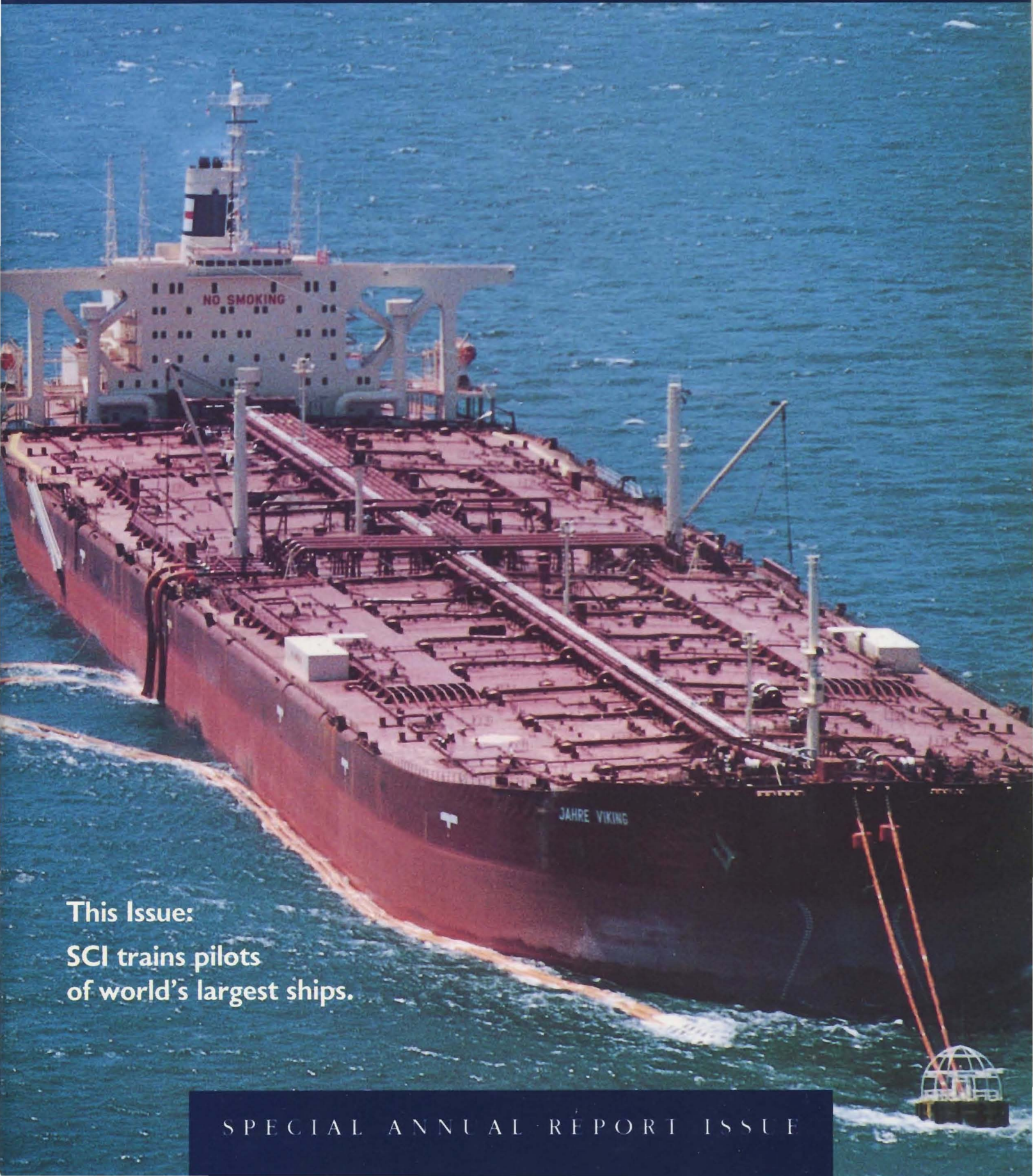


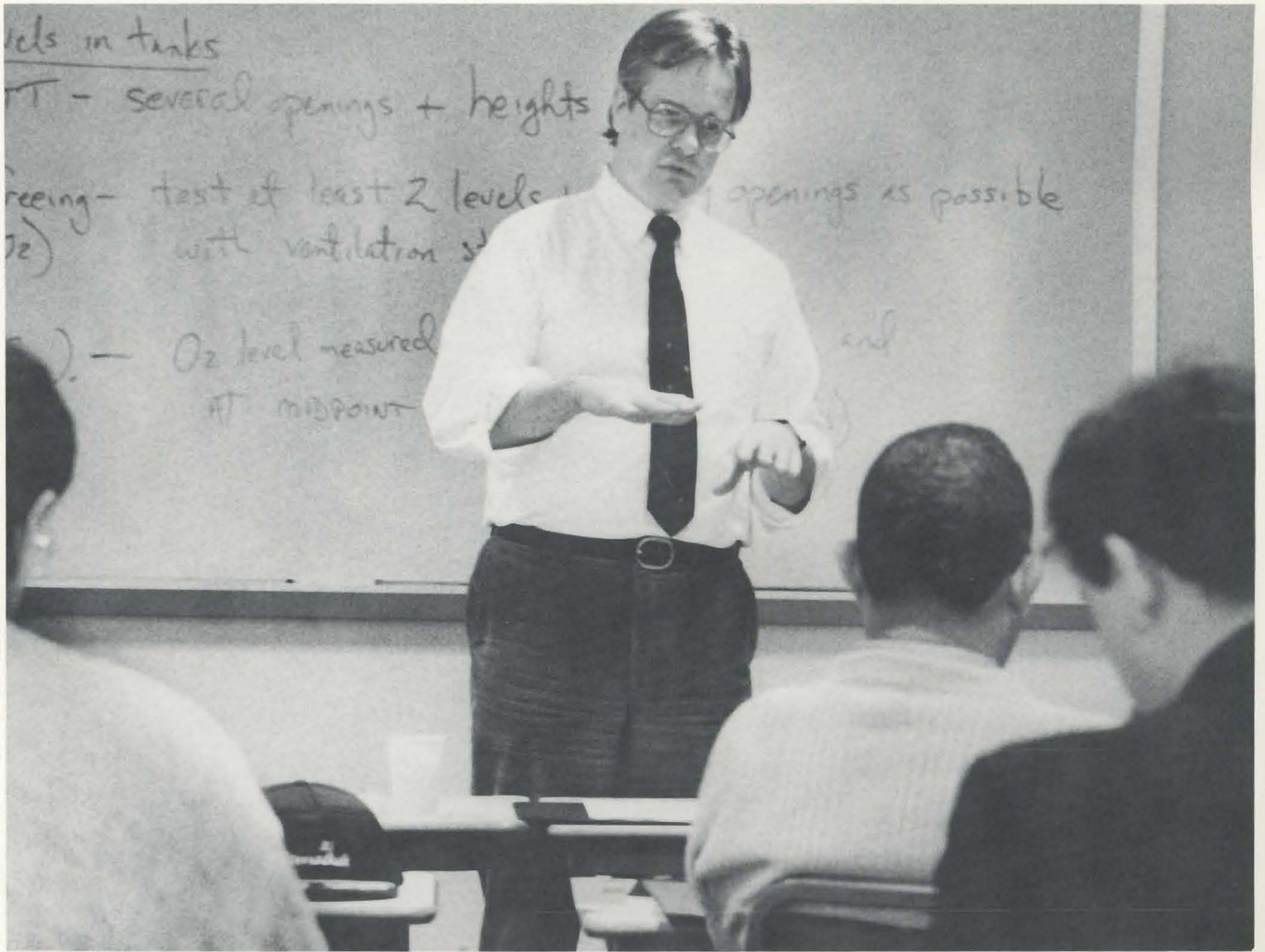
THE LOOKOUT

Volume 85 / Number 2 / The Seamen's Church Institute / Summer 1993



This Issue:
SCI trains pilots
of world's largest ships.

