



ANNUAL REPORT 2020





The Seamen's Church Institute
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seamenschurch.org

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WHEN THE WORLD STOPPED,
MARINERS KEPT GOING—
AND SO DID SCI.

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

To make a financial gift, go online to seamenschurch.org and click DONATE, or mail your contribution to our headquarters in New York.



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KEEP IN TOUCH

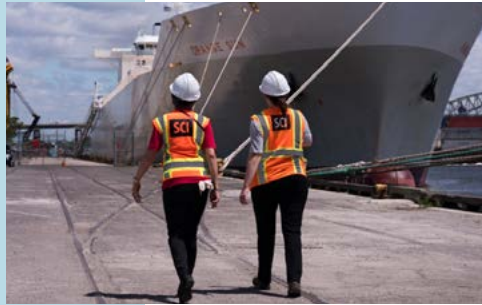
For a complimentary subscription to either of our biannual print publications, *The Lookout*, for organization-wide information, and *The Knit Before Christmas*, our *Christmas At Sea* magazine, please complete the form on our website:

seamenschurch.org/who-we-are/media-and-publications/

On that page, you may also enroll in the mailing list for our monthly digital newsletter, *The Masthead*, to stay abreast of current news.

“While novel for most of us, functioning in confined quarters separated from loved ones is not new for mariners. Those parameters define their daily work life, and they have creative and resourceful strategies for dealing effectively with its challenges. Mariners, along with other essential industry workers, quietly and heroically continue to perform their critical duties amidst the chaos of this crisis. And SCI continues to serve them.”

—The Rev. Mark Nestlehutt,
SCI President and
Executive Director



PASTORAL CARE

SCI chaplains and chaplain associates are the heart and soul of our mission to meet the personal, material, 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.

VOLUNTEER KNITTING

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



FROM OUR BOARD CHAIR

Dear Friends,

Founded in 1834, the Seamen’s Church Institute has survived numerous challenges of historic proportions. So it was again in 2020, which brought difficulties unmatched by any in living memory. The year began with a significant transition—a new Executive Director, the Rev. Mark Nestlehatt in February—and, just weeks later, the first lockdown began. However, through it all, the Seamen’s Church Institute remained steady in its mission to serve mariners through all the adversities they face, adapting as needed during rapidly-changing circumstances.

When the pandemic hit, SCI’s Board, staff, and volunteers didn’t miss a beat. In the most trying conditions, they responded with grace, flexibility, and creativity in their service to mariners. Our donors, too, proved to be true to SCI throughout 2020. I wish to thank all who gave to SCI during such a testing year. Because of you, SCI could keep the focus firmly on mission.

I am proud to be a part of this organization, which has done so much for mariners over the years and was called to do so again in this trying time. Thanks to all our staff, volunteers, and supporters for a tremendous job!

Bruce G. Paulsen, Esq.
Chair

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Current as of July 2021

BRINGING OUT OUR BEST

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



The past year was like no other in recent memory. The global pandemic caused by COVID-19 took a tragic toll both on people and communities. Nevertheless, this worldwide crisis also managed to bring out the best in many people—especially in our frontline workers, first responders, and medical professionals, who battled the virus at great personal risk. COVID-19 was particularly challenging for the world's 1.8 million mariners and, as the pandemic unfolded, the world began to recognize that, indeed, seafarers are essential workers.

While the Seamen's Church Institute (SCI) traces its history to 1834, my own history with SCI dates to February 18, 2020 when I succeeded the Rev. David Rider as the tenth President & Executive Director of this robust, resilient, and innovative organization. It was just twenty-one days

later that New York closed all Broadway theatres and Houston cancelled its annual Rodeo. By mid-March—in compliance with CDC, state, and municipal regulations—our International Seafarer's Center was closed to the public, weeks of mariner education training were cancelled by our partners, and ship and vessel visits were severely limited by both ship owners and local port authorities. Against this backdrop, mariner legal advocacy and mental health needs increased substantially, and our port and river chaplains quickly became more creative and inventive in how they accomplished their daily work and ministry with mariners.

Taking the long view, COVID-19 was just the most recent challenge encountered in our long history and required that, once again, we set about our longtime mission in new ways. Our chaplains became experts at virtual pastoral care and addressed mariner and crew resilience through social media platforms, email, chat services, mobile calls, and video production. By early May, our team of women and men—many trained in Critical Incident Stress Management (CISM) and Applied Suicide Intervention

Skills Training (ASIST)—and equipped with personal protective equipment, ventured out on daily ship visits and responded to critical incidents aboard vessels.

Following the adage to never waste a crisis, SCI's Center for Maritime Education used the time to invest in our future by building a designated ship bridge simulator at our Houston campus and beginning the production of the first twenty-four video modules that form the backbone of our new blended-learning mariner training model.

I am mindful of how our recent experiences and insights gained during the pandemic allowed SCI to strategize and implement new ways to deliver our services. And I believe that our openness to innovation is paramount to SCI remaining the largest and most comprehensive mariner service agency in North America, as we look to meet the most crucial needs of mariners. On behalf of my colleagues and our Board, I thank you for your support and invite you to broaden your knowledge of SCI's wide-ranging activities through exploring our *2020 Annual Report*.

