Seafarers' Rights handled 291 cases for seafarers with problems ranging from repatriation to sub-standard working conditions. Our International Training Center for Workplace Ministry graduates and interns are now touching

260,000 lives annually through their chaplaincies. And SCI's Christmas-at-Sea/Christmas-on-the-River program helped bring holiday cheer to more than 14,000 mariners at home and abroad.

Naturally, an organization as vibrant and diverse as SCI requires significant expenditures in order to maintain and enhance its outstanding services. I am pleased to report that in 1998 the Institute continued to enjoy a sound financial standing. Not only did we experience an operating surplus thanks to active donors and those who remembered the Institute in their wills, but also careful management of the Institute's endowment enabled SCI to move forward with strength as we entered 1999.

I cannot overstate the importance of the contributions made by loyal friends of SCI. Such support represents our lifeblood and is appreciated by everyone associated with the Institute. Thank you for making a difference and for being a vital part of today's Seamen's Church Institute.

Sincerely,



Charles A. Robertson
Co-Chairman
Maritime Education Committee



Charles Robertson

MARITIME TRAINING

CME Creates Computer Simulations of South American Rivers

A BARGE TRANSPORTING A LARGE QUANTITY of petroleum moves slowly down the middle of the Parana River in South America. Though it is early evening, the pilot is enclosed in torrid heat, fetid smells from the jungle's rotting vegetation, rampant palms that reach toward him on each side of the river, and the strange, floating beauty of blue and purple hyacinths, now swaying in his wake. The insect cries are deafening, louder than a New York subway. He does not pause to swat a mosquito, for there are none. Too small for this world, they have themselves been devoured by the far more populous insects half a foot long. Floating beside the barge are frogs larger than a small dog, the easy prey of jacares, another bloated amphibian that can outgrow a crocodile.

The pilot must turn a bend upstream in one mile, and the area is uncharted, like many parts of this river. But, he has heard a description of it from an old retired river pilot, a Guarani Indian, a few weeks ago when the two were on land, drinking mate on the jungle floor.

That will be his safety as well as the safety of his cargo. He touches a polished stone, almost perfectly circular, that his young daughter found in the jungle and gave him, a sign that something perfect can come from the jungle's chaos. He thinks of his daughter and then of his family as the barge makes its turn into the now darkening waters, barely known, upstream.

This moment can serve as an introduction to the problems encountered by South American river pilots, problems that The Center for Maritime Education (CME) has been engaged in solving for the past two years. One of the largest transportation companies in North America, ACBL, has for two years sent its South American pilots to CME for training in towboat piloting. The courses have used situations that simulate details of the Parana and Paraguay Rivers which flow through Brazil, Paraguay, Uruguay, and Argentina. On these rivers, the pilots will use the skills they learn.

CME previously offered training on its computerized simulator to pilots who work on North American rivers. The ACBL project



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brought another continent into its realm of database development and created simulations on rivers comparable in length to the Mississippi. The virtual environment devised by CME is a fully simulated visual scene as it would appear to the eye through eight synchronized windows of a pilot house as a towboat is advancing along the Parana or Paraguay River. A control panel is present, and the simulation sequence changes, based on the decisions the mariner makes as he manipulates the controls and "pilots" the vessel. Types of data utilized go far beyond visual video footage and include the hydrodynamics of the vessel's configuration, the effect of river currents, the bathymetry, or profile of underwater

forces and objects as the boat passes, as well as many other information categories. This technology now adds new capabilities and databases every month and is used both in training and planning for economic development.

Computer Visualization — History and Process

Simulations that recreate the perceptual world of the human eye have always been some of the most complex ever created, frequently employing supercomputers, mainframes, and enormous numbers of PCs. We are all familiar with the Jet Propulsion Lab “flybys” which begin with streams of binary data from various space probes and end with the world seen by the eye moving throughout the solar system, as though looking out the window of a moving space station. This particular computer graphics application has formed our vision of the solar system more completely than any other.

