

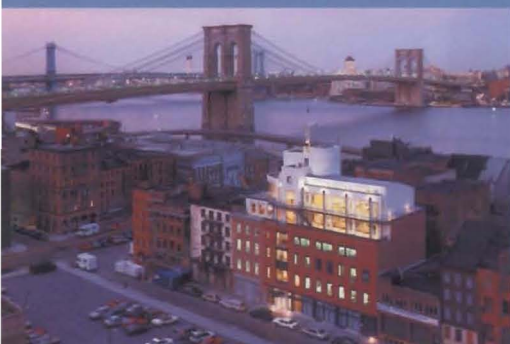
2001 ANNUAL REPORT

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

Helping
the
Heroes
of 9-11

THE LOOKOUT
Volume 94/Number 2

Why does the Seamen's Church Institute exist?



The headquarters of the Seamen's Church Institute of New York & New Jersey in New York, New York



SCI's International Seafarers' Center in Port Newark, New Jersey



SCI's Center for Maritime Education in Paducah, Kentucky



SCI's Center for Maritime Education - Gulf Region in Houston, Texas

Front Cover:

(from left) Eric K. Larsson, SCI's Executive Officer for the Center for Maritime Education and Dominick Ferraro, Assistant to the Building Manager at SCI's NY Headquarters, prepare safety helmets for rescue workers at Ground Zero.

Seafarers who cross the world's oceans bring us the goods and materials that directly affect everyone's quality of life. All who work at sea face particular perils, endure substantial physical hardships, tolerate 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 support a seafarer's faith and spiritual needs.

Our nation's river mariners perform dangerous work and also endure long periods away from home and family, moving millions of tons of valuable cargo. Typically mariners will be away from home six months of the year; disrupting family patterns. Every other Christmas is spent underway. Under the strain of the "home-a-month," "gone-a-month" working routine, marriages are tested and often damaged. River families endure these hardships without the support systems many take for granted. The Seamen's Church Institute's Ministry on the River demonstrates Christ's love for mariners and their families by providing pastoral care, counseling, and emergency response onboard and ashore; family support; Bible distribution; worship aids; Pass It On book and video exchange; and Christmas on the River.

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THE LOOKOUT

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**Mission Statement of the Seamen's Church Institute
of New York and 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.



MESSAGE FROM THE CHAIRMAN

Any institution that is 168 years old and does not from time-to-time reevaluate its mission, programs, staffing, financials, and future usefulness can inadvertently slip into a culture of simply accepting the status quo. At the Seamen's Church Institute, the status quo is not good enough.

What we have successfully accomplished is satisfying, but our culture very much includes expanding programmatic successes.

That is why an SCI committee underwent a comprehensive year-long Strategic Planning review. The Committee studied what our needs might be 10 years out. It also attempted to evaluate the changing needs of those we serve during that same period.

Not much stays exactly the same for 10 years. We focused on what can be expected to change, internally and externally, and how we should position the Institute to meet these changes.

Elsewhere in this Annual Report you will read of some of our accomplishments in the past year: a new state-of-the-art training facility in Houston, expansion of our existing programs including new national and international partners; support of international maritime law efforts to protect mariners, and providing pastoral support in U.S. ports and distant lands. The continuing expansion of our work in 2001 was difficult for our staff and our finances. Both held up well thanks to our donors, volunteers, supporters and friends. You make it all possible. The officers, trustees and staff of SCI are extremely grateful for your involvement, and we look forward to your continued support.

Sincerely,

George D. Benjamin
Chairman, Board of Trustees

Message from

Dear Friend,

Our Lord uses the Good Shepherd parable to emphasize that a responsible caregiver knows each in his or her care by name and as an individual. We need to be reminded of this today because modern-day ministry risks confusing buildings, programs, and budgets with the care of persons – each with a name, a family, a story, and a need.

For example, SCI refers to "WorldHaven" (our program for training and empowering chaplains for underserved world ports); by that we mean Joggen from Dar Es Salaam or Irette, who returns to Madagascar to head the seamen's center there.

At SCI's Center for Maritime Education, we rely on "facilitators" to help in our Advanced Wheelhouse Management program; by that we mean Paul Barnes from Canal Barge, or Samuel Dickey from ACBL, or David Varvel from Ingram. Each day, these individuals grapple with navigational challenges on the Western Rivers.

And again, our Center for Seafarers' Rights takes on complicated cases, often involving a solitary mariner, like oiler Petr Volkov of the M/V Paradise, who died of malaria while at sea. Thanks to CSR's efforts, his widow received death benefits that had been withheld by the ship owner.

Mother Teresa of the Sisters of Charity said: "We don't start programs...we feed people." Although SCI creates important initiatives, what ultimately makes a difference after a long voyage are those 15 minutes a Port Chaplain spends enabling one seafarer to call home to the Philippines on one of our mobile units.

In the "new normal" of port security, more crews are denied any shore-side visits, including walking down the gangway to the dock. Can you imagine yourself, after an arduous 30-day voyage, being so close to the dock, to others, to shops, to community – and yet being so isolated? We serve these maritime professionals, one-by-one, through the help of a dedicated staff, determined volunteers, and our donors.

More than ever, the advocacy, training, and one-to-one services SCI provides with your help make an isolating and dangerous profession better. We thank you for your crucial role in this ministry through your prayers, contributions and interest.

Even today, the Good Pastor Jesus Christ, who knows each of us, calls us – one-by-one and by name – to serve the lonely, teach the eager, and empower the isolated every day in His Name.

The Rev. Canon Peter Larom
Executive Director



Dear Friends,

The events of September 11th define 2001. For SCI and its extended family, that historic moment became an incredible privilege to serve with an immediate, extraordinary response.

Located just 850 yards from the World Trade Center site, SCI's headquarters was transformed within hours of the attack. Around the clock for 12 straight days, the Institute operated as an Emergency Relief station to firefighters, police officers, National Guard troops, utility workers, communications workers and others. As the first hot food in Lower Manhattan was grilled in SCI's mariners' club that fateful day, no one could have envisioned that nearly 16,000 meals, and literally tons of supplies, would be provided through SCI in the first two weeks.

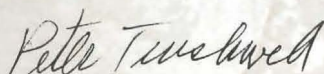
With the help of heroic neighbors, food and equipment was ferried to Ground Zero night and day. Waves of volunteers, recruited and scheduled by New York's General Seminary, arrived like clockwork, ready to embrace a spectrum of tasks... however menial or downright dangerous. Working alongside staff and board members (as well as their friends, spouses, children and parents!), these volunteers provided comfort, nourishment and compassion.

What's more, even as SCI's headquarters served as the focal point the Institute's efforts, our ship visitors extended their schedules to accommodate the needs of seafarers left suddenly without shore leave. Our inland chaplains found ways to reach mariners affected by lock closures and boarding restrictions. SCI's Paducah and Houston locations provided critical communications links for the Institute while its headquarters operated without telephones and computers.

Through it all, those involved knew that the loyal supporters of the Seamen's Church Institute could be counted on to keep the Institute strong... not only during the emergency, but also as SCI returned to its 168-year-old mission in service to mariners. By year's end, nearly \$360,000 had been contributed by generous individuals, parishes, corporations and foundations to help offset the financial impact of SCI's Emergency Relief Effort.

