

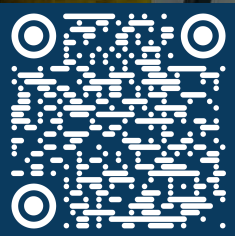


# 2022 ANNUAL REPORT



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**VIDEO**

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Special thank you to former SCI President & Executive Director The Rev. David Rider who gifted many of his photographs for use in this and other SCI publications.

2023

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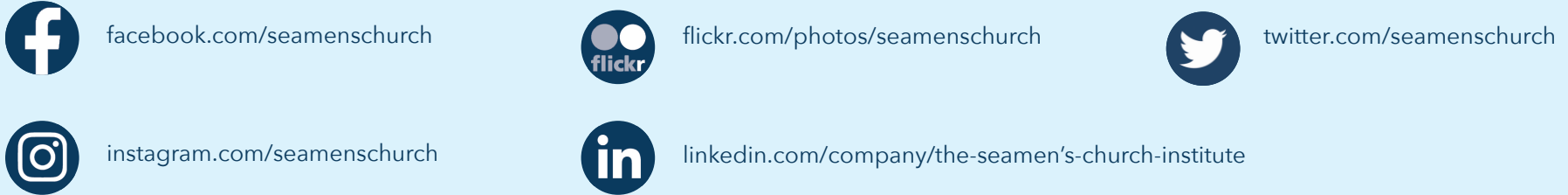


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Founded in 1834, SCI is a voluntary, ecumenical agency affiliated with the Episcopal Church.

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## PASTORAL CARE



SCI Chaplains and Chaplain Associates are the heart and soul of our mission to meet the personal, professional, and spiritual needs of all mariners. Our pastoral staff assists thousands of mariners each year, welcoming the stranger, extending a hand of friendship and hospitality, and providing a listening ear.



## LAW & ADVOCACY



SCI operates a full-time, free legal aid program for merchant mariners. The Center for Mariner Advocacy (CMA—formerly the Center for Seafarers’ Rights), works to improve laws and policies that help promote the safety and security of mariners, as well as promoting well-being issues such as physical and mental health.



## MARITIME EDUCATION



SCI’s Center for Maritime Education (CME) empowers mariners with valuable training, providing professional advancement opportunities through SCI-developed and USCG-approved courses. Instructors train mariners using adult education principles and the latest computer simulation technology.



## FROM OUR BOARD CHAIR



**Bruce G. Paulsen, Esq.**  
*Chair, Board of Trustees*

While the world emerged from the global pandemic and restrictions eased worldwide, the demands and dangers that the maritime workforce faces never ceased. That's where the Seamen's Church Institute comes in, and its work has never been more critical. Addressing these issues is SCI's reason for being.

In 2022, SCI's Board of Trustees, administration, and staff campaigned to raise funds for SCI's Ministry on the River in order to expand our inland chaplaincy. This resulted in the hiring of a new full-time Chaplain in Houston, with a fourth chaplain to be hired in the months ahead. SCI also committed to outfitting its Center for Maritime Education with cutting-edge simulator upgrades and new e-learning software, which provide training that meets the changing demands of regulation,

infrastructure, and emerging technologies. SCI's Center for Mariner Advocacy spanned the globe in 2022 to give voice to those working on the water, as it sought to improve the lives of mariners on both the international and domestic fronts. At the same time, SCI undertook the hard work of crafting a new strategic plan in order to be prepared for challenges over the long term.

As you read this annual report, I hope you will see that it reflects SCI's ongoing story of impact and commitment. SCI remains true to its mission—supporting the safety, dignity, and personal wellbeing of those who labor in the maritime workplace.

## HAVING AN IMPACT

Globally, 2022 was the year when Russia invaded Ukraine, U.S.-China tensions grew over Taiwan and access to the South China Sea, and COVID restrictions for maritime eased. Domestically, last year, the U.S. passed the largest bipartisan infrastructure bill in decades, and felt the stress of the Mississippi River basin's months-long low-water jolt to inland marine transport. And all of the above at a time when inflation surged as trade expanded. Yet, as I reflect on the past year, I find myself thinking less about how outside forces impact the Seamen's Church Institute's mission and ministry, and more about how SCI has remained driven and focused in meeting the needs of the communities we serve: namely, domestic mariners and international seafarers.

And what an extraordinary year it has been in the life of our robust organization. In quick review, SCI



**The Rev. Mark Nestlehutt**  
*President & Executive Director*

officially changed our name from The Seamen's Church Institute of New York & New Jersey to the more inclusive and representative Seamen's Church Institute. We expanded our Ministry on the River chaplaincy, better supporting the needs of inland mariners. At our Center for Maritime Education, we continued to upgrade our software and platforms to offer improved, more expansive and dynamic training experiences. And our Center for Mariner Advocacy saw Director Phil Schifflin traversing the globe, campaigning for the needs, rights, and improved working conditions for mariners and seafarers. And, as we were finding our own way out of the pandemic, we began work on our



new strategic plan—committing to a deep dive into our organizational principles, values, goals, and aspirations.

The following pages are filled with stories and statistics that illustrate this work and more—highlighting the incredible impact that SCI had in our three mission areas, as well as our tremendous efforts to underwrite and fund these essential programs. As always, the success and impact of our mission rests firmly with my selfless and dedicated colleagues who are the hands and heart of SCI's initiatives. And, of course, we could not succeed in our mission without your incredible and generous support. Each and every day, the world depends on mariners; mariners depend on SCI; and SCI depends on you. On behalf of my SCI board members and my colleagues, thank you!