The technology was first introduced in the flight simulations of World War Two, to be further refined in the marine and radar simulations of the 1970s that taught subjects to correctly perceive relative motion. River navigation simulation is more complex than flight simulation because a plane is traveling much faster than a barge, and less is hence perceptible to the eye as the plane passes along its trajectory. Both the database and the modeling required to create images from it are therefore more detailed and substantial in river simulation. Visual recording of the scene is only the first step. Many different visual sequences may unfold, depending on the choices the pilot makes, from coasting in the center of the river to ranging dangerously close to the shore. The database and hence the visual experience must contain both the basis for choice and the consequences of it. You might say the simulation is the “whole pilot” interacting with the “whole river.”

When all the data has been assembled, it is mod-



TODD FERREN PHOTOGRAPHY

Pilots from ACBL encountering a simulation in which a barge attempts to pass under Esperanza Bridge on the Parana River, a particularly hazardous spot. They are inside the Paducah, KY simulator, experiencing a navigational challenge that is nonetheless on their home turf.

eled by computer from video and photographic imagery to produce the simulation as a visual experience. ACBL's training at CME has resulted in greater safety of operations as well as a substantial decrease in the cost of fuel and fleet maintenance. CME has applied this technology to rivers for the first time; its training is therefore unique.

*“I hear and I forget.
I see and I remember.
I do and I understand.”*

— Chinese Proverb

This proverb is an ideal way to describe the value of training on an interactive simulator, since the student will see and do the exercise of piloting far more than receiving lectures about it. This is the basis of CME's method of training and technology development. CME is also mindful of the dangers of piloting, both on the ocean and the river, since mistakes may result in loss of life or damage to the environment. An American admiral was once quoted as saying, “On the sea, 8 to 9 of each 10 fatalities are the result of human error.” So, far more destructive than the forces

A NAVIGATIONAL CHALLENGE SIMULATED



What a pilot of a simulated coal barge sees before him. The barge, approaching the Esperanza Bridge on the Parana River, is pushed by a towboat. The pilot must pass beneath the relatively low bridge without damage to his load. This is the same bridge that appeared on the previous page as the simulation exercise of ACBL trainees. Now you see, on a single screen, what their challenge was.



Intricate wire frame CC-CAD drawing of Esperanza Bridge and surrounding area, the scene of many accidents. The wire frame was used to create the 3-D simulation; however, it also shows us the challenge for the pilot. To pass through one of the bridge's arches, he must turn right then left rapidly. The overhead view shows the challenge clearly.

unleashed by nature or technology is...human error itself. Training is designed to minimize this.

General content of CME's courses include the following:

1. circumstances that generate hazards on the sea
2. situational awareness necessary for safe piloting
3. planning for safety
4. decision making
5. "rules of the road"
6. the Responsible Carrier Program
7. federal regulations and
8. environmental sensitivity and management case studies.

The most important part of each course is the student's opportunity to pilot the simulator. He stays in the pilot house for twenty minutes or so, during which a navigational challenge is slated to occur, which he resolves without any instruction or commentary from instructors. Then he goes into another room for discussion and debriefing. "This is where all the real learning occurs," according to Captain Bill Douglas, who directs SCI's Paducah center. "Our students are not neophytes. They're here not because they wish

to learn skills as such, but because they wish to improve. The Responsible Carrier Program proposed by the American Waterways Operators encourages constant learning and improvement in piloting. Incidents of environmental damage in the past from piloting errors are also an inducement to improve."

The simulation and its various databases have no definitive boundaries. The sole criterion of effectiveness is whether the experience seems real to the trainee piloting the system. Among effects to be calculated in each instance are variable weather, wind, time of day or night, restrictions of vision, influence of larger development projects like dams, dredging, alteration of river banks, links, smooth versus rocky river bottoms, effects of river stages and flow conditions, etc.

Simulation of South American Rivers

In the South American project, one of the earliest sources of such data was Captain Brian Donohue's trip down the Parana. Donohue, who directed design of the simulator's databases, boated down the river for two weeks, videofilming



A close-up of the part of the bridge (very dark, touching the water) causing collisions most frequently. Swift currents, bridge span limitations, and the increasing size of the cargo as well as its length will all increase the probability of a collision between the bridge and the pilot's cargo, hence the navigational challenge.



