



# 2019 ANNUAL REPORT



RUDDER ANGLE  
degrees  
PORT STBD 90  
70  
50

HEADING  
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05



# CHAMPIONING THE MARINER

The Seamen's Church Institute  
Annual Report 2019  
Volume 112

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Institute of New York and  
New Jersey

[seamenschurch.org](http://seamenschurch.org)



The Seamen's Church Institute (SCI) promotes the safety, dignity and improved working environment for the men and women serving in North American and international maritime workplaces. Founded in 1834, the Institute is a voluntary, ecumenical agency affiliated with the Episcopal Church.

To make a financial gift, go online to [seamenschurch.org](http://seamenschurch.org) and click **DONATE**, or mail your contribution to our headquarters in New York.

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## PASTORAL CARE

*SCI maintains a staff of professional chaplains with interfaith and cross-cultural backgrounds. Chaplains and volunteers assist thousands of mariners each year, extending a hand of friendship and hospitality.*





## MARITIME EDUCATION

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

## 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 practices that protect mariners and increase the safety and security of the maritime industry, as well as promoting well-being issues such as physical and mental health.*



## VOLUNTEER KNITTING

*Volunteer knitters from around the country create warm garments as symbols of SCI's mission of hospitality. Each year, SCI distributes these gifts to mariners far away from home at Christmas, in port and along inland river waterways.*

## FROM OUR CHAIRMAN



Dear Friends,

In 2019, SCI celebrated the “Year of the Mariner,” a year-long tribute to those at the heart of SCI’s mission. Our supporters enjoyed meeting and hearing from mariners representing the wider community at various fundraising and special events. These mariners spoke of their love for the work they do — even in light of its risks — and of their appreciation for SCI’s support and care. It was a special year.

Some big changes also happened this year. The Rev. David M. Rider announced his retirement as President & Executive Director of SCI after twelve years of service. His successor, the Rev. Mark S. Nestlehutt, is already in charge and moving ahead.

The Seamen’s Church Institute has seen many changes through the years since its founding in 1834. We are confident, as we embark on these new chapters in SCI’s history, that with your generosity and support, that the work of SCI on behalf mariners will never falter.

Bruce G. Paulsen, Esq.  
*Chairman*

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*Current as of May 2020*

## THE SEAMEN'S CHURCH INSTITUTE'S PRESIDENT & EXECUTIVE DIRECTOR, THE REVEREND DAVID RIDER, RETIRES AFTER 12 YEARS



In June 2019, the Reverend David M. Rider, President & Executive Director of the Seamen's Church Institute (SCI), notified SCI's Board of Trustees of his retirement in 2020 after 12 years of service. Rider, who oversaw SCI's growth, development, and positive influence in his years at the helm, securely positioned SCI's Board, staff, and donor community for a smooth and effective transition.

When the Rev. Rider started his tenure in 2008, SCI looked very different to the organization it is today.

Under Rider's leadership, for example, SCI modernized its world-class simulator and training facilities in Paducah and Houston. These facilities and their outstanding staff now serve thousands of mariners annually. This education and safety initiative dovetailed perfectly with the work of SCI's chaplains who support mariners on US inland rivers and their families, forging ever-closer relationships with the vital community that serves American and world trade. At the same time, Rider steered SCI through a comprehensive upgrade of its Port Newark International Seafarers' Center, which provides hospitality to thousands of seafarers arriving at the East coast's largest port each year.

Bruce Paulsen, chairman of the Seamen's Church Institute, commented, "David Rider has done a masterful job strengthening SCI's activities and infrastructure. Under his watch, the mission of providing ministry support to seafarers visiting Port Newark and inland river mariners has grown in impact. He developed and modernized SCI's valuable education arm in Houston and Paducah. Together with SCI's Center for Seafarers' Rights, his team worked with the US Coast Guard to secure shore leave access for seafarers calling in American ports. The Board and wider SCI community are immensely grateful to David."

Rider oversaw the major Future of Mariners capital campaign to strengthen SCI's long-term investments and sustain its mission for the next 185 years of service. In recent years, he was also the driving force behind SCI's efforts to address the problem of mariner suicide, spearheading the organization's provision of the Applied Suicide Intervention Skills Training (ASIST) workshop, and even becoming an ASIST trainer himself.