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## CHAPLAINCY

The dangers and demands faced by those who work on vessels and their significant role in world trade and commerce is not lost on the Seamen’s Church Institute. Chaplaincy is the heart of SCI. And, the personal wellness and well-being of the mariners and seafarers we serve remains our most significant and sacred directive. This was evident in 2022 when our corps of Chaplains and Chaplain Associates made thousands of vessel visits to connect with mariners, provide support, and assist those in crisis.

Specifically, our **Port Chaplains** at the International Seafarers’ Center—our base of operations in the Port of New York and New Jersey—met with many Ukrainian seafarers, who were struggling with the repercussions of the Russian invasion, the destruction of their homeland, and the violence and displacement their families and friends. Our port chaplains met with many seafarers still facing travel restrictions and extended contracts as a result of COVID-19 policies in other nations. Also, along with the staff of the ISC, they assisted many seafarers in gaining access to vaccinations while they were in port.

The 2022 numbers underscore their dedication: our Chaplains and Chaplain Associates made a total of 1,862 vessel visits last year, connecting with almost 10,000 seafarers on board ships.

Our **Ministry on the River** Chaplains were also busy on the road in 2022, making regular vessel visits throughout the inland river systems, Intracoastal waterways, and Gulf Coast regions—with over 181 vessel visits and meeting with more than 1,400 mariners. They also responded to 42 tragic accidents and suicides. In the face of such critical incidents, river Chaplains go beyond just visiting. They are on the scene immediately, they often return the next day, and they make a point to meet with crew, staff, family, and friends. They follow up more than once and sometimes attend or preside over services and memorials.

In addition to visits and maintaining regular communication with mariners and seafarers, SCI Chaplains also trained our network of Chaplain Associates spread out across the

U.S. They provided chaplaincy and support to SUNY-Maritime academy cadets for their 2022 Summer Sea Term and Indoctrination Week. And, along with Center for Mariner Advocacy Director Phil Schifflin, Chaplains attended several shoreside events, talks, meetings, and panels where they shared their expertise and advocated for the needs and wellness of mariners and seafarers.

SCI said farewell to the Reverend Kempton Baldrige in 2022, retiring as Senior Chaplain for Ministry on the River. The Reverend Thomas Rhoades stepped into Kempton’s role as Senior Chaplain, and we welcomed retired Navy Chaplain, the Reverend David Shirk, in the spring. David is stationed in Paducah, KY, and serves the Upper Mississippi and Ohio River region. Later on last year, SCI hired the Reverend Christine Brunson—who started work in January of 2023—as our new Chaplain for the Houston Ship Channel and Gulf Coast region.

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[Read about SCI’s chaplaincy in action! Turn to pages 10 to 15.](#)



# MEETING MARINERS AND SEAFARERS WHERE THEY ARE...



## Crisis Counseling After a Fire Onboard Ship

### THE REVEREND CHAPLAIN JAMES KOLLIN

"I thought that I would never see my newly born baby and my family would not see me anymore. It was a matter of seconds before I and my engine crewmates had to do what we needed to do to suppress the fire. Had it not been for our quickness, focus, training, and knowledge, the worst could have happened. I was thankful also for the CO2 that extinguished the fire, and of course, I thanked God that no one was hurt and that our ship did not sink."



I received these expressions of frustration, fear, and anxiety from the 4th Engineer of a tanker vessel I visited in port. He was the first to witness and first to act in controlling the fire that started in the engine room as their ship was just seven miles out after their departure. The vessel was later towed back to port for repairs—lasting two to three months. The entire crew was traumatized, but even more so because of the engine being shut down in response to the accident. They were extremely grateful to the first responders who came to their rescue.

When visiting with them, I created a venue for the crew to de-stress by way of taking turns and sharing what exactly happened. As soon as the 4th Engineer was done sharing his story, another crew member carried on, telling a different angle of the story. This pattern continued throughout until everyone had a chance to speak. In response, I offered them some words of inspiration. I made sure to commend how smart their response was in mitigating the fire. I appreciated their professionalism and spent time reassuring them that they were safe, alive, and should be able to see their loved ones back home sooner or later. I also prayed with them and thanked them for all that they do for the world and for their families. In the end, I offered them SCI's center-based services and free transportation for their shopping needs. The seafarers who had shore leave were so eager to go—a few of them bought SIM cards, and one sent money back home through our MoneyGram remittance service.

During one of my many revisits to the ship, I found the crew to be relieved from their distress. Yet, they now had to deal with another set of unavoidable challenges—investigation, reparation, and restoration. It was encouraging to hear the captain

stating that everything should be fine if all concerned fully cooperate, judiciously report, and remain transparent. He further encouraged them to learn lessons from the whole incident—especially on matters of prevention. As a way of giving thanks and asking for blessing from the Almighty God, the captain and I planned to have a Mass on board at a time when the crew were less overwhelmed. In addition, the captain was happy to let me know that his birthday was coming up soon, and he planned to go ashore to buy special food and treats for their celebration.

This collection of ship visits illustrates that our SCI's chaplaincy and ministry is an "unloading and loading" process: "unloading" because Chaplains serve as shock absorbers for traumatic events; "loading" because Chaplains provide pastoral care and comfort during and after the event. Both are rewarding because at the end of such days, as Chaplains, we would all say, "We are glad that we were there for them."

*From SCI's May 2022 Pastoral Activity Report.*

## The Worst of Tragedies

### THE REVEREND CHAPLAIN DAVID SHIRK

I was recently involved in an incident where a mate had died on a line boat, in an accident that occurred during the process of tying barges together. A cable had snapped off an eyelet while it was being tightened down. It whipped around, hitting the mate in the head. Immediately, the crew rallied feverishly to stop the bleeding and save his life. Emergency medical services were called to take him to the hospital. Heartbreakingly, he passed away en route. Even more heart-rending was learning that this was the mate's first day on the boat; he had only worked for six hours before his life was cut short.



member of the investigation team and was strictly there for their well-being. They seemed to take comfort in that and my experience in dealing with death as a retired Navy Chaplain.