SPECIAL ANNUAL REPORT ISSUE



WE CARE.

Since 1834, the Seamen's Church Institute has been dedicated to improving the well-being of merchant seafarers from around the world.

Today, SCI's *Center for Maritime Education* continues that tradition by improving the professional competency of merchant mariners through education and training.

The Center's instructors consistently receive high ratings from students for their knowledge of maritime subjects and outstand-

**THE CENTER FOR
MARITIME EDUCATION**
At the Seamen's Church Institute, 241 Water Street
New York, NY 10038 (212) 233-2242

ing ability to teach. All have sea experience, simulation training experience, advanced education degrees or certifica-

tions and practice an educational philosophy geared to adult learners.

"The entire staff at SCI are extremely professional and attentive to the crew's instructional needs. This training experience was one of the most pleasant and thought-provoking experiences of my professional life."

A FORMER STUDENT,
WITH 20 YEARS OF EXPERIENCE AT SEA.

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♻️ *Printed on recycled paper*

DIRECTOR'S LOG

*Fr. Peter Larom, left,
at the instructor's console
with Eric Larsson, director
of the Center for
Maritime Education.*

*Improving the margin
of safety-at-sea is what
training is all about.*



I recently had a conversation with Ed Lynch, a marine consultant who is working with LOOP Inc., an oil port located 18 miles off Louisiana's shore. We were discussing **The Seamen's Church Institute's** maritime training programs and how the **Institute** and LOOP intended to work together to

achieve LOOP's training objectives. LOOP is a rather unique marine operation. Constructed in the late 1970s, it is the only deep water port in the United States that can provide complete crude oil off-loading. Tankers off-load at LOOP by pumping crude oil through hoses connected to the base of a single point mooring which is in water 115 feet deep. LOOP off-loads 900,000 barrels of oil a day, nearly 15 percent of all crude oil coming to the U.S.

LOOP pilots, who are highly qualified masters of their profession, are regularly charged with maneuvering the world's largest tankers, commonly referred to as VLCCs (very large crude carriers). Most of the tankers off-loading at LOOP are too large for U.S. inland ports. Some of these vessels require water depths of 85 feet. One such vessel is the *Jahre Viking*, pictured on the cover of *The Lookout*. It is the largest moving object in the world, half again as large as the World Trade Center in New York City, and equipped to hold more than 4 million barrels of crude oil. If these mariners are so proficient at what they do, then why, you may wonder, do they need to train at the Institute's **Center for Maritime Education**? The single most important reason: prevention. Regular, comprehensive training can help prevent accidents at sea, devastating oil spills, and the kinds of maritime catastrophes that cost billions of dollars in loss of life, cargo, equipment and environmental damage.

As with any occupation there can be a natural tendency to become compla-

cent, to relax checks and safety precautions. For LOOP, training enhances the overall operational safety of its port. Using sophisticated interactive simulation bridges and courses specifically designed for the adult learner, the Institute's maritime education clients can experiment with problem solving without experiencing a real emergency. Simulation training provides an opportunity for one to learn from a mistake before it becomes costly or life threatening.

LOOP is not alone in its commitment to safety-at-sea. There are numerous shippers and insurers who believe that training can go a long way toward preventing maritime accidents; shippers such as Mobil Shipping and Transportation, Spentonbush/Red Star, a subsidiary of the Hess Corporation, Texaco Marine Services and Coastal Tug & Barge. I know they care about safe seas and clean environments because they regularly train their people at **The Seamen's Church Institute's Center for Maritime Education.**

Here we emphasize people—the seafarers who have been entrusted with the responsibility of safely and efficiently transporting the cargo. Teamwork is paramount to people working together efficiently, and so we offer extensive courses in Bridge Team Management. Always responsive to the changes in the industry that effect the mariner's work, we continually adapt and improve the curriculum, develop new courses, and upgrade equipment.

In expressing his satisfaction with the **Institute** and its maritime education programs, Ed said that what he appreciated most was the faculty's ability to keep the training process highly focused on LOOP's specific training needs and at the same time flexible enough to meet the needs of the individual pilots.

This issue of THE LOOKOUT is a special edition that includes the 1992 Annual Report of program activity, accomplishments and SCI's financial position. It profiles the **Center for Maritime Education** and its efforts to improve the safety statistics of the maritime industry. I encourage you to take a careful look at both special sections and learn more about why **The Seamen's Church Institute** is increasingly viewed as the pre-eminent facility for advanced maritime education.



The Rev. Peter Larom

Executive Director

March 1, 1993

STANDARDS OF CARE

Striving for Training Excellence

“Man remains the final decision maker affecting lives, property and now an increasing potential for damage to our environment. Disasters at sea can still be best avoided when the decision making is in the hands of a truly competent mariner.”

Rear Admiral
Thomas A. King
Disasters at Sea

It was daylight; visibility and the weather were good. A tanker trading to a North European port embarked a pilot at the entrance to the port and proceeded inward. The helmsman ran the vessel aground, following orders to substantially alter the ship's course. The master, pilot, watch officer, cadet and helmsman were on the bridge. What had gone wrong? The pilot requested a fix on the vessel's position and plotted it on the chart. In disbelief, he asked for a second fix. It confirmed the results of the first. Unfortunately, no one had been monitoring the direction of the ship's head when the helmsman had steadied up the vessel on the wrong heading coming out of the turn.

Similarly, a vessel departing the port of Keelung at night, conned by the master and third mate, ran aground five minutes after alteration of its course. Accurate routing information had not been shared, and the vessel had been placed on a track with a reef directly in its path. The result—total constructive loss. Clearly, human error was responsible for both accidents.

Situations like these would be understandable if the vessels were poorly equipped and/or manned by untrained crews. But in both instances, the ships were well found and manned by competent, well trained crews. The primary cause of the accidents was weakness in the organization of the navigation, resulting in an error or omission by the conning officer which was not detected by others on the bridge.

Honing Skills

When disasters at sea strike—whatever the cause—when loss of life, property and environmental damage ensue, it is too late to insist that master and crew train and retrain, honing their skills and learning techniques to avert maritime accidents and to cope with them when they do occur. The potential impact of

even one accident is so serious that “We must move to self-imposed demands to achieve maximum proficiency for safe operations,” suggested Capt. Warren LeBack, now former head of the U.S. Maritime Administration, in a maritime academy commencement address. “The most important component on any ship — new or old — is the officers and crew. We need to reinforce the importance of ship board personnel and how they fit into the technology,” he said, voicing a theme central to the interests of captains, seafarers, environmentalists and the maritime industry.

Although not fail safe, *ongoing training of masters and crews is the best insurance policy against accidents at sea*, most of which are caused by human error. A recent report on maritime insurance claims by the United Kingdom Mutual Steam Ship Assurance Association, the world’s largest protection and indemnity club, found that human error was the primary cause of about 60 percent of vessel casualties resulting in 1,444 claims and totaling \$784 million. Human error also was responsible for approximately 75 percent of the 79 incidents that resulted in \$105 million in major pollution claims.