SCI Honorary Chairman and Bishop of the Episcopal Diocese of New York, Andrew Dietsche, commented, "The role of the Seamen's Church remains as important today as it was back in 1834. We are fortunate that today's Board, our wonderful staff and our generous donor community remain committed to this dynamic mission. SCI's Board and I will do everything in our power to ensure our future care of mariners. David Rider leaves us in shipshape condition, and we wish him fair winds and clear skies as he begins his retirement."

Rider's plans after retirement include continued service to the maritime community through pursuits in maritime mental health, suicide prevention, and maritime photography. The Seamen's Church Institute welcomed aboard the Rev. Mark Nestlehutt as David's successor in February 2020.





## DOUGLAS B. STEVENSON, ESQ. DEPARTS SCI AFTER 29 YEARS



Director of SCI's Center for Seafarers Rights (CSR), Douglas B. Stevenson, Esq., retired in July 2019 after 29 years working for SCI.

Doug joined the US Coast Guard Academy in 1970 where he completed his B.Sc., and would remain with the USCG for twenty years. In 1977, he completed his postgraduate law degree at the University of Miami School of Law, and, when he decided to retire from the Coast Guard in 1990, Doug joined the Seamen's Church

Institute as Director of the Center for Seafarers' Rights. He remained in this position until his retirement in 2019. When previously asked how the job changed since he joined SCI, Doug replied, "When I took the job it was nothing like it is today. It has become much more international and much more active politically. When I started, there were no contacts with the Coast Guard or any government agencies. We have worked to encourage the maritime ministries to become much more involved in the development of laws and regulations affecting the lives of seafarers."

During his tenure, Doug oversaw many CSR initiatives that had significant impact on the lives of mariners at home and abroad, such as:

### **STOWAWAYS**

In the past, port states often imposed significant fines or costs on shipowners who landed stowaways in their ports. This, however, caused problems like the 1992 case when a crew of Ukrainian seafarers murdered a group of African stowaways because they were afraid of the heavy fines they would face for landing stowaways in Europe. Also at that time, the United States required shipowners to feed and lodge stowaways under guard throughout the stowaways' immigration process – which could take months and cost hundreds and thousands of dollars. Some European countries had similar requirements. **SCI drove a revision of US immigration law to limit shipowners' obligations to feed and house stowaways to two weeks**, thereby reducing the incentive to find other ways to deal with stowaways. This legislative change helped seafarers, shipowners, and stowaways. **We also collaborated with the Coast Guard in IMO to develop international guidelines for shipowners on humane practices for handling stowaway cases.**

### **MARITIME SECURITY/ShORE LEAVE**

Within moments of the September 11, 2001 attacks on the World Trade Center in New York, Coast Guard Captains of the Ports (COPTs) ordered various security restrictions in ports around the United States. During this time, chaplains from SCI visited seafarers who were restricted to their ships in the Port of New York and New Jersey. They helped seafarers to contact their families, provided up-to-date information on port conditions, dispelled rumors, and generally provided a reassuring, calming presence to crews.

Based on its unique experience in the Port of New York and New Jersey, SCI was particularly qualified to **positively influence the development of post 9-11 security laws and regulations.**



Our position was very simple: That seafarers should be viewed as **part of the maritime security team and not potential terrorists**; That seafarers should be **allowed to transit terminals to go on shore leave**; and That **chaplains should have access to vessels in terminals**, especially during heightened security conditions.

These principles were incorporated into the Maritime Transportation Security Act and its regulations, and in the International Ship and Port Facility Security Code. We monitored seafarers' shore leave through **annual shore leave surveys** with data from port chaplains in our and other US ports, providing the Coast Guard and other regulators with objective data on shore leave upon which they could base policy decisions — such as the **regulations on Seafarers' Access to Maritime Facilities** that was promulgated on Monday, April 1st, 2019.