After speaking with them as a group and giving them the opportunity to express their thoughts and feelings publicly, I walked around to speak with them individually and in small groups. In these more private settings they spoke more openly about their feelings and thoughts, and shared their utter disbelief in all that had transpired. A few talked about their resentment of the investigation team who, in their words, "had never spent a day on a boat." I worked to reassure them and calm them by listening to them and normalizing all they were going through. They clearly were suffering from post-traumatic stress.

I spent the entire afternoon and evening on the boat and then made the long drive back home to Paducah. That evening, I received a phone call from the company's HR team to see if I would visit the same boat the next day and talk more with the crew and other company mariners. I agreed, of course. Follow-up—whether it's one day or even one year after an incident—is an important part of

Critical Incident Stress Management (CISM). They were all devastated by the mate's death, they had questions, and they did not know what to do with their feelings of confusion and loss.

After addressing the group the following morning, I offered to meet with crewmembers individually, and many took me up on the offer. Having these types of one-on-one conversations is important, but it's not about answers—what answers could anyone have after such a tragedy? Instead, it is about guidance, helping them all start down a path towards accepting, grieving, and facing the difficult process of moving forward. After sharing with me, each man gave me a hug on their way out and thanked me for making the trip to be with them again. To my relief, the trust and connection we built the previous day really made a difference in these conversations.

*From SCI's December 2022 Pastoral Activity Report.*

After being called to the scene, I boarded the boat with company HR personnel and an independent investigation team. When I arrived, the pool of blood on the barge and the drops of blood that ran across the boat deck were still visible. I addressed the entire crew on the mess decks, as they had just been told their crew member had passed away. They were all visibly shaken, and some were crying. I reassured them I was not a

## Jacob: Fifteen Months at Sea

### CHAPLAIN CORA DIDOMENICO

I've known Jacob for many years, but we rarely get the opportunity to meet face-to-face. I can count the number of visits Jacob's vessel has made to Port Newark, and even then, we only have a little time to reconnect. Despite this, we've remained in contact throughout our various life events.



Jacob and I have a lot in common. In 2018, both of us were in long-term relationships that resulted in engagements. We dreamed of wedding plans—that we couldn't possibly afford—and eventually, we each married our respective partners in 2020. When he and I met up during the pandemic, we talked about the families we would one day have. We were the same age and had similar values. Despite our very different lives, it would seem that we cared about the same things at the same time.

The last I heard from Jacob, he was on a containership working as an electrical engineer off the coast of Turkey. He was on a contract of nine months but had been on board for fifteen and had

been asking to be repatriated after twelve. After much discussion with his wife, he decided to extend his contract for three months to earn a bit more money before returning home for an extended vacation.

According to Jacob, this vacation was very important to them. In all of Jacob's short stays at home, between contracts, the couple had been unable to conceive the baby they both wanted. This contract extension would allow Jacob six months of leave to be with his wife so they could work on building their family. They planned a honeymoon to Singapore and looked forward to being together.

And then partway through 2022, just when we all felt as if the world was getting back to normal, COVID crept back in, and Jacob could not secure a reliever. Each reliever the company hired would end up testing positive hours before joining the vessel. Every time Jacob's vessel would approach a new port, he pleaded with the captain to allow him to go home, but he was continuously met with positive COVID tests, which prevented him from leaving.

Jacob was stuck in a holding pattern outside of Turkey, with seemingly little hope of leaving the ship. We messaged each other. He lamented the suffering his wife was experiencing as she waited for his arrival home. This was supposed to be the first day of their honeymoon. He talked about his mental and physical fatigue after being on board for such a long time. He was concerned about safety and questioned the empathy of the company to which he had been so loyal.

We discussed different coping mechanisms for isolation and exhaustion on board. I also encouraged him to reschedule his honeymoon, even though there would be added costs to rebook. Afterward, behind the scenes, I reached out to our lawyer to begin filing a formal complaint with the company and Jacob's union. I followed up with Jacob a few days later. Shortly after our last conversation, he received word that his flight to the Philippines had been secured, and he left for the airport as soon as his ship berthed. I caught up with him while he was waiting for his flight to depart.

The stressors and sacrifices that seafarers endure are profound. It is my hope that the next time

Jacob and I talk or our paths cross, he has images from his honeymoon and, someday, of the little baby that he has always dreamed of having.

*From SCI's December 2022 Pastoral Activity Report.*



*Top: Jacob with crew members in Greece (second from the left).*

*Below: Jacob at the Panama Canal—10 months on board.*



## The Lost Foot: Roy's Story

### THE REVEREND CHAPLAIN THOMAS RHOADES

#### 2019

Roy, a deckhand, is on a boat attempting to gather a loose barge moving downriver. While working to reach the barge, he suddenly gets caught in a wire and ends up lying on the ledge of the adjacent barge, his lower leg crushed and the tangled wire having violently taken his foot and half his calf. The crew moves fast, gets him to safety, and the pilot heads to a dock. Roy is airlifted to a hospital. That's when I receive the call from the port captain and quickly deploy to the vessel.



It is now late afternoon. When I arrive, everyone is already off the boat, so I head to a motel where some of the crew are staying the night. I listen to the awful story of what they saw, heard, and felt. I ease their minds; I tell them that their reactions are normal. I let them know what they can anticipate—the physical and mental symptoms—as a result of witnessing the

incident. I ask them to keep up with each other, to check in. I meet with other crew members the next morning on the boat and I tell them the same: they've experienced something terrible, that it could affect them and that is normal, and to check in with each other. I, too, get phone numbers with the intention of following up.