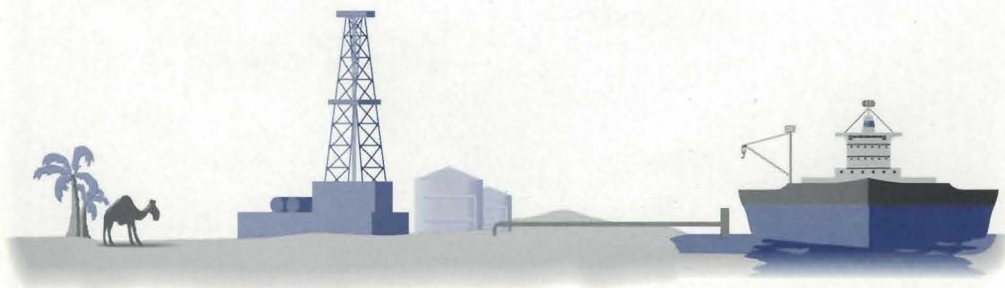
Heightened awareness of the hazards of transporting petroleum and the potential for damage to the marine environment, huge liability risks from oil spills, and recent legislation governing the shipping industry have prompted many responsible companies to accelerate their safety efforts and upgrade their crews’ skills with training on a regular basis.

Where do they turn for professional training? **The Center for Maritime Education at The Seamen’s Church Institute.** The Center has kept pace with rapid changes in navigation, ship handling and safety. The Center combines course curricula with advanced computer simulation technology, custom-designed training to meet their clients’ needs, and the expertise of a distinguished maritime education faculty.

“Safety depends upon people. The best insurance against disasters at sea is training.”

Gerhard E. Kurz
President,
Mobil Shipping
& Transportation

Americans use 5.7 billion barrels of liquid petroleum and 218 cubic feet of natural gas, almost one third of which is imported each year.



Ten Worst Oil Tanker Spills Since 1978

Castillo de Bellver (Aug. 6, 1983)
Near Cape Town, South Africa
78.5 million gallons

Amoco Cadiz (March 16, 1978)
Brittany, France
68.7 million gallons

Atlantic Empress (July 19, 1979)
Tobago
42.7 million gallons

Irenes Serenade (Feb. 23, 1980)
Pilos, Greece
36.6 million gallons

Independenza (Nov. 15, 1979)
Istanbul, Turkey
28.9 million gallons

Braer (Jan. 5, 1993)
North Atlantic
26.0 million gallons

Nova (Dec. 6, 1985)
Persian Gulf
21.4 million gallons

Khark 5 (Dec. 19, 1989)
Near Morocco
20.0 million gallons

Aegean Sea (Dec. 3, 1992)
La Coruna, Spain
18.0 million gallons

Assimi (Jan. 7, 1983)
Gulf of Oman
15.8 million gallons

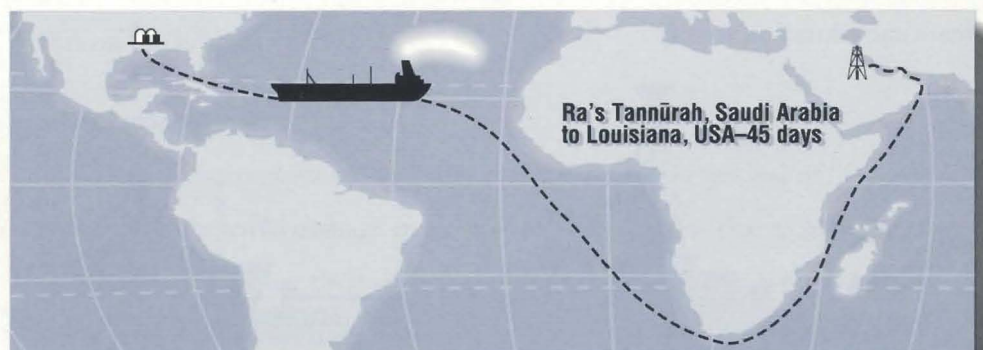
January - November / Estimate based on total loss. Sources: Oil Spill Intelligence Report and The Institute of London Underwriters from the Journal of Commerce. Reprinted with permission.

Excellence

“The job of piloting a vessel, or standing watch on a vessel is not easy. Training and lifelong learning are essential for the professional seafarer, whether mooring master, deck personnel, bridge operator or vessel traffic controller,” said Eric Larsson, the Center’s director. “From the standpoint of the industry, we’re zeroing in on *excellence*. We want to see professionalism enhanced and help to protect the marine environment. We must be ahead of the game at all times, not responding to yesterday’s needs,” he said.

A graduate of the U.S. Merchant Marine Academy, Larsson earned a masters degree in education at Fordham University, where he is now a doctoral candidate. He also holds a chief mate license, having sailed for seven years on tankers and cargo ships.

*Regardless of the source—
whether the Middle east or
waters off the coasts of the
U.S.—the transportation
of oil entails risks.*



Seafaring professionals from all over the world can step into one of the four, interactive bridges in the Center's training complex and assume command of a large tanker, a container ship or a bulk carrier. Navigational exercises replicate real life challenges and conditions in dangerous waters around the world to help mariners perfect their skills.

The four interactive bridges in the training center can be programmed so that a vessel departing from one location can meet en-route with other vessels, commanded from the three other bridges, as in an actual situation.

Bridge Team Management

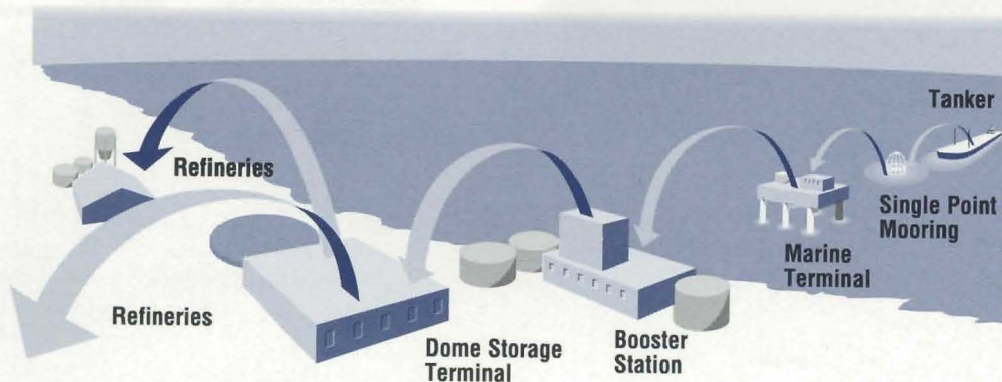
"When an accident or a breakdown occurs, it is usually the result of a failure to keep a proper lookout or a breakdown in good bridge or wheelhouse management practices. Good bridge management efficiently uses all of the available resources of manpower and equipment, ensuring that there is a systematic bridge organization which will get a ship safely from one port to another. We incorporate bridge team training and coordination into all of our professional education courses," Larsson said.

During a recent training session for captains and mates of Coastal Tug and Barge, Inc. Miami, Fla., the men studied the relevant publications and charts and developed strategies for the passage, calculating the course and necessary speeds, prior to assuming control of the vessels for a planned voyage. Their vessels, coming from the east and the west in greater New York area waterways, would meet at slack water in the narrow passage at Hell Gate, near the Triboro Bridge, where the currents are treacherous.

"We're dealing in oil; if anything goes wrong it could be very critical," said Bob Lee, a 17-year veteran captain. His colleague, Tom Webb, an experienced

"Very few accidents are due to mechanical error. Safety at sea depends on the competent, capable operation of well found vessels. I'd be very pleased to be put out of business, meaning no need for investigations."

Commander Cordell Viehweg, Chief Investigator of the U. S. C. G. Marine Inspection Office in the New York district, is charged with examining casualties and oil spills.



