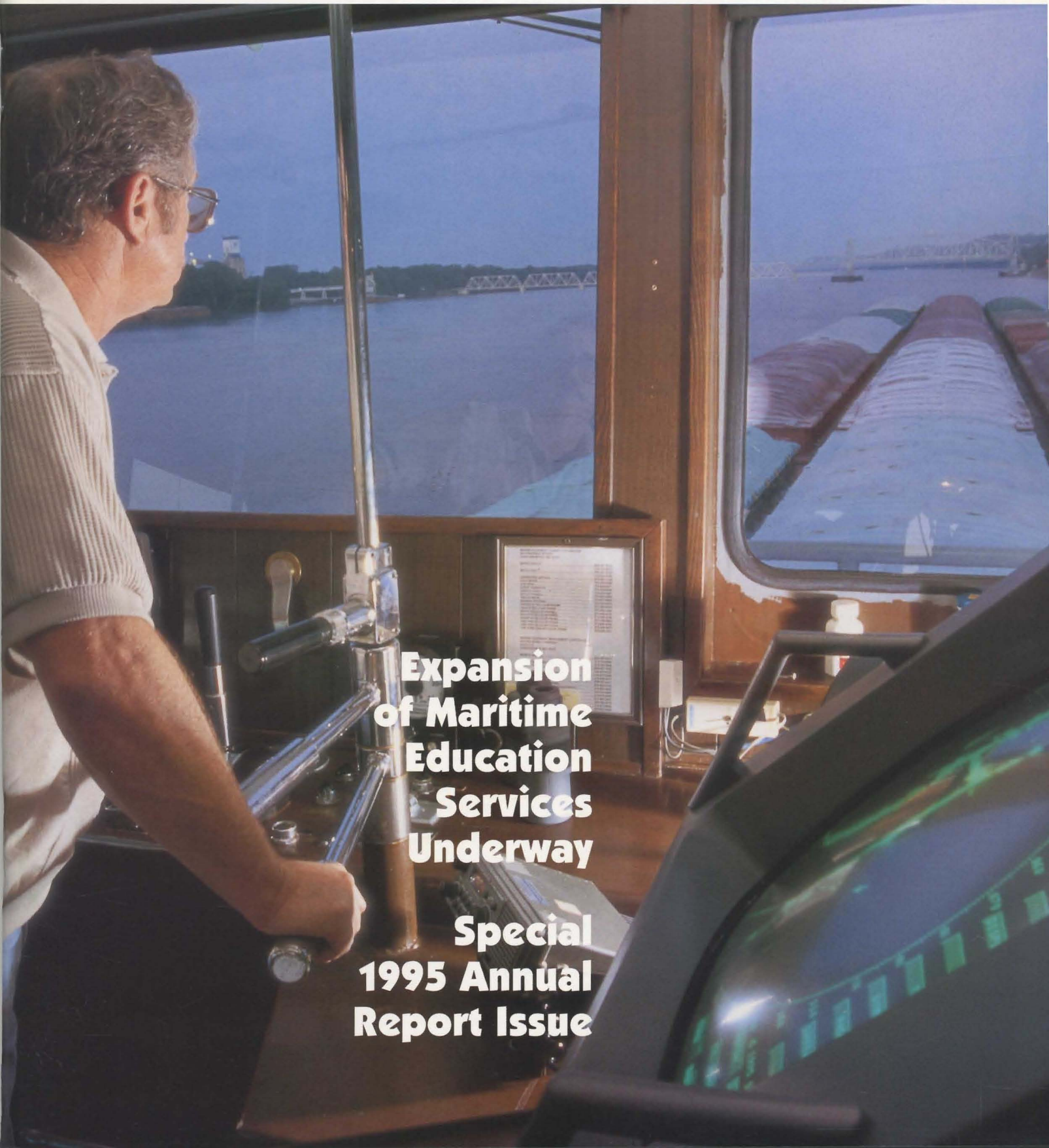


THE LOOKOUT

VOLUME 88 · NUMBER 3 · THE SEAMEN'S CHURCH INSTITUTE · AUTUMN 1996



**Expansion
of Maritime
Education
Services
Underway**

**Special
1995 Annual
Report Issue**

Photo: Dario Acosta



**OUR INLAND TOWING PROGRAM
OFFERS REGION-SPECIFIC,
INTERACTIVE, SAFETY
DRIVEN RIVER GUIDANCE
SYSTEMS**

**WE CALL THEM
EDUCATORS.**

At the Center for Maritime Education, we offer more than the latest computer simulation technology and USCG-approved courses. We give you access to a sophisticated faculty with a hundred years of maritime and simulation experience, and the know-how to put those years to work for their students.

Whether they're teaching Bridge Resource Management or providing insights into GMDSS, Inland or Coastal Tug/Barge, they offer quality training. But what else would you expect from the center that's been helping mariners make the right decisions for over a century?

**THE CENTER FOR
MARITIME EDUCATION**

*at The Seamen's Church Institute,
241 Water Street, NYC 10038. (800) 548-7428*

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Mission Statement

The Seamen's Church Institute is an advocate for the personal and professional well-being of merchant seafarers from around the world. Through its Center for Seafarers' Services, Center for Maritime Education and Center for Seafarers' Rights, the Institute promotes safety, dignity and improved working and living conditions for the men and women who labor in the international maritime workplace. Founded in 1834, the Institute is a voluntary, ecumenical agency affiliated with the Episcopal Church.

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photographs for this issue of
The Lookout.

COVER PHOTO

A pilot steers 15 loads of
grain on the Mississippi
River near Hannibal, Mo.
Photo Credit: Digital
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DIRECTOR'S LOG

The Rev. Peter Larom and Albert Jones, Mayor of Paducah at a press conference to announce the new training endeavor. "Paducah is an important operational hub for many towboat industry operators and we received an enthusiastic welcome from the city's leadership," Fr. Larom said.



The Seamen's Church Institute has branched out in three important directions this year. This expansion is a direct result of the farsightedness of an active and concerned board of directors, as well as the important funding we have received from generous people who support our maritime ministry.

In our services division in Port Newark we have widened our care and concern to include all those who work in the dock area—truckers, longshoremen and warehouse workers as well as merchant mariners. We provide service at unprecedented levels for the many workers who make this port run harmoniously.

Our training program for new chaplains of maritime ministry has taken on a worldwide coloration as we focus on the needs of seafarers who arrive in under-served ports and newly developing ports. Our chaplain training program has equipped men and women for ministry in such places as Madagascar, the Ukraine and the Solomon Islands.

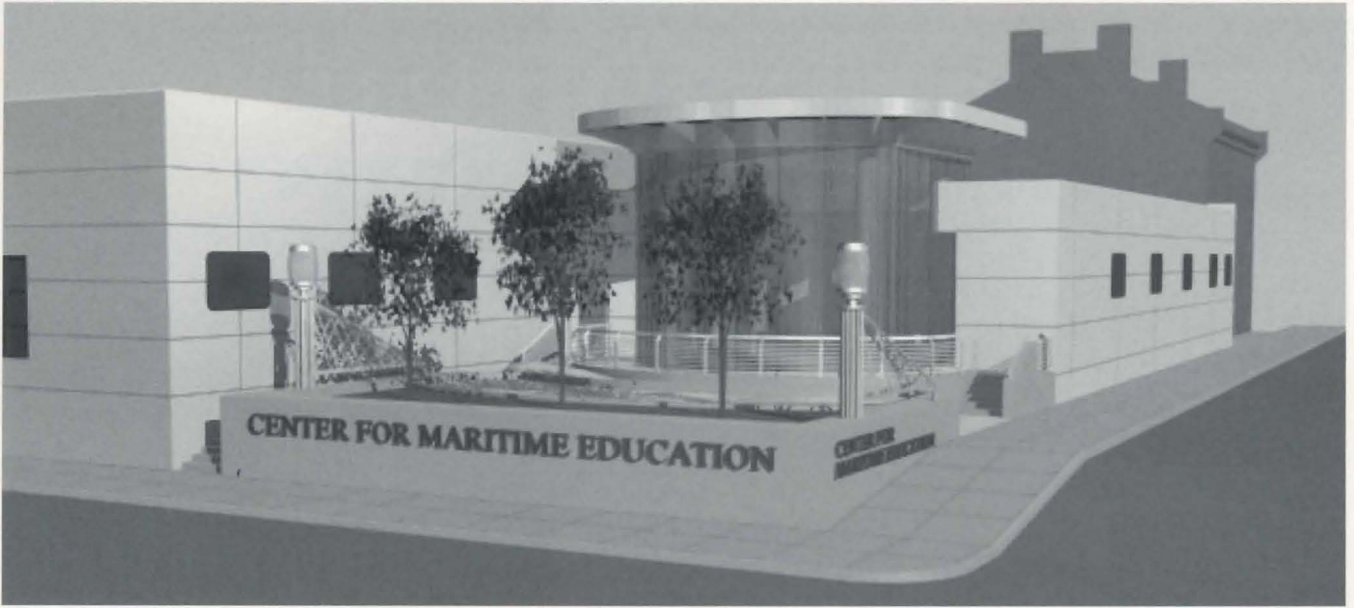
The Institute's maritime training scope has also broadened considerably. The captains and pilots who work along the rivers of America's Inland Waterway system and Gulf Intracoastal Waterway system eagerly await the opening of our new training center in Paducah, Ky. which is featured in this issue of *The Lookout*.