After meeting with all the crew, I head to the hospital. Roy's wife, mom, dad, and pastor are in his room. Surprisingly, Roy is upbeat. He says, "When I saw my foot go, I gave it to God." But, he is deeply concerned about his crew. He knows what they saw and heard. I assure him that I have met the crew and I have their phone numbers to monitor their recovery. I let him know that I encouraged them all to call their employee assistance program to get mental health therapy if they are still experiencing trauma and that if their EAP does not help, I will connect them to someone I trust. We pray together. We thank God for Roy's life, his wife and family, his pastor and crew. We pray for the strength and humility to recover.

*"The Lost Foot: Roy's Story"* →  
continued on the following page

*"The Lost Foot: Roy's Story"*  
continued from previous page.

Knowing that traumas ripple to shoreside support, the port captain and I meet later for a beer and some BBQ. He tells me how thankful he is for our ministry, and I take that opportunity to ask how the incident has affected him as captain. Afterward, I get his phone number and inform him of my contact with crewmembers. I let him know that I am monitoring his crew and I hope that my efforts to follow up with the crew will be modeled by the port captains.

When I connect with Roy some days later, he tells me he is doing exercises for his upper body. He has accepted that he must walk with crutches and he is using them sooner than anyone would have believed. Roy is always upbeat and thankful when I call, still most concerned with his crew's mental health. Later on, when I check on him again, he's up and around, hunting in the woods.

## 2022

A couple of years later, I run into Roy at our Center for Maritime Education in Houston. He's a steersman and very excited, "We are having twins, a boy and a girl."

When I call recently, he tells me: "I'm turned loose and finished my second hitch as a pilot." I text a few days later and he replies with a picture of newborns.

Roy has made a huge difference in my life and my work with SCI. I know that Roy will be a great inspiration for all who ride with him on his vessel. I reflect on his story and the three-year gap between our meetings. It's a story that illustrates the power of our chaplaincy, the strong connections we make with mariners, and how it continues to give to those we serve.

*From SCI's October 2022 Pastoral Activity Report.*

## Two Years of Milestones

### CHAPLAIN MICHELLE McWILLIAMS



In October 2020, while standing on deck, an able-bodied seaman stated with a long sigh, "I was supposed to get married last month." Instantly, my thoughts went to two possibilities. Either his wedding had been postponed, or the distance became a challenge in the relationship. Even with postponement, the latter can often become a reality for many seafaring men and women.

I asked him to tell me more. Rex explained his contract had been extended due to the pandemic. With no sign-off date in sight, he felt trapped on his vessel, and his anxiety was heightened due to his inability to even postpone some of his wedding plans. We also talked about how his feelings surrounding his wedding no longer carried the same excitement due to everything that was going on. After our conversation, Rex voiced that he felt a little lighter after talking through all he was experiencing.

A couple of months later, I saw Rex again. This time, I was able to help him shop for items for his wedding day since he wouldn't have the opportunity to do so at home in the Philippines upon repatriation. His shopping list included

new dress shoes, a belt, and a watch. He candidly joked about his fiancée Nesil and her willingness to wait another year for him—but only if she had to. But our conversation about sign-off turned serious as he discussed how he was faring emotionally during his contract extension. Thankfully, he was able to sign off in August 2021.

In September 2021, I received a WhatsApp message from him with his wedding announcement. Later, he shared some photos of the joyous and long-awaited day.

Seven months later, in April 2022, Rex reached out to let me know he had joined another contract on the *Ever Faith* after taking an eight-month vacation. He also shared some very exciting news—that his wife was pregnant!

In August 2022, I saw Rex again aboard the *Ever Faith*, berthed in Port Elizabeth. Rex was excited to tell me that his daughter was born and showed me pictures of her. While he was regretful that he didn't attend her birth in person, he felt his work on the vessel had taken on even more importance now that he was a father. He daydreamed about the ability to provide

opportunities for his daughter that he never had. We discussed how a person could have many milestones in life, some beyond our ability to be a part of them, and the importance of being present in one's current situation. As a seafarer, Rex juggles a variety of responsibilities at one time, but it's inevitable that something will eventually drop. That's okay! I told him the important thing is to find a balance and not dwell on the things he can't control. For example, while he missed the birth of his daughter, he can be there for her first birthday.

For me, one of the more meaningful parts of being a Chaplain in a port environment is the possibility of seeing a seafarer again. Rex had two big milestones occur, and many stressors surrounding those moments. He knew he could speak to me and found it beneficial to do so twice. Chaplains can be a constant for seafarers when they are adapting to environments that are almost entirely unpredictable. Our continuous and anticipated support for seafarers is impactful during the highs and lows at sea.

*From SCI's December 2022 Pastoral Activity Report.*



*Top: Rex with crew members (fourth from the left).*

*Below: Rex and Nesil's wedding.*



## INTERNATIONAL SEAFARERS' CENTER

Coming out of the uncertainty of Covid-19 restrictions in 2021, the International Seafarers' Center saw a steady uptick in activity and visits to the center for 2022. In terms of numbers last year, the center hosted 22,419 seafarers, truckers, and port workers. It certainly has been wonderful to see the facility put to good use.

Earlier this year, SCI was awarded an \$87,000 grant from The New York Community Trust to facilitate seafarer vaccinations and offset the operating costs related to transportation to vaccination locations and other destinations (such as the local shopping mall). SCI saw a steady increase in seafarer transport month by month, culminating in a 2022 monthly high of over 100 riders during the month of December.

The ISC managed the increased demands using a single 15-passenger van and smaller minivans. Normally, our ISC operates with two

vans but we lost one due to flooding associated with Hurricane Ida in 2021. Challenges with the supply chain made the lost transport van difficult to replace quickly, but with a grant from ITF-Seafarers' Trust, SCI took possession of a second van to meet ISC needs toward the end of the year.

