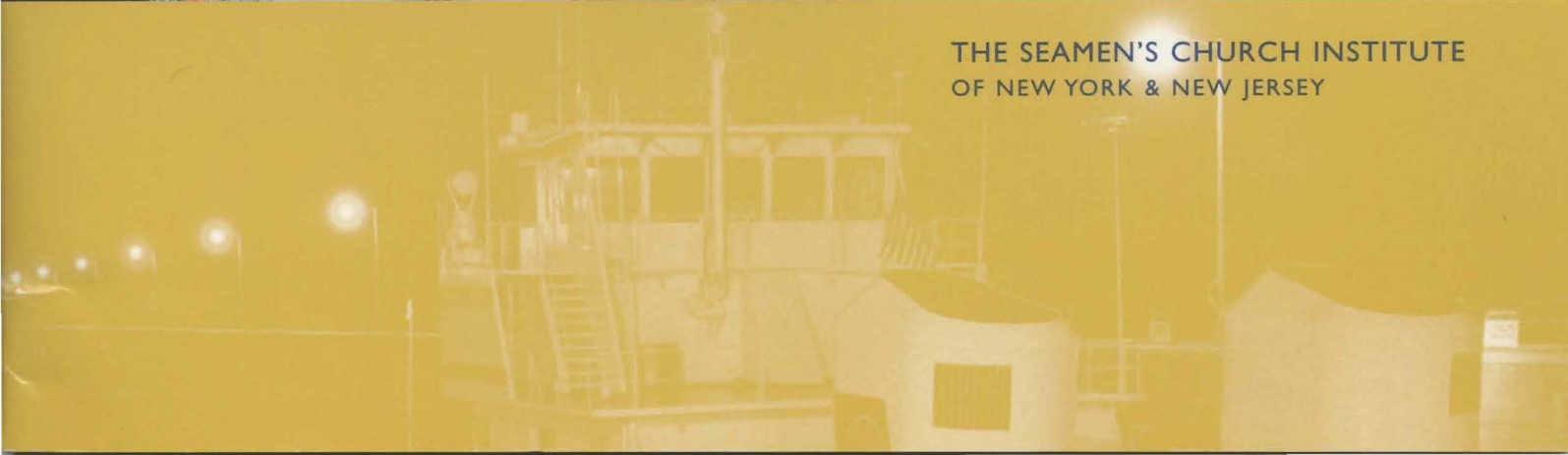


2000 ANNUAL REPORT



THE LOOKOUT
VOLUME 93/NUMBER 2



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

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



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

Founded in 1834, the Institute is a voluntary, ecumenical agency affiliated with the Episcopal Church.

The headquarters of the Seamen's Church
Institute in lower Manhattan.



THE LOOKOUT

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Chairman: George D. Benjamin
President: Henry C.B. Lindh
Executive Director: The Rev. Canon Peter Larom
Chief Operating Officer: The Rev. Jean Smith
Editor: Debra Wagner

Message from **THE CHAIRMAN**



George D. Benjamin

In what is now our 167th year, I am pleased to report that the Seamen's Church Institute (SCI) has had another year of controlled activity growth. This growth in new or expanded programs is directly related to our basic long-term mission—to enhance the well being of mariners.

SCI's early life was localized. More recently, we have spread to new lands and numerous new locations. The evidence for this includes our ITC/WorldHaven and Ministry on the River programs as well as our new CME - Gulf Region training center. We are providing more services to more mariners in more places than ever before. We are housed in four major facilities within the United States and are affiliated with other institutions in many other U.S. cities. Today we are growing an overseas network that is becoming more important each day.

Frankly, funding for these expanding programs is never equal to the needs we know we could fulfill given an expanded treasury. But thanks to our predecessor boards and our supporters and volunteers we are managing to expand our horizon in areas of need and do so within the realm of fiscal responsibility.

Domestic and overseas expansion doesn't just happen to fall in our laps. It results from planning, building, and funding priority challenges that support mariners. It also requires that we earn the respect and trust of many new friends. The past few years have blessed SCI with a host of new people who understand our mission and commitment, and enjoy getting involved.

Board members, officers, and staff derive much satisfaction through their participation in SCI's work. We believe the work is important and relevant to the maritime industry and its participants today and beyond. Our supporters and volunteers share this belief as well, and for this we are grateful.

Sincerely,

A handwritten signature in dark ink that reads "George D. Benjamin". The signature is written in a cursive style with a large, prominent "G" and "B".