IN MEMORIAM

TRUSTEE CINDY SPOOR

SCI remembers with fondness Trustee Cynthia (Cindy) Spoor, who died in June 2021 after a long illness. Cindy was an SCI Board member for many years, starting out as a representative of the Rector of Trinity Church Wall Street (where she served as the Rector's Chief of Staff), and for the past ten years as a Trustee in her own right. She was never afraid to share her views, and when she did, the Board listened. Cindy developed strong relationships with SCI staff members, and was always supportive of them and attentive to their welfare.

Cindy was a proud graduate of Allegheny College and the University of Cincinnati and the mother of three wonderful children, now grown. A devoted student of energetic healing, Cindy brought her substantial energy to every task she undertook, including her work for the Institute. She will be deeply missed.

May the souls of all the faithful departed, through the mercy of God, rest in peace.



NEW WAYS TO SERVE IN THE PORT OF NY AND NJ

When the COVID-19 pandemic hit, its effects were immediately witnessed by SCI chaplains, who provide frontline care and support to both international seafarers arriving on ships in the Port of New York and New Jersey, and to river mariners up and down the U.S. inland waterways. The mariners they encountered were affected in many ways. For the crews of international ships, the most immediate consequence was the suspension of shore leave. Seafarers were confined to their vessel in every port in which they arrived, meaning that it was impossible to spend any time on land away from their place of work, or to have any interaction with others who weren't their crew.

Crew changes and repatriations were also suspended: this meant that many seafarers, looking forward to the end of a contract that is on average nine months long, were suddenly told that they would not be going home and would have to continue working for the foreseeable future. In the words of one seafarer, this felt like **"nearing the end of a marathon, only to be told that many more miles had been added before the finish line."** The resulting psychological stress, combined with worry for family at home and a feeling of powerlessness to help or protect them, led to many seafarers bearing an unprecedented mental burden.

*"My contract is nine months but I have been on board for **fourteen months now**. I was able to manage for the first two months of my contract extension, but for the thirteenth and fourteenth months I have been feeling real **mental and physical fatigue**. I have requested my repatriation as soon as possible and now I'm in a wait-and-see situation. I am anxious to go home for an overdue break, to reconnect with my family and get some much-needed rest. **I have a wife and three young children patiently waiting for me.**"*

—a seafarer, talking to SCI Chaplain James Kollin

For SCI, the desire to help was great, yet the opportunities appeared more limited. However, our chaplains used any and every chance they had to continue carrying out our mission. When it became impossible to visit ships, they left care packages at the gangway, full of provisions that the crew would not be able to access in stores.

As the weeks went on and lockdown began, SCI chaplains checked in via phonecalls and messaging on various social media platforms with seafarers who got in touch, offering counseling when requested. At times, they gave help to seafarers who were stuck at home, unable to work because they were on a break between contracts when the pandemic hit and who were struggling financially.

SCI chaplains actively sought seafarers facing hardship who might be unaware of the resources available to them, helping them navigate the application process for ISWAN (International Seafarers' Welfare and Assistance Network) funding. The ISWAN Hardship Fund is a grants fund for Filipino seafarers and their families that offers relief for a short term financial need. In total, **SCI chaplains successfully applied for five ISWAN grants** on behalf of seafarers during the six weeks when they were forced to work from home.

SCI also established our own **"SOS Emergency Fund"** to help seafarers on an ad hoc basis.

"John R. contacted SCI in early April with a small financial request to help his family survive through the pandemic. All the members of his family were in relatively good health and virus free, however they were facing a strict lockdown in India. John made his livelihood working on cruise ships, but was at home with his family when the pandemic hit... Seafarers on board are facing the reality of extended contracts with no end dates, but also receiving extended pay. At the same time, those who are homebound are facing the small funds they have in their pockets without any official opportunity to return to work."



SCI Chaplain, the Rev. James Kollin, making a socially-distanced ship visit in June 2020.



*I worked closely with John to collect and prepare an **emergency grant application** through ISWAN. Throughout the application process, John would anxiously check in, hoping for any word of financial assistance at all. In the end, SCI was able to sponsor John in receiving a small survival amount to be disbursed monthly for the following three months. We didn't fix John's financial situation, we didn't get him a job on another ship, but **we did rise to John's immediate need**. Through the help of ISWAN and SCI, John's family had enough money to purchase food and prescription medications, and to pay their water and electric bills for the following three months."*

—Cora DiDomenico, SCI Chaplain

Gangway area visits took the place of vessel visits. SCI chaplains braved all weather (and the ambient noise of the port) to converse with seafarers in the open air when they were not permitted to board vessels. These conversations, whatever the conditions, were often a lifeline.