SHOPatSEA was created to assist seafarers confined to ships during quarantines. It remained a very active program for seafarers in Port for 2022, especially those needing mobile phones or electronic devices. (There are no electronics stores in the local mall.) The program was paused for Christmas at Sea in November and December so Chaplains could make CAS deliveries, but slated to continue into 2023. SCI continues to evaluate this ISC service, however; while useful to seafarers, ordering and delivering merchandise is not considered part of SCI's core mission.



Chaplaincy is the heart of SCI, and our team of ISC Chaplains continue to reliably exemplify our mission: providing counseling, fellowship, practical support, pastoral care, and priority response to the seafarers on commercial vessels in Port Newark, Port Elizabeth, Bayonne, and harbor operators in Staten Island.







## CENTER FOR MARITIME EDUCATION

Since founding its Navigation and Marine Engineering School in 1899, SCI has pioneered innovative methods and technologies in maritime education and acted as an advocate for safety and training. Today, the Center for Maritime Education offers state-of-the-art programming and services for inland river, intracoastal, and offshore region mariners and maritime companies.

In 2022, CME logged 225 training sessions at its facilities in Houston, TX, and Paducah, KY. A particular highlight this year was the launch of our training partnership with Riben Marine (a U.S.-based maritime services and support agency) and KOTUG (a Netherlands-based global towage and maritime-related services company). The partnership launched in May of 2022 with a Basic Azimuth Stern Drive Tug Class, with Moran Towing as its first training client. Another highlight for simulator training at CME was the transfer from Polaris to Kongsberg's K-Sim operating system. Installation was completed in Paducah late in

2022 and is expected to be fully operational in Houston in early 2023.

E-learning continued its steady user growth to 9,960 users and 39 companies utilizing our training platform. Updated "Application Programming Interfaces"—or APIs, as they are commonly known—this year enabled synchronization between our client's HR databases and our own system, making it much easier to share enrollment data and student performance. Also in 2022, CME launched Rules of the Road—our multi-module blended-learning instruction with testing and evaluation—and a new Dedicated Examiner Certification course, designed to assist companies in closing the certification gap for their DEs and allow them to resume steersman training onboard.

CME also managed several feasibility studies in 2022 for various maritime engineering and architectural firms. While many projects are still ongoing, completed projects include an

Environmental Impact Statement for the Port of Corpus Christi and a Bolivar fleeting study for Turn Services. Among the highlights this year was viewing the completion of the Route 60 bridge over the Cumberland River near Smithtown, Kentucky. CME managed the bridge feasibility study in 2017, helping to determine the placement of the bridge's foundations and substructure.

In October 2022, CME welcomed Captain Jacob Horman to the team as its new instructor in Paducah. We said goodbye, however, to Captain John Arenstam, CME Assistant Director, as he retired in December to be closer to his family. Heading into 2023, CME is excited about the prospect of filling two instructor vacancies at this facility.

## CENTER FOR MARINER ADVOCACY

It was a busy year for SCI's Center for Mariner Advocacy. While CMA has historically been focused on international seafarers, 2022 saw an increase in its scope to include issues impacting U.S. mariners. Our work in the blue-water sector has predominantly focused on ongoing negotiations centered around the Maritime Labour Convention, 2006. Our brown-water work has focused on advising and raising attention for U.S. mariner wellness, mental health, and sexual assault/harassment issues.

In 2022, CMA Director Phil Schifflin—as either a representative of the North American Maritime Ministries Association or the International Christian Maritime Association—had directly participated in several meetings in person (in Europe) and online to assist in advising and championing the cause of seafarer rights as they relate to the twelve proposed amendments to Maritime Labor Convention, 2006. Deliberations and advocacy efforts successfully moved the International Labor Organization and International Maritime Organization to adopt

eight of the twelve amendments. Four amendments remained contested, however. CME and other seafarer-rights organizations were active in the additional deliberations—via the Maritime Safety Committee's "Human Element" subcommittee and their joint working group—that sought a way forward on these issues. Progress has been made, but the talks will continue into next year.

CMA continued to be involved in working to mitigate the impacts on seafarers caused by the Russian invasion of Ukraine. Phil regularly participated in meetings with industry representatives, IMO and ILO representatives, and other seafarer welfare organizations as they worked collaboratively to find solutions.

CMA has been just as active on behalf of U.S. mariners. Throughout 2022, we worked to assemble a steering committee to further the work of a mariner wellness roundtable held at SCI-Paducah last summer. Phil participated on two panels—one for Gulf Intracoastal Canal

Association, the other for American Waterways Operators—and attended several meetings and lunches via various maritime clubs and organizations to advocate for and raise awareness of the challenges mariners face and advance potential ways to improve wellness. CMA has also engaged in SASH-related (Sexual Assault/Sexual Harassment) initiatives in multiple venues, internationally through the IMO, and domestically through work groups advising the National Merchant Mariner Personnel Advisory Committee and the National Merchant Mariner Medical Advisory Committee. Toward the end of the year, Phil was invited to participate in the Ship Operations Cooperative Program—a collaborative effort between the Maritime Administration and U.S. maritime companies to develop resources for the prevention of SASH events in the U.S. Merchant Marine. SOCP also works to advance its "Achieving a Respectful Onboard Culture" initiatives to help prevent SASH incidents from occurring while providing a better response when they do.



North American Maritime Ministry Association Executive Director Dr. Jason Zuidema (left) with SCI's CMA Director Phil Schifflin (right) at the IMO/ILO Maritime Safety Committee's Joint Triumvirate Working Group in Geneva, Switzerland–December 2022.