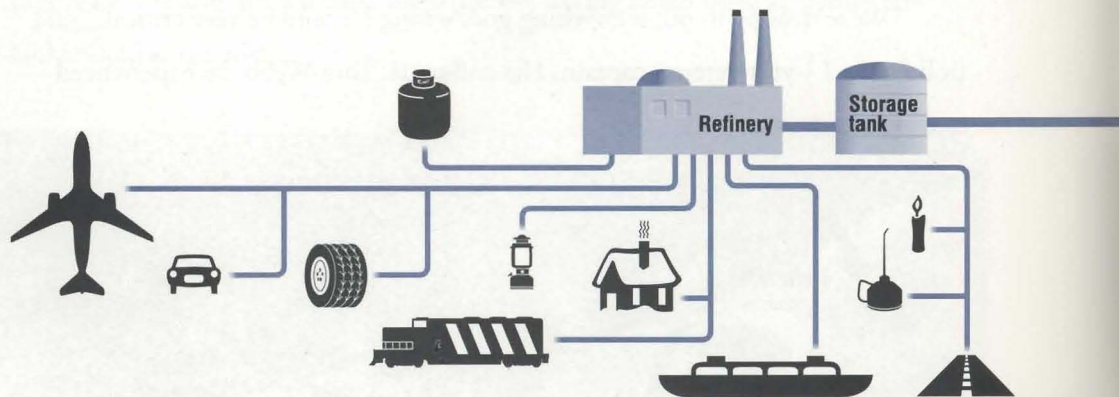
From the first drilling to delivery at a corporate refinery, the maritime environment is in potential jeopardy from accidents at sea and oil spills.



master with 19 years service echoed Bob's sentiments. "Our barges cost several million dollars; our cargoes several million. We can't experiment and safety is our number one priority," he said. "I've learned a lot here. I can practice new maneuvers which I couldn't do out on the water, and gain valuable training and experience without the risk," he said.

Programs at the **Center for Maritime Education** are not limited to the professional seafarer, and simulation training is only one facet of the education and training courses offered. Classroom programs in Tanker Safety, Tank/Barge Dangerous Liquids, Benzene, Damage Control and Stability and Rules of the Road fulfill many corporate and individual needs, and independent study, license preparation courses link one-on-one instruction with home study assignments.

Oil for energy is integral to products and services in all facets of modern day life. As the demand for energy escalates and our domestic reserves continue to decline, it is likely that we will rely more and more upon imported oil to fill the gap between national demand and production.



1992

THE
SEAMEN'S
CHURCH
INSTITUTE

ANNUAL
REPORT

MESSAGE FROM THE BOARD OF TRUSTEES

"One can't be around Peter and not want to be a part of what he is addressing; his enthusiasm is infectious," offered a former colleague of Peter Larom. In the two months between October 1, 1992, when Father Larom took the helm at The Seamen's Church Institute, and the year's end, this became increasingly apparent. His extraordinary energy, tenacity and vision have had a significant impact upon the Institute, its board of trustees, staff, volunteers and friends.

"Peter doesn't walk, he flies," according to one staff member, and he is everywhere, involved in everything — not just business in the board room — or social events and industry dinners." One might find him on any given day facilitating a round table discussion, welcoming dignitaries from the international maritime community, or in the Seafarers' Club making sandwiches and serving lunch to seafarers; moving ship model cases; directing a photo shoot; or cajoling local vendors to contribute to a special event.

From our very first meetings, during the search for a successor to Jim Whittemore, we were impressed by Peter's vitality, business acumen, and his grasp of the issues that are at the heart of the Institute's mission and position in the maritime community. And in just a short time, he has immersed himself in the maritime community, meeting with players from industry, government, the port and the media, and strengthened relationships with the lower Manhattan community and our neighbors. This past year, the Institute has made significant strides in all aspects of its mission to merchant seafarers.

The 1992 fund-raising initiatives launched by Jim Whittemore were successfully concluded with annual contributions from individuals, corporations, foundations, parishes, trusts and estates soaring to \$719,000 and capital gifts totaling \$405,799. Among those special gifts that enabled us to enhance or expand existing programs were a \$25,000 grant from The New York Community Trust for Seafarers' Services



Board executives, Alfred Lee Loomis, III (second from left) and Henry C. B. Lindh (second from right) are joined by The Rev. Peter Larom and The Rev. James R. Whittemore, former director of SCI, for a friendly "changing of the guard."

and a grant of \$25,000 from the Josiah Macy Foundation for AIDS education materials. The Whitehead Foundation's gift of \$5,000 served as a catalyst for our newly-created Russian exchange program, which was introduced with a week-long visit by maritime representatives of the former Soviet Union. Additional support from many thoughtful friends, colleagues and neighbors — who are identified later in this report — and our dedicated staff helped to create an inspiring and memorable beginning for this project.

In Port Newark, AT&T, First Fidelity, New Jersey Bell and PSE&G assisted our community outreach efforts by sponsoring breakfast meetings for the New Jersey corporate community to learn more about the work at the Institute's International Seafarers' Center. Each meeting enhanced our visibility and reinforced SCI's position as a vital member of the port community.

Among the many projects undertaken during the year by the Center for Seafarers' Rights was an initiative that addressed the rapidly accelerating problem of undocumented aliens and illegal immigrants who

stowaway aboard merchant vessels. Initiatives such as this one help to increase awareness of the injustices and inequities endemic to seafaring life.

Upgrades to the Center for Maritime Education's simulator system that will significantly improve the quality and scope of training have recently been completed. Over the last few years, the Institute's reputation for excellence in maritime training for safety-at-sea and the protection of the marine environment has been evident. In July, the Center joined with the US Merchant Marine Academy to co-host a week-long visit from the International Radar Navigation Lecturers Conference. The conference attracted maritime educators from around the world.

Under Father Larom's direction, the Water Street Galleries became a reality with the first exhibits "All Ships Great & Small" and "Rite of Passage." Two future exhibits, "Work Boats" and "Day & River Lines" are on the drawing board. With the opening of the galleries, the Institute welcomed home from storage many of the ship models from its private collection, and launched a fund-raising campaign Adopt A Ship: Sponsor A Model to support the restoration of all of the models and artifacts in its collection.

The maritime world is not new to Peter Larom. As a young man, he served as a seaman on a Norwegian and a Swedish tanker, and he was a member of the Norwegian Seamen's Church, beginning as a deck boy on the *M.T. Margaret Onstad*, the *S.S. Troll* and *M.T. Olympic Valley*.

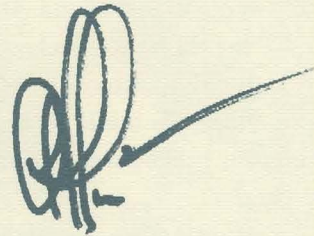
Father Larom's career has run the gamut from local community concerns to international affairs. Early in his career, he was named rector of a troubled church on the East River, in Astoria, Queens, whose membership had dwindled to a handful of parishioners. In a short time he built the parish to 100 members and founded the West Astoria Community Development Corporation to revitalize the neighborhood.

In 1980, the Episcopal Church appointed him and his wife, Margaret, to Bishop Tucker Theological College in Mukono, Uganda. He served as theology professor and director of development. In this latter capacity he raised more than \$1 million for the college. At the end of this assignment, Father Larom was named project director by World Vision International for their drought effort in the Sudan.

Upon returning to the United States, Peter and his family joined the Grace Church community in White Plains, New York. During his seven years as rector of the church and president of its Community Center, Peter established a reputation which *The New York Times* depicted as a "local legend" for his advocacy work on behalf of the hungry and the homeless.