On behalf of the Trustees of the Seamen's Church Institute, it is my honor to extend our heartfelt and enduring thanks to each and every one who helped make possible this extraordinary and historic response. SCI shall be forever grateful.

Sincerely,



Peter M. Tirschwell
Trustee



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2001
Year in Review





Center for Seafarers' Services

| | |
|---------|---|
| 4,840 | ships were visited in the Port of New York & New Jersey |
| 303 | religious services were held at SCI's International Seafarers' Center |
| 15,149 | seafarers used SCI's International Seafarers' Center |
| 185 | loans or grants were made to seafarers in need |
| 5,937 | pounds of clothes were donated to seafarers |
| 3,867 | seafarers sought personal, pastoral and vocational counseling |
| 14,545 | Christmas-at-Sea packages were delivered to mariners |
| 5,219 | seafarers used SCI's New York Club |
| 11,012 | volunteer hours were logged in New York and New Jersey |
| 118,747 | volunteer hours were devoted by Christmas-at-Sea knitters |
| 11,815 | seafarers were transported in SCI vans |
| 20,956 | books and magazines were placed aboard ships in port |
| 4,000 | letters and postcards were mailed |
| 3,000 | truckers used the International Seafarers' Center |
| 32 | river friendly churches joined SCI's River Ministry Network |

Center for Seafarers' Rights

| | |
|-----|--|
| 127 | case files were opened, including: |
| 10 | repatriations |
| 10 | immigrations and shore leaves |
| 39 | wages |
| 10 | deaths |
| 5 | ship abandonments |
| 16 | illnesses and injuries |
| 25 | other seafarers' working and living condition issues |



Center for Maritime Education – New York

| | |
|-----|--|
| 382 | merchant mariners received training |
| 121 | students received ARPA and radar certification training |
| 54 | seafarers received marine electronics and GMDSS training |
| 78 | trainees received shiphandling, tug/barge handling and watch-keeping instruction |
| 102 | trainees received coursework about inert gas and crude oil washing |

Center for Maritime Education – Paducah

| | |
|-------|---|
| 726 | inland mariners received navigation training |
| 421 | mariners received basic marine fire safety training |
| 1,127 | visitors toured SCI's state-of-the-art facility |

Center for Maritime Education – Gulf Region

| | |
|-----|---|
| 345 | advanced pilothouse management |
| 23 | bridge resource management |
| 7 | river simulation databases were developed |
| 140 | miles of river were computer-simulated |
| 550 | visitors were received |
| 12 | events were held at the Center |

Ministry on the River

| | |
|--------|--|
| 221 | mariners counseled or assisted |
| 175 | boats visited |
| 216 | family members counseled or assisted |
| 27,024 | books, videos, newsletters, and newspapers were collected or distributed |
| 311 | Bibles distributed |



Opposite page:

The Rev. Antonio Nelson from Ghana, the Rev. Paul Chandra and Linda Chandra from China, Lorena Marchesi from Brazil, and Monica Park from Korea stand on the steps of SCI House in Newark where interns stay while they complete training at SCI's International Training Center (ITC) for Workplace Ministry.



SEAMEN'S CHURCH INSTITUTE HELPS THE HEROES AT GROUND ZERO

Seamen's Church Institute helps the heroes at Ground Zero





“Hand-in-hand, these three – Trinity/St. Paul’s, the Seamen’s Church Institute, and General Theological Seminary – became a mighty presence of the Episcopal Church in that part of New York in the face of overwhelming grief and pain, sacrificing the course of normal business, overriding their own fears and trauma, and reaching out to a City that was in desperate need and experiencing indescribable suffering.”

~ Episcopal Charities Gala Dinner Program, November 26, 2001, when SCI received an Award for Exemplary Service.

“Seamen’s Church Institute, a perennial source of strength and support for the international maritime community, went into action immediately, setting up a 24-hour relief effort that, over the course of the days following, has served as a safe haven for rescue workers, New York City police officers, firefighters, and members of the Army National Guard.”

~ “SCI: Disaster Relief on the Fly,” by Regina P. Ciardello, Maritime Reporter and Engineering News, October 2001.

“A police van picked me up at the Episcopal Church Center and transported me through checkpoints to the Seamen’s Church Institute within the restricted area, where police, firefighters, National Guard, rescue workers and



Con Edison technicians were being cared for with food, fresh changes of clothing and words of thanks and encouragement from tireless volunteers....How grateful I am for our Episcopal household and for its clear witness at this time.”

~ “Overcoming Evil,” by Presiding Bishop Frank Griswold, Episcopal Life, October 2001.

Opposite page:

Michael Flanagan, a GMDSS student at CME - New York from the Military Sealift Command, brings food to trucks leaving SCI for Ground Zero the day after the attack. A New York City firefighter leaves the respite center at SCI to go back to “The Pile.”

“The Seamen’s Church Institute is one of the only places at the moment where these workers can get a seat, a hot meal and take a break.” ~ “Helping Hands,” by Linda Barr, Town & Village, September 20, 2001.



“The Seamen’s Church Institute, located a few blocks from Ground Zero, quickly went to work providing a haven for rescue workers and distributing supplies, including hot meals and clothing.”

~“A Shining Light in Our Darkest Hour,” by Richard O. Aichele, Professional Mariner, December/January 2002.



The Seamen's Church Institute's staff members at its New York headquarters, located 850 yards from Ground Zero, watched in horror from their windows as flames and smoke engulfed the upper stories of the Twin Towers after the September 11th attacks. Despite watching thousands of workers and residents leave Lower Manhattan as the Towers fell, the SCI staff chose to stay and provide around-the-clock respite and relief to the hundreds of rescue workers arriving from all five Boroughs.

The Institute's staff mirrored the resourcefulness and sense of purpose so common among mariners during times of distress. Knowing that only those on-site could make a difference, they found the courage to take the opportunity to serve.

By dinner the day after the attack and without electricity, the Institute was feeding 600 weary firefighters, police officers, and military and relief workers with the

centers, including that at St. Paul's Chapel, and keeping them supplied.

"God gave us the strength and courage to remain. Our fears were overcome by the privilege to serve and remain as a witness to Christ's love in the midst of chaos and devastation," said the Rev. Canon Peter Larom, Executive Director of SCI. Father Larom did not see the attacks because he was landing from a business trip

canteen for rescue workers in the 2nd Floor Seafarers' Club. The staff unanimously voted to begin. With SCI's Chairman George D. Benjamin's immediate concurrence, SCI put the full resources of the building, its people and finances to this Relief Effort.

Some staff members began to set up the Seafarers' Club to give away food and drink on hand. Until the collapse of WTC-7 in the early evening, SCI still had electricity, phone service, working toilets, and internet service. Flyers announcing the available food and respite with directions were created and copied. A brigade of SCI staff members fanned out through the streets that were ankle deep in white ash and debris to the rescue command centers.

Within minutes, the first wave of rescue workers came in. They washed the dust and grime from their hands and sat down – some for the first time that day. They described losing fellow firefighters and police officers. They spoke of carnage and found listening ears. Many prayed.