None of this expansion is possible without creative and bold leadership, generous donors and dedicated staff all of whom are willing to help The Seamen's Church Institute become a more compassionate and more comprehensive ministry. Many thanks to those of you who provide the vision and the resources to make our ministry happen.

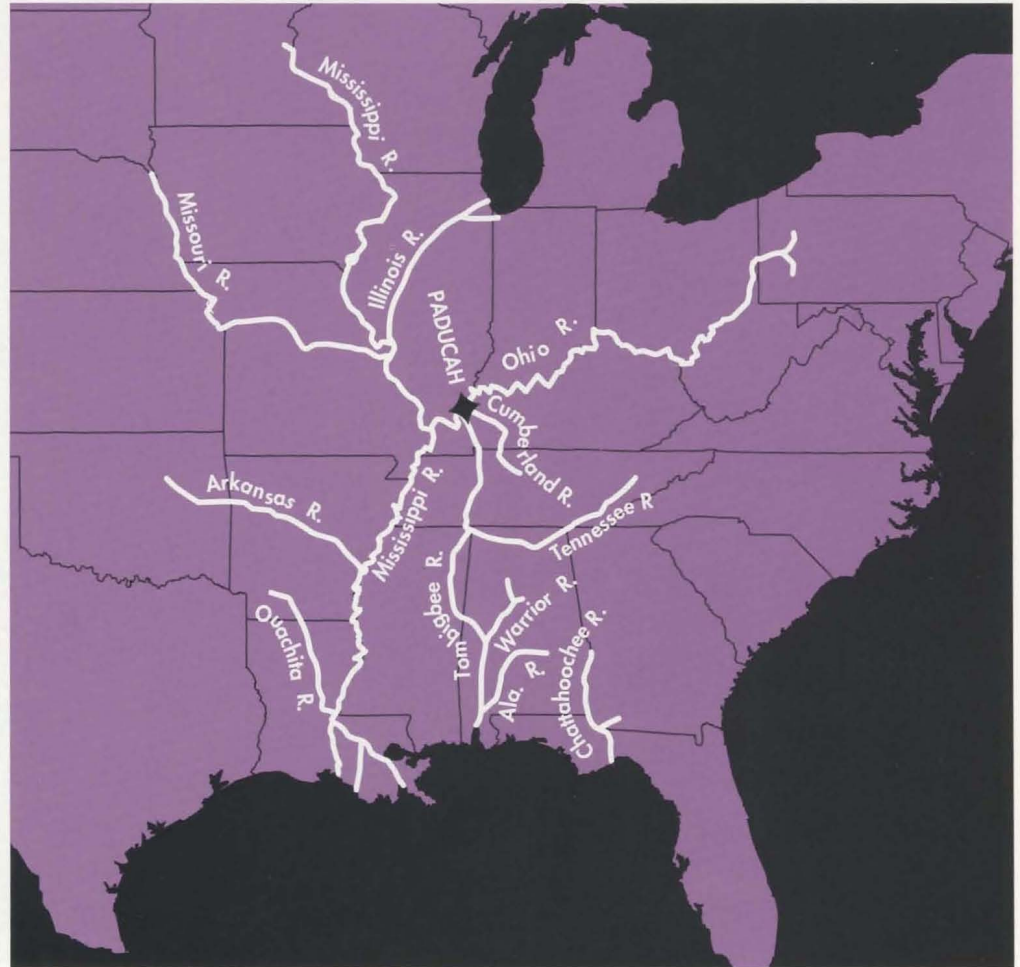
Faithfully,

The Rev. Peter Larom
Executive Director

September 1, 1996



An architect's conceptual design (top) of the Institute's maritime training facility to be established in Paducah, Ky.



Paducah boasts more miles of navigable rivers than any other inland city in the country.

Expansion of Maritime Education Services Underway

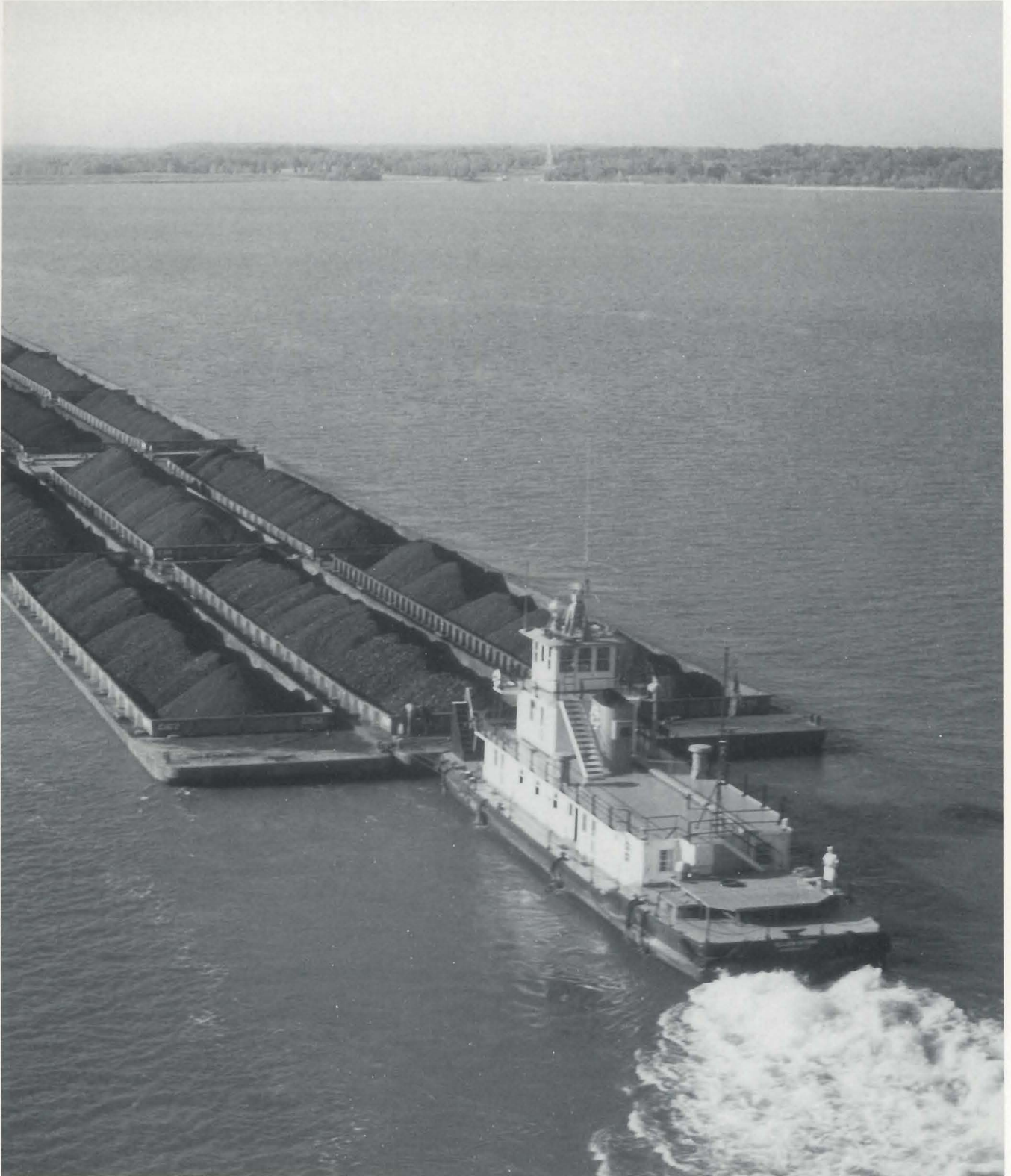


At the turn of the century, the Institute, in its wide-ranging concern for seafarers' well-being, equipped the launch, *J. Hooker Hamersley* as a school ship. Soon thereafter, a land-based school of navigation was established atop SCI headquarters. The school's aim was to prepare sailors for war-time work and advance seafarers to a higher rank in the merchant marine.

Since then the Institute has remained at the forefront of maritime training and education. As vessel operation became more technologically advanced so did the Institute's training program which today is the Center for Maritime Education. Radar simulation was introduced to SCI's program in the early 1970s and a fully-equipped and interactive bridge simulator system was installed in the mid-1980s. The Institute was among the first in the U.S. to offer maritime continuing education training in bridge resource management, tug/barge handling and GMDSS, a satellite supported search and rescue system for ships.

"We've built our reputation as a leader in maritime education by consistently meeting the demands of an ever-changing maritime industry," said Capt. Eric Larsson who heads the Center for Maritime Education.

*The cargo capacity of a
small barge is 15 times
greater than one rail car
and 60 times greater than
one semi-truck.*



The Institute will restore the Petter building, a historic structure on Paducah's riverfront, to house its new educational center. The building is pictured here in its original state.



In April 1997, the Center will lead the training industry in a new direction. The Institute will establish a \$6 million educational center in Paducah, Kentucky—the first facility to serve the 21,000 mariners who work the towboats and barges that ply America's inland waterways transporting raw materials such as coal, oil and grain.

The busiest, most trafficked waterways in the nation, the inland waterways are among the fastest-growing segments of the transportation industry in America and they are a major conduit for commerce.