*"In my conversations with seafarers currently on contract, I hear that **separation from families** is one of the most challenging consequences of the pandemic. The inability to protect loved ones at this time causes a great deal of worry. I try to help them talk through the contributing factors of their stress, and together we find words or techniques to **help alleviate the accompanying anxiety.**"*

—Michelle McWilliams, SCI Chaplain

Another evolution in SCI's services was taking a shopping list from crews arriving in port who were unable to leave their vessels, going to a nearby mall to purchase the requested items, and delivering them to the ship before it left port. Sometimes, seafarers ordered packages to be sent to the SCI International Seafarers' Center, which we then delivered. This type of interaction initially felt strange to chaplains who are used to spending time with the crew in person, but during a period where contact was necessarily limited, it proved to be one of the best ways we could serve seafarers, and we were glad to meet the need.

Through it all, SCI chaplains did not lose sight of the importance of being a listening ear, especially when it felt like normal life was a distant memory.

*"My counseling conversations with these fatigued seafarers revolve around listening and discussing methods for mitigating stress. I attempt to affirm the value of these protocols and restrictions in safeguarding everyone's well-being. By helping the seafarers understand the reality that there are things on earth that are beyond our control, by encouraging them to maintain self-care, sustain communications with their family, and maintain a good relationship with their co-workers, exercise physically, do meditation, and draw strength from prayer and wholesome entertainment, **I try to be of service to them**. I assume that the seafarers already know most of these principles, but **it is a comfort to them** when I am there as a chaplain to remind and reassure them."*

— The Rev. James Kollin, SCI Chaplain

MINISTRY ON THE RIVER

Normally, SCI river chaplains meet with inland mariners on towboats or shoreside, offering a friendly ear, counseling, or a reassuring word to those who need it. However, such interactions were severely curtailed due to COVID-19 restrictions.

When the pandemic hit initially in March 2020, SCI river chaplains immediately pivoted to phonecalls, texts, and social media to keep in touch with mariners. They initiated weekly Zoom “Chaplain Chats”—taking a long-standing ministry that is usually in person and transferring it online.

*“Chaplain chats” are an integral part of SCI chaplaincy. Instead of asking mariners and seafarers to come to us, we visit their vessels to chat. These conversations remind mariners that they matter. **They may often feel like they’re invisible, but we see them.** When the pandemic stopped us from being able to board vessels to talk in person, Zoom Chaplain Chats reminded mariners they’re acknowledged and valued. **Challenges like COVID have within them God-given new opportunities.**”*

—The Rev. Tom Rhoades, SCI Chaplain

Soon after, SCI began doubling its usual output of “morale boxes” for towboat crews, filled with such items as books, homemade cookies, DVDs, magazines, dental kits, and a handwritten card from the chaplains. Chaplain Kempton Baldrige would drop them down to the vessels by rope while they were passing through the locks, and also deliver them to towing company warehouses for wider distribution. Kempton said of this, **“It wasn’t the same as physically being there, of course, but we did what we could.”**

“Losing a shipmate is never easy for a crew, but it was particularly hard during the stage of the pandemic when funerals were curtailed, postponed, or restricted to small numbers of attendees. In April 2020, one towboat crew learned of the death of their former captain, but no one in the crew could attend the burial because participation was limited to immediate family.

*After consulting with Crouse port captains in Paducah and Maysville, Chaplain Kempton Baldrige prepared a morale box with all seven crewmembers in mind. This was taken to Crouse Corp in Paducah for delivery to the departed captain’s former shipmates. **The real message it carried is that the mariners were remembered, cared for, and supported.**”*

—The Rev. Kempton Baldrige,
SCI Chaplain

As the weeks went on, river chaplains produced a series of videos for river mariners and others on SCI’s main Facebook page. The first set of videos explored the impact of stress in extreme circumstances. Chaplains Baldrige and Rhoades provided counsel for engaging in an effective process of healing, and discussed the help mariners can expect from chaplains in facilitating that process. Given the impact of the pandemic on everyone’s life, they hoped these online conversations would provide comfort and consolation to anyone dealing with stress.

To continue supporting mariners and shoreside personnel during these stressful times and beyond, SCI formed “Resilience Crews,” virtual conversations composed of a small group of mariners and led by a SCI chaplain. The idea was to give an outlet for mariners to talk about things that concern them and learn coping skills to overcome challenges and adversity.



ABOVE, TOP: SCI Chaplain the Rev. Tom Rhoades visiting vessels.

BELOW: SCI President & Executive Director the Rev. Mark Nestlehurst meeting a towboat captain on the Ohio River.



SCI Senior Chaplain, the Rev. Kempton D. Baldrige delivering a morale box to a mariner.