SCI's barbeque grills, usually used for the annual Maritime Day barbeque, were crucial to making hot food while Lower Manhattan was without electricity.

only hot meals in the area. By Thursday morning, SCI trucks and volunteers were bringing hot meals and cold drinks to Ground Zero. This Relief Effort continued around the clock for the next 12 days as SCI played a key role in creating three relief

at Islip airport in Long Island. Abandoning his car in Queens, he walked against the tide of frightened masses leaving and walked across the Williamsburg Bridge into Lower Manhattan.

Father Larom called a staff meeting in the Chapel. Captain Richard Beadon suggested opening a relief



As food resources at SCI dwindled on Day 2, Debra Wagner, SCI's Director of Communications, escorted



SCI's Emergency Relief Effort volunteers set up the respite center at St. Paul's Chapel on Day 4. St. Paul's is located directly across the street from the site of the former World Trade Center.

Well into the evening, City officials asked SCI to shelter three families from a building that needed to be evacuated. Chapel candles lighted the Institute's lobby enabling rescue workers to find their way to a hot meal.

The Rt. Rev. Mark Sisk, Bishop of New York, and the Ven. Michael S. Kendall arrived at SCI early the next morning. Father Larom escorted them through the "Frozen Zone" – a barren, dust-choked Lower Manhattan eerily empty of people – to see Trinity Church and St. Paul's Chapel. Although St. Paul's was covered in dust, its steeple pierced the sky across the street from "The Pile."

the Very Rev. Ward B. Ewing, Dean of the General Theological Seminary, to the Seamen's Church Institute. After visiting Ground Zero, Father Larom and Dean Ewing developed a plan. Priests – among the few people who could get through the five Army- and Police-staffed barricades – would bring in desperately needed supplies.

The Seminary's leadership quickly gave its support. The Dean's Administrative Assistant, Mary Morris, a veteran of relief efforts during the San Francisco earthquake, coordinated with Mrs. Wagner.

As drivers returned from Ground Zero with ever-changing requests, the two women frantically exchanged calls. Episcopal congregations and institutions responded within hours with volunteers and supplies, from hamburgers to work gloves.

SCI's neighbors brought in food from their refrigerators. SCI's grills were teeming with burgers, chicken and steak. Local Fulton Fish Market businesses donated crab legs and salmon steaks.

Money for "right now" supplies came from staff members and volunteers at SCI who literally thrust their ATM cards and PIN numbers at the drivers making runs to the Pathmark 20 blocks north.

By Thursday, despite periodic sirens warning of imminent building collapse, SCI was supplying and manning a food station across the street from recovery efforts.

The Relief Effort became a complex team. Neighbors used their trucks to ferry food and supplies to Ground Zero. Students attending SCI's maritime education courses from the Western Rivers and the Gulf (including those representing SeaRiver, Canal Barge, and Mid-South Towing) joined the Relief Effort. One volunteer group included actresses Julianna Margulies from "ER" and Mariska Hargitay from "Law and Order: Special Victims Unit."

Volunteers not only cooked, cleaned, and delivered supplies, but spent time with the workers. "Each one was greeted at our doors as a hero," said Father Larom.

"When they said 'thank you' to us, we told them that this was just one small way that New York could say thank you to them."

The first six days without electricity meant that bags of melting ice kept food and drinks cold. Two generators provided by Con Edison kept a line of coffee pots going as well as a small freezer. The other power strip was used to regenerate cell phones – Lower Manhattan's only link to the outside. At times, much of the sidewalk (including across the street) was filled with such items as bottled water and clothing.

In addition to the Episcopal churches, some of New York's finest restaurants, including the Union Square Café, Olive Garden, and Restaurant Daniel, were among the first to provide 500 meals. Bloomberg Financial, through Great Performances Caterers, and Stew Leonard's provided hundreds of meals and numerous volunteers each day.



Con Edison workers, transportation workers, telephone repair persons, and other public service support personnel who worked 24-7 to restore basic utilities to Lower Manhattan, joined rescue workers at SCI's canteen.

“As businesses and residents of the South Street Seaport were being evacuated on September 11, the staff at the Seamen’s Church Institute stayed put and revised the mission of their agency.”

~ News, Fall 2001, Federation of Protestant Welfare Agencies.



The Rev. Canon Peter Laram walks near Ground Zero early in the morning the day after the attacks.

Seamen’s Church Institute honors Port Authority

hero

In December, the Seamen’s Church Institute honored Victoria Cross Kelly, the Deputy Director of the PATH Train System of the Port Authority of New York and New Jersey. She was responsible for stopping all PATH trains from

Victoria Cross Kelly, Deputy Director of the PATH Train System Port Authority.



entering the World Trade Center stations and coordinated the rescue of passengers trapped below after the first plane hit the Tower.

“Victoria’s instincts, training, and calm instructions on September 11 saved thousands of lives,” said the Rev. Jean Smith, Director of the International Seafarers’ Center. “To think so calmly as debris was showering down and chaos reigned was a disciplined act of courage.”

Even though Ms. Kelly did not realize the full extent of the damage immediately, she knew that thousands of commuters were heading from New Jersey to the World Trade Center. It was still the height of the rush hour.

She contacted the train master and told him not to allow any more trains to stop at the World Trade Center. Shortly after 9 am, a final rescue train went through the station picking up PATH workers and one homeless man. By 10:30 am both Towers had collapsed.

In addition, SCI dedicated a permanent memorial to the Port Authority of New York & New Jersey’s World Trade Center victims at the International Seafarers’ Center. It contains a portion of a steel girder from Ground Zero that was donated by Warren Jennings, General Manager of Metal Management, N.E., Inc. – a port neighbor of the International Seafarers’ Center.

The memorial features replicas of the Twin Towers that were designed and donated by the Sheet Metal Workers’ International Association Local Union No. 28 of New York & Long Island.

After two days, when Port facilities were closed completely, chaplains working from SCI's International Seafarers' Center in Port Newark brought comfort to seafarers restricted to their ships. SCI's Managing Director, the Rev. Jean Smith, coordinated three services of remembrance for Port Authority workers and port tenants. In addition, several SCI staff members from Port Newark took shifts at the relief operation in Lower Manhattan.

By the weekend, SCI as a maritime non-profit was hardly recognizable.

Hundreds of cartons of fresh water, boxes of flashlights, plastic bags filled with sweat-shirts, and boxes of hard hats lined the street. The warehouse next door was packed with supplies. The lobby was turned into a makeshift pharmacy and clean clothing supply area.

"You could see the relief in the faces of the rescue workers as soon as they entered our doors," said Henry Enright, SCI's Executive Officer for Development and Public Relations, who ran the supply operation for over a week. "It was precious time away from a scene of unbelievable destruction."

The maritime education classrooms held podiatrists offering foot massages and chiropractors tending to ailing backs. Other rooms at SCI were made into quiet areas where workers could rest. The GMDSS classroom served as a dorm for SCI staffers needing to catch a couple hours sleep during overnight shifts. Grief counselors were also available 24 hours a day.

SCI became a government-recognized official relief agency and received supplies from the relief sites at the Javits Center and Shea Stadium, as well as from other 9-11 relief organizations.