## ENVIRONMENTAL CRIMES

After the Exxon Valdez ran aground in Alaska in 1989 creating the largest oil spill from a vessel in US history, the United States became increasingly vigilant in enforcing environmental laws on the maritime industry. In 2002, the United States put new emphasis on seeking criminal penalties for MARPOL (the International Convention for the Prevention of Pollution from Ships) violations. Since then, the United States obtained over \$270 million in sanctions from more than 100 polluters and several seafarers were prosecuted and sentenced to jail.

We found that there was often a major gap between shipowners' environmental policies and shipboard cultures. We sought to diminish environmental crimes through **education about marine environmental laws, US criminal law procedures, and the sanctions that are imposed in the United States for violating marine pollution laws**. We produced

**educational pamphlets** that did not demonize seafarers and **training materials** that shipowners could use to educate their shipboard personnel on protocols to protect the environment and comply with MARPOL.

## PIRACY

As incidences of piracy occurred began to occur with heightened frequency in recent decades, SCL focused on the effects of piracy on seafarers whose ships had been attacked. Did they continue their seafaring careers? Were they still fit to work on ships? Did they need



continuing medical care, and if so, did they receive it? Did they receive any help in dealing with the aftermath of surviving a pirate attack? To address these questions, **we asked governments, international organizations, non-governmental organizations, and the maritime industry to devote more attention to the effects of piracy on seafarers and their families**.

We even **addressed the United Nations General Assembly** urging the UN to devote attention to seafarers and their families. In addition, SCL partnered with Mt. Sinai

Medical School to conduct **the first clinical study of the effects of piracy on seafarers' mental health**.

By 2010, the effects of piracy on seafarers and their families was firmly on the international agenda, and virtually **all our proposals were initiated**: the ITF set up a **resource program** for seafarers and their families affected by piracy, a **clinical study** had been completed, **guidelines on caring for seafarers following a pirate attack** had been prepared, and **industry best practices guidelines** that included caring for seafarers were adopted.

## ABANDONMENT

When shipowners abandon their ships, the effects on their crews are enormous, and blight the entire maritime industry. Our advocacy on abandonment took a long time, but ultimately produced results. One of our first initiatives was a 1998 roundtable convened to discuss the relevant issues and proposed solutions around abandonment. Our solution, which took into account the concerns of some shipowners who did not want to set up a system where the good guys bailed out the bad guys, was to raise the obligations for all ship owners to maintain proof of financial responsibility to pay crew repatriation and some wages as a condition of port entry. With the leadership of the U.S.

Coast Guard, **our proposals were ultimately adopted in the 2014 amendments to the Maritime Labour Convention, 2006 and to United States domestic legislation in the 2014 Abandoned Seafarers' Fund (46 U.S.C. 11113)**.

The maritime industry has changed dramatically since SCL was founded in 1834, and SCL has changed with it. But one thing has remained the same: **SCL's commitment to the maritime industry in advocating for seafarers' well-being as new issues emerge**.



## PORT NEWARK IN 2019



SCI's International Seafarers' Center at Port Newark is a hub for ship visiting. The Annual Food Truck Festival was held on June 25th. An assortment of food was enjoyed by approximately 150 local workers from the port.

**Christmas at Sea** also hosted a preseason happy holiday event on June 25 to commemorate the United Nations' observance of the Day of the Seafarer. It was a lovely gathering rich with Christmas music, festive eggnog, and sugar cookies. Volunteer revelers prepared packages and personalized Christmas cards for the seafarers we visit.

SCI's annual Port Packing Day was held on November 1, 2019. Six teams from various companies packed 1,672 ditty bags with knits, personalized Christmas cards, toiletries and nonperishable treats. SCI thanks the participating teams:

- USMX – US Maritime Alliance, Ltd
- WDIT – Council on Port Performance Workforce Development Implementation Team
- Heidmar
- Maher Terminals
- Port Authority of New York & New Jersey
- East Coast Warehouse

With the rising number of seafarers transported from year to year, an additional part-time driver was hired at Port Newark to help offset the growing need. Additionally, the International Transportation Federation granted SCI a new Ford Transit 12-passenger van, replacing our old van, and supporting our mission to provide free, safe, and reliable transportation to seafarers. In 2019, SCI transported 14,196 seafarers from their vessel to our International Seafarers' Center, and also to nearby stores.