George D. Benjamin

Chairman, Board of Trustees

CENTER FOR SEAFARERS' SERVICES

3,648	ships were visited in the Port of New York/New Jersey
360	religious services were held at SCI's International Seafarers' Center
8,617	seafarers used SCI's International Seafarers' Center
261	loans or grants were made to seafarers in need
5,800	pounds of clothes were donated to seafarers
2,713	seafarers sought personal, pastoral and vocational counseling
11,610	Christmas-at-Sea packages were delivered to mariners
8,430	seafarers used SCI's New York Club
12,196	volunteer hours were logged in New York and New Jersey
106,500	volunteer hours were devoted by Christmas-at-Sea knitters
7,130	seafarers were transported in SCI vans
21,515	books and magazines were placed aboard ships in port
5,964	letters and postcards were mailed
1,767	truckers used the International Seafarers' Center
24	river chaplaincy sites were established along America's rivers
22	river chaplains received SCI training



2000 YEAR IN REVIEW

CENTER FOR SEAFARERS' RIGHTS

178	case files were opened, including:
9	repatriation cases
23	immigration and shore leave cases
3	ship safety cases
7	ship abandonment cases
30	illness and injury cases
6	living condition cases

CENTER FOR MARITIME EDUCATION – NEW YORK

388	merchant mariners received training
122	students received ARPA and radar certification training
39	seafarers received marine electronics and GMDSS training
87	trainees received shiphandling, tug/barge handling and watch-keeping instruction
24	mariners received emergency procedures training
43	trainees received coursework about inert gas and crude oil washing

CENTER FOR MARITIME EDUCATION – PADUCAH

725	inland mariners received navigation training
131	mariners received basic marine firefighting training
2	river simulation databases were developed
66	miles of river were computer-simulated
850	visitors toured SCI's state-of-the-art facility

5,112 *Generous Donors And Volunteers Helped Make SCI's Work Possible*

Message from THE EXECUTIVE DIRECTOR



The Rev. Canon
Peter Laron

Dear Friend:

This Annual Report edition of *The Lookout* comes during some exciting times for the Seamen's Church Institute. The achievements of our program divisions are illustrated in these pages, but I would like to highlight a few items.

We inaugurated the Center for Maritime Education – Gulf Region in the Port of Houston this spring. Maritime safety and professional development have always been integral to our mission. After four years of planning and fundraising, and listening to the needs of the inland, coastal, and offshore companies that work in the region, we launched a state-of-the-art computer simulation-based training center. The Center for Maritime Education – Gulf Region builds on the success of its sister facilities in New York City and Paducah, Kentucky. The Port of Houston Authority has been our partner in the Gulf Region project, and the Center has been booked, as of this writing, for forty-two weeks of training per year for five years.

The Center for Seafarers' Rights continues to be at the forefront of maritime advocacy, seeking creative ways to address the professional and legal needs of seafarers around the world. The topic of the Blue Water / Brown Water Forum at last year's Silver Bell Awards Dinner was the recruitment and retention of American mariners—an issue of critical importance in American-flag shipping. Those discussions, which the participants agreed were vital and rewarding, have spawned several follow-up forums involving the Seamen's Church Institute and leaders from the maritime industry.

The many programs of the Center for Seafarers' Services are building on solid foundations. Christmas-at-Sea expanded to Christmas on the River a few years ago; SCI's outreach to men and women aboard vessels during the holidays has now grown to include Easter on the River. Our program to train port chaplains at the International Training Center for Workplace Ministry in Port Newark continues to draw exceptional candidates from emerging port nations, as we seek to place professional chaplains in ports where they are needed.

The Seamen's Church Institute has undertaken a process of Strategic Planning in order to outline our priorities for the next several years. Board and staff strive to position our programs and financial resources to serve our mission. While those discussions continue, I am pleased to report that the Institute remains on strong financial footing, thanks to the careful stewardship of our endowment and other assets.

But equally important, the Institute continues to benefit from the contributions of our many friends and supporters. This past year saw individual, estate, and corporate giving rise to record levels for the Institute—an endorsement of the vitality of our mission and a challenge for the future.

Please know that we are deeply grateful for your support. With your help, we look forward to finding increasingly creative ways of serving the men and women who work in the maritime world—it's a challenge we are honored to accept.

Faithfully,

A handwritten signature in black ink that reads "The Rev. Canon Peter Laron".

The Rev. Canon Peter Laron
Executive Director

Message from A TRUSTEE

Dear Friend,

I write to you as one of the newest members of the Seamen's Church Institute's Board of Trustees, having joined in February of 2001. As someone who comes to the board thanks to the Institute's inland waterways training and ministry, perhaps I can offer a perspective on SCI as a valued and important contributor to the maritime industry.

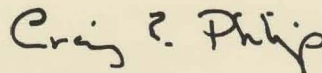
I first came to know SCI in 1995, as those of us working on "brown water" sought to augment company training programs with first-class simulation training. As president of Ingram Barge Company, I worked with fellow members of the AWO's Responsible Carrier Program to identify a number of training providers to consider. After careful exploration, it was clear that SCI's training expertise and technical capabilities were of the highest caliber. However, it was SCI's mission orientation and abiding respect for individual mariners that truly set the Institute apart.

Since the Institute's Center for Maritime Education – Paducah opened in 1997, SCI has made a real difference. The 11,000 miles of navigable rivers are safer, thanks to 3,000 graduates of SCI training. In addition, our mariners' sense of pride and professionalism has been advanced through SCI's genuine concern for the whole person.

But that's not all. As SCI came to know the river industry and its community members, it recognized the unique personal and family challenges faced by our mariners ... and it has responded. In less than three years, SCI's Ministry on the River has created a pastoral help network stretching from Pittsburgh to New Orleans. With boat visits, family support workshops, new employee orientation programs, and Christmas on the River, the inland waterways community is being served in beneficial ways that we never could have imagined just a few short years ago.