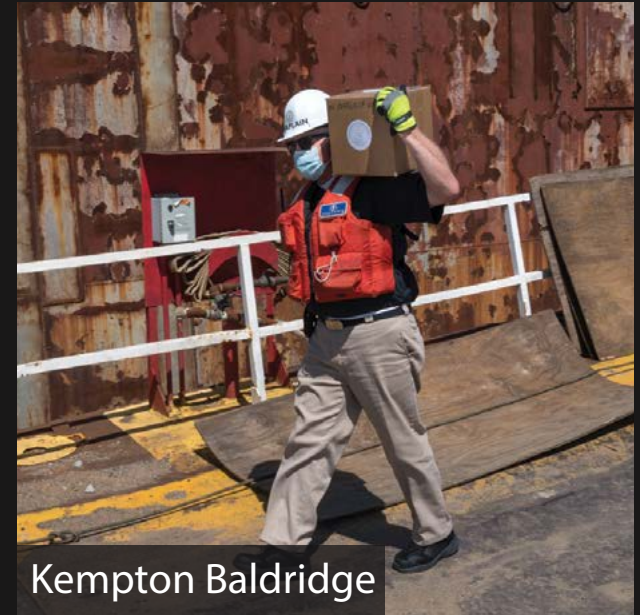
“Mariners rose to the challenge as our country and our world grappled with the COVID-19 pandemic, delivering vital cargoes that make everyday life possible and demonstrating, once again, that they are truly essential workers. SCI rose to the challenge of serving mariners during this uniquely difficult time, tending to their mental, physical, and spiritual health, and helping to sustain those who sustain us. This, too, is essential work.”

—Jennifer Carpenter,
President & CEO of the
American Waterways
Operators and SCI Trustee

WHILE THE REST
OF THE WORLD
WAS IN ZOOM
MEETINGS...



James Kollin



Kempton Baldrige



Tom Rhoades



Cora DiDomenico



Michelle McWilliams

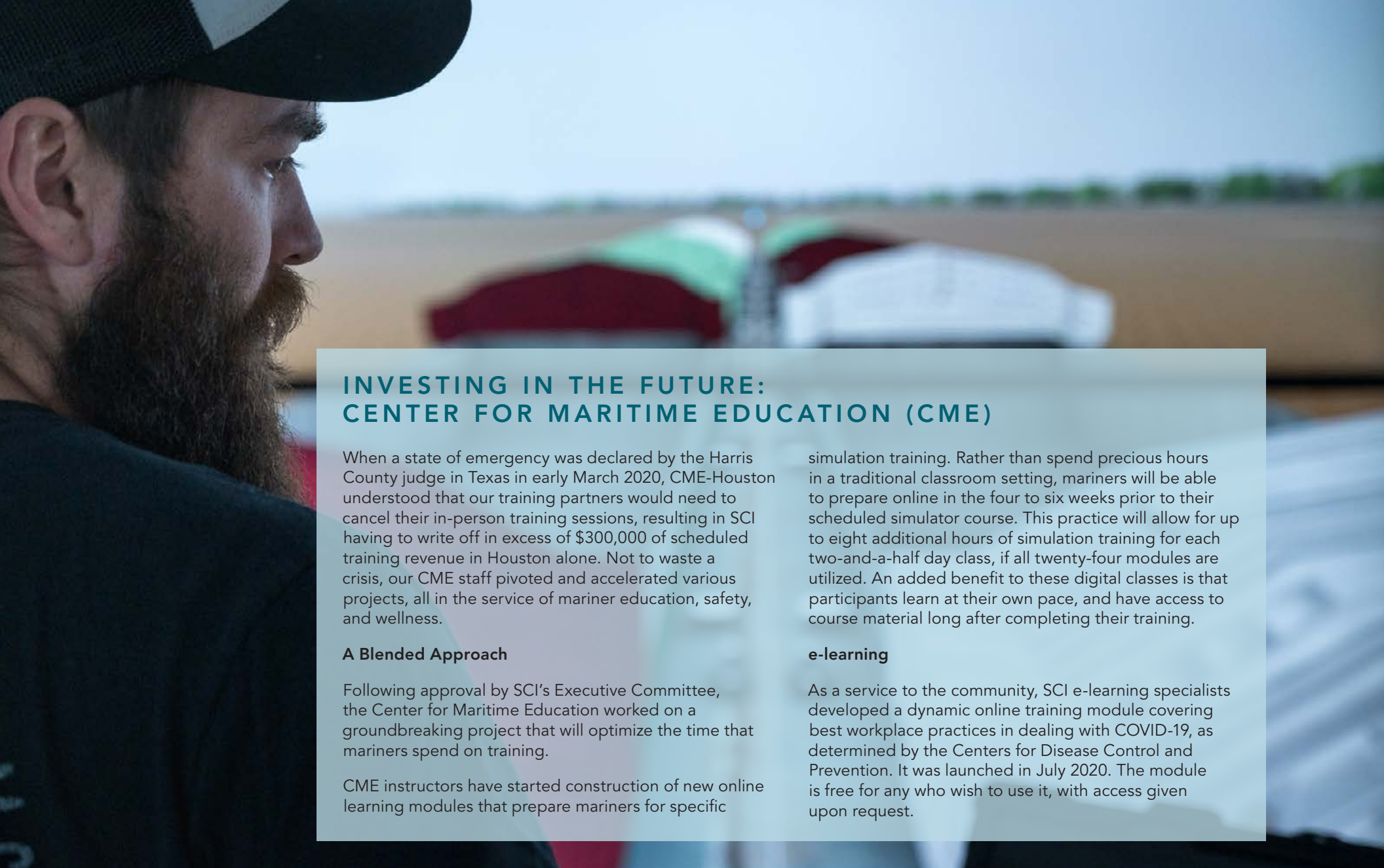


Tim Wong

...MARINERS
CARRIED ON THEIR
ESSENTIAL WORK.