Given his achievements these past few months and his previous managerial and entrepreneurial accomplishments, we are confident that Peter Larom, supported by our many loyal friends and volunteers, will chart a new and successful course for the ministry of The Seamen's Church Institute well into the 21st century.

We are most grateful for the continued commitment and generosity of our Seamen's Church Institute family of donors — donors of time, energy, expertise and funds. You are the heart of our mission to seafarers.



Alfred Lee Loomis, III
Chairman
March 1, 1993

THE YEAR IN REVIEW

As champions of merchant seafarers, we at **The Seamen's Church Institute** are committed to sharing our resources to help educate the world community about the maritime environment within which the merchant seafarer lives and works. We acknowledge our obligation to safety at sea and strive to enhance the professional competency of seafaring men and women. And we feel a responsibility to help other seafarers' service organizations, enabling them to better serve the multicultural, multinational population of seafarers whose vital energies sustain the maritime industry.

Throughout the year, the Institute may provide a forum for the exchange of ideas on issues such as working conditions and stow-aways, safety at sea and protection of the marine environment; or it may facilitate discussion between a ship owner and a ship's crew to air grievances. The Institute is a valuable professional resource for the hundreds of merchant seafarers who participate in ship handling courses in the Center for Maritime Education and for the port chaplains and ship visitors who attend the many training workshops conducted throughout the country and abroad.

This past fall, the Institute welcomed maritime leaders from Russia, introducing them to government, labor and industry representatives, to help them learn how the maritime community operates in a free market economy. It is hoped that this is the beginning of a mutually beneficial educational exchange program.

Following are some of the highlights of the Institute's educational outreach efforts in 1992.

Center for Seafarers' Services

Assisted by members of local parishes and community groups, the Institute's Center for Seafarers' Services staff helped to enlighten seafarers about the holiday traditions and everyday customs of people from Asian cultures. Nearly two-thirds of the world's seafarers are from Asian cultures.

- The Philippine community held a traditional Christmas (misa de Gallo) celebration at International Seafarers' Center in Port Newark.
- The Episcopal Korean congregation began worshipping at the Mariner's Chapel in Port Newark, NJ.
- Encouraged by a retired seafarer who frequents the Seafarers' Club in New York, the Club held a special dinner to ring in Chinese New Year.
- More than 150 seafarers and volunteers shared a Thanksgiving feast at the Port Newark Center.
- The Port Newark Center hosted a youth day for six churches in the Episcopal Diocese of New Jersey. These parish youth groups represented a cross-culture membership interested in spending their day-long retreat at a site known for its multiculturalism.
- Chaplains Francis Cho and Peter Lam participated in an international Asian Ministry conference in Seattle.



U.S. Merchant Marine Academy cadets and alumnus and SCI staffer Jim Fitzpatrick



Asian Ministry conference



Retired seafarers tour Port Newark



Korean congregation in Mariner's Chapel



Youth Day at SCI/New Jersey



Seafarers' dinner

- Chaplain Bob Montgomery presented a paper at the joint conference of the Society for the Scientific Study of Religion and the Religious Research Association in Washington. The paper was entitled "The Diffusion of Buddhism and Islam to North America from the Perspective of Social Identity Theory."
- In a series of luncheons hosted by corporate supporters of the Institute's New Jersey programs, the Institute reached out to the neighboring Newark, N.J. corporate community, sharing information on the role of the merchant seafarer in sustaining the health of the Port of New York/New Jersey.
- Chaplain training programs — one "graduate," the Rev. Susan Birkelo of New Jersey, began working at the Institute's Seafarers' Center at the Passenger Ship Terminal in Manhattan, increasing the potential for ministry there.
- Nearly 40,000 booklets, "AIDS Information for Seafarers," were distributed internationally.
- Counseling Services staff interviewed more than 2,000 seafarers during 1992, advising them on locating jobs, finding housing, and dealing with personal problems.
- The **Christmas-at-Sea** program distributed 10,813 gift packages to seafarers at sea on Christmas Day. The program also added 122 volunteer knitters and knitting groups to its fold.

Center for Seafarers' Rights

From its earliest days, the Institute has been a voice for seafarers' rights. Today the Center for Seafarers' Rights serves as the maritime world's educator on rights issues. The Institute's prominence in the industry as the representative of beleaguered seafarers — advising on individual situations as well as on issues that may effect the entire international body of seafarers — is illustrated by the cases upon which they have been involved and the testimony which they have presented over the course of the year.

- The Center conducted Seafarers' Rights workshops for port chaplains in Houston, Texas, Norfolk, VA., and Newark, N.J.
- The Center's staff wrote papers on fishing vessel safety which were presented at conferences in Rhode Island and Brussels.
- The Center's director, Douglas B. Stevenson, visited Korea, Japan & Taiwan to promote improved conditions for international crews on fishing vessels.
- Mr. Stevenson also addressed the Apostleship of the Sea World Congress in Houston, Texas on the challenge of the church to address seafarers' rights issues.
- Criminal charges against a seafarer were dismissed after the Center for Seafarers' Rights intervened in a case where the U.S. overstepped its jurisdiction to prosecute crime on a foreign ship on the high seas.
- The legal staff helped gain the release of the crews of two Taiwanese fishing vessels seized by armed rebels in Somalia.
- The legal staff assisted a seafarer who was brutally assaulted by his ship's officers for seeking a port chaplain's assistance in getting medical care.
- Together with the Institute's Seafarers' Services division, the Center's staff aided a ship's crew in a highly-publicized case where their ship was sold by its owner during its voyage to the Port of New York/New Jersey, leaving the crew virtually stranded with little food or other supplies.



Seafarers' Legal Services



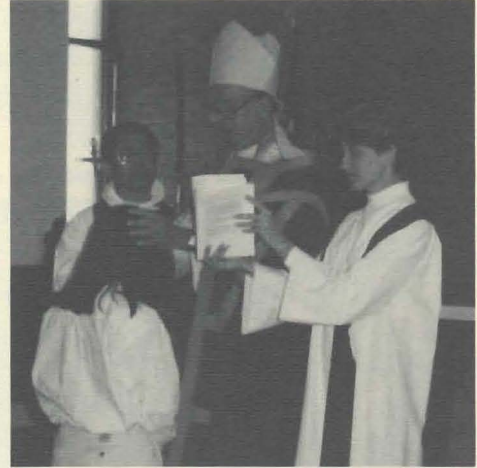
Maritime Education



One-on-one instruction



Youth Day



Mariner's Chapel



SCI Youth Choir gets ready for a performance

Chapel & Community Programs at SCI/NY

Much in the way the International Seafarers' Center in Port Newark, N.J. seeks to educate the neighboring Newark business and residential communities about the plight of the merchant seafarer and the role of the port in the general public's lives, the Institute's New York Chapel has reached out and established a community of its own in lower Manhattan.

- The Institute opened the chapel to a group of workers in the Financial District for daily prayer at noon.
- The Institute donated Christmas-at-Sea caps and scarves to the John Huess House, a local shelter for the homeless.
- The SCI Youth Choir comprised of area children performed at local schools, retirement homes, weekly chapel services and special community events. The choir also presented an original musical, "Another Christmas-at-Sea," for the community and SCI staff, volunteers and seafarers.
- The Chapel hosted a Good Friday procession through Lower Manhattan, highlighting maritime settings as stations of the cross.