Choosing Paducah among other inland locations was a pivotal decision. Situated at the confluence of the Ohio and Tennessee Rivers, 12 miles below the Cumberland River and 25 miles above the Mississippi, Paducah boasts more miles of navigable rivers than any other inland city in the United States. Furthermore, 20 riverboat companies are based in Paducah.

River Port Paducah

Not surprisingly, Paducah's history began at its riverfront. The first settlers came in 1821 by boat and raft to settle the new community. The construction of a wharf and the constant docking of riverboats made this the busiest place in town. As many as five or six riverboats could be docked at any time. Early businesses connected to the river grew along the riverfront.

One of those businesses was the Petter Supply Company, a hardware and provision business that specialized in mill and steamboat supplies. It was established by Henry A. Petter in 1890 and is still in operation today, though it has relocated to a larger site in Paducah.

The Center for Maritime Education at Paducah will occupy the former Petter complex on the riverfront at 117 First Street. Built in 1843, it is the oldest building in downtown Paducah and the only surviving antebellum structure in the downtown commercial district. The building's facade will be restored as part of the renovations SCI will undertake.

"We are pleased that our buildings will retain their historic association with the river industry which goes back to 1890 when my grandfather started our company as a 'boat store,'" Robert P. Petter said of the Institute's project.

One Hundred Years of Maritime Education and Simulation Experience

Due to the rapid and cyclical changes on the rivers, inland waterway navigation can be challenging. Water levels in the river change from high to low and sandbars shift frequently.

Four types of towboats will be simulated, (top) ranging from a single-screw 1,800 hp vessel to a triple-screw 8,400 hp line boat. More vessels will be added as the curriculum is further developed.

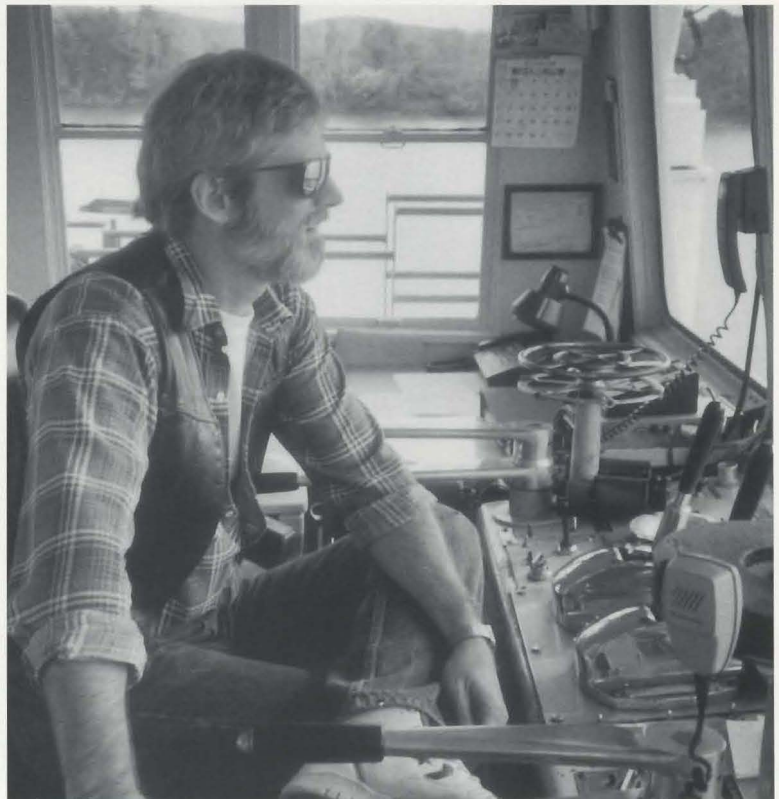
The crew of a containership typically comprises 22 seafarers. Seafarers on American ships work two months and then are off for two months. Seafarers on foreign-flagged blue water vessels are usually required by contract to work up to eight months before getting time off. A towboat (bottom photo) requires a five- to eight-person crew which is scheduled to work 30 days on followed by 30 days off.



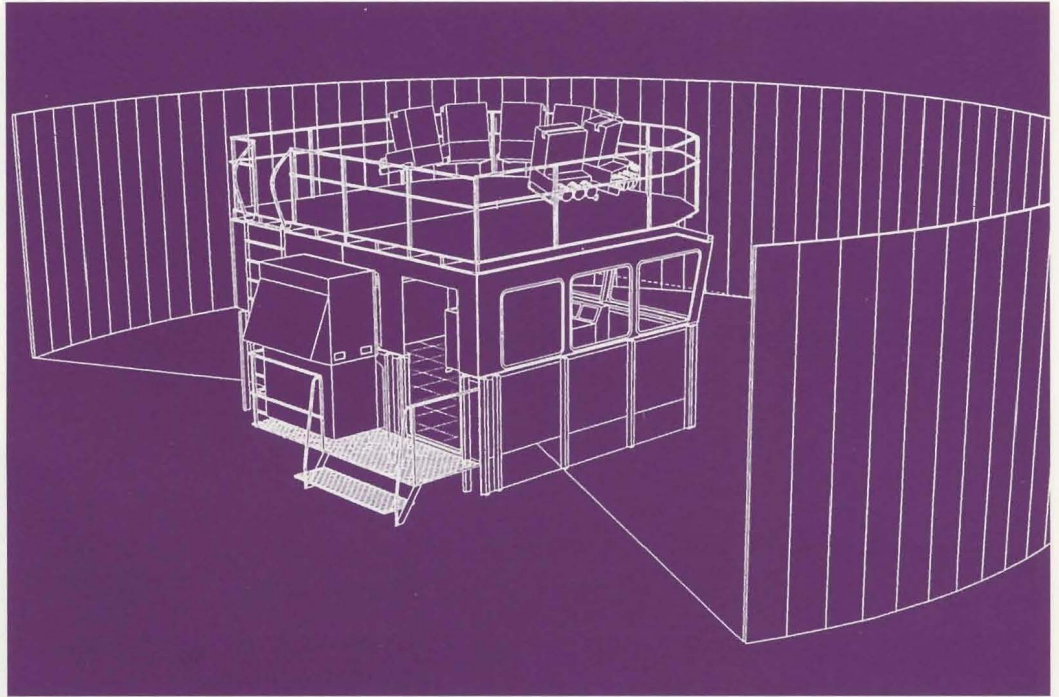
Safe navigation under these conditions requires knowledgeable and highly skilled towboat captains and pilots. It is not unusual for mariners to spend years mastering the necessary skills and gaining enough experience to rise to the top of the profession.

The Institute will bring its simulation and maritime education expertise to Paducah to enable pilots, captains and mates to practice real-life navigational situations in simulated river environments. At least 600 mariners will benefit from training in the new center's first year. As many as 1,000 could be accommodated. If demand warrants, a second training shift would be introduced.

The training will help elevate the safety regimens already being undertaken by barge companies following a serious accident in



The simulators will feature technology borrowed from high-end military simulators. The riverbank features, air and water will be photo-realistic and in full color to provide as close a simulation of the real thing as possible.



Mobile, Ala. in 1993 when a barge struck a bridge in heavy fog causing the derailment of an Amtrak passenger train. Measures include the adoption of the American Waterways Operators Responsible Carrier Program which aims to improve marine safety and environmental protection by establishing preferred industry operating principles and practices as voluntary standards of conduct for barge and towing companies.

When companies train their people, there are fewer accidents, and the accidents are far less costly, Capt. Larsson has stated.

As shown by the success of SCI's New York-based simulation education program, simulation training exercises provide many advantages: the ability to examine emergency and crisis situations without risk to the vessel, the crew or the environment; familiarization with larger vessels and in

various river flow conditions; and an opportunity for crew members to focus on the job they do and look for ways to improve skills. Simulation exercises also enable evaluations of past accidents. In this way mariners may examine their own mistakes and learn ways to avoid similar situations in the future.

For participants, simulation is reality and must be perceived so as far as the consequences of their actions and decisions influence the direction of the simulation in a learning context are concerned, explained Capt. Bill Douglas, senior lecturer in maritime studies at SCI. Capt. Douglas will relocate to Paducah in the Spring to manage the new training program. "Simulation can help mariners gain the type of knowledge and proficiency that comes with years of experience and enables them to put that knowledge to work a lot sooner in their careers," he said.

1995

ANNUAL REPORT



MESSAGE FROM THE BOARD OF TRUSTEES



George D. Benjamin

1995 marked the 161st year of The Seamen's Church Institute—and what a very good year it was. Thanks to the generosity of individuals, corporations, foundations and others we were able to increase our program spending significantly and enter into some important new directions; all in keeping with our ongoing commitment to the well-being of maritime workers and their communities.

Not surprisingly, our expenses exceeded our income necessitating a significant reduction in endowment. But, blessed with the fine financial oversight of our chairman and treasurer, and with the gifts of our supporters, the Institute's financial health remains satisfactory.

All of our programs showed substantial increases in activity during 1995. Ship visits more than doubled to a total of 3,898. Our sports facility in Newark had 3,840 new users. Seafarers' use of mail boxes doubled to 11,646. The number of seafarers who completed training in 1995 increased by 12 percent. Our Christmas-at-Sea program set another new record for gift boxes distributed.

The Center for Seafarers' Rights, under the able leadership of Doug Stevenson and his staff, significantly increased case load, hosted a well-attended roundtable discussion on the growing problem of piracy, and extended CSR's worldwide accessibility through participation in many international forums seeking solutions to the problems of seafarers and safety issues.