AND SCI CHAPLAINS
SERVED THEM.





INVESTING IN THE FUTURE: CENTER FOR MARITIME EDUCATION (CME)

When a state of emergency was declared by the Harris County judge in Texas in early March 2020, CME-Houston understood that our training partners would need to cancel their in-person training sessions, resulting in SCI having to write off in excess of \$300,000 of scheduled training revenue in Houston alone. Not to waste a crisis, our CME staff pivoted and accelerated various projects, all in the service of mariner education, safety, and wellness.

A Blended Approach

Following approval by SCI's Executive Committee, the Center for Maritime Education worked on a groundbreaking project that will optimize the time that mariners spend on training.

CME instructors have started construction of new online learning modules that prepare mariners for specific

simulation training. Rather than spend precious hours in a traditional classroom setting, mariners will be able to prepare online in the four to six weeks prior to their scheduled simulator course. This practice will allow for up to eight additional hours of simulation training for each two-and-a-half day class, if all twenty-four modules are utilized. An added benefit to these digital classes is that participants learn at their own pace, and have access to course material long after completing their training.

e-learning

As a service to the community, SCI e-learning specialists developed a dynamic online training module covering best workplace practices in dealing with COVID-19, as determined by the Centers for Disease Control and Prevention. It was launched in July 2020. The module is free for any who wish to use it, with access given upon request.

“We care about people and were trying to think of a way we could help companies during the pandemic. This module arms employees, especially those returning to work in shoreside offices, with the information they need to reduce the risk of contracting COVID-19.”

—Jonathan Burson, e-learning Business Relations Manager

SCI’s traditional training partners also benefited from SCI’s e-learning staff. We streamlined and automated CME’s record-keeping capabilities, moving to a secure paperless Learning Management System (LMS) that both increases accuracy, and saves time and money. The benefit of merging CME’s course records with Moodle, SCI’s e-learning LMS platform, is that we are able to show our compliance with federal guidelines to USCG inspectors from the National Maritime Center and Regional Exam Centers who evaluate CME’s approved instructors, facilities, and courses. Additionally, when CME receives our annual ISO audit it will show



the effectiveness of our procedures, systems, and processes, and illustrate the benefit of our training programs. Lastly, this change will allow our staff to run reports and show performance data for students, classes, and customers over time, both before and during the training period. In the future, we will be able to include observations performed from onboard navigation assessments to show the whole cycle of training (before, during, and after), which will allow us to improve our training based on the feedback we receive.



Designated Ship’s Bridge

The CME team took the opportunity presented during the COVID-19 lockdown to construct a designated ship’s bridge at the facility on our Houston campus without interruption to training.

CME-Houston now has the capacity, for example, to provide a full ship’s bridge navigation capability with up to four independent tugboats in a feasibility study.

Feasibility Studies

Our Center for Maritime Education completed five feasibility studies over the course of 2020. They comprised: a US-51 Bridge Replacement Project in Cairo, KY; a Mid Breton Sediment Diversion Project in the Lower Mississippi River; the South Texas Gateway Terminal, VLCC dock in Ingleside, TX; the Axis VLCC terminal, Harbor Island, TX; and Bluewater SPM Buoy-VLCC terminal, Corpus Christi, TX.

Feasibility studies for bridge, terminal, and vessel projects give mariners important input into the design process, which in turn delivers increased safety for all on the waterways.

“For almost 200 years, SCI and its dedicated people have been ministering to seafarers from around the world and right here at home. They are the lynchpin to safe global trade, and today with simulators in Paducah and Houston, online learning modules, the connection is more vital and closer than ever. Everyone involved with SCI is privileged to work with and for this incredible community of women and men.”

—Jim Lawrence, founding partner of MTI Network, partner of Marine Money, and SCI Board member

A NEW DIRECTOR TAKES THE HELM AT SCI'S CENTER FOR MARINER ADVOCACY



Philip C. Schifflin, Jr., Esq. joined SCI as the Director of the newly-renamed Center for Mariner Advocacy (CMA – formerly the Center for Seafarers' Rights) on November 30, 2020. He retired from the U.S. Coast Guard in late October 2020, having spent the final eight years of his 30-year career stationed in New Orleans.

Building upon his experiences with the International Maritime Organization (IMO) from his U.S. Coast Guard days, he quickly joined the International Christian Maritime Association's delegation to the IMO and was also invited to serve as a public sector advisor to the U.S. delegation to multiple IMO committees and subcommittees.

The **Center for Mariner Advocacy** is now based in New Orleans; along with the name change, this is a deliberate effort to expand SCI advocacy services to the inland maritime industry, which extend beyond pure legal advocacy work. In a recent interview with the *Waterways Journal*, Phil said, "The opportunity to work closely with chaplains provides advantages, with a multi-pronged approach when dealing with certain issues that may affect mariners. These include responses to trauma and mental health issues that can have both legal ramifications and effects on mariners' physical and spiritual well-being. While others in the industry are balancing various equipment, personnel, and financial needs, the SCI job is unique because I can focus exclusively on the mariners."