All those who support SCI's mission deserve thanks for helping SCI reach out to America's 30,000 inland mariners. I am privileged to be counted in your number.

Sincerely,



Craig E. Philip

Trustee

President & CEO, Ingram Barge Company



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LATIN AMERICAN PORTS

SCI increases service to booming Latin American ports

Port commerce in Latin America is booming. Recent trends toward privatization, improved labor relations, and better traffic flow, coupled with strengthening economies in the region, have made for bright forecasts for the maritime industry. According to statistics from the U.S. Department of Transportation, total cargo coming from Latin America has been increasing by 10 million tons each year for the past three years. Chile, Venezuela, Peru, Brazil, and Colombia have seen their tonnage rates rise drastically, and the trend shows every sign of continuing.

While American journalists and forecasters point out expanding opportunities for economic growth and development, they often overlook the boom's initial shock to the system. Increased tonnage requires more labor—and longer workdays. Older, less developed port facilities must struggle to meet the demands of larger, modern ships—and more of them. Container ships must be offloaded and reloaded quickly in order to maintain very tight schedules, which means less time in port—less time for a seafarer arriving in Paranagua,



Brazil, to call his family in the Philippines, see a doctor about the ache in his shoulder, or talk to a chaplain about his son's difficulties in school.

Regardless of which port mariners enter, they typically arrive with personal and spiritual needs. In order to gauge the effectiveness of its own services, SCI conducted a survey recently of seafarers regarding their needs when in port. They represented dozens of countries, languages, and religions. Their jobs took them from continent to continent. SCI discovered that what they most wanted, after the opportunity to communicate with their families, was a visit from a port chaplain along with the opportunity to visit a port mission.

Starting new port ministries is like planting churches. Both take time, talented leaders, vision, and money, but the need for port ministries is often driven as much by economics as by spiritual concerns. Latin America's rapid growth has presented a challenge for seafarers' services, which are usually provided by clergy-based charities, to keep up.

"SCI sees an opportunity to initiate new ministries in underserved ports," says the Rev. Jean Smith, the Institute's Managing Director. "Our mission is worldwide, and we have found particularly exciting challenges in Latin America."

As the head of the Institute's International Training Center for Workplace Ministry (ITC), Smith has been deeply involved in developing port ministries. Finding the right people to begin these programs is one of the ITC program's most critical tasks. Port chaplains must be people of many talents. Part diplomat, linguist, and lawyer, they often have to confront issues a traditional priest or pastor might never see.

Port chaplains minister to men and women who have been at sea, and away from their families, for long stretches of time, often for six months or more. They might be the only ones that seafarers can talk to about a wage dispute, an injury claim, or an ailing child. Port chaplains help clear up the misunderstandings that arise when a group of people shares a small space for a long time. The first task is often to make sure that everyone aboard respects each other's dignity.

Chaplains at the International Training Center for Workplace Ministry enter a period of training for six to ten months, depending on their future plans. All training includes how to be sensitive to the range of faith communities of seafarers, how to effectively deploy volunteers, and how to write successful grant applications. The ITC acts as the seed bed for those who go out to do the planting of seafarers' centers.

After they graduate, chaplains become part of SCI's WorldHaven network, which encourages and supports maritime-related ministries in unserved and underserved ports around the world. Presently operating with support of a grant from the Henry Luce Foundation, the network is being developed and expanded with the guidance of Douglas Stevenson, the Director of Center for Seafarers' Rights.

Latin American seafarers frequently visit SCI's International Seafarers' Center in Port Newark where people from many denominational backgrounds study in SCI's International Training Center.

Photos from left to right: ▶ **Parangua, Brazil, home of WorldHaven's most recent initiative in developing a port ministry with a chaplain trained at Port Newark.** ▶ **Tonnage in Latin America continues to dramatically increase.** ▶ **Camilo Cardozo, staff attorney for the Center for Seafarers' Rights, graduated from law school in Colombia and Tulane University in New Orleans.**



New CSR Attorney Connects Personally with South American Seafarers

The faxed message received by SCI on August 18, 2000, reported the illegal detention of the crew of the M/V Peter, which sank off the coast of Gabon in West Africa. A month later, in mid-September, Camilo Cardozo joined the legal staff of the Center for Seafarers' Rights and immediately became a key link between four of the crew members and their families in Colombia and Ecuador, and between the Center and the Ecuadorian Consul in Gabon. A native of Colombia, Camilo was able to speak in Spanish to the families of the detained crew and, in the case of two Colombians, to make the kind of connection that brings invaluable comfort in times of trouble.

He earned an LLM in Admiralty and Maritime Law (with Distinction) from Tulane University. He works under the direction of Douglas B. Stevenson, who is preparing Camilo to deal with the issues of discrimination, unpaid wages, repatria-

tion, severe injuries, and abandonment that seafarers face and bring to CSR.

"The cases we take do not usually involve litigation," he notes. "We are advocates for seafarers, not mediators. Often cases come to us through port chaplains in the WorldHaven network."

The M/V Peter crew's request for help was written in Ukrainian, the language of Chief Officer S. Ryabchenko, but four of the crew members were from South America and spoke Spanish.

