



ANNUAL  
REPORT  
2021

A close-up photograph of industrial machinery. The image features several large, yellow-painted metal hooks and bolts, some of which are rusted. There are also green-painted metal parts, possibly a flywheel or a large gear, visible in the upper right and lower right. The background is dark and out of focus, showing more of the machinery.

SCI

The Seamen's Church Institute  
Annual Report 2021  
Volume 114 / Number 2

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of New York and New Jersey

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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/](https://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.

## 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.





## FROM OUR BOARD CHAIR

Dear Friends,

Recently, the Seamen's Church Institute's (SCI) monthly e-newsletter, *The Masthead*, included an article about SCI's history with telemedicine for seafarers, which began in 1920. In

the one hundred years since, SCI has cared for the spiritual, personal, and professional—as well as physical—needs of mariners.

As the world slowly started opening up again during 2021, SCI continued to offer services to mariners, as it had throughout the darkest days of the pandemic. Adjusting our services to coordinate vaccine appointments for seafarers was just one way that we met their pressing needs. And in a year when the inland river areas were hit hard with storms and hurricanes, our chaplains were ready for action, supporting towboaters and their families through the most difficult of times.

SCI's willingness to meet the evolving needs of mariners serves our core mission, which we can only carry out with your assistance. Our Board remains a stalwart source of support, wisdom, and encouragement to all at SCI, and we thank all who have donated during these difficult times to keep our vital ministries going. I am proud to be involved with this organization, and thank all of you for your support.

Bruce G. Paulsen, Esq.  
*Chair*

## RESILIENCE AND INNOVATION

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

Thank you for an extraordinary year. Your heartfelt dedication to the Seamen's Church Institute (SCI) helped us to rise to the challenge of yet another pandemic year, and enabled SCI to continue to meet the ongoing needs of mariners while also allowing us to expand into new and emerging opportunities to serve this vital workforce.

SCI has a long history of addressing mariners' needs in the most challenging of times and 2021 was no different. Our team of highly trained, skilled, and passionate chaplains continued to make daily vessel visits in ports and along the U.S. inland waterways, meeting the immediate needs and concerns of mariners with tangible support, crisis and pastoral counseling, and simply by being present with them to address any concerns. Our International Seafarers' Center (ISC) in the Port of New York & New Jersey embraced the challenge of getting international seafarers vaccinated against COVID-19 by transporting them to local clinics, or by escorting medical personnel to their vessels in port. To better serve seafarers who were unable to disembark from their vessels due to pandemic restrictions, we transitioned our ad hoc shopping for seafarers into a new and more structured SHOPatSEA program. In the heartland, our chaplains responded to the stress and strain placed on U.S. mariners and the subsequent impact on their mental health through Wellness Wednesday calls, chaplain chats, and other programs designed to strengthen mariners' emotional resilience, while continuing to address emergency

responses to critical incidents aboard vessels.

At our Centers for Maritime Education in Houston and Paducah, we continued to train wheelhouse personnel and other mariners in safe vessel operation and navigation on our state-of-the-art simulators, in the classroom, and through our e-learning program, allowing for innovations in blended learning and integrated training. And our Center for Mariner Advocacy—working both independently and in collaboration with our chaplains—focused on the impact and implications of the pandemic on the mental and physical health of international seafarers when crew repatriations remained exceedingly difficult, as well as on the physical and mental crises affecting inland mariners.

For SCI, 2021 was truly a year of resilience and innovation. Resilience for both our organization and for those we serve, and innovation in how SCI adapted to changing conditions to meet the most crucial needs of both domestic mariners and international seafarers. Credit for this success rests firmly with my selfless and dedicated colleagues spread across the country, and with each of you who supported our critical work throughout 2021. We could not succeed in our mission without your generous support. Indeed, the world depends on mariners. Mariners depend on SCI. And SCI depends on you.



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## SEAFARER VACCINATIONS AT PORT NEWARK

At the start of 2021, as COVID-19 vaccines were becoming available, the process of vaccinating seafarers was not an easy task. Yet, Timothy Wong, Director of SCI's International Seafarers' Center, took the initiative to develop a seamless procedure for getting as many seafarers inoculated as possible.