SCI CMA Director Phil Schifflin (right) with Sailor Society's CEO and ICMA Trustee Chairperson Sarah Bade (left) at the IMO/ILO Maritime Safety Committee Meeting in London, England–November 2022.



## SUPPORTING OUR MISSION

Like many nonprofits, the Seamen's Church Institute faced a landscape of philanthropy that was deeply impacted by the lockdowns and economic challenges we all experienced during the pandemic. The previous year, 2021, proved to be a good comeback year, and SCI built on that momentum in 2022.

For SCI, our special events bring together the industry to celebrate the people and organizations who have made a difference for mariners and seafarers. At Houston's Maritime Training Benefit Luncheon in April, we welcomed 315 guests from the Gulf Coast maritime community and honored Walter Blessey of Blessey Marine with a Lifetime Achievement Award. At the Silver Bell Awards Dinner in New York City, we welcomed 500 guests connected with the blue-water industry, honored Ned Moran of Moran Towing with a Lifetime Achievement Award, and gave the Silver Bell Award to America's Maritime Academies, recognizing all they do in training merchant marine's future leadership. The 2022 River Bell

Awards Luncheon saw record attendance; almost 575 people attended in celebration of the inland maritime community. We honored Jim Guidry of Kirby Marine with the River Bell Award, Frank Morton of Turn Services with the River Legend Award, and honored the crews from Ingram's MV Michael Grainger and Marquette's MV Miss Niz with the Lifesaving Award.

Gatherings such as the New York Pilot Boat cruise (returning after a two-year hiatus) and the *Observer* cruise in the Houston Shipping Channel were also well attended, further building connection and goodwill between SCI and maritime industry leaders.

Last year brought a strong resurgence in SCI's Ministry on the River endowment campaign and its goal to establish funding for additional Chaplains for the inland and intracoastal waterways and the Gulf region. The campaign ended the year with over \$3 million in gifts and pledges, enabling us to fund a full-time Chaplain in Houston with the likelihood of another Chaplain being installed next year.

Also inspiring in 2022 was SCI Board member Richard du Moulin's \$1.2 million lead gift providing a solid foundation for our ongoing blue-water fundraising efforts.

In 2022, SCI welcomed Moran Towing to our growing list of Supporting Sponsors, and heading into 2023, we welcomed TOTE Maritime. These two additions mark an increase of five Supporting Sponsors since 2020. SCI is grateful for our sponsors' contributions and honored by our sustained sponsorships representing the industry's confidence and trust in our work on behalf of seafarers and mariners.

Last summer, in establishing a partnership with the strategic fundraising firm CCS, our Development team guided SCI's leadership and board members through a feasibility study that saw the launch of a strategic planning process last fall. With that work in place, a new strategic plan was finalized in early 2023.

Last year also saw the launch of our first digital Annual Fund campaign and the awarding of institutional grants, such as The New York Community Trust and ITF-Seafarers' Trust. These assisting efforts at the International Seafarers' Center in Port Newark.

Christmas at Sea for 2022 was also a big success. 28,193 knits and crochets were made and distributed to seafarers via hand-made ditty bags (with toiletries and non-perishable food items) and to inland mariners in boxes, representing a 6% increase over the previous year. All CAS donations were packaged and coordinated by an incredible corps of volunteers and delivered by our Chaplains and Chaplain Associates. Christmas at Sea will celebrate its 125th Anniversary in 2023.



## MARITIME TRAINING BENEFIT LUNCHEON

April 28, 2022 • Houston, TX

At the 2022 MTBL, SCI welcomed over 300 guests from the Gulf Coast maritime community, where we honored Walter Blessey, Chair of Blessey Marine, with the Lifetime Achievement Award. Mr. Blessey is pictured above (center) with Golding Barge




Line Chair, Steve Golding. SCI President & Executive Director the Rev. Mark Nestlehatt (left) and SCI Board of Trustee Chair Bruce Paulsen, Esq., and Blessey Marine Services President and CEO Clark Todd.



## THE OBSERVER Houston Ship Channel Cruise • April 28, 2022

With thanks to Christian O'Neil, President of Kirby Inland and Offshore Marine and SCI Board Member, SCI welcomed over 70 guests on a gorgeous Gulf Coast evening. Our two-hour cruise toured the Houston Ship Channel aboard the Kirby Observer.

SCI Events continued on the following page. 



## 44<sup>th</sup> ANNUAL SILVER BELL AWARDS DINNER

June 9, 2022 • New York, NY

On June 9, the Seamen's Church Institute gathered leaders in the shipping and maritime industry for the 44th Annual Silver Bell Awards Dinner at Chelsea Piers in New York City. The evening opened with the traditional parade of ships (left above) featuring a blessing from the Rt. Rev. Andrew M.L. Dietsche, Bishop of New York.



For the awards presentation, SCI honored Edmond J. (Ned) Moran (Director, Moran Towing Corporation) with the Lifetime Achievement Award. As Mr. Moran could not make the ceremony that evening, the award was accepted by Moran's CEO Ted Tregurtha (pictured left-center).

The Silver Bell Award was given to the U.S. Maritime Academies (pictured left-below). Accepting the Silver Bell Award were Vice Admiral Jack Buono (Superintendent, United States Merchant Marine Academy) and Rear Admiral Dr. Michael Alfultis (President, SUNY Maritime College). Both offered remarks along with representatives from the other maritime academies: California State University Maritime Academy, Maine Maritime Academy, Massachusetts Maritime Academy, Great Lakes Maritime Academy, and Texas A&M Maritime Academy.