**10,964**

SEAFARERS VISITED ON BOARD SHIPS IN THE PORT OF NY & NJ

**25,466**

SEAFARERS, TRUCKERS, AND PORT WORKERS HOSTED AT THE INTERNATIONAL SEAFARERS' CENTER IN PORT NEWARK

**14,194**

SEAFARERS TRANSPORTED BY SCI VANS IN THE PORT OF NY & NJ

**39**

CSR CASES, INVOLVING CONTRACTS, WAGES, MEDICAL CARE, MARINER QUALIFICATIONS, SHORE LEAVE, CRIMINAL, IMMIGRATION, TERMINATION, ABANDONMENT, AND HARASSMENT

**1,518**

VESSELS VISITED IN THE PORT OF NY & NJ

**732**

MARINERS FROM 26 DIFFERENT COMPANIES RECEIVED TRAINING AT SCI-PADUCAH

**1,129**

MARINERS FROM 25 DIFFERENT COMPANIES RECEIVED TRAINING AT SCI-HOUSTON

**9,416**

USERS FROM 32 COMPANIES RECEIVED ONLINE MARITIME EDUCATION TRAINING

**3**

FEASIBILITY STUDIES WERE CARRIED OUT THROUGH THE CENTER FOR MARITIME EDUCATION AT HOUSTON

**1,056**

MARITIME WORKERS MET OR WERE ASSISTED BY RIVER CHAPLAINS AND RIVER CHAPLAIN ASSOCIATES ON THE US INLAND RIVERS, GREAT LAKES AND GULF OF MEXICO. OF THESE, 573 RECEIVED COUNSELING, SOME OF WHOM AS PART OF THE 69 CRISIS INTERVENTION RESPONSES CONDUCTED BY SCI CHAPLAINS

**249**

CHAPLAINS' CALLS WERE MADE ON 152 DIFFERENT VESSELS ON THE US INLAND RIVERS, GREAT LAKES AND GULF OF MEXICO

**17,056**

KNITTED GIFTS RECEIVED FROM 1,009 INDIVIDUALS AND 162 GROUPS FROM ALL 50 STATES AS WELL AS ITALY AND ARMED FORCES EUROPE, AND DELIVERED TO MARINERS WORKING AWAY FROM HOME AT CHRISTMASTIME, ON SHIPS CALLING TO PORT NEWARK, NJ, AT TUG ROW IN STATEN ISLAND, NY, AND ALONG THE US INLAND WATERWAYS



## SCI'S CENTER FOR SEAFARERS' RIGHTS EVOLVING TO MEET THE NEEDS OF MARINERS

As Douglas B. Stevenson, Esq., the Director of CSR since 1990, stepped down from his role at the end of June 2019, the Center for Seafarers' Rights (CSR) became the **Center for Mariner Advocacy (CMA)**, to reflect the wider scope of activity encompassed by this program.

Seafarers' rights remain high on SCI's agenda, including the wellbeing of mariners on the inland waterways system, and the new title better captures this. In addition to making regular ship visits, the new CMA Director will continue the work started by Doug: conducting research, collaborating with chaplains worldwide, investigating seafarer complaints, interacting with international governing authorities and corporate maritime executives, and providing thought leadership to enhance the quality of life for mariners in Port Newark, on America's inland waterways, and around the world.

CMA, formerly CSR, is a world leader in advocacy for merchant mariners, providing professional legal services, training, and advocacy for seafarers and those who serve them around the globe. CMA's roots date back to SCI's inception in the 1800s. When it was established in 1982, CSR's mission was primarily to uphold the rights of seafarers who at that time often suffered unfair treatment at the hands of shipowners, and could be subject to poor conditions aboard ship.

Thankfully, through SCI and others' efforts over the years, such problems have diminished, although the Center still sees its fair share of cases involving pay disputes, denial of medical care, shore leave restrictions and other work-related disputes. Over the years, however, the Center's focus expanded to include broader seafarer well-being issues such as maritime security, physical and mental health, and the effects of potentially traumatic events such as piracy attacks on crews.