Phil's Coast Guard career exposed him to a broad range of blue water and brown water issues helping him to develop a good understanding of the maritime industry. During his time in New Orleans he served on the board of the Propeller Club of New Orleans and was awarded the prestigious Maritime Person of the Year Award from the Greater New Orleans Barge Fleeting Association in 2015. Phil's roles in New Orleans included Deputy Commander for Sector New Orleans, Captain of the Port of New Orleans, and Staff Judge Advocate (Senior General Counsel) for Coast Guard District 8. Phil served on the United States Delegation to the IMO in London while posted at the Office of Maritime and International Law in Washington, DC. Phil is a graduate of the U.S. Coast Guard Academy, the Law School of the College of William & Mary, and the Eisenhower School for National Security and Resource Strategy.



HITTING THE GROUND RUNNING

On Phil's first case with SCI in December 2020, a seafarer identified his place of hire and repatriation as his small hometown in Thailand. When his contract was complete, he signed a second contract without leaving the vessel and assumed the terms would be the same. The new contract actually stated his repatriation city as Bangkok, and when the pandemic hit he was required to isolate in Bangkok for fourteen days upon completion of his contract before traveling home. Phil maintained that paying the hotel fees and travel costs placed an undue burden on the seafarer and after successfully reaching the appropriate leadership at the shipping company, they agreed to cover his expenses.

ADVOCATING FOR SEAFARERS ON THE WORLD STAGE

In September 2020, officials at the North American Maritime Ministry Association (NAMMA) requested SCI's help in preparing a letter for their members to send to an appropriate United States official to raise the crew change crisis at the upcoming United Nations General Assembly. SCI, calling on its long-standing relations with the U.S. Department of State and the United Nations, drafted a letter for use by American-based NAMMA members. It addressed the humanitarian crisis of the crew repatriation situation coupled with an increase in major maritime accidents and seafarer suicides. It was sent to the Honorable Keith Krach, the Under Secretary of State for Economic Growth, Energy, and the Environment for the United States, asking him to give an American voice to this issue at the UN General Assembly meeting. The following is an excerpt:

"The crew change crisis is spelled out in the Joint Statement by United Nations Specialized Agencies calling on governments to immediately recognize seafarers as key workers, and to take swift and effective action to eliminate obstacles to crew changes created by the COVID-19 pandemic. The United States already recognizes seafarers' critical importance to the global economy by exempting them from entry restrictions contained

in the various Presidential Proclamations suspending entry of persons who pose a risk of transmitting novel coronavirus. Accordingly, crew changes are allowed in United States ports. However, that is not the case in many countries, and it is imperative that the United States use its influence to help the hundreds of thousands of seafarers who are being adversely affected by the crew change crisis."



A NEW EXECUTIVE DIRECTOR

Following a comprehensive nine-month search, SCI's Board of Trustees announced the appointment of the **Rev. Mark S. Nestlehutt** as SCI's new President & Executive Director starting February 18, 2020. Mark joined SCI with more than two decades of church experience in parishes and schools in Massachusetts, Illinois, Maryland, Australia, and South Africa, with his most recent position as Rector of Washington Memorial Chapel at Valley Forge, Pennsylvania. His previous employment and interests include service as a line officer in the U.S. Navy, Director of Planned Giving at Opera Philadelphia, various positions for five years in the field of commercial banking and asset planning, as well as engagement as an enthusiastic rugby player from 1980–2012. An avid one-design sailor on Shields and Star boats, Mark spent twelve years as the Rector of Christ Church in St. Michaels, Maryland, a waterfront community on the Chesapeake Bay where his parishioners included Chesapeake Bay Pilots, Delaware River Pilots, tugboat captains, ship engineers, students at the Calhoon MEBA Engineering School, and others. Mark serves as a trustee for the International Christian Maritime Association (ICMA), the National Waterways Foundation, and the Life Saving Benevolent Association (LSBA).





A playful moment between SCI Chaplain Cora DiDomenico and international seafarers, aboard a Ro-Ro, or roll-on/roll-off ship, in Port Newark, New Jersey.

NOTES OF THANKS FROM MARINERS

Christmas at Sea begins distributing gifts just before Thanksgiving, but crews of ships and towboats often keep them to be opened on Christmas Day. As evidenced by the time stamps on the emails below, they are swift to contact us with their thanks and good wishes!

CHRISTMAS AT SEA

Sent: Friday, December 25, 2020 5:07 AM
Subject: THANK YOU!

Hello,

I just wanted to write to say thank you for the Christmas gifts we received yesterday while in Newark. I see most of the crewmembers enjoying their new hats and scarves.

On behalf of the entire crew we wish you all a very merry Christmas.

Thank you again!

Matthew Van Rensselaer
Chief Mate, *MV Liberty*

Sent: Friday, December 25, 2020 12:09 PM
Subject: ARCHIMIDIS—
SEASON'S GREETINGS

Dear All,

I would like to express my gratitude for the Christmas presents received from your

volunteers. Your gesture meant a lot to us, especially during these troubling times.

The crew of our good vessel "ARCHIMIDIS" would like to take this opportunity to wish you and your beloved ones a very Merry Christmas and a Happy, Healthy and Prosperous New Year 2021!