"It was a privilege to serve these heroes," said Father Larom. "SCI became a conduit for a thousand acts of

The Most Rev. Frank T. Griswold, Presiding Bishop of the Episcopal Church, officiated at a Eucharist for relief volunteers on Friday, September 14, at SCI's St. Nicholas Chapel.



generosity." As SCI's relief operations were transferred to St. Paul's Chapel, the Institute began turning its attention back to its core mission of service to mariners – a mission which intensifies during times of international conflict.

Foreign seafarers entering the Port of New York & New Jersey were not allowed off their vessels until Christmas. This increased the need for chaplains and trained volunteers to not only board ships, but to spend significant amounts of time on each ship. Cell phone bills from SCI's ship visitors soared as worried seafarers called home.

Regrettably, some vessels arriving at tanker terminals did not allow chaplains to board vessels for security reasons. "Seafarers had their hopes of communicating with anxious families doubly dashed when they were not allowed to go down the gangway to make a phone call or visit with a chaplain who could relay a message home," said the Rev. Jean Smith.

The Seamen's Church Institute resolutely began adapting its programs to continue service as security restrictions increased.

"SCI can meet any challenge thanks to its dedicated, talented staff, supportive Board, and generous supporters," concluded Father Larom.



The streets of Lower Manhattan were filled with armed personnel the week following the attacks.



Christmas-at-Sea volunteer Bob Lee helps rescue workers find items in the pharmacy located in SCI's lobby.

"The effort has become one of the finest hours in SCI's 167-year history, but it didn't come without a price tag."

~ "To Our Readers," by William J. Ralph and Peter Tirschwell, in *Remember*, a special edition of JoC Week, honoring the victims and relief workers of the Sept. 11 World Trade Center tragedy, October 8-14, 2001 issue.

9-11 joins 1918 & 1956

SCI's Emergency Relief Effort following the attacks of September 11th joins other historic and dramatic interventions by the Institute. One took place during World War I just after the Institute opened its building that included dormitory rooms for 580 merchant seafarers. The other rescue involved immediate relief to the stranded crew of the *Andrea Doria* in 1956.



On June 3, 1918, newsboys shouted to shocked New Yorkers that nine ships had sunk off America's shores. The German submarine U-151 had nine successful attacks upon unarmed vessels and, during the course of this one day, 448 persons were set adrift in boats.

The following account is taken from the June 1918 edition of *The Lookout*:

"Some of those crews will be coming here, the chaplain told the staff, and at 8 o'clock am the Naval Intelligence office called up to say that the crews were arriving in New York and would need shelter.... There were only 30 available beds in the building, but cots were quickly set up, all arrangements made, and everything kept open, waiting. The Soda Fountain was surrounded by jostling, excited seamen, keeping one eye on their glasses of iced syrups and one upon the Main Entrance through which the shipwrecked crews would presently make their way.

Up in [the Executive Director] Dr. Mansfield's office the telephone rang steadily. First it would be reporters asking for news, then the government officials requesting that the crews give out no news to reporters, then an order from the Old Slip Police Station saying that their policemen should be allowed to come over and protect the men as they arrived. The government requested that the submarine sinkings should be given as little publicity as possible.

At last one man came, escorted by a Naval Reserve man. For hours they kept coming, one at a time, after making statements at the Customs House. It was three in the morning before the last one got in bed."

By the end of the month, the Seamen's Church Institute had lodged crews from eight of the nine vessels sunk by the German submarine."

Almost 50 years later, the Institute had another opportunity to immediately aid seafarers following a disaster.

"On July 25, 1956, the opulent Italian luxury liner *Andrea Doria* collided in a fog with the smaller Swedish-American cruise ship *Stockholm* 60 miles off Nantucket Shoals Lightship. During the next 11 hours, 1,662 of the *Andrea Doria*'s 1,706 passenger and crew members were rescued from the stricken ship. Then the vessel rolled bottom up, thrust her propellers into the air, and plunged to the ocean floor.

When news of the disaster reached the Institute, seafarers pitched in to help SCI staffers prepare ditty bags containing cigarettes, stationery, razors, toothpaste, combs, and other toilet articles. Tired and unshaven, 75 crew members from the *Doria* arrived at SCI, having lost their ship, their belongings, and their jobs.

The Institute had further opportunity to help victims of the disaster when the Federal Court, faced with a space problem and the prospect of massive and prolonged testimony involving more than \$50 million in claims, transferred in November pre-trial hearings on the collision to a room at the Institute's Marine Museum."

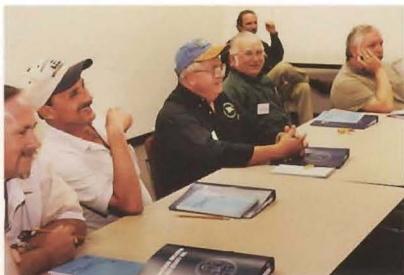
~ Excerpted from *Anchored Within the Vail: A Pictorial History of the Seamen's Church Institute*
by Leah Robinson Rousmaniere.

Center for Maritime Education

the nation's leading independent maritime education provider, enhances the professional competency of merchant mariners. Professional training, begun by the Institute in New York in 1899, continues in New York City; Paducah, Kentucky (1997); and Houston, Texas (2001). Mariners receive practical, relevant training at all three locations. 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.

CME – Gulf Region

Nearly 200 representatives from the regional maritime industry, the Port of Houston Authority, the Coast Guard, the church, and local governments celebrated a commitment to advanced professionalism at the dedication of SCI's Center for Maritime Education – Gulf Region on May 10 in the Port of Houston.



A debriefing session in one of CME – Gulf Region's classrooms.

this initiative resulted in CME – Paducah the first inland training facility of its kind. SCI then focused on a Gulf Region facility that would offer training in coastal, inland, and deep-sea environments.

Captain William Douglas, the

Director of CME – Gulf Region, began his career at SCI teaching in New York. He was appointed the first Director of SCI's Center for Maritime Education at Paducah where he was responsible for its opening and initial operations. He was transferred to Houston in December 2000 to oversee the final building stages and then coordinate CME – Gulf Region's initial course offerings in April.

The ribbon-cutting dedication of CME – Gulf Region in Houston, Texas.

Thirteen leading maritime companies in the Gulf Region are committed to more than 40 weeks of training over the next five years. The \$6 million Center took two years to complete.

In response to needs identified by the inland waterways industry, CME's Executive Officer, Captain Eric Larsson, took the lead in developing a center for inland mariners to enhance their opportunities for formal training. In 1997,

The training at CME – Gulf Region offers professional mariners an opportunity to refine their skills in an environment that simulates real life. The four bridges/wheelhouses are actual size, and the simulations are constructed from field research, including digital photography, to produce details such as shore-side landmarks. Set in 50-foot diameter theaters, the screens offer peripheral as well as forward views. The simulation even includes the sounds and vibrations of the engine.

SCI's in-house team of developers created simulated databases that not only contain the visual aspects but also all radar, land, navigation aids and bathymetrics, as well as an initial current approximation. These are the first databases to be built from the ground up specifically for towboats, instead of being adapted from blue-water (ocean) simulators.