"It was a complicated situation," Camilo says, "but the crew was being held hostage by Gabon and not permitted to leave the country until \$3 million to salvage the vessel was paid. Before it was over, they were detained for three months and were not paid by the ship's owner for five. It was a desperate situation for them and especially for their families, who depend on their income. When I called the Colombian families,

they were just in tears because they did not know where to turn."

Denied their salaries, the men were billed for their room and board in a hotel in Libreville, Gabon. One crewman came down with malaria.

The Ecuadorian Consul in Gabon helped to untangle the situation for the detained seafarers—and, again, Camilo's knowledge of Spanish and South America proved invaluable. Although the resolution of the incident was brought about by a coalition of international actors assembled by CSR, the presence of Camilo was, for the South American seafarers and their families, the answer to a prayer and an essential personal face for the seafarers who pursue one of the world's loneliest professions.

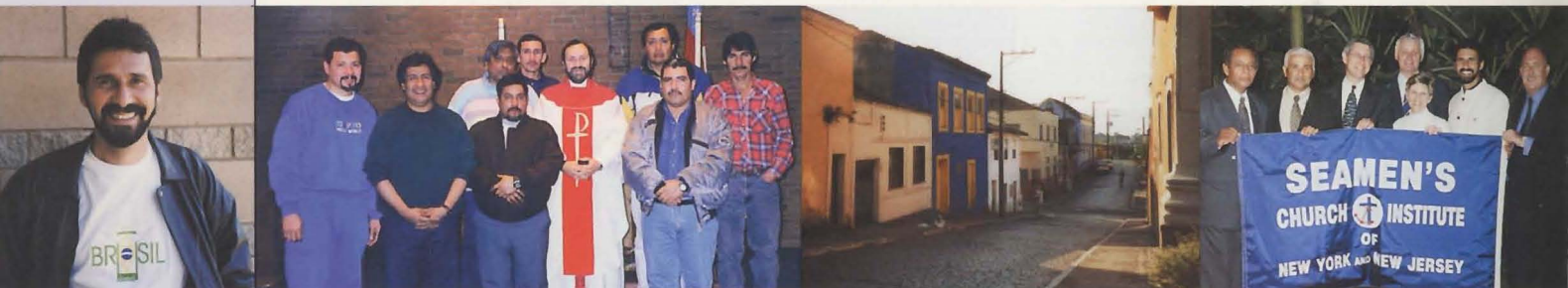
As M/V Peter crewman Hernan Jaramillo said when he had been safely returned to Colombia, "Only God can pay you for your work."

LATIN AMERICAN PORTS (continued)

New Leadership in Colombia and Brazil

Two leaders have emerged in the past year who have the vision, skill, and charisma to help meet the demand for effective seafarers' services in Latin America.

One of them is Francisco Duque-Gomez, an ITC graduate who has been recently elected Bishop Coadjutor of Colombia (he will become the full diocesan bishop when the current bishop retires). He expressed interest in starting a port ministry in Colombia when he was in the training program in 1998 and is now in a position to make something happen. Cartagena is the perfect site for this new ministry, as the Rev. Jean Smith and Douglas Stevenson concluded when they met with people in the shipping industry there to ascertain



▲ The Rev. Damivan dos Santos, an ITC graduate, worked with SCI to start the Seafarers' Support Center of Paranagua, Brazil in April 2000.

the level of support for it. Bishop Duque has been instrumental in identifying candidates for the ITC program and raising awareness of the need for port ministries.

The second leader is the Rev. Damivan dos Santos, who has established a program in Paranagua, Brazil, which was officially launched in April 2000 as the Seafarers' Support Center. This ministry, WorldHaven's second major initiative, represents a partnership between SCI and the Baptist Conventions of Espirito Santo and Parana. Ecumenical cooperation is essential for these ministries. Paranagua follows on the heels of WorldHaven's first initiative in Vitoria, Brazil, which was inaugurated in 1997.

It is not an easy task to open a new port ministry, which requires the cooperation of local shipping, government, and religious institutions. Pastor dos Santos first went to Vitoria, where he helped to develop a seafarers' center six years ago. His success there led him to move to Paranagua to work with the new center in March 2000. In the past year, he has struggled with various local issues, including space for the center itself.

"There is a legal entity," dos Santos says, "the Seafarers' Support Center of Paranagua, with a local community board, but we are still trying to get land promised by the Port Authority. The ITF Seafarers' Trust has approved payment for a feasibility study which is now under way."

SCI's support for this ministry is critical to its success in many ways. Not only was dos Santos trained at the ITC, but these developing programs require the kind of financial support SCI can help to supply. There is no question that his demonstrated ability to go into a new community and start a ministry from the ground up makes the fundamental difference.

As Douglas Stevenson notes, "We surveyed several ports in Brazil in 1997, when we traveled to Vitoria to dedicate the ministry there. We concluded that Paranagua was the ideal port to start another. Since the concept of maritime ministry was unknown there, Pastor dos Santos had to do a tremendous amount of work in the community."

South American Pilots Complete Training in Paducah

The computer simulations of South American rivers at the Center for Maritime Education in Paducah, Kentucky, have been used to train river pilots for nearly three years now. CME offers a total of 15 courses, including pilotage and navigation, radar certification, and maritime pollution prevention. The SCI database development department, established in 1998, constructs computerized models for simulation training on such rivers as the Parana in Argentina.