## 2022 NY PILOT BOAT HARBOR CRUISE

September 8, 2022 • New York, NY

On September 8, the Seamen's Church Institute held its semi-annual Pilot Boat Harbor Cruise. We were pleased to welcome over 100 guests aboard the New York for a cruise along the NY Harbor. Before dinner, a special toast was made in honor of Board Member Rich du Moulin in recognition of his transformational gift to the Seamen's Church Institute. We would like to extend special thanks to our generous sponsors: Capital Counsel, PIMCO, Polen Capital, Aristotle Capital, 1919, UBS, Putnam Capital, Virtus Investment Partners, and BlackRock.







## 22<sup>nd</sup> ANNUAL RIVER BELL AWARDS LUNCHEON

December 8, 2022 • Paducah, KY

The Seamen's Church Institute welcomed the inland river and waterways transportation industry for the 22nd Annual River Bell Awards Luncheon on Thursday, December 8, in Paducah, KY. With a record attendance of 575, this event featured Jim Guidry, Executive Vice President of Kirby Marine Transportation Group, receiving the River Bell Award (pictured upper left), and Frank Morton, Founder and Director of Turn Services, taking home the River Legend Award (upper right).



SCI also honored the crews of the M/V Miss Niz (Pictured below left—Marquette Transportation Company Captain James Bordelon, Pilot Benton Eubanks, Deckhand Wendell Neal, and Deckhand Chris Verdin) and the M/V Michael J. Grainger (Below right—Ingram Barge Company Captain Joe Younge, Sr. Mate Mike White, Sr. Deckhand Jason Lovell) with the Lifesaving Award. In April 2022, Miss Niz's crew pulled survivors of a burning fishing vessel to safety, and in September 2022, Michael Grainger's crew rescued a driver from a car that had driven through a flood wall opening and landed in the river.



# SCI: 2022 FINANCIAL SUMMARY

## 2022 INCOME



- Contributions & Grants – 44.44%
  - Special Events Income – 11.45%
  - Program Services – 20.87%
  - Investment Income – 2.90%
  - Operational Draw from – 20.31%
  - Other Income – <1%
- Investments

## 2022 EXPENSES



- Program Services – 59.50%
- Support Services – 40.50%

### Operating Support, Revenue and Operational Draw from Investments

Program services:

|                                   | 2022         | 2021         |
|-----------------------------------|--------------|--------------|
| Maritime Education and Training   | \$ 2,312,000 | \$ 1,973,000 |
| International Seafarers' Center   | \$ 51,000    | \$ 38,000    |
| Contributions and grants          | \$ 5,031,000 | \$ 1,883,000 |
| Special events income             | \$ 1,296,000 | \$ 1,528,000 |
| Investment income                 | \$ 328,000   | \$ 134,000   |
| Other income                      | \$ 2,000     | \$ 118,000   |
| Operational draw from investments | \$ 2,299,000 | \$ 973,000   |

### Total Operating Support, Revenue, and Operational Draw from Investments

|  |               |              |
|--|---------------|--------------|
|  | \$ 11,319,000 | \$ 6,647,000 |
|--|---------------|--------------|

### Expenses Excluding Depreciation

Program services:

|                                 |              |              |
|---------------------------------|--------------|--------------|
| Center for Maritime Education   | \$ 2,302,000 | \$ 2,102,000 |
| Port Newark seafarers' services | \$ 956,000   | \$ 858,000   |
| Programmatic outreach           | \$ 480,000   | \$ 451,000   |
| Center for Mariner Advocacy     | \$ 237,000   | \$ 215,000   |
| Supporting services:            |              |              |
| Management and general          | \$ 1,478,000 | \$ 1,420,000 |
| Fundraising and communications  | \$ 1,228,000 | \$ 1,058,000 |

### Total Expenses Excluding Depreciation

|  |              |              |
|--|--------------|--------------|
|  | \$ 6,681,000 | \$ 6,256,000 |
|--|--------------|--------------|

### Net Surplus

|  |              |            |
|--|--------------|------------|
|  | \$ 4,637,000 | \$ 392,000 |
|--|--------------|------------|

# 2022 IN NUMBERS

|                                                                                     |                                                                                                                                                     |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Seafarers visited on board ships                                                    | 9,801                                                                                                                                               |
| Vessels visited in Port Newark                                                      | 1,862                                                                                                                                               |
| Seafarers, truckers, and port workers hosted at the International Seafarers' Center | 22,419                                                                                                                                              |
| Seafarers transported by SCI vans                                                   | 6522                                                                                                                                                |
| Seafarers vaccinated                                                                | 254<br>(transportation: 147, onboard 107)                                                                                                           |
| New CMA Cases                                                                       | 65                                                                                                                                                  |
| Mariners trained at CME-Paducah from number of companies                            | 553 mariners/15 companies                                                                                                                           |
| Mariners trained at CME-Houston from number of companies                            | 556 mariners/20 companies                                                                                                                           |
| Mariners trained through e-Learning                                                 | 9,960 users and 39 companies                                                                                                                        |
| Feasibility studies                                                                 | 3                                                                                                                                                   |
| Maritime workers assisted by Chaplains on the inland rivers                         | 1,414<br>(42 crisis visits)                                                                                                                         |
| Visits to vessels on the inland rivers                                              | 181                                                                                                                                                 |
| Hand-made gifts/volunteers/geographic representation                                | 28,139 knitted and crocheted gifts and ditty bags from 932 individuals and 127 groups from all 50 U.S. States and other countries around the world. |



## 2022 Sustaining and Supporting Sponsors

Sustaining Sponsors provide unrestricted financial support of \$100,000 or more per year. Supporting Sponsors contribute at least \$50,000 per year and Contributing In-Kind Sponsors provide SCI with goods or professional services in excess of \$25,000 annually. Together, these resources strengthen SCI's pastoral ministry, legal advocacy, and maritime education programs. SCI expresses gratitude to our Sponsors, elite companies that enable us to fulfill our mission.