Simulation showing a towboat and barge safely transiting Esperanza Bridge. Here we can see the sharp right turn necessary and the problem that would be presented by the cargo length.

and recording digital stills of the twists and turns in the river. To georeference his position, he employed a hand-held device that used the Global Position System (GPS). This is only visual information, however. Donohue took some of his hydrodynamic and bathymetric data mentioned previously from published records and navigation charts of local hydrographers; other data is based upon either his notes while traveling or verbal memories of local pilots, as in the example that began this essay. Consequently, some types of data are easier to collect than others. Brazil, for example, requires that those who want statistics of the river must physically come to the country to receive it.

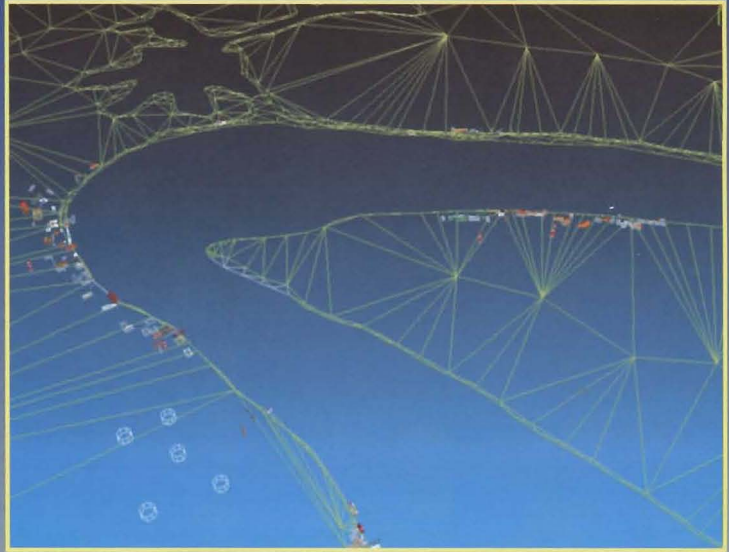
(Continued on the next page)

You can compare the original photography of a spot on the Parana River (upper photo to the right) with the simulation (lower photo to the right). The simulation is not at quite the same point on the river, but it's close. Different data as to the time of day and level of the river has been entered.



ANTICIPATING THE CHALLENGE

Bends in the Parana River can always become a navigational challenge. The left-hand photo is the wire frame CAD used to create the simulation; the right-hand photo has textural detail added in database development.



The Parana and Paraguay in South America are thus far represented by seven individual databases that incorporate conditions and densities of traffic as well as sharp turns in the river. The databases also cover towboats, tugboats, barges, and effects of towing. The hardware includes swing meters and rate-of-turn indicators so that pilots can respond to the information provided. So, as in the example at the beginning of this discussion, when the student begins a simulation, it is a particular time of day with particular weather, traffic in the river, development conditions, presence or lack of information, etc.

In South America, according to Donohue, the Parana is a tremendous lifeline, connecting all settlements, the only direct line to the interior. He believes that the countries of South America want development of the Parana, seeing it as the most likely route to prosperity. Rivers offer the least expensive form of transportation in South America; they are conveniently placed for transport and connection with the interior; and the land is marshy and unsuitable for other forms of transportation and development. Too, barge traffic doesn't conflict with natural formations and minimizes environmental effects.

There are several operational and environ-

mental concerns in the Parana project, according to Donohue. They include:

1. the fact that the rivers have rocky bottoms, as opposed to the smooth bottom of the Mississippi River. There is greater danger of leakage, damage, and environmental impact.
2. the South American rivers are not well-charted.
3. the vessels don't operate at night, yet continuous towing is necessary for efficient use of rivers. The simulation must have an "at night" condition in the database.

Three other conditions the simulation must incorporate include:

4. variable weather, from subtropical to tropical
5. variable currents, river heights and stages
6. links to the river (such as railroads, roads, and trucks) and how they may be planned efficiently.