Captain Greg Menke, Director of the Paducah facility, reports: "CME had one class of South American pilots in 2000. Most of them were from Paraguay. Their classes are very different from those provided for North Americans. The South Americans need a skills-based course to know how to perform certain maneuvers with their boat and tow.

"They also require training in river conditions, river currents, and how to react to different situations. What is

interesting is the fact that the South American pilots have no culture regarding large-scale towing operations on their rivers. There are no older, more experienced people who have been operating on these rivers for years and years. In that respect, they are modern-day pioneers. We at SCI feel privileged to be part of this adventure with them."

Photos from left to right: ▶ **The Rev. Francisco Duque-Gomez, the recently elected Bishop Coadjutor of Colombia, is working with SCI to begin a port ministry in Cartagena, Colombia. While he was in the ITC program at Port Newark, he celebrated many services like this one for seafarers.** ▶ **Paranagua is the largest port in the south of Brazil.** ▶ **SCI's Douglas Stevenson (third from left) and the Rev. Jean Smith (fifth from left) attend the opening of the Seafarers' Support Center of Paranagua, Brazil.**

When local authorities have no experience with port chaplains, they need to be educated about the benefits of the maritime ministry to their port community. There is also a considerable amount of community training and development required to get the support that is necessary for the work.

Pastor dos Santos was originally trained to be a missionary among the tribal people of the Amazon. "I learned about this seafarers' ministry through the Rev. Hee Yong Gyon, a good friend of Fr. Francis Cho [Senior Chaplain at SCI in Port Newark]. Gyon was pastor of a Korean Church in Sao Paulo, which was the primary support for my Amazonian ministry. After 22 months, I realized that God was calling me to this work in Brazil, where it was simply not being done. That amazes me."

Beyond the Traditional Models

SCI's resources—the Center for Seafarers' Rights and Center for Seafarers' Services, in particular—support the WorldHaven network members by providing advocacy assistance, legal and legislative advice, volunteer development training, assistance in planning conferences, and help with governmental relations.

"We throw our net as broadly as we can, so that we can see what comes in and who has the most potential," Smith says. "We are looking for the same skills church planters have."

Speaking of the work of SCI as it looks to the future in Latin America, the Rev. Canon Peter Larom, SCI's Executive Director, remarks, "When Jesus told his disciples to cast their nets on the other side of the boat, I believe He was saying, 'Think outside the box!' Our efforts to open new port ministries in Latin America in underserved but growing ports require enormous creativity and dedication. We are taking the historic mission of the Seamen's Church Institute to new heights."



▲ **The support of local churches is critical to the success of a port mission.**

CENTER FOR SEAFARER'S SERVICES

The 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. SCI-trained chaplains are available to mariners who have spent weeks and months far from home. SCI's extensive experience in caring for the well being of mariners has initiated new ministries including such Ministry on the River and the International Training Center for Workplace Ministry. Yet familiar ministries, like Christmas-at-Sea, continue to find countless volunteers who provide a handmade gift that takes away some of the loneliness of being far from home at the holidays. Seafarers entering New York/New Jersey are always welcomed at the International Seafarers' Center, where an array of services include many ways to reach home and a workout at a fitness center.

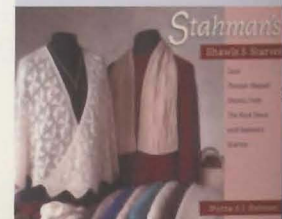


The International Seafarers' Center in Port Newark, New Jersey delivers hospitality and assistance to seafarers entering the Greater Port of New York/New Jersey. A team of multilingual port chaplains visits 90% of all ships that enter the port annually. Chaplains also provide seafarers with transportation to and from the Institute's International Seafarers' Center. Opened in 1960, the Center is a place where seafarers participate in a variety of recreational, spiritual, and social activities.

Ministry on the River, SCI's outreach to inland mariners and their families began in 1998. Chaplains along 2,200 miles of inland waterways are a toll-free phone call away for inland mariners. In 2000, its Christmas on the River program visited 500 vessels in seven cities and Easter on the River was inaugurated. Twenty-two more chaplains from Episcopal, Baptist, Disciples of Christ, Methodist, Presbyterian, and Roman Catholic churches were trained for river ministry. Returning to their congregations in Pennsylvania, Missouri, Indiana, Kentucky, and West Virginia, they join a growing network of River Friendly churches.