As SCI looks to the future, CSR — and now CMA's — legacy of upholding seafarer rights is a fitting foundation upon which to build a rich program of support for mariners at sea and on America's inland waterways.





## SCI'S "FLOATING CONFERENCE"

Thanks to a National Park Service Maritime Heritage Grant, the Seamen's Church Institute hosted a one-day "floating conference" on Friday, January 25th, 2019 at the Waterfront Museum, aboard a lightering barge moored in Red Hook, Brooklyn. The focus of the conference was digital maritime heritage.

The event reached capacity, with attendees representing the City's maritime organizations, including museums, historic vessels, maritime academies, city agencies, preservation advocacy groups, and technology non-profits.

Presentations were delivered aboard the Lehigh Valley no. 79 lightering barge, with some forty attendees gathered around a cozy wood stove as temperatures

dipped well below freezing outside. The energy inside was high, however, as participants exchanged ideas, resources, and contacts.

Presentations were varied in scope: PortSide New York demonstrated their "e-museum" WaterStories; the Trustees of Sailors' Snug Harbor gave an overview of their organization's history as a home for "aged, decrepit and worn-out sailors" and the provenance of its extensive archives; South Street Seaport Museum allowed a behind-the-scenes look at how the Museum has developed an in-house inventory handbook and style guide for the purpose of managing their fascinating and endlessly rich maritime collections; and the technology non-profit Urban Archive showcased their exciting mobile app which tells the story of NYC's

history through geolocated digital archival photographs and augmented reality development.

SCI's own Dr. Johnathan Thayer, Senior Archivist at SCI, gave a 101-introduction to best practices and practical guidelines for digitization projects involving maritime cultural materials. Thayer also demonstrated the evolution of SCI's digital archives program since its inception in 2010. The day ended with an open discussion, moderated by Stefan Dreisbach-Williams, Associate Archivist at SCI.

SCI was delighted with the success of the event, which allowed participants to share excitement over new ideas and inspiration for connecting with our City's maritime past and future.



## UPDATE: SCI'S RELATIONSHIP WITH MARITIME ACADEMIES CONTINUES

SCI's 2018-2023 strategic plan prioritizes outreach to cadets at U.S. merchant marine academies, beginning with two academies in the greater New York area, SUNY Maritime, and the U.S. Merchant Marine Academy at Kings Point, NY.

In 2019, SCI Senior River Chaplain Kempton Baldrige once again served as chaplain in residence at the USMMA Kings Point, building on the foundations he laid during his first stint in this role in 2018. For 18 days, he helped incoming plebe candidates transition from home life to maritime college during "Indoc," the intensive orientation aimed at teaching midshipmen to cope with stress: a period quite unlike any these young students had faced before or will encounter again.

Living and working amongst the young maritime leaders of tomorrow, Chaplain Baldrige was once again impressed by their professionalism and mutual respect, and encouraged by the chance to minister to them. By forging these connections with young mariners, SCI hopes they will view us as a resource and source of support throughout their entire maritime careers.







## 2019 MOUNTAIN CHALLENGE

The Seamen's Church Institute (SCI) held its major biennial fundraiser; the SCI Mountain Challenge, September 26 – 29, 2019 in the mountains of western Maine. The event was a roaring success. Competing in the fourth Challenge were fifty-four teams of three, representing more than 25 companies in the marine industry. The event raised \$630,775, a 16% increase over the 2017 total.

This highly successful and popular event is made possible by the Lead Event Sponsor Cargill and other generous companies associated with the maritime industry. Peak Sponsors included McAllister Towing, Moran Towing, Royal Caribbean International, and TOTE. The "Halfway There" Dinner was sponsored by Holland & Knight. Scorpio Bulkiers and Scorpio Tankers sponsored the Finish Line

Celebration. In addition to sponsoring, Cargill, McAllister Towing, and Holland & Knight also sent teams to compete.

For two days, participants competed over land and water, on demanding courses that were professionally developed and managed by Maine-based, All Sports Events. Philanthropy Challenge awards recognize funds raised, and Course Performance awards honor those who excel on the mountain. However, the coveted top overall team award is based on a combination of these two aspects of the challenge.