Pilots from ACBL in South America began training at CME in 1997. Since then, 8 to 10 students come twice a year for a week at a time, according to Douglas. Facilitators who speak English and translate accompany them, since the language barrier is a challenge.

"Pilots sent to Paducah from ACBL vary in experience," Douglas said. "Their training includes much of the subject matter covered in



The pilot will experience the bend from a simulation in the midst of the river, similar to the barge before the bridge on page 9. The net result: the trained mariner will anticipate... rather than simply react.

our classes for North American ACBL pilots; however, they can examine problems and challenges unique to their area of operation. What they take back to their workplace correlates closely with the training aspirations of North American ACBL pilots. We expect this to elevate the standards of professionalism in the South American waterways while the industry is accelerating.”

The Future of Computer Visualization

We’ve now covered the types of variables that must be present in a simulation so that it functions as a realistic learning situation. However, we haven’t mentioned the fact that these data are also processed by an extensive system comprised of 42 computers, a computer for ship modeling, a database computer, 4 office computers and 4 training computers. The system’s software — the Polaris Simulation System and Seaview Graphics — is the true simulation system, since it coordinates all of the mathematical models used to create the visuals, including last-minute conditions and information entered by an instructor. Ordinarily, the system would update all the visuals each second. However, additional visual computers interpolate an update 30 times a second, or better “refresh” than home movies.

One of the most fascinating issues of this entire technology is what the future might bring. According to Donohue, “Everyone’s interested in this technology because it can also be used for economic planning. It’s the same hardware and software. You just enter different information.”

Imagine: through a time machine, the United States 150 or so years in the past, possessing simulation technology. It would be possible to plan the modern development of the country and see its effects long before the effort is made, the impacts felt, and the money spent. The greater efficiency of development is obvious. South America is at just this point, Donohue added, relatively undeveloped yet capable of purchasing the ideal technology to guide its own development. This is one of the most exciting applications of simulation technology, and as much as CME has done with its simulator, it is also watching and waiting for even greater opportunities.

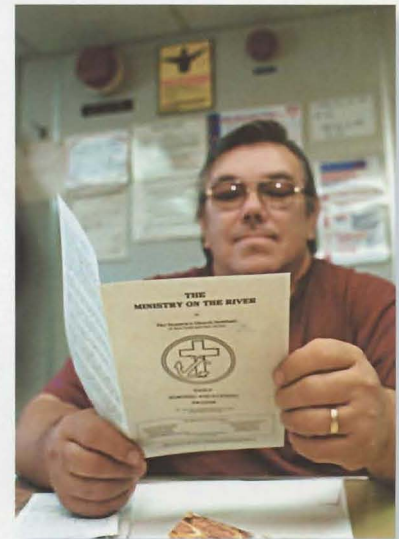
“...We expect this to elevate the standards of professionalism in the South American waterways while the industry is accelerating.”

— William Douglas
Center for Maritime Education
Paducah, KY

1998 YEAR IN REVIEW

CENTER FOR SEAFARERS' SERVICES

- 3,778** ships visited in the port of New York/New Jersey
- 710** religious services were held at SCI's seafarers' centers
- 16,166** seafarers used SCI's International Seafarers' Center
- 26** overseas missions developed/enhanced by SCI-trained chaplains
- 696** loans or grants were made to seafarers in need
- 17,850** pounds of clothes were donated to seafarers
- 1,989** seafarers sought personal, pastoral and vocational counseling
- 13,498** Christmas-at-Sea packages were delivered to mariners
- 5,855** seafarers used SCI's New York Club
- 10,611** volunteer hours were logged in New York and New Jersey
- 4,897** seafarers were transported in SCI vans
- 15,412** books and magazines were placed aboard ships in port
- 9,814** letters and postcards were mailed
- 3,300** truckers used the International Seafarers' Center
- 12** river chaplaincy sites were established as SCI
- 26** launched Ministry on the River
- 26** river chaplains received SCI Training