Crew of "ARCHIMIDIS"

Kind regards,
Capt. Tudor Constantin



Sent: Saturday, December 26, 2020 8:55 AM
Subject: CC LIBRA / NEWARK VISIT /
SEASONAL GREETINGS

Dear all,

The crew of CMA CGM LIBRA thanks you for the wonderful gifts and wishes. We wish all of you and those behind these gifts (volunteers, donors, organizers) happy holidays, in good health and prosperity together with family, friends, and beloved ones.



Thank you and may God bless all of you!
Merry Christmas and a Happy New Year!

C/O Constantin HERCIU
Capt. Ionel TUDORAN
Chief Officer of "CMA CGM LIBRA"
Master of "CMA CGM LIBRA"

Sent: Sunday, December 27, 2020 1:48 PM
Subject: Big thanks to the volunteers

On behalf of the crew of the *M/V Laurence M. Gonsoulin* we would like to offer our appreciation to the volunteers that gave of their time to create such nice hats for our crew this Christmas. I speak for many when

I say that the holidays can be a particularly lonesome time for crews across the waters, but the Seamen's Church understands this, and does an incredible job at providing resources and hope to those who endure weeks and months away from loved ones.

Once again I'd like to say thank you, and please continue the good work you guys do for so many, it is very appreciated, and important to all of us.

Thank you
Jason Cook
Pilot *M/V Laurence M. Gonsoulin*

A BANNER YEAR FOR CHRISTMAS AT SEA

During the early days of the pandemic lockdown, *Christmas at Sea* Manager Joanne Bartosik hand-wrote 959 postcards to SCI's roster of volunteer knitters, crocheters, and seamstresses, and another 169 postcards to participating groups. She also made phonecalls to check in with volunteers during this time of isolation.

While mariners continued working, and SCI's pastoral staff were ministering to them in person, our team of volunteer knitters from across all fifty United States and beyond rose to the call of our **#StayHomeAndKnit** campaign. By year end, we received 20% more knits than average in this record-breaking year for *Christmas at Sea*, warmly welcoming 287 new volunteers. We could not be more grateful to all who give of their time, talent, and resources. Here are just two of them:



**GEORGIA J.,
NAPLES, FL.**

Georgia is originally from New Jersey, where she was a member of St. Andrew's Episcopal Church in New Providence. She loves making vests for seafarers and has been sending SCI homemade gifts since 1994.



**BAROUHI B.,
BATON ROUGE, LA**

Barouhi was born and raised in a small town in Syria, and is a mother of three and grandmother of five. She immigrated to the U.S. with her husband in 2016 after war strikes on her hometown, Kessab, in 2014, and now lives with her daughter in Baton Rouge. She has been knitting for *Christmas at Sea* since 2019.

#StayHomeAndKnit

SPECIAL EVENTS

The COVID-19 pandemic had a profound impact on SCI's full calendar of events in 2020. The Maritime Training Benefit Luncheon—scheduled for April just as the lockdowns got underway in Houston—and the River Bell Awards Luncheon held each December in Paducah were both cancelled. For the first time in forty-three years, SCI's largest annual fundraiser, the Silver Bell Awards Dinner, was not held in person. SCI decided to move its signature event online and hosted the Silver Lining Virtual Event on November 11, 2020.

The virtual program highlighted SCI's work, with special guests including Admiral Karl Schultz, Commandant of the United States Coast Guard; Capt. Richard Phillips, captain of the *Maersk Alabama* when it was hijacked by Somali pirates in 2009; astronaut Scott Kelly; and Jennifer Carpenter, President & CEO of the American Waterways Operators.

In addition to the main program, SCI hosted its first ever online auction featuring categories such as unique travel experiences, wine and whiskey tastings, and art, literature, sports, and fitness opportunities.

The Silver Linings Virtual Event was viewed by over 250 supporters, and was a resounding success.

To watch a recording of the event, visit bit.ly/SLEvent2020



CLOCKWISE, FROM TOP LEFT: *The Rev. Mark Nestlehutt, introducing the event; Admiral Karl L. Schultz (Commandant, U.S. Coast Guard); a behind-the-scenes glimpse of SCI Trustees Mr. Jack Noonan and B. Buckley McAllister, Esq. presenting the proceedings; SCI Trustee and Board Chair Emeritus, Mr. Rich du Moulin, promoting one of the auction prizes; Mr. Scott Kelly, engineer, retired astronaut, and naval aviator.*



2020: MORE THAN THE NUMBERS

Our statistics for 2020 look very different than those from past years. Many of the activities that we track were severely curtailed by pandemic restrictions, especially during the two to three months of lockdown at the start of the crisis. However, these figures tell a story. They show that SCI worked hard to carry out our mission to mariners to the maximum capacity we could at every stage. Throughout 2020, SCI worked diligently and creatively to serve mariners and give them our best.

OUTSIDE THE LINES

What these bare-bones statistics do *not* show are the hours of thinking, planning, and executing outside the regular sphere of activity—the commitment and flexibility of SCI chaplains, volunteers, and staff who all pulled together to continue carrying out our mission.