In recognition of her many accomplishments in growing our Port Newark plant and services while overseeing the spiritual and human needs of her many constituencies, the Rev. Jean Smith was appointed associate executive director with newly described management responsibilities over both the New York and New Jersey facilities and programs. Our success in 1995, particularly in Port Newark and through her leadership of the International Training Center for Workplace Ministry, was substantially augmented by Jean's efforts.

Improving the professional competency of mariners has always been an integral part of SCI's work. 1995 was an important year for the Center for Maritime Education.

Our client list grew, state-of-the-art equipment was added, staff was increased and, most importantly, a business plan approved by the board of trustees began execution that will establish SCI's second maritime training facility. This new facility will be directed to inland and eventually Gulf Coast maritime workers. Based in Paducah, Kentucky and established with the assistance of several of the major towboat companies in the region, we expect to be up and running by April 1997.

The Paducah training center was a major financial commitment which the trustees undertook recognizing it was an obvious natural extension of our activities beyond our historic geographic concentration. While the initial mission is training of personnel, we expect, in time, to provide other programmatic activities for the benefit of river and coastal maritime workers and employers.

The teamwork involved in this start-up has been remarkable. Credit is due to CME's director, Eric Larsson, and his staff for planning and implementing the concept; the Rev. Peter Larom for his dogged persistence in overcoming the many obstacles; several trustees who provided their individual expertise; and our many new friends who have signed up for training and, in effect, have become partners in this new undertaking.

Economic, environmental and political trends are calling for higher, mandated training levels for river and coastal operations. The Institute's new facility intends to provide help by making professional training available, not only to comply with mandated training but also to serve **all vessel operators who put safety first.**

Elsewhere in this issue you will see recognition of the thousands of people and the many organizations who make the work of The Seamen's Church Institute of New York and New Jersey possible.

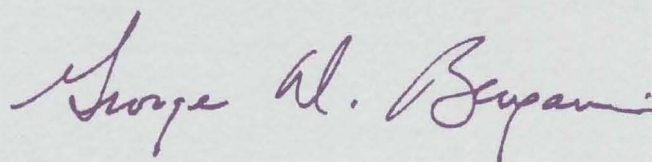
Especially noteworthy are the major 1995 grants that helped us in our new directions.

◆ **The Henry Luce Foundation** grant allowed us to establish the International Training Center for Workplace Ministry.

- ◆ **The International Transport Workers Federation** helped expand our Seafarers' Services Program in Port Newark.
- ◆ **The New York Community Trust** funded a start-up program providing job-readiness training for under-employed seafarers.
- ◆ **The Life Saving Benevolent Association and Mobil Shipping and Transportation** both gave us funds in support of the Center for Maritime Education.
- ◆ **The Acorn Foundation**, through Mrs. Alexander O. Vietor, funded special fund-raising events.
- ◆ **The United Way of New York City** funded general programs as did a generous gift from **Mrs. John M. Mulligan.**

Special thanks to those who in 1995 completed their pledges to our Water Street Capital Campaign, and to all the maritime organizations that supported our programs and events throughout the year.

The Institute's officers, trustees and staff are very aware that we would not exist but for the generosity of all our contributors. Thanks from all of us to all of you for making 1995 a banner year at SCI.



George D. Benjamin
Vice President

September 1, 1996

EDITOR'S NOTE: *Mr. Benjamin joined the Institute's board of trustees in 1973. He currently chairs the Nominating Committee, is co-chairman of the Center for Maritime Education Advisory Committee and serves on the Executive and other committees.*



1995 THE YEAR IN REVIEW

CENTER FOR SEAFARERS' SERVICES

- 3,898** American and foreign ships visited one or more times
- 13,966** Magazines placed aboard ships in port
- 11,741** Seafarers transported in SCI vans
- 16,651** Seafarers used SCI's International Seafarers' Center
- 5,460** Seafarers used SCI sports facilities
- 9,250** Seafarers played ping pong or pool
- 15,350** Port workers, other than seafarers, used SCI sports facilities
 - 500** Port workers and seafarers attended the Third Annual Port Community Festival at SCI
- 11,777** Christmas-at-Sea packages were delivered to seafarers
 - 6,288** Seafarers used SCI's New York Club
- 11,646** Seafarers used SCI Postal Service for safe delivery of their mail
- 15,092** Letters and postcards were mailed from SCI's three Seafarers' Centers
 - 8,156** Overseas telephone calls were placed by seafarers visiting the International Seafarers' Center in New Jersey
 - 4,610** Overseas telephone calls were placed by seafarers at SCI's center at the New York City Passenger Ship Terminal
 - 2,075** Seafarers sought personal or pastoral counseling
- 18,000** Pounds of used clothing were donated to seafarers
 - 7,932** AIDS education booklets were distributed to seafarers
 - 1,702** Loans or grants were made to seafarers in need
 - 580** Religious Services were held at SCI Seafarers' Centers
 - 195** Special programs were held at SCI for seafarers, church groups and community members
 - 34** Churches and other groups received visits from SCI staff
- 5,500** Tourists visited SCI's Water Street Gallery –
- 5,070** Hours logged by SCI volunteers in N.Y. and N.J. (not including knitters!)

Countries represented by seafarers served by The Seamen's Church Institute.

Albania	India	Serbia
Algeria	Indonesia	Singapore
Argentina	Ireland	Slovakia
Australia	Israel	Slovenia
Bahamas	Italy	Solomon Islands
Bangladesh	Japan	Somali
Belgium	Jordan	South Africa
Belize	Kenya	South Korea
Bolivia	Kiribati	Sri Lanka
Brazil	Kuwait	Spain
Bulgaria	Latvia	Sudan
Cameroon	Liberia	Suriname
Canada	Lithuania	Swaziland
Chile	Macedonia	Sweden
China	Madagascar	Switzerland
Columbia	Malagasy Republic	Syria
Costa Rica	Malaysia	Taiwan
Croatia	Maldives	Tanzania
Cyprus	Moldova	Thailand
Czechoslovakia	Malta	Tongatapu Island
Denmark	Mexico	Trinidad
Dominican Republic	Morocco	Tunisia
Ecuador	Myanmar	Turkey
Egypt	Netherlands	Tuvalu
El Salvador	New Zealand	Uganda
Estonia	Nicaragua	Ukraine
Ethiopia	Niger	United Arab Emirates
Fiji	Norway	United Kingdom
Finland	Pakistan	United States of America
France	Panama	U. S. Virgin Islands
Germany	Paraguay	Uruguay
Georgia	Philippines	Venezuela
Ghana	Peoples Republic of China	Western Somoa
Greece	Peru	Yugoslavia
Guatemala	Poland	Zambia
Haiti	Portugal	
Honduras	Romania	
Hong Kong	Russia	
Iceland	Saudi Arabia	

Ninety-seven percent of the world's commerce is moved by ship. Each year 4,000 ships representing 100 lines call on the Port of New York-New Jersey. The seafarers aboard these vessels are visited by the Institute's port chaplains who offer the Institute's hospitality and needed services.

CENTER FOR MARITIME EDUCATION

- 682 Seafarers completed courses in 1995
- 263 Automatic Radar Plotting Aids, Radar Certification and Recertification
- 187 Shiphandling, including Bridge Team Resource Management, Watchkeeping, Tug/Barge Handling
- 25 Tank/Barge Dangerous Liquids
- 34 Marine Electronics, including Global Maritime Distress & Safety System
- 61 Vapor Recovery
- 106 Hazardous Materials
- 6 Deck License Preparation

CENTER FOR SEAFARERS' RIGHTS

- 215 Case files were opened in 1995 in the following general categories:*
- 69 WAGES advice and assistance on rights to be paid wages guaranteed by contract and law
- 33 ILLNESS AND INJURY advice and assistance on medical and disability rights for seafarers
- 22 CONTRACT QUESTIONS advice and assistance on questions related to seafarers' rights to written contracts and/or specific contract terms
- 13 LIVING CONDITIONS advice and assistance on protecting seafarers' rights to decent and healthy living conditions
- 33 OTHER advice and assistance on other questions from indigent seafarers such as landlord/tenant, consumer problems, domestic relations, simple estate planning and elder law
- 15 TERMINATION advice and assistance on seafarers' termination of employment and benefits
- 13 WORKING CONDITIONS advice and assistance on protecting seafarers' rights to safe and decent working conditions
- 15 CRIMINAL OR DISCIPLINARY ACTION advice and assistance to seafarers accused of crimes and disciplinary infractions and to seafarers who are victims of crime
- 17 IMMIGRATION OR SHORE LEAVE advice and assistance to protect a seafarers' right to shore leave and on immigration questions
- 10 DEATH advice and assistance on seafarers death benefits
- 4 PENSION advice and assistance to seafarers on their pension plans
- 14 REPATRIATION advice and assistance on seafarers' rights to be returned home when employment ends



EDITOR'S NOTE: *As Center for Seafarers' Rights cases often deal with more than one problem, the total number of complaints listed above is higher than the actual number of new case files opened.*

DONORS

Donors make many things possible at The Seamen's Church Institute. We, and the seafarers we serve, applaud 1995 contributors for their generosity in supporting the Institute's programs.