"It would be too expensive for one company to purchase this type of technology. We just finished a week of training here, and our captains and pilots were more

than impressed," said Berdon Lawrence, Chairman of the Kirby Corporation.

Last year, over 6,800 ships and 158,000 barges traveled the challenging Houston Ship Channel. These vessels navigated more than 30 miles through a narrow channel from Galveston Bay to the Port of Houston.

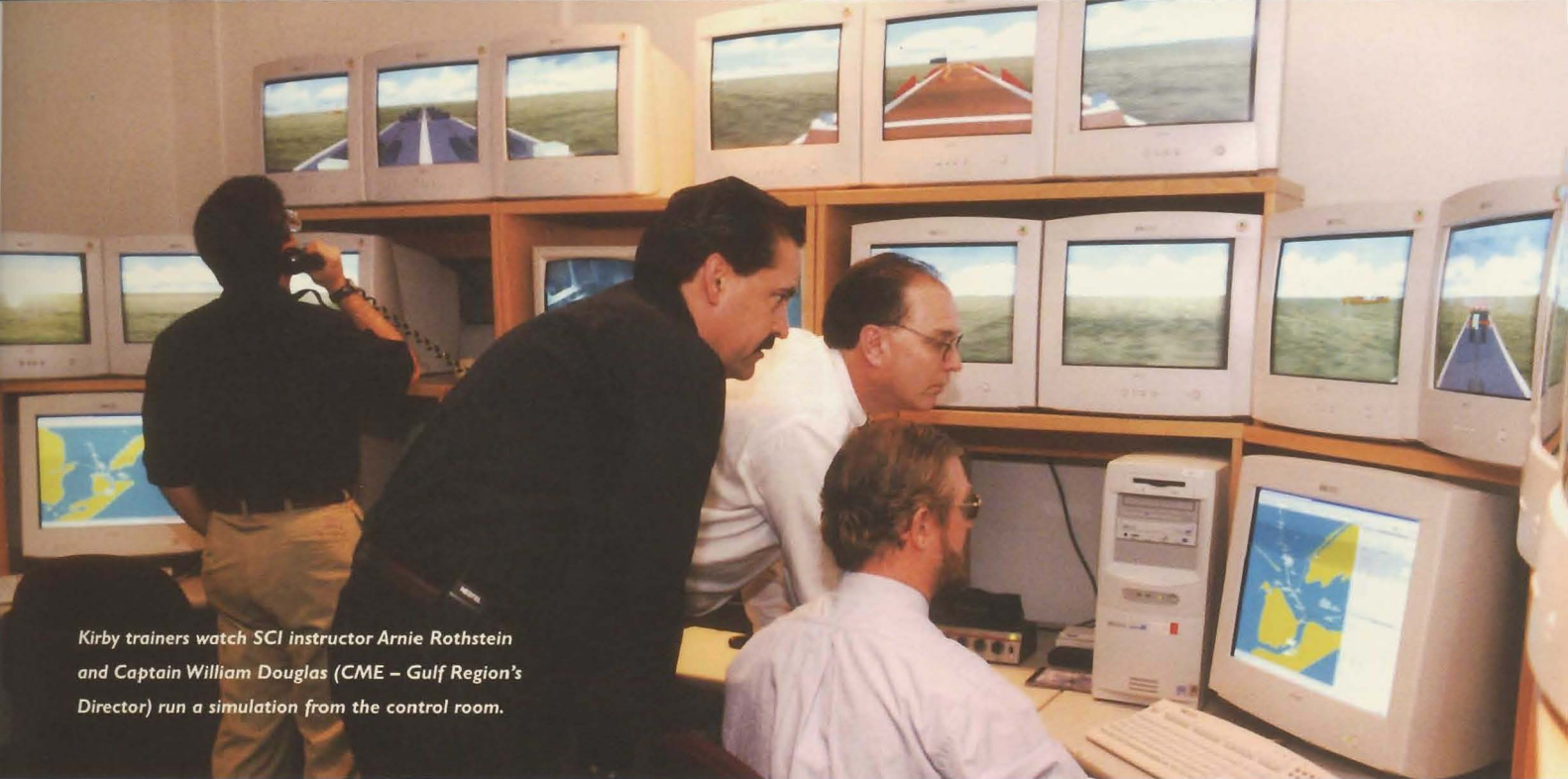
"All of our partners are just beginning to realize the untapped potential of this facility," said Captain Larsson. SCI is responding to industry suggestions by developing new courses and databases.

CME – Paducah

Inland mariners are suppressing staged fires on a towboat superstructure in a new "hands-on" safety course developed by SCI's Center for Maritime Education – Paducah, Kentucky.



Morgan City as created by SCI's in-house database developers.



Kirby trainers watch SCI instructor Arnie Rothstein and Captain William Douglas (CME – Gulf Region’s Director) run a simulation from the control room.

SCI’s creative initiative brought together the City of Paducah, a local college, and the maritime industry to create the first fire safety course designed specifically for those who work the rivers.



Students tackle a fire during the two-day firefighting course offered through CME-Paducah.

This Coast Guard-approved fire safety course is available to licensed and non-licensed mariners who work on inland rivers. The two-day course includes classroom instruction and controlled burns on the City of Paducah’s fire department’s fire field, equipped with a superstructure (the top portion) of a towboat and a tank barge.

When they head for the fire field, the trainees wear firefighter “full turn-out gear” that includes self-contained breathing apparatuses.

Their first lesson on the towboat superstructure is to control a flange fire where one blank flange comes loose and catches fire. The scenario requires one man to turn off the gas valve. Another simulated fire involves fire breaking out on a high-pressure fuel line on the side of the engine. The trainees must cool it down and turn off the source of the gas.

Mariners from American Commercial Barge Lines took the first course offering in June 2001. The November 2001 edition of *Work Boat* magazine featured a first-person account of the fire safety training. Experienced firefighters teach the SCI-developed course that reflects input from The Four Rivers

Training Consortium, consisting primarily of towing companies (including Ingram Barge Company, American Commercial Barge Lines, Crouse Corporation, and Bluegrass Marine), the City of Paducah, and West Kentucky Vocational College.

CME – New York

Many individual, unaffiliated mariners seek instruction at SCI’s training facility in New York. Most arrive with no sponsorship. Among those assisted by the Center is Edward Botchway. Mr. Botchway first arrived at the end of 1999 without any licenses but with a determination to become a deck officer. With CME–New York’s assistance, he obtained a position as an Able Seaman with Keystone Shipping Co. in 2000. In 2001, he joined SeaRiver and CME–New York instructors helped him to continue his career. Mr. Botchway is presently studying for his Third Mate’s examination and is one of the New York Center’s many successful students.

Database Development

SCI’s database development department, located at SCI’s New York headquarters, spent 2001 supporting the Houston opening by creating area surveys, data acquisition, model development, editing, and deployment. Areas included the complicated Houston Ship Channel, Galveston Bay, Galveston, Texas City, parts of the Intracoastal Waterway, Morgan City, Port Arthur, Freeport, and Matagorda.



Edward Botchway is working toward becoming a deck officer with CME – New York’s help.