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### \$1,000 – \$4,999

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|----------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------------------|
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SCI Donor List continues  
on page 32. 



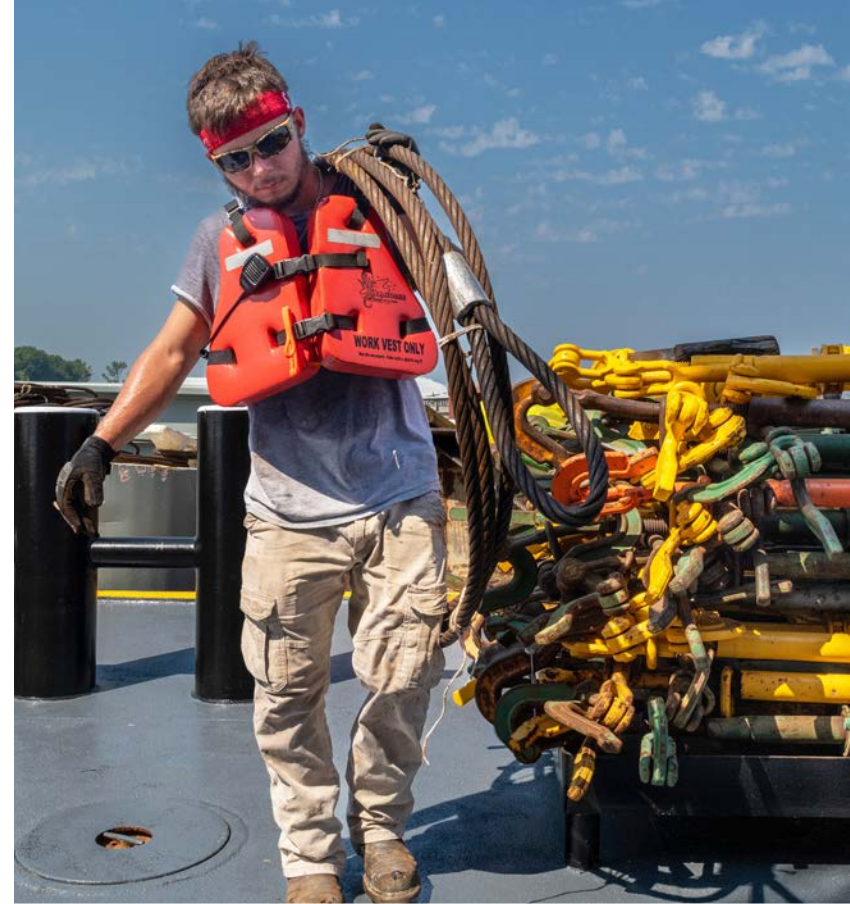
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### \$250 – \$999

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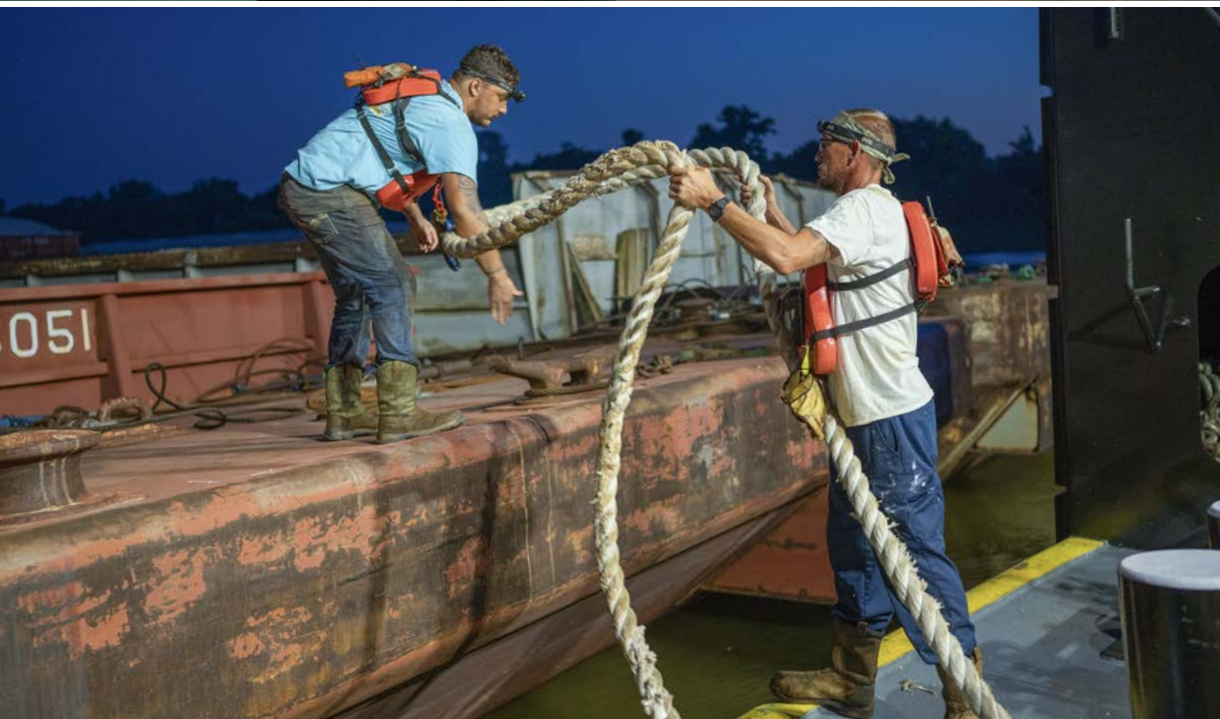
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