The CORE PETROLEUM Team (Casey Dalcher, Warren Hansen, and Axel Maurer) took home the top overall Varsity award with a time of 8:36:29 and Philanthropy

Challenge total of \$38,280. Core Petroleum also captured the Stage One Peak-to-Peak Challenge sponsored by Moran Towing. Overall first place in the Junior Varsity division was awarded to the MOUNTAIN MARINERS Team (Jim Lawrence, Joe Cox, and Phil Greene).

During the awards ceremony at the closing dinner, former SCI Board Chair Rich du Moulin stated, "This money goes to support the services SCI provides to mariners around the world. In a busy industry, the human element often goes overlooked, and that's why SCI's services are so important. By participating in this event, you help ensure mariners' wellbeing; SCI's pastoral care, legal services, and maritime education are only made possible through the generosity of our supporters."



## ASIST IN 2019

SCI Applied Suicide Intervention Skills Training (ASIST) expanded throughout 2019. While continuing to equip our ship visitors and chaplains with this valuable training, SCI's also provided ASIST workshops to industry leaders, shipping companies, insurance and claims companies, manning agencies, the local community, and mariners themselves. In 2019, SCI trained 60 participants in four independent workshops, in three different states. Mariners and shoreside professionals who receive this training are better equipped to address struggles with mariners' mental health.

ASIST training also helps foster invaluable connections between SCI and the maritime industry as participants reach out to our trainers for advice and guidance once they

are back in the field. In 2019, SCI held its first private training in New York City with The American Club and its members. SCI hosted the second annual ASIST training at General Theological Seminary, NY with strong plans for a 2020 workshop as well. In October, the Center for Maritime Education in Paducah, KY housed a third training. In November, with the help of our river chaplains, we trained 19 industry leaders for the first time in Baton Rouge, LA.

We know that life doesn't stop when a man or woman boards a vessel, so we're constantly honing our ability to aide and accompany mariners, bolster their mental wellbeing, and enhance resilience.





**60** TOTAL TRAINED PARTICIPANTS

**19** IN BATON ROUGE

**13** AT GENERAL SEMINARY

**15** IN PADUCAH

**13** AT THE AMERICAN CLUB





## CAS 2019 – MARINER THANK YOU



Dear All,

I want to thank you so much for all the presents you gave us for Christmas. I spend a lot of Christmases at sea and this was my first time receiving such gifts. I was very happy, and all the crew had a lot of fun when opening the presents.

I'm the Captain of the French container ship CMA CGM Fidelio with 30 crew members. We had come from Singapore with calls at Halifax, New York, Norfolk, VA, Savannah, GA, Charleston, SC, and then back to Singapore.

I'm Catholic, and I appreciate so much that the volunteers for your organization spend time and money to make gifts themselves.

Thank you to Vicki (98 yrs) for the card, and to Maureen M. and Maie B. And most importantly, thank you for your prayers.

“Merci beaucoup”  
Alexandre Ribes

Dear fellow Christians,

I wanted to take a minute to thank you for thinking of us out here on the river. It means a lot to us. I will not be home this Christmas, and I miss my family very much. My youngest daughter has big plans to go to Baylor University, and it just so happens that one of you knitted a scarf in the perfect Baylor Bears colors. Also, coincidentally, just this morning my daughter was at her friend's Lutheran church wrapping boxes to go to the Seamen's Church in Houston.

Again, thank you so much. It really is appreciated. Made my day. I hope nobody minds if I regift this scarf to my daughter when I get home in January.

God Bless and Merry Christmas,  
Captain Tim Mason  
MV Hallie M. Merrick  
Canal Barge Company, Inc.

Dear Ms. Bartosik and Volunteers across the country,

The crew of the Cable Ship Decisive would like to extend our gratitude for the gifts we received while visiting Port Newark Container Terminal in November. On Christmas Day, the whole crew were surprised to see a gift with their name on it, and it brought a smile to their faces.