1995



ST. NICHOLAS SOCIETY

The Patron Saint of Seafarers

\$25,000 OR MORE

Evergreen America Corporation
Herman Goldman Foundation
International Transport Workers' Federation
N.W. Johnsen & Co., Inc.
Millicent Mercer Johnsen
The Henry Luce Foundation, Inc.
The New York Community Trust
The Starr Foundation
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1995



THE COMMODORE CLUB

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The Acorn Foundation
Mrs. C. Robert Allen, III
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Life Saving Benevolent Association
Mobil Shipping & Transportation Co.

1995



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\$5,000 TO \$9,999

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Robert L. Hague, Merchant Marine Industries Post #1242
Moran Towing Corporation
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New York Shipping Association
Port Authority of New York & New Jersey
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1995



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\$1,000 TO \$4,999

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Brundage, Story and Rose
Burke & Parsons
Dayton T. Carr
Ceres Hellenic Shipping
The Chiseler's Club-Port of New York
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The Rev. Jean R. Smith (second from left) during a visit with the staff of Tomamisina Maritime Ministry in Madagascar. The trip was a joint cooperation between the Institute and the Catholic Committee Against Hunger and For Development. One of the workers, Kotosoa Claire (third from right), was graduated from SCI's International Training Center for Workplace Ministry.

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 Toyota Vehicle Processors, Inc.
 Tulane Law School
 Turecamo Maritime, Inc.
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 Benevolent Association
 United Seamen's Service
 Universal Maritime Service Corporation
 Veteran Wireless Operators Association
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 Ron Yehuda



1995



GOLD ANCHORS

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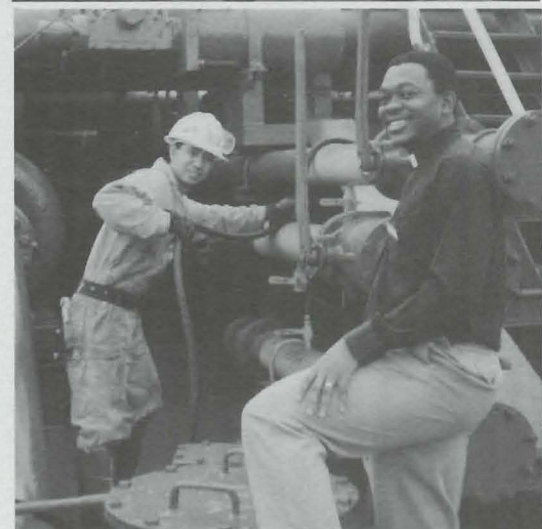
Holiday dinners (top) are served at SCI seafarers' centers in New York and New Jersey much to the delight of these gentlemen.

It's never too early to learn about safety at sea. (center) Teens from the Stanley M. Isaacs Neighborhood Center in Manhattan participated in a boat building workshop sponsored by SCI last summer. Assisted by volunteers from the Coast Guard, the young mariners constructed their own wooden boats and then raced them at Brewers Yacht Marina in Stamford, Conn.

Mostly young men, (bottom) seafarers visiting North American ports hail from 110 different nations. It is important for SCI's port chaplains to be multilingual as well as understand the cultural differences among seafarers on a single ship.

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Hospitality is an essential component of each ship visit. By extending the services of The Seamen's Church Institute a port chaplain may provide all manner of spiritual, recreational and temporal support to seafarers.

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

Rev. Barbara C. Crafton, Sara Edwards, Fulton Fish Market, Retirement of Rev. Bob Montgomery, Anniversary of G.J. & Becky Pelissero, First birthday of Erik Ruehl

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A unique way to honor an important person or group of people while helping the world's seafarers is a contribution in recognition of friendship, merit or special achievement.

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SCI is honored to receive contributions in memory of departed friends and loved ones.

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ESTATES

Wishing to support the work of the Institute long into the future, many farsighted donors remember SCI in their wills.

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GIFTS-IN-KIND

Gifts-in-kind are goods, services or property which has been given to SCI or one of its divisions to enhance a program. Here is a list of in-kind donations valued at \$1,000 or more.

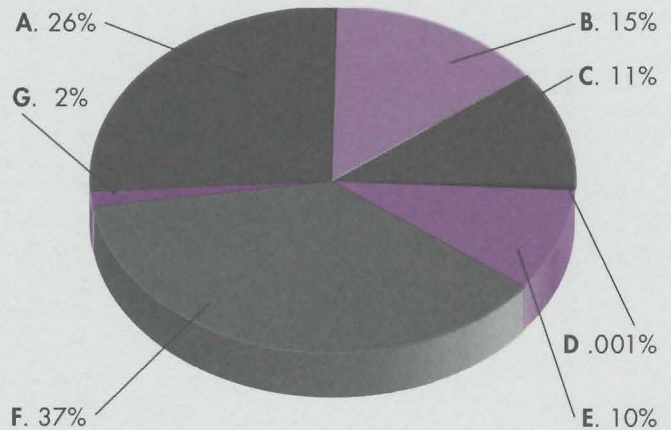
- Pauline Herd, "Rescue of the Calypso" a painting by Anton Otto Fischer
- John G. Hupfel, The Hornet, a ship model
- Niels W. Johnsen, Frequent flyer miles
- Catholic Relief Services, Airfare and travel expenses in Madagascar
- Connecticut Maritime Association, Convention booth and passes
- Cyprus Maritime Office, Hotel accommodations & airfare
- French Catholic Committee Against Hunger and for Development, Travel expenses in France
- Footlocker, Jackets and athletic wear
- Lloyd's of London Press, Books
- Seatrade Cruising Convention, Convention booth and passes

Every effort has been made to ensure the accuracy of this annual report. Please accept our apologies for any errors or omissions and report them to the Development Office.

1995 FINANCIAL SUMMARY

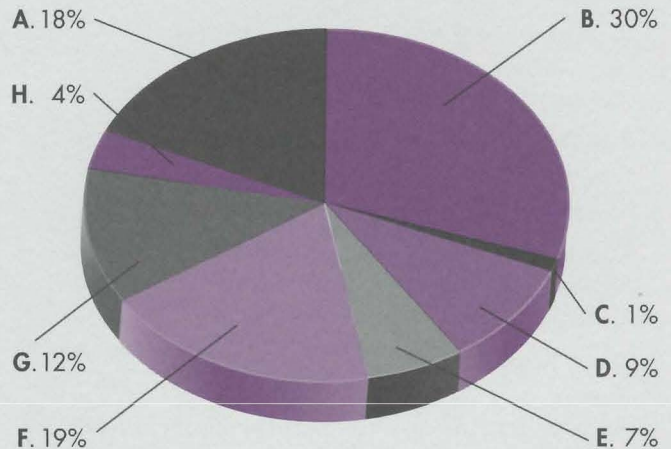
OPERATING INCOME 3,460,539

A. Voluntary Contributions & Grants	910,700
B. Maritime Education	502,729
C. Direct Services to Seafarers	376,254
D. Chapel and Outreach Ministries	6,769
E. Port Newark Facility	336,381
F. Investment Income	1,264,356
G. Other Income	63,350



OPERATING EXPENSES 4,174,863

A. Maritime Education	758,997
B. Direct Services to Seafarers	1,267,435
C. Chapel and Outreach Ministries	44,500
D. Port Newark Facility	390,747
E. Center for Seafarers' Rights	276,647
F. Management and General	776,469
G. Fund Raising	506,927
H. Communications	153,141



DEPRECIATION EXPENSE 817,925

The deficit is funded by withdrawals from the total return of the unrestricted endowment. Net realized gains on investments totaled \$5.5 million in 1995. Therefore, the endowment increased in value year-to-year despite withdrawals.

These figures have been derived from the audited financial statements which are available for inspection at The Seamen's Church Institute, 241 Water Street, New York, NY 10038.

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* Honorary

** Ex-Officio As of (June 15, 1996)

The towboat training facility will feature four simulated pilothouses, with all the controls, function and abilities of a river towboat pilothouse. Two pilothouses will have radar-only navigation and two will offer visual representation of the river.

A New Era of Simulation Technology

Simulation exercises have been in use for decades in training airplane pilots and ship operators. But according to Capt. Larsson, until now the available technology could not realistically simulate the tolerance levels required for an inland river boat in a cost-effective manner. Because rivers are narrow, radar must be precise. Good visual representation is also key to river simulation.

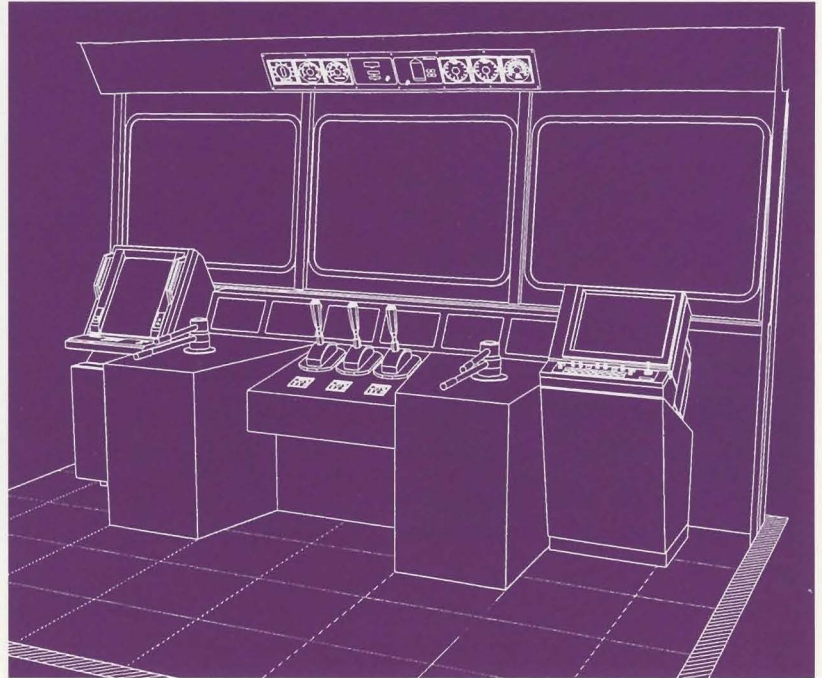
Kongsberg Norcontrol USA, Inc., supplier of SCI's bridge simulator system, will develop four interactive towboat wheelhouses for the new training center.