▲ **The Rev. Francis Cho and Chaplain George Finger bring reading material to truckers who wait sometimes for more than four hours to load or unload at Port Newark.**

▼ **Author Myrna Stahman, a visitor to the program's headquarters in New York City, credits Christmas-at-Sea for the "inspiration" for the seamen's scarves section of this book published in 2000.**



Photos from left to right: ▶ A church volunteer and seafarers enjoy an evening at the International Seafarers' Center. ▶ The Rev. John Antonio Nelson, an ITC graduate, distributes the SCI Seafarers' Handbook in Accra, Ghana. ▶ Karen Cox, Ministry on the River Chaplaincy Project Coordinator, prepares for Christmas on the River. ▶ Sister Joy Manthey, a towboat captain and a nun in the Order of the Sisters of Saint Joseph of Medaille, joined the SCI staff as a Ministry on the River chaplain in 2000. ▶ SCI's trainer Eric Tiedemann helps a seafarer work out at the International Seafarers' Center's fitness equipment. ▶ The International Seafarers' Center in Port Newark. ▶ Ms. Ludmila Litvinenko Koyamangalath, an ITC graduate, distributes the SCI Seafarers' Handbook in St. Petersburg, Russia. ▶ Volunteers and seafarers enjoy the monthly karaoke night at the Seafarers' Club in Manhattan.



Pastoral and Social Services assist retired seafarers living in the New York City area and visit cruise ships at Manhattan's Passenger Ship Terminal. The retired merchant mariners club is a very active group that takes trips to places like the Merchant Marine Academy at Kings Point once a month. One of their most popular activities is a well attended international dinner every month that features cuisine from around the world. Neighborhood residents are increasingly joining the monthly regular group of singers who hold a "Sea Chanty Sing" on Saturday night.

Christmas-at-Sea provided nearly 12,000 hand-knitted gifts to mariners on Christmas Day. A tradition begun during the Spanish American War, it now includes over 3,000 knitters, with at least one in every state.

International Training Center (ITC) for Workplace Ministry, based at Port Newark, trains clergy and lay leaders from around the world for a variety of maritime workplace ministries. Graduates become part of the **WorldHaven** program under the direction of the Center for Seafarers' Rights.

ITC 2000 graduates included the *Rev. Paul W. Chandra* and his wife *Linda* from Indonesia; the *Rev. Francisco Duque* from Bogota, Colombia; *Lorena Marchesi* from Vitoria, Brazil; the *Rev. John Antonio Nelson* from Tema, Ghana; *Jean Vacher* from Port Louis, Mauritius; *Alla Kovtun* from Odessa, Ukraine; the *Rev. Mariano I. Valencia, Jr.* from Taytay, Philippines; and *Monica Park* from Pusan, South Korea.

The Rev. Mary Grambsch, an SCI chaplain, prepares for Maritime Day in Manhattan that includes a service at Trinity Church and wreath-laying ceremony at the Merchant Marine Monument at Battery Park.



CENTER FOR MARITIME EDUCATION

The Center for Maritime Education, the nation's leading independent maritime education program, enhances the professional competency of merchant mariners and improves safety through advanced training. Professional training, begun by SCI in New York in 1899, is now offered in New York City; Paducah, Kentucky (1998); and Houston, Texas (2001). Training is based on a computer simulator system that features interactive vessel bridges/pilot houses. The simulator system is capable of recreating real-life scenarios as mariners hone their navigational and bridge-management skills in a risk-free environment.

CME – New York continued to work on expanding its course offerings. The team restructured courses to include the STCW-95 standard and created new simulation databases for the Persian Gulf, South China Sea, the Malacca Straits, and Scotland. Instructors updated examinations for the Coast Guard proficiency and survival craft operations one-day course. In keeping with SCI's mission, this Center continued to provide tuition assistance to students upgrading their licenses.

CME – Paducah instructors responded to industry concerns by creating a one-day basic marine firefighting course. Steve Crowley joined the staff as Director of Inland Training. CME – Paducah signed a Memorandum of Agreement and Partnership Agreement with the US Coast Guard and worked with the USCG and industry to develop the Western Rivers Orientation. As the anchor of the revitalized downtown, the center continued to welcome the greater community with numerous tours to school, church, and civic groups. One tour included Admiral James M. Loy, Commandant of the United States Coast Guard and SCI Board member.

CME Director Eric Larsson talks with Charles Robertson, chair of the board's Maritime Education Committee.



CME – Gulf Region had not yet begun training in 2000 but, as building work continued, Captain William Douglas was named Director of CME – Gulf Region. He arrived in Houston in December to supervise the final stages. In 1997, Captain Douglas opened CME – Paducah, where start-up challenges were quickly met and gave way to a highly respected training facility with more than 2,700 students. At the Houston facility, by the end of the year, over 12 leading maritime companies in the Gulf Region had committed to over 42 weeks of training. Courses were developed to accommodate deep sea vessels, coastal tugs and barges, and towboats.

The CME – Paducah staff supervises a simulation from the control room.



Photos from left to right: ▶ The staff of CME – New York (from left) Edward Schultz, Steve Groneman, Rosalie Vitale, CME New York Director Captain Richard Beadon, and Eric Ma. ▶ Marking the 2000th mariner to attend the Advanced Management Course at CME – Paducah are instructor Jerry Tinkey, CME – Paducah Director Captain Greg Menke, ACBL Captain Stephen Warden, registrar Kelly Butts, and building manager Buck Viniard. ▶ CME – New York is developing CD-ROM programs to assist classroom-based courses. ▶ Funded by Linstar Enterprises, CME – New York's Director Captain Richard Beadon taught courses in his native Burma. ▶ Craig Philip, President & CEO of Ingram Barge Company, receives one of the first River Bell awards in December 2000 – former Paducah Mayor, Albert Jones, received the other. ▶ CME – Gulf Region under construction in the Port of Houston at the end of 2000. ▶ The arrival of the simulator from Norway in March 2001 made it possible for CME – Gulf Region training to begin in April 2001.