CENTER FOR SEAFARERS' RIGHTS

- 293** case files were opened, including:
- 27** repatriation cases
- 33** immigration and shore leave cases
- 14** ship safety cases
- 4** stowaway cases
- 49** illness and injury cases
- 29** living conditions cases

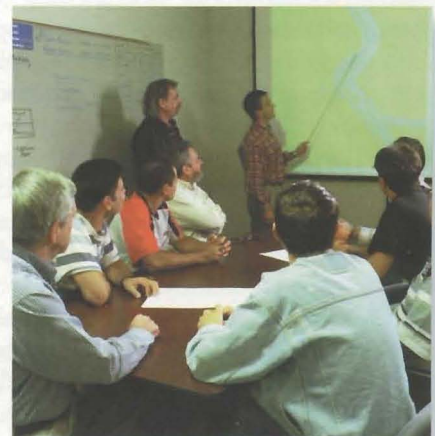


CENTER FOR MARITIME EDUCATION — NEW YORK

- 402** merchant mariners received training
- 153** students received ARPA and Radar certification training
- 47** marine electronics and GMDSS trainees
- 97** shiphandling, tug/barge handling and watch-keeping trainees
- 72** emergency procedures trainees

CENTER FOR MARITIME EDUCATION — PADUCAH

- 654** inland mariners received navigation training
- 26** river simulation databases were developed
- 240** miles of rivers were computer-simulated
- 25** vessel/tow configurations were developed
- 1,500** visitors toured SCI's state-of-the art facility
- 4,533** generous donors and volunteers helped make SCI's work possible



TODD FERREN PHOTOGRAPHY

1998 ANNUAL REPORT

FINANCIAL SUMMARY

	1998	1997
OPERATING INCOME	\$6,144,575	\$3,886,175
A. Voluntary Contributions & Grants	2,951,569	1,187,810
B. Center for Maritime Education	1,281,723	842,103
C. Direct Services to Seafarers	482,156	470,324
D. Chapel and Outreach Ministries	2,300	2,350
E. Port Newark Facility	129,277	289,566
F. Investment Income	913,652	983,733
G. Special Event Income	269,837	—*
H. Other Income	114,061	110,289
OPERATING EXPENSES	5,627,848	5,158,909
A. Direct Services to Mariners	1,568,870	1,495,566
B. Education for Mariners	1,728,486	1,317,047
C. Management and General Administration	983,211	910,792
D. Development	588,493	526,409
E. Port Newark Facility	220,523	364,724
F. Advocacy for Mariners	319,427	323,783
G. Communications	183,253	187,356
H. Chapel and Outreach Ministries	35,585	33,232

* Included in voluntary contributions and grants income.

This information has been extracted from the 1998 Audited Financial Statements which may be obtained by writing to:

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

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ST. NICHOLAS SOCIETY

The Patron Saint of Seafarers
\$25,000.00 and Larger

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Herman Goldman Foundation
Ingram Barge Company
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Capt. Max Stirn
Karin Stratmeyer

The crew on Windjammer's
Those who lost their lives in the
streamer "Sultana" disaster
George H. Thomas
Eugene D. Thompson
Richard Thompson
Mr. Ulph
Mrs. Betty W. Valerino
John L. Wallace
Father Adam Joseph Walter
Walter Westley Wanzer III
Janet H. Washburn
Dr. & Mrs. Charles R. Weeth
Carl Weschoke
Orme Wilson Jr.
Patrick Taylor Wilkinson
Isabelle Wood
Jessie M. Young
Paul C. Yu
34 crew member of the
American Freighter S.S. Poet

ESTATES

Estate of Beatrice C. Allison
Estate of Mildred Blair
Estate of Mary F. Bohan
Estate of John B. Crockett
Estate of Edith De Long
Estate of James L. Johnson
Estate of Charles S. Keene
Estate of George P. Lumsden
Estate of William MacAlpine
Estate of Estelle A. Manning
Estate of Almond M. Paine
Estate of Charles F. Pope
Estate of Eleonore M. Schnepf
Estate of Kate B. Sheadle
Estate of Karin B. Stratmeyer

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