Center for Maritime Education

The Center for Maritime Education at The Seamen's Church Institute is the only seafarers' agency in the world that offers ship simulator training. From course offerings in basic navigation and rules-of-the-road for pleasure boat operators to bridge team management, tug and barge handling, and vital, but often sorely neglected, skills such as hazardous cargo handling, the Center provides mariners with high-caliber training that leads to safety-at-sea and the protection of the marine environment

The Center's instructors are internationally recognized for their professional expertise in Automatic Radar Plotting Aids (ARPA), ship handling, bridge team management and adult training methodologies.

- SCI trained more than 350 officers and crew members, some from as far away as Liberia.
- Developed new radar and visual database training areas for the Louisiana Offshore Pilots, Marine Transportation Lines and Texaco Marine Services.
- Added a new tanker safety classroom course focusing attention on crude oil washing and inert gas systems.
- Proposed installing a Global Maritime Distress Safety System station at the Institute.
- Provided license preparatory training for mariners to handle under 100 ton vessels.



Delegates from Russia's Maritime Union visited SCI.



A baptism in SCI's Chapel



A special moment is shared



Fifteenth Annual Award's Dinner

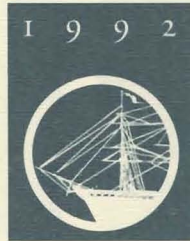


Meeting in Port Newark to discuss Seafarers' Rights issues

DONORS

The thoughtful concern and ongoing support of many friends enables The Seamen's Church Institute to perpetuate its distinguished tradition of service to merchant seafarers.

The Board of Trustees is pleased to acknowledge the generosity of the individuals, foundations, corporations, parishes and other organizations that contributed to The Seamen's Church Institute in 1992.



The St. Nicholas Society

THE PATRON SAINT OF SEAFARERS

\$25,000 or more

Central Gulf Lines, Inc.
Evergreen America Corporation
Herman Goldman Foundation
Millicent Mercer Johnsen
Josiah Macy, Jr. Foundation
Clarence F. Michalis
NY Community Trust (ASF)
The Starr Foundation
The Eisig-Tode Foundation
United Way of New York City



The Commodore Club

\$10,000 to \$24,999

Mrs. C. Robert Allen III
Anne J. Homan
The Inverclyde Bequest Fund
The Henry Luce Foundation, Inc



The Joseph Conrad Associates

\$5,000 to \$9,999

Life Saving Benevolent Association
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The Flagship Society

\$1,000 to \$4,999

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Celebration

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

Mrs. C. Robert Allen, III, The anniversary of Ruth Goldberg's grandson & granddaughter, Christmas, Christmas-at-Sea, Christ's birth, Geoffrey, the grandson of Catherine Collings, The 50th wedding anniversary of Joseph and Florence Molnar, Margaret Moortgat's 102nd birthday, Peace in the Persian Gulf, Safe return of families, Capt. Laurence H. Whittaker's new son, Nicholas, The ministry of the Rev. James R. Whittemore at SCI

THE BOOK OF REMEMBRANCE

THE "RED LETTER DAY" tradition at the Institute began many years ago, the idea of Martha and Stephen Comstock.

Inspired by the custom of hand lettering and illuminating in the very early Bibles, wherein the names of the most important saints were lettered in red, the Comstock's suggested that SCI honor loved ones or a cherished event with a special tribute, and so, the Book of Remembrance was born. A gold-tooled, handcrafted, maroon leather book, together with its original glass topped, carved oak case was the Comstock's gift.

Those being honored are remembered on their "Red Letter Day" in prayer services in the SCI Chapel to which family members are invited. The "Book of Remembrance" remains open throughout the day to the honoree's special page.

"Red Letter Days" may be reserved with a contribution equal to the difference between the Institute's earned income and its actual operating costs for one 24-hour period.

The Institute was pleased to honor these "Red Letter Days" during 1992:

DATE	A TRIBUTE TO/IN MEMORY OF	GIVEN BY
January 25	Stephen Thomas Comstock	Mr. & Mrs. Stephen E. Comstock
February 11	Joseph P. Norris	Fanny Norris
February 28	Arlita Eisendrath	Arlita Eisendrath
April 20	Howard King Coolidge	Walter Phelps Warren
April 29	William G. Woolfolk	Mrs. William G. Woolfolk
June 1	The Anniversary of Dr. & Mrs. Charle Reed Weeth	Sarah Basset Weeth
June 9	Martha Thomas Comstock	Mrs. Stephen E. Comstock
July 17	The Anniversary of Jean S. & John P. Humes	Mr. & Mrs. John P. Humes
July 20	Stephen Estes Comstock	Mrs. Stephen E. Comstock
July 28	Mr. Albert Waycott	Mrs. Albert Waycott
August 10	Lt. Cmdr. Gladys M. Sperrie	Lt. Cmdr. Gladys M. Sperrie
August 20	Loren Green Reynolds	Mr. & Mrs. Gene Avery
September 28	Dorothy Clemens Henry	Dorothy Clemens Henry
October 9	Thomas Williams Magruder	Mr. & Mrs. Stephen E. Comstock
October 24	Thomas Roberts	Friends
October 31	Herbert Livingston Satterlee	Mabel S. Ingalls
November 13	Alexander O. Vietor	Mrs. Alexander O. Vietor
November 28	Charles H. Marshall	Evelyn Marshall Suarez, Family & Friends
November 30	The Anniversary of Lillian Davis & Stanley McLean Cox	Mr. and Mrs. Stanley Cox

1992 FINANCIAL SUMMARY

COST OF SERVICES		\$4,596,998		SUPPORT		\$4,616,541	
Programs				Revenue from Programs		1,090,934	
<i>Center for Seafarers' Rights</i>		413,146		Voluntary Contributions			
<i>Center for Maritime Education</i>		998,978		<i>Annual Fund</i>		496,567	
<i>Center for Seafarers' Services</i>		2,023,955		<i>Capital Fund</i>		423,048	
				<i>Bequests</i>		241,506	
Chapel & Community Outreach		114,904		Income from Investments		2,364,486	
Administration		413,730					
Development/Institute Relations		321,790					
Building Operation & Maintenance		310,495					

*This information has been extracted from the 1992 Financial Statements which may be obtained by writing to: The Seamen's Church Institute
241 Water Street New York, NY 10038*

Every effort has been made to ensure the accuracy of this annual report. Please accept our apologies for any errors or omissions and report them to the Office of Development & Institute Relations. ♻️ Printed on recycled paper

STRATEGIES FOR GIVING

The concern of a group of young Christian men for the plight of seafarers more than 158 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 multinational, multicultural population of seafarers of all creeds.

There are many ways in which one may contribute to the Institute both financially and as a volunteer. Some of the opportunities for support are reviewed below.

GIFTS OF CASH are the easiest way of helping to further the Institute's work. Gifts of cash are deductible up to 50 percent of one's adjusted gross income in any one year.

BEQUESTS may be made to the Institute through one's will for general or specific purposes.

GIFTS OF APPRECIATED SECURITIES and **REAL ESTATE** may be listed—up to the securities' or property's current fair market value—as a charitable deduction on one's income tax return. These kinds of gifts enable the donor to avoid paying the capital gains tax which ordinarily accompanies the sale of such items.

LIFE INSURANCE policies may be irrevocably transferred to the Institute, entitling the owner—in most cases—to a charitable deduction equivalent approximately to the policy's cash surrender value.

Assets from a **PENSION PLAN** or **ANNUITIES** may be directed to the Institute giving the donor or his estate a charitable tax deduction.

CHARITABLE TRUSTS can be established to preserve one's assets while providing considerable gift and estate tax benefits.

A **GROUP LIFE INCOME FUND** may increase one's income and entitle the donor to a charitable income tax deduction, a reduction of the capital gains tax and a reduction in estate taxes. When cash or property is transferred to a Pooled Income Fund it is invested with the total of gifts from other donors.