As the Center for Maritime Education at Paducah will be used exclusively for the advanced training of riverboat mariners, the simulator will reflect the equipment and technology found on modern towboats. There will be steering and flanking rudders, throttles, starting air RPM indicators, emergency shut-down push buttons, rate-of-turn meters, Furano 2100 radars, a facsimile machine, computers and connections for ECE type navigation systems.

Of the four interactive simulators, two will have approximately 230 degree field-of-view forward and 35 degree field-of-view aft. In actual wheelhouses there are windows all around affording mariners a view of the river in all directions.

The system will be able to reproduce full day and night visuals and variable weather conditions as well as simulate different river stages and locks and dams on the upper and lower Mississippi and Ohio Rivers as well as other rivers in the inland waterway system.

The flexibility of the system will enable the Institute to conduct more varied training.



During a typical training exercise, students may encounter rudder or engine failure and practice handling the emergency situation in the safety of the risk-free simulated environment.

A Tradition of Safety

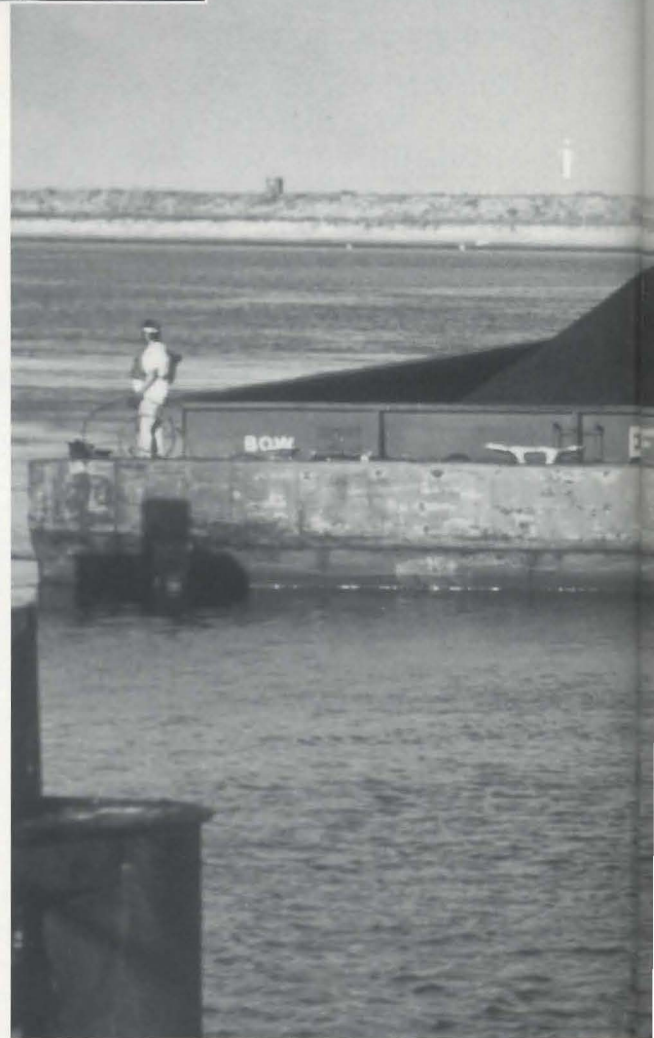
Providing seafarers with the opportunities to upgrade their skills and advance in their professional mariner careers and encourage a safe environment in which to work is an important component of SCI's mission of service to mariners around the world.

For the immediate future, only SCI's Center for Maritime Education will have a presence in Paducah. "We'll be looking for other ways we might be able to assist the maritime work force in this region and develop appropriate ways to provide such services," said Fr. Larom.

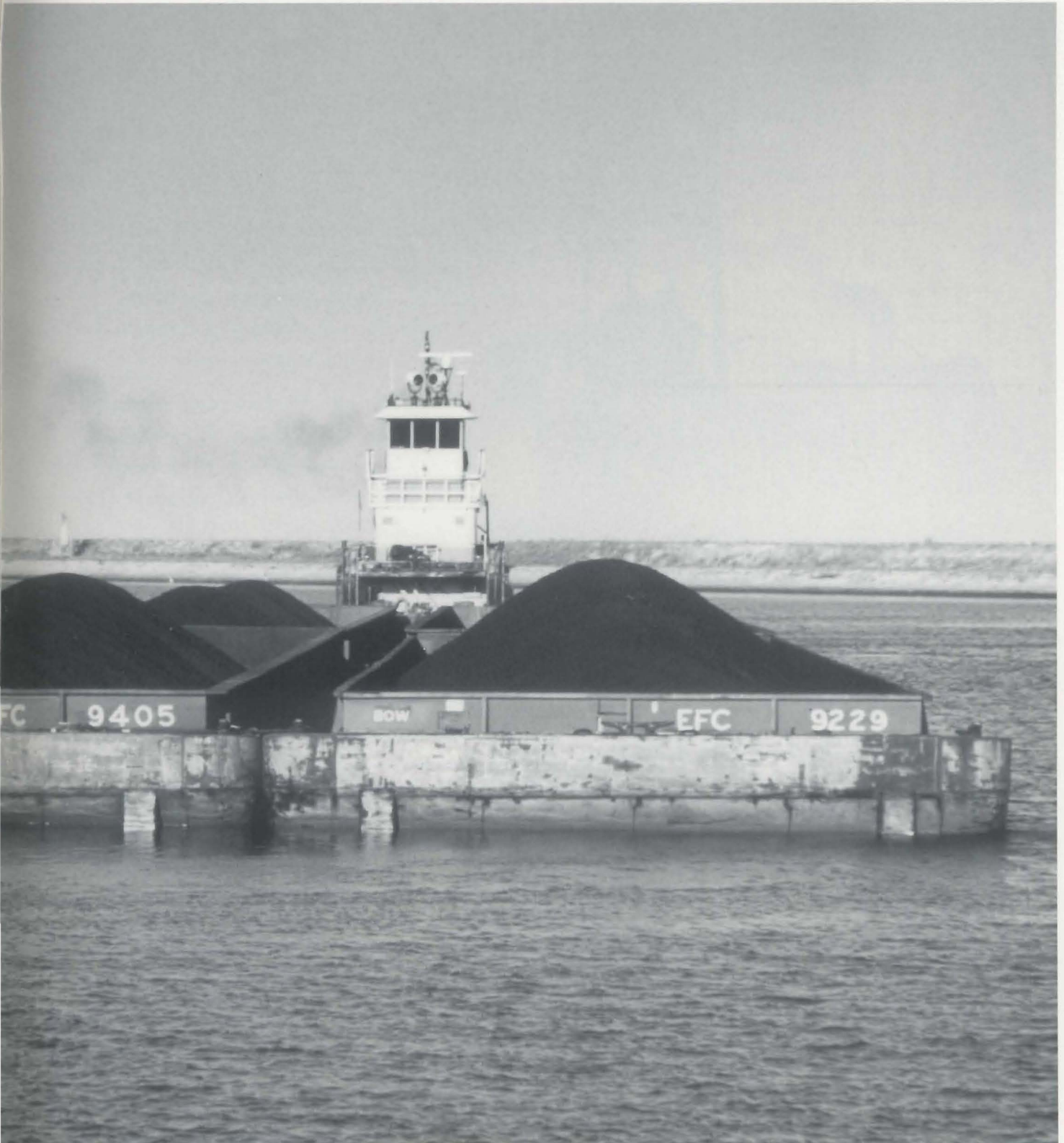


As the training program for towboat operators develops in Paducah, SCI's educational programs for seafarers on deep-sea vessels will continue to advance at the New York center. Demand for GMDSS will increase as 1999 approaches and with it a deadline to comply with new regulations implemented by the International Maritime Organization. A new tank barge firefighting course is being designed and Lifeboat training continues. Shiphandling and Bridge Resource Management, the mainstay of programming will be as important as ever. In BRM, simulator exercises are conducted to illustrate advantages of proper preparation, execution and monitoring of a passage plan.

"We will continue on the course set for us years ago by the founders of The Seamen's Church Institute to improve the well-being of merchant mariners and give them opportunities to excel. Our founders would be proud of the work we are setting out to do on the rivers," said Fr. Larom. ☐☐☐



An average tow configuration on the lower Mississippi River is longer than four football fields. Great skill is needed to bring a tow around a river bend while coping with currents and uneven channel depths.