Center for Seafarers' Services

provides direct care to mariners in the greater Port of New York & New Jersey and along 2,200 miles of America's inland waterways, from Pittsburgh to New Orleans.



The International Seafarers' Center in Port Newark

The Port of New York & New Jersey is the largest port complex on the East Coast of North America. SCI's multilingual chaplains and trained volunteers bring a warm welcome to seafarers. Chaplains and legal counselors assist seafarers with family, employment, medical and contractual concerns. Chaplains nurture a seafarer's spiritual life through pastoral counseling and worship services in the Mariner's Chapel and onboard. They also make themselves available to truckers in SCI's facility or even on truck lines where they stop to visit while distributing reading material and sweets. The entire port community is always welcome at the International Seafarers' Center for recreation, internet access, business services, and a good meal from SCI's Port 'O Call restaurant.

SCI chaplains, like the Rev. Francis Cho, and trained volunteers visit 90% of all ships entering the greater Port of New York & New Jersey—more than 4,000 ships each year.

Ministry on the River

Ministry on the River, begun in 1998, is a network of hospitality and pastoral care for inland mariners and their families along 2,200 miles of America's waterways. People in service clubs, schools, and churches are learning that skilled crews regularly contend with rapid currents, icy decks, and dangerous conditions and loneliness.

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. A network of River Friendly Churches of various denominations participate in Ministry on the River programs. Ministry on the River is also involved in helping school systems develop maritime-focused curricula, and coordinating Mariners' Sunday celebrations.

International Training Center for Workplace Ministry

The International Training Center (ITC) for Workplace Ministry, based at the International Seafarers' Center, trains clergy and lay leaders from targeted third world ports in skills essential to effective port ministry. The objective is to meet individual learning goals set by the interns and their sending agency. Now in its 8th year, with 38 graduates serving in ports around the world, this curriculum of action, reflection, and study enables the interns to experience the spiritual vitality and technical management that make a port mission successful.

Graduates become part of SCI's WorldHaven program that is under the direction of the Center for Seafarers' Rights.

Cross Cultural Immersion

A new component of the program is a two week course in cross cultural immersion specifically developed for U.S. seminarians. Offered three times a year, the short course has been described as a "real eye-opener" to the issues of export labor and the global economy for the men and women preparing for congregational ministry.

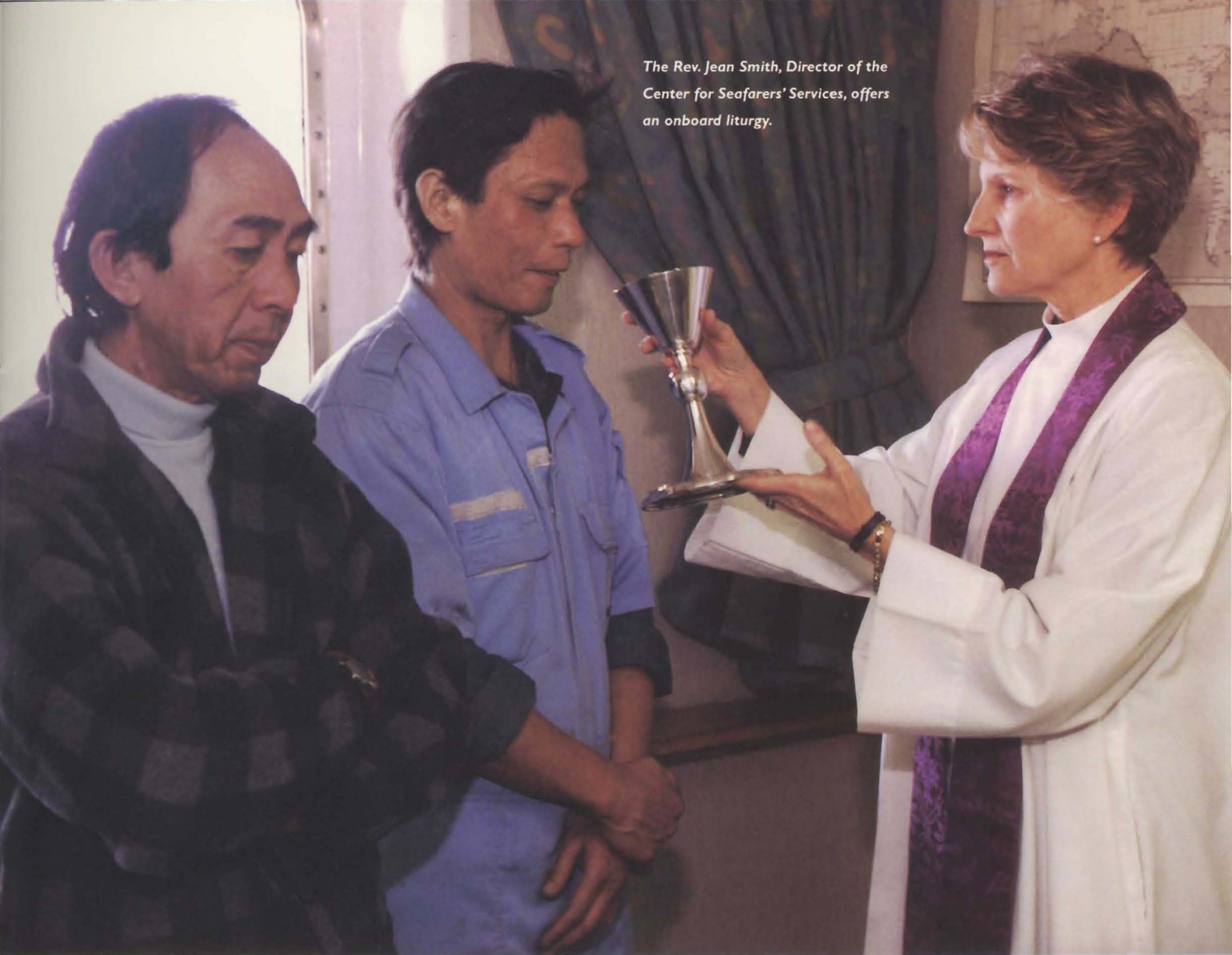
ITC 2001 graduates included the Rev. Mariano Valencia and Ms. Marina Francisco from the Philippines, Father Matthew Kim from Korea, and the Rev. Marcelo Pombo from Brazil.



Marina Francisco, an ITC intern from the Philippines, helps a seafarer to e-mail home.



Five local churches participate at the Christmas on the River packing in Cape Girardeau, Missouri. Members from First Baptist Church, First Presbyterian Church, St. Mark Lutheran Church, First Assembly of God, and Christ Episcopal Church take part in this annual ecumenical event.



The Rev. Jean Smith, Director of the Center for Seafarers' Services, offers an onboard liturgy.

Passenger Ship Terminal

From April to November, SCI chaplains greet thousands of seafarers who often work far below the luxury decks of cruise ships entering New York City. Hotel staff and seafarers alike rely upon SCI's chaplains for confidential counseling, secure financial transactions such as wiring money home, and a free tour of Manhattan in one of SCI's vans.

Christmas-at-Sea

Despite the September 11 attacks resulting in the loss of a packing month, Christmas-at-Sea volunteers boxed 14,542 gifts – the largest number of gifts ever prepared by the Institute.