To all the volunteers who put time and effort into making the hats and scarves, we thank you. The crew love the quality of the knitted hats. They will come in very handy for our upcoming project off the coast of New Jersey in January and February 2020, in the frigid temperatures of the winter North Atlantic, while our ship installs a new fiber optic submarine cable connecting the United States and Europe.

I have enclosed a picture of the crew sporting their new winter apparel. Thank you again, and we appreciate the services you provide to our fellow merchant mariners around the world.

Best Regards,  
Officers and Crew  
C.S. Decisive



## CAS 2019 – MARINER THANK YOU

Dear Christmas Elves of SCI,

We wanted to forward our deepest and heartfelt thanks for your visit to our ship in December, and the Christmas bags which made our celebration very merry indeed.

You and your colleagues all around the globe are a unique and highly cherished part of the sailing community and are always very welcome on board (warm coffee and cookies are on standby, of course ;D)

We also thank you all for your unique and selfless part in making life aboard ship and in ports more worthwhile and wish all of you a prosperous, happy and healthy 2020.

Best Regards,  
The Crew of Northern Majestic

Dear All,

I'm Chris Eberlein, Operations Manager at Parker Towing Company. Recently, Chaplain Rhoades visited a few of our vessels while at McDuffie State Docks. While there, the Chaplain delivered Christmas packages for EVERY vessel in our fleet! Our crews really enjoyed the boxes and appreciate the fact that folks think about the mariners during the holidays. Thank you for what you do for the mariners.

Thanks,  
Chris Eberlein  
Gulf Operations Manager  
Parker Towing Company, Inc.  
(cell) 251-367-3903  
ceberlein@parkertowing.com

Dear SCI,

On behalf on the entire crew of m.v."Seatrade Blue" I would like to thank you, the Seamen's Church Institute and her volunteers, for the Christmas gifts we received in the Port of New York.

The Officers & Crew of mv Seatrade Blue wishing you all and your family a Merry Christmas and a prosperous New Year as well.

Best regards,  
Capt. Henk S. Jansen  
MV Seatrade Blue




**SPECIAL EVENTS 2019**


SCI designated 2019 “Year of the Mariner,” providing a continuing focus during a variety of successful special events. First in the calendar, the **ANNUAL MARITIME TRAINING BENEFIT LUNCHEON** was held in Houston, TX in April. The event was a great success, selling out completely and exceeding its financial goals. SCI honored Joe Pyne, Chairman of the Kirby Corporation, with the Lifetime Achievement Award. SCI also invited three vessel captains to deliver a speech during the luncheon. Capt. Steve Harris of Golding Barge Line, Capt. Troy Green of Blessey Marine Services and Capt. Stephanie Cavaliere of Kirby Inland Marine recounted moving personal stories that each outlined the role of SCI in their career journey.

*TOP LEFT: (L-R) 2019 Lifetime Achievement Award recipient Joe Pyne, Chairman of Kirby Marine Transportation Group; SCI President & Executive Director the Rev. David M. Rider; and Kirby President Christian O’Neil*

*MIDDLE: Despina Panayiotou Theodosiou, President of WISTA International, accepted SCI’s prestigious Silver Bell Award on behalf of WISTA, and was introduced by Kathy Haines, CFO of Heidmar, SCI Trustee and Silver Bell Committee Member.”*

*TOP RIGHT: (L-R) Merritt Lane, President & CEO of Canal Barge Company, 2019 River Bell Award recipient Delbert R. Wilkins of Illinois Marine Towing, and David Rider*



**SCI’S 42ND ANNUAL SILVER BELL AWARDS DINNER** took place in June, at Chelsea Piers in New York City. This year, SCI presented its prestigious Silver Bell Award to the Women’s International Shipping and Trading Association (WISTA), which for over 40 years has promoted and supported women in the maritime industry, especially in leadership and management roles. Despina Panayiotou Theodosiou, President of WISTA International, accepted the award. RADM Phil Greene, Jr. (US Navy Retired) of TOTE, Inc. received SCI’s Lifetime Achievement Award for serving his country and the maritime community, and a special Lifesaving Award was given posthumously to former SCI Board Member Kendall G. Chen for his advocacy work on behalf of over 2,000 refugees in the 1980s, as well as working to resettle them after their initial rescue at sea. Kendall’s award was accepted by his widow, Gale, who met Kendall while the two of them served on the SCI Board together.