RIVER HERITAGE CENTER



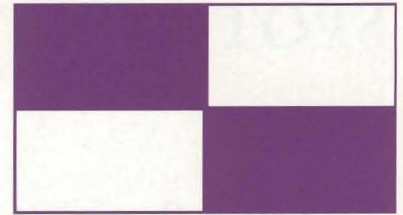
"Port of Paducah"
by Michael Summers
Reprinted from *Portrait of
a River Town*, a book by
Richard Holland.

Complementing the Institute's training facility in Paducah will be the River Heritage Center, a cultural enterprise initiated by the city of Paducah and its local marine industry independent of The Seamen's Church Institute. Using interactive exhibits, the River Heritage Center will tell the story of the Four Rivers Region, a geographic area that encompasses the Ohio, Cumberland, Tennessee and Mississippi River.

The River Heritage Center will feature permanent and changing exhibitions, an auditorium for theatrical presentations, classrooms for educational tours and a museum store.

River Heritage exhibits will interpret for visitors the complex and delicate marine environments of the region including their evolution, the varied life forms they support, the rivers' ecology and its natural resources. Riverboat models, a walk-through pilot house, aquariums and living plants, marine radio broadcasts and live demonstrations are some of the planned components of the exhibitions.

By explaining the past, present and future scientific, industrial and technological activities of the region, the Center hopes to foster a sense of pride and respect for the natural environments and history of the peoples and resources of the river area.



Inland Waters

The canals, lakes, rivers and their tributaries, and bays and sounds of the land mass of a country. There are 11,000 miles of U.S. inland intracoastal waterways.

Linehaul towboat

The large, 6,000+ horsepower boats that push tows along the full length of the river system are called line boats. Line boat crews serve 28- to 30-day tours of duty.

Towboat

Any powered vessel which is used for pushing a barge or group of barges on inland waters.

A "tow" refers to the unit comprised of the towing vessel and the vessels being towed or only the vessels being towed.

Integrated tow

A tow of box-ended barges which, as a complete unit, is raked at the bow, boxed at the intermediate connections, and boxed or raked at the stern.

Pushboat

A highly maneuverable, inland-waters, shallow draft towboat usually designed with a square bow and towing knees which facilitate its primary method of towing which is pushing.

Push Knee (Tow Knee)

A vertical, reinforced steel structure installed on a vessel to facilitate push towing. The height of the knee allows for variance in free boards between vessels.



A covered hopper barge.



Using the flanking rudder.

Free Board

The distance from the waterline to the main deck of a boat or barge.

Scow

Another term for a deck cargo barge having a hull design of a flat bottom, square ended rakes, and usually with a deck cargo bin.

Flanking Rudder

Rudders placed forward of the propeller and used to increase maneuverability when working the engines astern.

Flanking

Using the flanking rudder and astern power to negotiate bends in the river that would otherwise be difficult to maneuver due to the swiftness of the river flow.

Covered Hopper Barge

The cargo compartment is covered by a series of removable covers. This type of barge is best suited for dry, weather-sensitive freight such as ores, grain and steel.

Open Hopper Barge

Since the cargo compartment is uncovered, this barge is best used to transport coal, scrap metal, stone, gravel or aggregate.

Tanker Barge

The cargo section of a tanker barge is segmented into two or three compartments and equipped with deep-well pumps, steam coils and vapor recovery systems. Tanker barges are employed for carrying liquid cargo such as chemicals, edible oils and petrochemicals.

Fleet Boat



Training Partners

With close to 1,000 towboat owners and operators, and 6,000 towboats, tugboats and fleet boats that push as much as 1.4 billion tons of cargo per year, America's inland maritime industry is an impressive force.

Some of the leading barge companies in the United States have given SCI their vote of confidence by committing to 40 weeks of training per year for five years at the new center.

On the following pages *The Look-out's* Spotlight shines on six of these companies to introduce readers to the types of vessels, the cargo hauled, and people who work in the riverboat maritime industry.

American Commercial Lines, Inc.

Jeffersonville, Indiana

American Commercial Lines operates the nation's leading barge line and one of the industry's largest inland marine construction facilities. Through its barging unit, American Commercial Barge Line Company, it provides an extensive range of services on the inland waterway system.

ACL is a unit of CSX Corporation, a Fortune 500 global transportation company that also owns Sea-Land Service, a containership line.

ACBL transports 60 million tons of cargo annually via the Mississippi, Ohio, Illinois, Tennessee and Missouri Rivers and tributaries, the Gulf Intracoastal Waterway, and in South America on Venezuela's Orinoco River and the Parana-Paraguay River system in Brazil.

A large portion of ACBL's tonnage consists of shipments of grain, coal and steel products to the U.S. Gulf, with semi-finished steel and other imported bulk products loaded for northbound deliveries.

Coal accounts for 30 percent of all ACBL loadings. More than half of the coal moved is destined for domestic utilities with export and other domestic destinations accounting for the remainder. Grain and other bulk products make up 39 percent of all loadings. The vast majority of grain loadings are destined for the export market through the Gulf of Mexico. Other bulk products include salt, fertilizer, alumina, lime, cement and wood products. The remainder of ACBL's cargo consists of liquids, such as chemicals, edible oils, and metals.

ACBL's barge and towboat fleet is the largest, most diversified on the inland waterways. It includes 116 towboats, 234 tank barges and 3,394 covered- and open-hopper barges.

"Operating the largest barge line in both North and South America requires the ability to transfer skills and knowledge at a rapid pace. We feel that the new training center will build our competitive advantage," said Norb Whitlock who is senior vice president of transportation services at ACBL. "ACBL is proud to be a partner in progress with the Seamen's Church Institute," added Whitlock.

Ingram Barge Company

Nashville, Tennessee

Ingram has been towing on America's inland waterways since 1946, when the company began

barging crude oil to its oil refinery near St. Louis. Today, with a fleet of nearly 1,700 barges and 50 boats ranging from 1,000 to 9,000 horsepower, Ingram Barge Company is the largest independent carrier in the industry.

Ingram Barge is a subsidiary of Ingram Industries, Inc. one of America's largest privately held companies.

An important transporter of coal for both export and domestic use, Ingram Barge serves major coal burning utilities throughout the Midwest and carries over a third of all coal which moves through the Port of New Orleans for export. Ingram is also the largest carrier of stone and aggregate, and a major carrier of other dry bulk commodities such as grain, ores and alloys.

"The company's barge fleet is among the most modern operating on the inland waterways. We use double-skinned tank barges, sacrificing capacity to ensure environmentally safe transportation," noted Craig E. Philip, president of Ingram Barge Co.

Employing the latest in technology, Philip explained, Ingram's management information system ensures direct satellite communications with all of its boats.

"Ingram's fleet of linehaul towboats is modern, well-maintained, and crewed by experienced marine associates dedicated to providing outstanding service. The company maintains an ongoing Quality Improvement Process, which focuses on continuous improvement through training and education of every employee," Philip concluded.

Midland Enterprises, Inc.

Cincinnati, Ohio

At Midland Enterprises, people talk about a legacy of hard work, vision and experience. Midland's heritage, company executives report, began in 1925 when modern barge transportation was in its infancy. The company served as one of the leading catalysts in the industry, helping to transport vital commodities as it spread the word about inland waterway transportation.

In later years, it championed continued growth and innovation, pioneering such advances as the notched barge and the TowLine communication system to help customers keep track of their barges.

Today, the company is a conglomerate of transportation subsidiaries. The Ohio River Company, Orgulf Transport Co. and Orsouth Transport Co. transport dry bulk cargo throughout the inland waterway system while Red Circle Transport Co. operates on the Gulf of Mexico.

In all, Midland operates a fleet of 2,400 barges, 60 linehaul boats, 24 harbor tugs and three ocean tug-barge units. In 1995, Midland's inland transportation subsidiaries moved 63.8 million tons of coal, grain, iron and steel and other cargo and serviced all navigable inland waterways.

"While we have more than 70 years experience, we're still working tirelessly to enhance efficiency and service. We're confident that our new relationship with the Center for Maritime Education will help us continue to excel in inland and

HOW NAVIGATIONAL LOCKS WORK

From New Orleans, La. to the head of the Mississippi River near Minneapolis, Minn., there are 29 navigational locks.

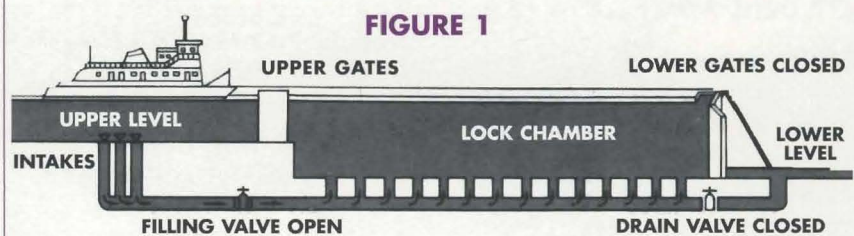


Figure 1 shows a tow entering a lock chamber from the upper level. The lower lock gates are closed, the drain valve is closed, and the filling valve is open. The lock has filled to the level of the upper pool and the upper lock gates have been opened to allow the towboat to enter the lock.