CENTER FOR SEAFARERS' RIGHTS

The Center for Seafarers' Rights is a worldwide resource for legal research, education, advocacy, and seafarers' assistance. The Center counsels and assists merchant mariners free of charge with legal and work-related concerns, trains port chaplains at seafarers' agencies how to respond to legal problems, and shares its observations with government policy-makers, leaders in the maritime industry, and national and international maritime organizations.



CSR continued its international work by participating in the joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers that met in London. In addition, CSR was a member of the United States delegation for the International Maritime Organization Flag State Implementation Sub-Committee. CSR director Douglas Stevenson traveled abroad to present a speech on justice for seafarers at the Seafarers' Welfare Forum in Melbourne, Australia and participated in the International Seminar on Seafarers' Welfare in Barcelona, Spain. In the United States, CSR presented a paper on "Stowaways, Customs, and Port State Control" at the Maritime Law Symposium in Newport, Rhode Island and participated in the Maritime Labor: the Changing Face of the Industry Labor Equation panel at the Connecticut Maritime Associations Shipping 2000 conference. A popular all-day workshop on seafarers' rights and pastoral care workshops were given by Douglas Stevenson and the Rev. Jean Smith in Boston, Massachusetts; Portland, Maine; and Houston, Texas.

Photos on opposite page from left to right: ► Douglas Stevenson, Director of CSR (right), with Yuriy Bohaiievsky, Consul General of the Ukraine, at the CSR banquet in December 1999 that celebrated CSR's successful efforts to release Ukrainian seafarers from captivity in Nigeria. ► Meghan Huntley of Connecticut was CSR's summer intern from Tulane University Law School of New Orleans, Louisiana. Meghan said, "Working at CSR this summer was an amazing opportunity to do public service work, to learn about maritime law, and to learn about the lives of seafarers." ► Douglas Stevenson, Camilo Cardozo, and Father Francis Cho discuss a case at Port Newark. Camilo joined CSR as its new staff attorney in September.



Douglas Stevenson ►
and the Rev. Jean
Smith board a ship
at Port Newark.

WATER STREET GALLERY

At its Manhattan headquarters, the Seamen's Church Institute maintains the Water Street Gallery for exhibits of its permanent collection of maritime art that includes ship models, prints, lithographs, paintings, and other works. The gallery also hosts exhibits of maritime-related art drawn from other sources, including private collections, and seeks to educate the public about the contributions of mariners to art and culture.

The Woolies

From January 2000 through March 2001, the Water Street Gallery of the Seamen's Church Institute hosted *Woolies: Sailors' Embroidered Folk Art*. The exhibit featured over 50 examples of sailors' handiwork from the 1850s through the 1880s.



The yarn-work portraits, or woolies as they are called by collectors, offer unique insights into sailors' lives. With yarn purchased in port, men spent their idle time aboard ship crafting mementos for their sweethearts and family at home. Woolies are testaments to their pride in their vessels, painful separation from loved ones, and the monotony and peril of seafaring.

Traditionally, woolies depict British warships, often in remarkable detail. Some are static portraits; others are scenes of battle or celebration. A few naïve, or primitive, examples survive, along with some highly sophisticated renderings, using various needlework techniques.

Wide-ranging in its exploration of the craft, *Woolies: Sailors' Embroidered Folk Art* was drawn from a private collection and had never been exhibited. The Woolies exhibit traveled from the Water Street Gallery to the River Heritage Museum in Paducah, Kentucky, where it opened on April 21, 2001.

The *Mauretania's* spectacular dazzle display from a Cunard poster dating from 1919, entitled "On War Service-on Peace Service" (Gemeente Rotterdam).

Coming to the Water Street Gallery 2001

First-ever exhibit

DAZZLE AND DRAB: *Ocean Liners at War*

Presented in conjunction with the Ocean Liner Museum
September 21 – January 18, 2002

This first-of-its-kind exhibit uses models, films, archival photos, interactive exhibits, posters, and even guidebooks.



2000 ANNUAL REPORT ► FINANCIAL SUMMARY

	2000	1999
Operating Support of Revenue	\$4,189,470	\$4,560,333
A. Voluntary Contributions & Grants.....	1,409,334	1,599,912
B. Center for Maritime Education.....	1,083,035	1,233,842
C. Direct Services to Seafarers.....	264,115	277,885
D. Chapel and Outreach Ministries.....	2,350	2,550
E. Port Newark Facility.....	122,984	122,403
F. Investment Income.....	813,086	885,502
G. Special Event Income.....	352,550	315,700
H. Other Income.....	142,016	122,539
Operating Expenses	6,030,374	5,914,483
A. Direct Services to Mariners.....	1,649,985	1,677,010
B. Education for Mariners.....	2,070,385	1,912,799
C. Management and General Administration.....	909,040	867,156
D. Development.....	482,455	476,298
E. Port Newark Facility.....	111,882	117,276
F. Advocacy for Mariners.....	449,182	532,800
G. Communications.....	177,836	174,910
H. Chapel and Outreach Ministries.....	22,749	22,552
I. Event Related Expenses.....	156,860	133,682