The **FOURTH SCI MOUNTAIN CHALLENGE** event took place in September. Coverage for the event can be found on page 17.




The year rounded out with **SCI’S 20TH ANNUAL RIVER BELL AWARDS LUNCHEON**. Held on December 5th, and attended by nearly 500 guests from the river industry and associated companies, SCI presented the River Bell Award to Delbert R. Wilkins of Illinois Marine Towing. In addition, James “Goat” Patters was presented with the River Legend Award, and Our Industry’s Mariners received the Distinguished Service Award. Captain Michael Burkhart of Ingram Barge Company and Captain Greg Smith of ACBL, nominated by company management and chosen by an SCI panel, accepted the Distinguished Service Award on behalf of all mariners. Each of their respective speeches, full of authenticity, anecdotes, and humor, were met with standing ovations.

Jessica Brent, renowned singer/songwriter and Captain Howard Brent’s daughter, recorded a moving rendition of her song, “Ride It Out, Captain” for use at the event. The song accompanied a celebratory photo montage of mariners at work.

SCI thanks everyone who attended our special events in 2019. By supporting SCI in this way, you show your commitment to the wellbeing of the mariners we serve.

THE 20<sup>TH</sup> ANNUAL  
RIVER HALL  
AWARDS



*Distinguished Service Award*  
presented to  
**Our Industry's Mainers**  
For their professionalism, skill and expertise making  
waterborne transportation the safest and most efficient  
means of moving goods throughout the country.  
  
20th Annual River Hall Awards Luncheon  
The Seaman's Church Institute  
Paducah, Kentucky  
December 5, 2019



## 2019 FINANCIAL SUMMARY

The Seamen's Church Institute of  
New York and New Jersey

(in thousands)

### SUPPORT AND OPERATING REVENUE:

	2019	2018
Contributions and grants	\$2,180	\$1,546
Program service revenue:		
Maritime Education and Training	2,556	2,318
International Seafarers' Center	67	79
Investment income, net	443	338
Special event income <sup>1</sup>	1,652	1,124
Other income	141	123
<b>TOTAL SUPPORT AND OPERATING REVENUE</b>	<b>7,039</b>	<b>5,528</b>

### EXPENSES:

Program services:		
Center for Maritime Education	2,854	2,867
Port Newark Seafarers' Services	1,850	1,889
Programmatic Outreach	463	418
Policy, Advocacy, and Law	230	269
<b>TOTAL PROGRAM SERVICES</b>	<b>5,397</b>	<b>5,443</b>
Supporting Services:		
Management and general	1,388	1,375
Fundraising & Communication	1,019	770
<b>TOTAL SUPPORTING SERVICES</b>	<b>2,407</b>	<b>2,145</b>
<b>TOTAL EXPENSES</b>	<b>7,804</b>	<b>7,588</b>

Deficit of support and operating revenue over expenses	(765)	(2,060)
Loss on disposal of leasehold improvement		(1)
Net realized and unrealized (losses) gains on investments	5,111	(1,235)
Changes in net assets	4,346	(3,296)
Net assets at beginning of year	41,649	44,945
<b>NET ASSETS AT END OF YEAR</b>	<b>\$45,995</b>	<b>\$41,649</b>

<sup>1</sup>Net of direct benefit to donors of \$252 in 2019 and \$198 in 2018





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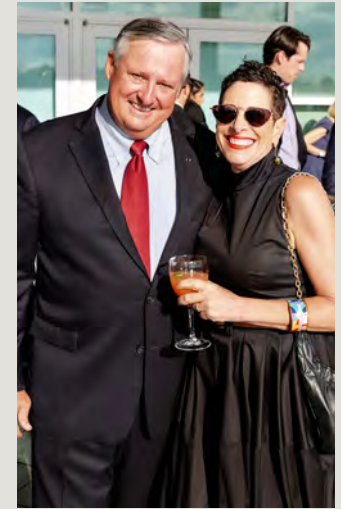
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