More than 3,000 knitters drawn from all 50 states contribute to this annual effort that began during the Spanish American War.

Ministry with Merchant Marine Veterans and Retired Seafarers

Pastoral and Social Services for retired seafarers and merchant marine veterans take place in the Seafarers' Club at SCI's headquarters and at the International Seafarers' Center. SCI hosts and provides services to New Jersey's Dennis Roland Chapter and New York's Edwin J. O'Hara Chapter of the American Merchant Marine Veterans.

Activities for retired seafarers who gather at the Seafarers' Club include

monthly trips and regular international dinners, coordinated by a chaplain.



Mary Novello, Director of Community Affairs, and volunteers prepare donated clothing and participate in hospitality programs with seafarers at the International Seafarers' Center.

The Center for Seafarers' Rights

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 also works to improve national and international laws and practices protecting seafarers in order to improve working and living conditions.

The Center for Seafarers' Rights used its national and international resources to tackle tough issues facing seafarers' rights in 2001.

CSR's advocacy included seafarers far from U.S. ports. In August, CSR tackled two international crises—one in Kenya and the other in Australia—and promoted the rights of marginalized people to government officials and to the community through interviews with reporters.

SCI contributed significantly to halting the illegal recruitment of cruise ship workers among poor people in Nairobi. CSR needed to speak out on behalf of proper recruiting procedures and to stop the exploitation of poor people.



CSR staff attorney, Camilo Cardozo, and SCI Chaplain, the Rev. James Kollin, meet with a seafarer onboard a ship in Port Newark.

Facade companies approached low-income citizens of Nairobi countries and took advantage of their difficult economic situation to offer jobs at a fee. After the companies collected considerable amounts of money, they vanished.

SCI also added its voice to the international outrage at the denial of the *M/V Tampa* to an Australian port because the ship had rescued refugees from a sinking ferry. CSR was very concerned that no actions be taken by any state that might create a disincentive for vessels to respond to a distress at sea. Australia's detention of the *M/V Tampa* and refusal to accept the shipwrecked survivors placed an unreasonable financial burden on the ship and established a negative precedent for those masters and shipowners to comply with their moral and legal obligation to rescue persons in distress at sea.

SCI also campaigned throughout the year for attention to seafarers' rights at conferences devoted to recruiting and retaining seafarers. CSR maintained that when the industry

staunchly preserves traditional seafarers' rights, mariners understand that they are valued and respected for their contributions. When the industry ignores or erodes traditional seafarers' rights, their perceptions of their worth and dignity are certainly major factors in whether they join and remain in a shipboard career.

- In March, Douglas B. Stevenson, CSR's Director, was a presenter at the Connecticut Maritime Association's Shipping 2001 Conference. He spoke to this international audience of ship owners and merchants about the importance of seafarers' rights, especially for recruitment and retention.
- In May, Mr. Stevenson spoke on seafarers' rights to delegates at the United Nations Convention on the Law of the Sea in New York City. He was the only non-governmental speaker.
- CSR also co-sponsored a two-day National Dialogue at the end of May for industry and government leaders on recruitment and retention of seafarers at Kings Point, New York.

In addition, CSR participated in the International Christian Maritime Association's (ICMA) 2001 Seafarers' Ministry Training course. Chaplains from around the world gathered in November in Kowloon, Hong Kong, China to receive training.



*Douglas B. Stevenson, CSR's Director, talks in April with the abandoned crew of the *Agios Minas* who were stranded for more than 40 days off the coast of Brunswick, Georgia. CSR's effort helped repatriate the crew as well as procure their wages.*

The Rt. Hon. George L. Carey, Archbishop of Canterbury and spiritual leader of 70 million Anglicans in 164 countries, wears an SCI chaplain's cap given to him by Douglas B. Stevenson during a January visit to Lambeth Palace. Mr. Stevenson is a member of the Advisory Council to the Anglican Observer to the United Nations.



Kassandra Slangan, CSR's 2001 summer intern from Tulane University's Law School, and Karen Dominguez, the Administrative Assistant at the Center for Seafarers' Rights.

SCI adds third Seafarers' Center in Brazil

The Seamen's Church Institute's regular contact and continuing dialog over the past five years has resulted in partnerships with three Brazilian seafarers' centers. The latest Center in Ubu opened in July 2001. All three coastal Centers are within 375 miles of Rio de Janeiro.

This is SCI's third partnership with the Espírito Santos Baptist Convention. Five years ago, Pastor Damivan Dos Santos founded the Vitória Seafarers' Center after his graduation from SCI's International Training Center for Workplace Ministry (ITC) at Port Newark.

When SCI recognized a need for a seafarers' center in Paranaguá, he laid the groundwork for SCI to partner not only with the Espírito Santos, but also the Paraná Baptist Convention. Pastor Dos Santos and his family moved from the Vitória Seafarers' Center to start the resulting new port ministry in Paranaguá.



The Rev. Jean Smith and Pastor Ilton Pereira, General Secretary of the Espírito Santos Baptist Convention.



The Nauta Seafarers' Center in Ubu, Brazil.

"SCI's investment in port chaplains like Damivan and Nauta's Pastor André, as well as partnerships with Baptist Conventions, mean that seafarers can expect quality pastoral care in Brazil's expanding ports," said the Rev. Jean Smith, Director of the ITC program.

The Nauta Seafarers' Center is the result of an innovative partnership among the Seamen's Church Institute, SAMARCO Mining Corporation, and the Espírito Santos Baptist Convention. The partners agreed to take on the following responsibilities:

- SCI provides training and guidance for the day-to-day operations, and mariners may access SCI's Mariners' Assistance Fund.
- SAMARCO Mining Corporation procured and maintains the building, furnishings, and equipment. The company also provides meals as well as buses for the chaplains.

- The Espírito Santos Baptist Convention compensates and assists the Port Chaplain.

"SCI's partnering with a private terminal operator, SAMARCO, to develop a seafarers' center is a first for us, and could serve as a model for the church's collaboration with private industry to develop port services for mariners," said Douglas B. Stevenson, Director of SCI's WorldHaven program.

More merchant seafarers are expected in Brazil's ports this year than ever before. According to the U.S. Department of Transportation, total cargo coming to the United States from Latin America has been increasing by 10 million tons each year for the past four years.

"SCI is currently investigating other partnerships in Brazil which means that even more seafarers will have access to much needed port services," said Mr. Stevenson.



Douglas Stevenson; the Rev. Jean Smith; Celso Silva, San Marco Port representative; and Pastor André de Oliveira, Port Chaplain at Nauta in Ubu gather to discuss future port ministry initiatives at a meeting in Ubu in October.



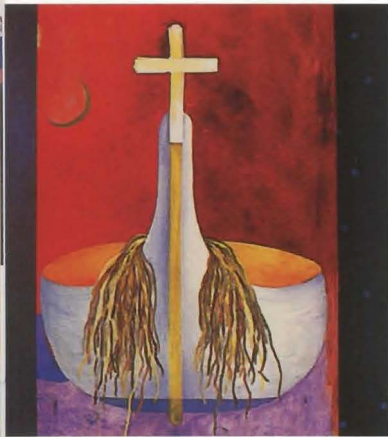
The Port of Ubu, Brazil.