This information has been extracted from the 2000 Audited Financial Statements which may be obtained by writing to:

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241 Water Street
New York, NY 10038

Edgar Estrada
Chief Financial Officer



Henry Enright
*Executive Officer,
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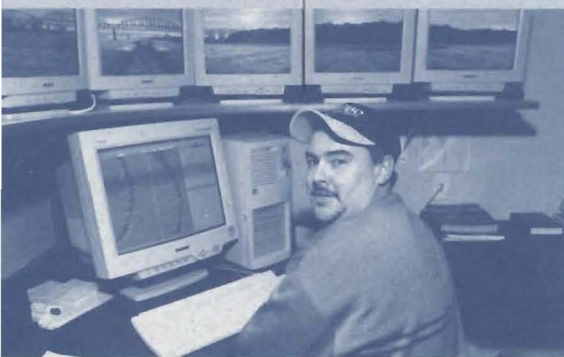
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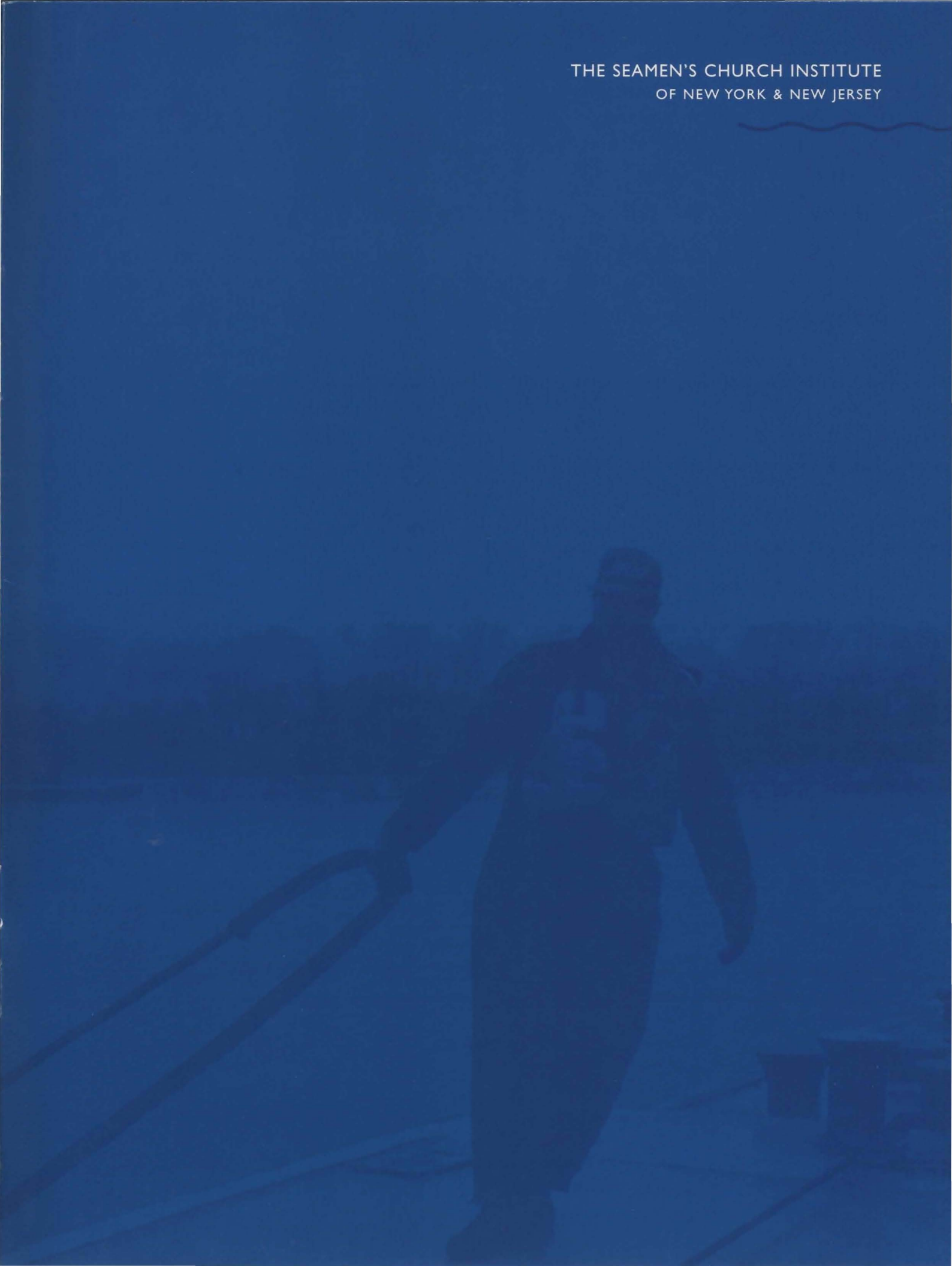
Your personal, legal, and financial advisors can help you with arrangements necessary to preserve your assets for your family and the causes you care about. If you would like more information about planned giving at SCI, please call Henry Enright at 212.349.9090 ext. 245.

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