Gifts to the Institute through any one of these vehicles may be applied to the **Water Street Campaign**, the **Christmas-at-Sea Endowment**, a **Red Letter Day** in the Book of Remembrance; Restoration of the maritime art collection including the **Adopt a Ship Model** program; **Renovations at the International Seafarers' Center** in Port Newark; direct services to seafarers via the **Center for Maritime Education**, the **Center for Seafarers' Rights** or **Seafarers' Services**.

For information on naming opportunities, the planned giving program, gifts-in-kind and volunteer needs, please contact Valery Shields, director of development, at (212)349-9090 ext 245.

“When we teach someone, we go beyond the requirements to pass a test. We’re concerned about the overall well being of the seafarer and we take the student through the whole process. Knowing what to do and how to react is only one-half of the equation,” said Jim Fitzpatrick, the Center’s director of operations. “We like to think of our training programs as a kind of high-tech with a heart,” he offered.

Sharing the Waterways

Safety, survival and celestial and terrestrial navigation courses also are available for owners of recreational vessels. According to U.S. Coast Guard statistics many serious accidents involving pleasure craft and commercial vessels can be attributed to a lack of knowledge, poor execution or sheer carelessness by leisure boaters. Commander “Bud” Schneeweis, commanding officer of the U. S. Coast Guard’s Vessel Traffic Service in New York, suggested that “smallboat handlers simply must know what a large vessel can and cannot do. I can’t stress enough how many boaters get into trouble or create navigational embarrassment to large vessels through lack of understanding.”

Experts maintain that in the immediate future there will be significant changes in the maritime industry—the result of the Oil Pollution Act of 1990. Legislation will drive the training agenda, and we will see an increase in the training of the individual non-company seafarer.

One thing that will not change, however, is the importance of seafaring as the backbone of industry and commerce and the need for newer and better professional training to ensure safety and protection of the world’s waterways.

Records suggest that there are nearly 15 million leisure boaters who share the nation’s waterways with 7,000 towboats and tugs and more than 30,000 commercial barges.

Tour of Asian Fishing Ports UnCOVERS Seafarers' Rights Issues

Commercial fishers—the largest group of commercial seafarers—are among the most forgotten people of the world.

Although much international attention has been given to the exploitation of the world's fisheries resources, very little attention is paid to the even greater exploitation of the people who work on some of these fishing vessels. Commercial fishing is the most dangerous of all major economic endeavors. European Economic Community statistics show that fishing has more than 10 times as many fatal accidents as other high risk occupations such as mining, construction and agriculture.

In spite of the dangers of the occupation, fishing vessels are exempt from almost all the requirements of international safety conventions aimed at promoting safety on ships.



In response to this worldwide problem, Doug Stevenson, the director of the **Center for Seafarers' Rights**, joined International Christian Maritime Association (ICMA) General Secretary the Rev. Michael Chin in a tour of Korean, Japanese and Taiwanese fishing ports. They met with business, government, labor and church leaders associated with the fishing industry there. The Institute has long been an active member of ICMA, a consortium of Christian seafarers' agencies and other organizations that represent seafarers' interests.

"We visited Korea, Japan and Taiwan because they all have large deep sea fishing fleets which call at ports around the world," Stevenson said.

"We hoped to learn more about how the worldwide fishing industry operates, to encourage and coordinate the welfare work of the local church agencies, and to exchange views with government and industry leaders on how to improve conditions for the world's seafarers. We also wanted to demonstrate ICMA's commitment to the needs of the Asian region and the fishing industry," Mr. Stevenson explained.

Because of the labor shortages in industrialized countries in Asia, their fishing vessels now employ many foreign workers from developing countries. These foreign workers are especially susceptible to abusive recruiting and employment practices.

Once at sea, one of the biggest problems which arises for fishers, according to Mr. Stevenson, is detention in other countries, usually because the boat has violated the fishing laws of the coastal country.

"We learned a lot and we were able to teach those with whom we met that the Church has considerable expertise on the subject of the human side of ship board life and safety. It was also very inspiring to witness the Asian Church's strength and commitment to provide for the welfare of fishers around the world. As a result of this tour we are better able to help each other to improve fishers' welfare and safety."

The International Seafarers' Center at Port Newark

*118 Export Street
Port Newark, New Jersey
201-589-5828*

The International Seafarers' Center located in the heart of Port Newark welcomes seafarers and other transportation industry personnel each day. A presence in the port since 1960, the Center's staff serves the entire northern New Jersey port area.

These are just a few of the services the public can enjoy at SCI's International Seafarers' Center:

Sports & Recreation Areas

Whether your game is soccer, basketball, pool or ping-pong there are equipment and facilities available at the Center.

International Phone Center

SCI staff will assist you in placing a private telephone call anywhere in the world.

Catering & Meeting Rooms

On-site or off-site—the choice is yours. Either way SCI's chef, John Mastropietro, and his kitchen team

will impress you with their culinary talents and event-planning skills.

Fitness Center

Opening this fall and sure to be a hit, SCI's new fitness center will offer a variety of exercise and wellness programs for the whole port community. Monthly memberships will be available.

Counseling Services

Port chaplains are on call around the clock to provide personal and professional counseling to seafarers and port workers.

Mariner's Chapel

Liturgy is held at 8:00 p.m., Monday through Saturday and at 11:00 a.m. on Sunday. The Chapel is also used by parish groups for special services and retreats.

American Express Moneygram

Wire money safely and quickly throughout the United States and abroad directly from the Center.

Port o' Call Restaurant

A full-service eating establishment featuring NJ deli sandwiches, piping hot home-cooked meals and fresh salads. Open for breakfast lunch and dinner Monday through Friday and during weekend special events.



16th Annual Awards Dinner

The Seamen's Church Institute is proud to honor Adm. J. William Kime, commandant of the US Coast Guard, at the 16th Annual Awards Dinner, June 16, at Bridgewater in New York City. The theme of this year's dinner is safety-at-sea. In addition to Adm. Kime, the Institute will present Lifesaving and Distinguished Service Awards to members of the maritime community. Tickets are \$250 each and proceeds benefit The Seamen's Church Institute's Annual Fund. Tables (seating for 10) are \$2,500 and Patrons tables are \$4,000. One may sponsor a table for seafarers or cadets at \$2,500.

The Seaman's Church Institute: A Pictorial History

To coincide with the 150th anniversary of the Floating Church of Our Savior, SCI will publish an illustrated book early next year about the Institute's remarkable history. Narrated by Leah Robinson Rousmaniere, the book colorfully illustrates the Institute's heritage and growth along New York's and New Jersey's waterfronts. The book features paintings, manuscripts and photographs from the Institute's notable collection of artwork and memorabilia.

SCI MILESTONES

In a brief ecumenical service prior to the annual meeting of the board of trustees, The Institute marked milestone anniversaries of several board members.

Charles E. Saltzman, a limited partner of Goldman Sachs & Co., was awarded a silver bell in honor of his 60 years of volunteer service to the Institute, the longest period anyone has served as a member of the Institute's board.

Other members honored were: Alfred Lee Loomis, III, a general partner of Downtown Associates and chairman of SCI, for 21 years of service; Henry C.B. Lindh, treasurer of the National Horse Show and SCI's board's president, 32 years; Ralph K. Smith, Jr., Esq., a partner with Townley & Updike and SCI vice president and legal counsel, 31 years; the Hon. Anthony D. Marshall, vice president of the Vincent Astor Foundation, 30 years; George D. Benjamin, sr. vice president of Johnson & Higgins and a vice president on SCI's board, 20 years of service; Seth B. French, Jr, 21 years; Clifford B. O'Hara, 20 years.