PORT OF NEW YORK AND NEW JERSEY

- **288** online/phone/text interactions with mariners.
- **5** successful applications for hardship grants on behalf of seafarers, all made during the six weeks when Port Newark chaplains worked from home at the start of the pandemic.
- **2** emergency grants provided to seafarers in need by SCI's "SOS" fund.

MINISTRY ON THE RIVER

- **44** meetings with churches.
- **3** onboarding sessions for new SCI Chaplain Associates.
- **25** hour-long Zoom training meetings for SCI Chaplain Associates, meeting weekly from March to June, and then twice per month from July–December.



	2020	5 YEAR AVERAGE (2015–2019 inclusive)
Seafarers visited on board ships	8,028*	9,592
Vessels visited in PN	1,302	1,451
Seafarers, truckers, and port workers hosted at the International Seafarers' Center (ISC)	9,992**	19,868
Seafarers transported by SCI vans	2,283***	13,889
New CSR/CMA cases	38	53
Mariners trained at Paducah from number of companies	416 from 11****	897 from 28
Mariners trained at Houston from number of companies	431 from 6****	1,197 from 24
Number of mariners e-learning	9,283 from 36	4,167 from 19
Feasibility studies	5	N/A
Number of maritime workers assisted by chaplains on inland rivers	846 79 crisis	1,937 90 crisis
Number of visits to vessels on inland rivers	109	369
Number of knitted gifts/volunteers/geographic representation	22,647	16,000

* Of these, approximately 60% were gangway area visits and 40% were traditional vessel visits.

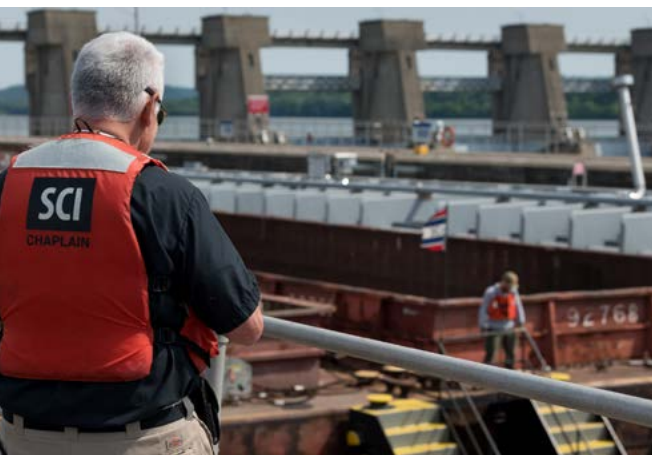
** Closed to visitors completely from March – June 2020, although many seafarers were not allowed to leave their ships through the end of 2020, and were therefore not able to visit the ISC.

*** Transportation was the most affected of all SCI's activities, because the number of seafarers who were permitted to leave their vessels from March to December 2020 was minimal.

**** Classes at SCI's Centers for Maritime Education were suspended during the lockdown, and resumed with reduced numbers once those restrictions were lifted because social distancing remained in place.

2020 FINANCIAL SUMMARY

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



"The year 2020 was difficult for all, including the Seamen's Church Institute. However, support from our maritime community, new ventures in revenue generation and rigorous control of overhead expense, as well as careful stewardship of our investment portfolio, has allowed SCI to meet all the needs of our constituencies for 2021 and for years to come."

—Chip Loomis, SCI Board Chair Emeritus and current Chair of the Finance & Investment Committee

<i>(in thousands)</i>	2020	2019
SUPPORT AND OPERATING REVENUE:		
Contributions and grants	\$1,798	\$2,180
Program service revenue:		
Maritime Education and Training	1,940	2,556
International Seafarers' Center	25	67
Investment income, net	215	443
Special event income ¹	777	1,652
Other income	161	141
TOTAL SUPPORT AND OPERATING REVENUE	4,916	7,039
EXPENSES:		
Program services:		
Center for Maritime Education	2,621	2,854
Port Newark Seafarers' Services	1,827	1,850
Programmatic Outreach	454	463
Policy, Advocacy, and Law	83	230
TOTAL PROGRAM SERVICES	4,985	5,397
SUPPORTING SERVICES:		
Management and general	1,446	1,388
Fundraising & communication	632	1,019
Total supporting services	2,078	2,407
TOTAL EXPENSES	7,063	7,804
Deficit of support and operating revenue over expenses	(2,147)	(765)
Loss on disposal of leasehold improvement		—
Net realized and unrealized (losses) gains on investments	2,105	5,111
CHANGES IN NET ASSETS	(42)	4,346
Net assets at beginning of year	45,995	41,649
NET ASSETS AT END OF YEAR	\$45,953	\$45,995

¹Net of direct benefit to donors of \$25 in 2020 and \$252 in 2019

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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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Director, International Seafarers' Center

* SCI staff listing as of July 26, 2021

"I am very proud of the way the SCI team pulled together through the pandemic. The Rev. Mark Nestlehutt hit the ground running under the most challenging of circumstances. The team continued to serve and train mariners on the oceans and American waterways amid a constantly evolving and difficult environment."

—Rick Calhoun, SCI Trustee