Seafarers disembarking in Ubu now have a place to relax and unwind.

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 gallery is open on weekdays, and a \$5.00 suggested contribution is used to help maintain the maritime art collection and to support future exhibits.



"The Collector" Mary Barnes

The 2001 gallery exhibits began on March 1 with "Threads of Time: New Drawings and Paintings," by local Downtown artist Mary Barnes. This exhibit featured symbolic images of boats, landscapes, and bones to present a broad a provocative collection of personal imagery portraying memory, time, loss, and history.

It was followed on Maritime Day with an exhibit of "Vintage Steamship Posters." These steamship-line posters from the early 1900's through the 1950's demonstrate changing art styles. Many came from the Stephen Barrel Chase collection of the Steamship Historical Society of America in Providence, Rhode Island.

The third exhibit, "DAZZLE & DRAB: Ocean Liners at War," was scheduled to open on September 19. Most of the exhibit's ship models, archival photographs, historical posters and nautical artifacts had already been uncrated before the World Trade Center tragedy occurred. None of the artifacts were damaged by the collapse of the Twin Towers just 851 yards away or the thousands of relief workers and volunteers who participated in the Institute's 24-7 Emergency Relief Work that followed.

The exhibit opened on Veterans' Day and continued through February 2002.

DAZZLE & DRAB was the first exhibition ever to chronicle the vital wartime roles luxurious vessels performed. A joint

presentation of The Ocean Liner Museum and the Institute, the exhibition documented the use of the ocean liners converted to troop carriers, hospital ships and armed merchant cruisers during hostilities.

The exhibit also included rare ship models, vivid paintings, illuminating videos, and a variety of three-dimensional nautical artifacts that illustrated the dramatic and indispensable role that passenger liners played during wartime in the 20th century.

Woody Swain, a member of the boards of both the Seamen's Church Institute and The Ocean Liner Museum, was the Chairman of the exhibition.

SCI goes to the movies

With the July 2001 opening of the Maiden Alley Cinema in downtown Paducah, SCI's Center for Maritime Education now features expanded, state-of-the-art meeting and conference space in its training facilities.



The Maiden Alley Cinema, part of CME-Paducah's building complex.

The project to develop the space, which is part of the historic Petter complex that houses SCI and the River Heritage Museum, represented collaboration between those two organizations, the Paducah Film Society, and the City of Paducah. The theater shows movies in the evenings, historical presentations during the day, and is available to SCI for captain's meetings, towboat industry forums, and conferences.



SCI President Harry B. Lindh examines exhibits in DAZZLE & DRAB: Ocean Liners At War.

DAZZLE & DRAB
OCEAN LINERS AT WAR

Financial *summary*

| | 2001 | 2000 |
|--|--------------------|--------------------|
| Operating Support of Revenue | \$5,607,210 | \$4,189,470 |
| A. Voluntary Contributions & Grants | 1,912,817 | 1,409,334 |
| B. Center for Maritime Education | 1,615,399 | 1,083,035 |
| C. Direct Services to Seafarers | 361,945 | 264,115 |
| D. Chapel and Outreach Ministries | 2,600 | 2,350 |
| E. Port Newark Facility | 193,435 | 122,984 |
| F. Investment Income | 926,179 | 813,086 |
| G. Special Event Income | 469,775 | 352,550 |
| H. Other Income | 125,060 | 142,016 |
| Operating Expenses | 6,754,296 | 6,030,374 |
| A. Direct Services to Mariners | 1,931,120 | 1,649,985 |
| B. Education for Mariners | 2,340,698 | 2,070,385 |
| C. Management and General Administration | 964,877 | 909,040 |
| D. Development | 490,245 | 482,455 |
| E. Port Newark Facility | 248,472 | 111,882 |
| F. Advocacy for Mariners | 293,683 | 449,182 |
| G. Communications | 231,290 | 177,836 |
| H. Chapel and Outreach Ministries | 127,461 | 22,749 |
| I. Event Related Expenses | 126,450 | 156,860 |

This information has been extracted from the 2001 Audited Financial Statements which may be obtained by writing to:

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241 Water Street
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SCI volunteers prepare to bring supplies to Ground Zero.

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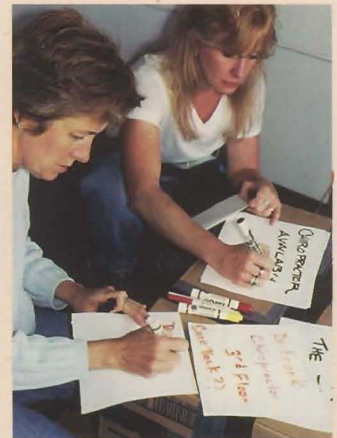


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The Rev. Canon Peter Larom and the Rev. Jean Smith bless a memorial plaque in December that names the 75 Port Authority personnel who perished in the attacks on the World Trade Center. The memorial is on display at the International Seafarers' Center in Port Newark and contains a piece of the Twin Towers.

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*The Rev. Canon Peter Lorum
 near Ground Zero the morning
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Captain Eric Larsson, Director of SCI's Center for Maritime Education, guides the Hon. David Dewhurst, Commissioner of the Texas General Land Office, through a simulation during the May 10 opening of the CME – Gulf Region in the Port of Houston.

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Ken Wheeler, Chairman of the Four Rivers Training Consortium, talks with Commander Michael Blair, United States Coast Guard, at the July opening of SCI's fire safety training course in Paducah.

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*The Rev. James Kollin and George Finger
load a van before ship visiting.*



The Rev. Jean Smith greets a ship captain.

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Those who died on September 11,
2001 in the Pentagon and
World Trade Center
Those who made the supreme
sacrifice September 11, 2001
Those who perished
September 11, 2001
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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's 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. This is a Specific Bequest. 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 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 entitles 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.

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SCI Emergency Relief Effort



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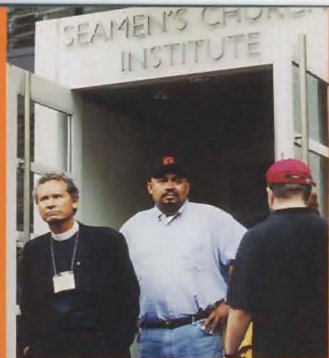
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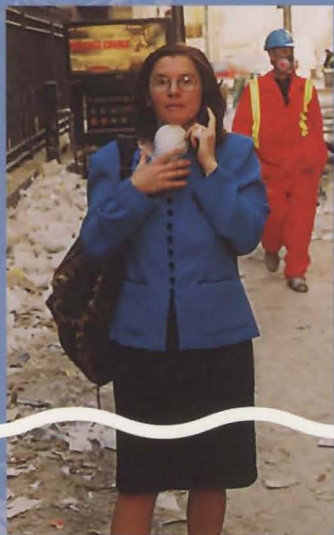


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▲ Bill Breen
Building Manager

following 9-11



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The Seamen's Church Institute's staff and Board members participated non-stop in the Emergency Relief Effort following the 9-11 tragedy. Their hard work was supported by the maritime community and friends, and demonstrated that SCI is strong and ready for service whenever needed.



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