SPOTLIGHT

Center for Maritime Education Management Staff and Senior Faculty



Eric K. Larsson
*Director
Center for Maritime
Education*

- U.S. Merchant Marine Academy graduate
- Masters degree in adult education and human resource development from Fordham University
- Doctor of Educational Psychology candidate at Fordham
- Author of numerous papers on training in the use of Automatic Radar Plotting Aids (ARPA). Member of the International Maritime Lecturers Association and the International Navigation & Simulator Lecturers Conference which held their most recent conference at SCL in 1992

Licenses

- United States Coast Guard
- Chief Mate of Steam and Motor Vessels of any gross tons, Oceans, Radar Observer
- Lieutenant USNR (ret.)



James J. Fitzpatrick, III
*Director of Operations
Center for Maritime
Education*

- U.S. Merchant Marine Academy graduate
- MBA in corporate finance and investment
- Masters degree in adult continuing education from Columbia University
- Doctor of education candidate at Columbia University
- Dissertation: Perceptions of Effective Adult Learning in Continuing Maritime Education with an Emphasis on the Use of Part-time Faculty

Licenses

- United States Merchant Marine
- Master of Ocean, Steam and Motor Vessels of no more than 1600 gross tons
- Chief Mate of Ocean, Steam and Motor Vessels of any gross tons
- Federal Communications Commission Licenses
- General Radiotelephone Operator with Ship Radar Endorsement
- Amateur Radio Advanced Class



Capt. Richard G. Beadon, MNI
*Director of Continuing
Education,
Center for Maritime
Education*

- Extensive experience as a consultant to private industry and foreign governments
- Teacher of maritime studies at the college level in the United States and abroad. Several years command experience as master of various types of foreign going vessels
- Author of numerous papers and technical reports on marine simulation. Chairman of the Nautical Institute, U.S. East Coast Branch

Licenses

- United Kingdom Board of Trade, Master of a Foreign Going Vessel

CME COURSE DESCRIPTIONS

The Seamen's Church Institute's Center for Maritime Education offers an extensive range of courses to advance the individual's professional ability and improve acceptable industry standards. The training environment includes the simulation laboratory exercises and class room discussions.

Certificates are awarded to all clients who successfully complete a course.

Radar Observer

A five-day course for all persons holding or about to receive a license as Master, Mate, or Pilot of vessels of 300 gross tons or more in Oceans, coastwise, or Great Lakes Service. The theory of radar is discussed in lecture form using actual equipment and other visual aids. Radar plotting is practiced on actual ship board equipment in the Institute's simulator. Practical examinations are conducted. The course is approved by the USCG and the Liberian Bureau of Maritime Affairs.

Radar Re-Certification

One-day and three-day courses are offered for licensed deck officers who need to renew their Radar Observers Endorsement.

Automatic Radar Plotting Aids (ARPA)

An ARPA unit, when properly used, can greatly benefit watch officers by expanding their traffic management capabilities. Officers in this training course learn the proper operation, advantages and limitations of an ARPA unit.

Rules-of-the-Road

Knowing the Rules-of-the-Road is more than understanding which vessel has the right of way. It is the ability to size up a situation quickly and accurately, and assess the potential for danger based upon lights, shapes, whistle signals, radar and other indicators. This course teaches officers the skills they will need to exercise good judgment in any situation.

Ship Handling & Bridge Team Training

This two-week course was developed with both ship officers and ship managers in mind. Ship officers receive practical experience on real shipboard equipment, up to 60 days sea time towards their next license, and USCG Radar and ARPA endorsements. Ship managers fulfill an obligation to man their ships with fully-trained crew in ARPA, Radar and Bridge Team Training.

Crude Oil Washing-Inert Gas

The proper use of Crude Oil Washing and Inert Gas systems can increase the margins of safety and improve the economics of oil transfer. Designed to meet all international requirements, this course is recommended for all ship's officers, deck or engine, with direct responsibility for loading and discharging tankers and the maintenance of the corresponding equipment, as well as company managers and terminal personnel. Approved by the Liberian Bureau of Maritime Affairs and accepted by the USCG.

Tug/Barge Handling

This course is designed to increase situational awareness, competence and margins of safety for the operators and officers of tugs and barges. Topics covered during the three-to five-day courses include: traffic management, proper VHF communications, practical local knowledge, meeting, overtaking and crossing situations, radar navigation in close waters and restricted visibility, voyage or trip planning, contingency planning and emergencies.

Tank Barge Dangerous Liquids Cargo Handling

A thorough working knowledge of tank barge operations will enable tank barge and inland fleet personnel to conduct safe and pollution-free cargo operations. This course begins with an explanation of the characteristics of liquid cargoes and the importance of accident prevention. The proper use of control devices and cargo pumps, and the safest way to clean the tank are discussed. USCG approval pending.

Bridge Team Resource Management

This five-day course was developed to increase mariners' awareness of the dangers of accidents caused by human error. How to make optimum use of available resources of personnel and equipment and how to use specific bridge procedures properly for safe navigation are addressed. The course curriculum also includes presentations and discussions on the relationship between the pilot and the master, principles of effective team work, and factors that contribute to human error. USCG Approval Pending.

Global Maritime Distress Safety System

Hailed as the biggest change to communications at sea since the introduction of the radio, GMDSS promises to vastly improve ship-to-shore communications and enable rescue crews to respond to ships in distress quickly. A five-day course trains mariners in the proper operation and understanding of this new maritime distress system.

Practical Boat Handling of Recreational Vessels

These seminars include a module on the proper operation and use of Loran C, Radar and other navigation aids with concentrated hands-on time in the simulator laboratory. Passage planning is conducted and carried out in real/compressed time. Classroom seminars in terrestrial and celestial navigation, rules-of-the-road and safety-at-sea/survival are also offered.

Special Courses

The Center for Maritime Education offers special courses designed to meet a client's specific needs. The Center's staff also tutors candidates for USCG license examinations and provides support and encouragement to all who seek assistance.

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As of February 4, 1993



RESOURCES FOR TRAINING EXCELLENCE

Courses at the Center for Maritime Education combine

the use of the ship simulator to create realistic scenarios and the objective analysis

of individual performance, supported by lectures and discussions. The end result is advanced professional competency and increased awareness of necessary standards of care.

Program Features

○ Four interactive bridges equipped with a full complement of shipboard equipment including ARPA, Radar, Engine controls for single or twin propeller vessels (Diesel or Steam), Gyro Compass, Auto Pilot, Rate of Turn Indicator, Steering Stand, Anchoring Controls, Chart Table, Sound Powered Telephones, VHF Radios, Fathometer, Loran C, Satellite Navigator, Bow Thrusters, DECCA navigators, RDF, Doppler Speed Logs, Automatic and Manual Fog Signal Controls,

Emergency Alarm Panels, and Fire Alarm Panels.

○ More than 25 simulated harbors and waterways and the capability to design

additional geographic areas and ship types as required. ○ Full exercise record and playback facilities that help the students evaluate their performance. ○ Courses approved by the U.S. Coast Guard, Panamanian Registry and Liberian Registry. ○ Proven instructional strategies with an emphasis on adult learning techniques. ○ Personalized tutoring for license preparation. ○ Specialized training programs & flexible course schedules. ○ Realistic scenarios using advanced simulation technology

“The strength of the course was the practical hands-on experience that it offered especially concerning situations I hadn’t experienced before.”

A FORMER STUDENT

THE CENTER FOR MARITIME EDUCATION

At the Seamen's Church Institute, 241 Water Street
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