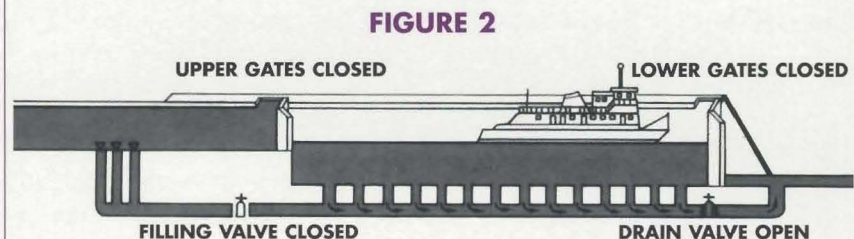


Figure 2 shows the towboat in the lock. The upper lock gates have been closed, and the filling valve is closed. The drain valve is open, allowing water to drain into the downriver pool. The towboat is lowered as the water level lowers.

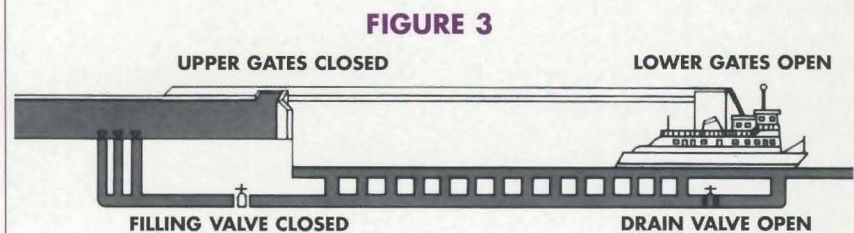


Figure 3 shows the water in the lock has reached the level of the downriver pool. The lower lock gates have been opened to allow the towboat to leave the lock.

For an upbound tow, the process is reversed.

coastal barge transportation," said Ken A. Wheeler, a vice president of Midland Enterprises.

Marine Equipment Management Company MEMCO

St. Louis, Missouri

"MEMCO hauls many types of dry-bulk commodities and we operate throughout the inland waterway system," MEMCO's president Christopher M. Parsonage said during a recent conversation with *The Lookout*. "Our cargoes include coal, raw and processed grains, forestry products, limestone materials, fertilizers, salt, iron and steel products."

MEMCO, was established in 1977 by Noble C. Parsonage, Chris Parsonage's late father, as a barge management company. The original fleet consisted of eight covered-hopper grain barges owned by private investors. In 1986 the company, whose fleet had grown to 600 barges, was acquired by Electric Fuels Corporation of St. Petersburg, Fla.

MEMCO is still growing. It is buying 100 new barges in 1996. This will expand the fleet to over 750 barges. "Rapid expansion also means that the age of MEMCO's barge fleet is a fraction of the age of the majority of our competitors," Parsonage said.

"We're adding significant barge capacity in 1997 and beyond, which will enhance our ability to serve our existing customers and attract new clients. The company also operates 20 towboats, a barge fleet operation, and five vessel repair facilities in the New Orleans

harbor."

MEMCO promotes good operating practices and procedures throughout its business," continued Parsonage. "We have a variety of solid programs in place that promote quality, safety and efficiency."

One of the programs about which Parsonage is most excited is the river pilot training initiative at the Center for Maritime Education. "The Center will be an important component of MEMCO's training program," Parsonage concluded.

Crouse Corporation

Paducah, Kentucky

Since 1948, Crouse Corporation has specialized in the movement of coal from producers in the Appalachian and Illinois Basin coal fields to industrial plants, steel mills and electric generating stations in America's heartland. Its fleet of 700+ barges and 25 towboats transports more than 25 million tons of coal each year.

"Central to the efficiency and reliability of the operation are the people we employ," said Lynn Sherrill, vice president of operations. "At Crouse you'll find a highly skilled group of people who exemplify teamwork in a lean operation," Sherrill told *The Lookout*. "Experienced people on the boats and in the office provide safe, efficient, economical cargo movement."

Crouse boats can be found navigating the Ohio, Monongahela, Kanawha, Green, Tennessee, Cumberland and Middle Mississippi Rivers.

Mid-South Towing

Metropolis, Illinois

Mid-south Towing ranks among the leading river barge companies serving the Mississippi and Ohio Rivers. It is a subsidiary of TECO Transport & Trade Corp. of Tampa, Fla.

Since its establishment in Metropolis, Ill. in 1983, Mid-south's towboat fleet has tripled, and barge inventory now numbers more than 560 covered and uncovered barges, 18 towboats, and over 360 employees. Donald Salsbury, vice president and general manager of operations, told *The Lookout*, "In the course of this growth, Mid-South has established a reputation for reliability and service that is unmatched in the industry."

Mid-South moves coal down the Mississippi River to the New Orleans area. There, coal is stored and transferred to ocean barges for shipment to Tampa for use in electric power generation or to large bulk carriers for export worldwide. Mid-South's towboats also work the Ohio River to beyond Cincinnati, and up the Mississippi River to St. Louis.

Shipments for Tampa Electric, a sister company of TECO Transport, constitutes an important base load for Mid-South barging operations.

Other companies in the TECO group are Electro-Coal Transfer, operator of the U.S. Gulf Coast's largest coal storage and transfer terminal, and Gulfcoast Transit, and ocean-going tug/barge fleet. TECO Transport is a unit of TECO Energy, Inc. (NYSE), a holding company that also includes Tampa Electric Co. and TECO Coal Co. as subsidiaries.

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Crest Tankers
Energy Transportation Corporation

Ingram Barge Company
Keystone Shipping Co.

LOOP, Inc.
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Marine Transport Lines, Inc.
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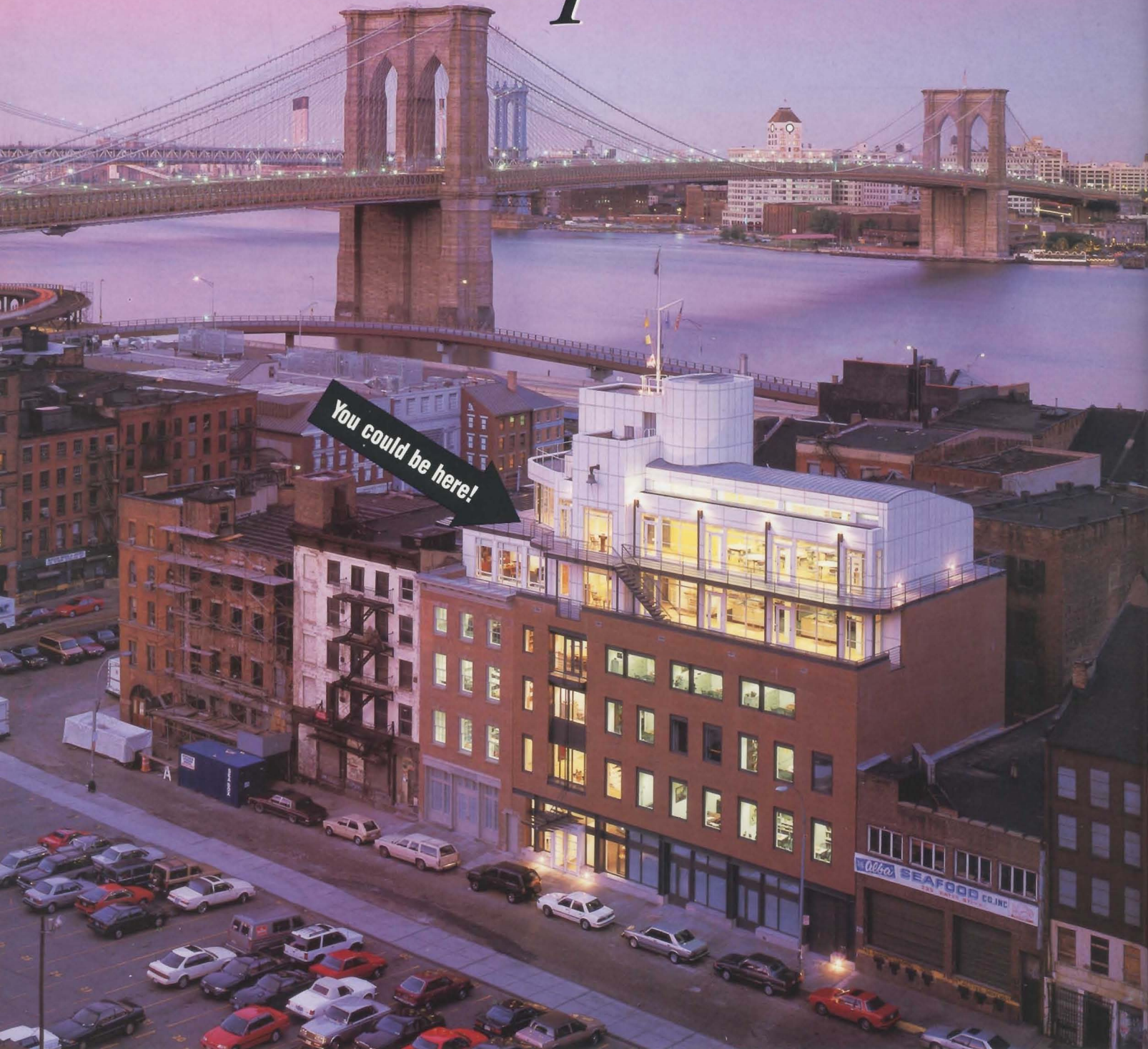
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