SCI's first group of seafarers were vaccinated on May 14, 2021, but the work began long before that. In early 2021, when it became evident that seafarers would qualify for

vaccination in the United States at little to no cost, Tim recognized that helping seafarers gain access to the COVID-19 vaccines was critical in serving their immediate needs and the needs of shipping companies.

Logistically, assisting seafarers to get vaccinated was no easy task. Most are only in port for 18 to 48 hours, and their vessels return to port just a few times a year. SCI has to work within a narrow window of operation. Additionally, seafarers calling at the Port of New York and New







Jersey arrive in vessels from across the globe, themselves hailing from many different countries. In order to leave their vessels for vaccination appointments, they must secure a United States visa or clearance. Given these factors, SCI needed to find pharmacies that were ready, willing, and able to provide vaccines on short notice. Those pharmacies also had to have the Johnson & Johnson single-dose vaccine in stock.

Tim developed relationships with local doctors and pharmacists who could also vaccinate seafarers on board their vessels in the event that a crew could not leave their ship. While this made sense, as conducting vaccinations onboard limited COVID-19 exposure, such visits were costly. To better assist companies, SCI partnered with the International Transport Workers's Federation (ITF) who contributed vans for shuttling crew members to offsite appointments, while

SCI provided masks for mariners and sanitized the vans after use.

Efficiency is a priority in the maritime industry, and COVID-19 put a wrench in the works. When health requirements and regulations (both here in the United States and abroad) placed a strain on the companies and the well-being of mariners, SCI found a prompt way to step up and assist. We continue this critical work to this day on behalf of seafarers and the industry at large.



## SCI GOES TO SEA: PARTNERING WITH SUNY MARITIME

By the Rev. Mark Nestlehutt, *SCI President & Executive Director*



*“Are we built for this?” was the question that immediately came to mind.*

I’d just received a phone call from Rear Admiral Michael Alfultis of the Maritime College of the State University of New York (SUNY Maritime) asking if the Seamen’s Church Institute could assist the maritime academy with its Summer Sea Term (SST), which had sailed from the campus at Fort Schuyler a week earlier. Cadets, some on their first ever sea term, were now at sea during a global pandemic, and dealing with the stress of COVID-19, their upcoming USCG licensing exams, and longer cruises. Admiral Alfultis had been notified there was a serious need to provide mental health support to both the crew and cadets onboard ship and wanted to know if SCI could provide these services aboard the college’s training ship, the EMPIRE STATE VI, which was now underway and sailing to the Port of Charleston, South Carolina.

The good news was that I was at SCI’s Paducah facility when I received the call, and would be meeting later that morning with both Senior River

Chaplain Kempton Baldrige and Chaplain Tom Rhoades. Both are seasoned chaplains with sea time, Kempton having been a U.S. Navy chaplain and Tom having been a mariner on towboats prior to joining SCI. Standing on the dock at Ingram Marine’s Ohio River operation, I asked the question, “Do you feel this is something SCI can do? Can we staff this with just a week’s notice?” Without hesitation, they both answered, “Absolutely.” From the dock, I emailed the Admiral from my iPhone: “SCI will have Kempton Baldrige in Charleston by 5/14 and he will remain with the vessel



to Ft. Lauderdale. We are working to arrange chaplains for additional legs of A and B cruises. Thanks for reaching out. – Mark”

So began a new and impactful chapter in SCI’s long history of serving seafarers and the maritime community.

This was not the first time SCI had been to sea, but it had been decades since we deployed chaplains on merchant mariner vessels, and that was during wartime. Since World War II, however, SCI realigned staffing in ports around the globe so that our chaplains visited ships in port by day, and went home at day’s end. In the 1990s, SCI expanded its ministry with a new type of chaplain that focused on river ministry, albeit still without extended deployments aboard vessels.

Chaplain Baldrige arrived in Charleston brimming with enthusiasm. He was thrilled to have the opportunity to sail with SUNY’s cadets and to incorporate his

experience from serving U.S. Marine Corps units aboard naval amphibious ships. Kempton made his way around the EMPIRE STATE VI, meeting with cadets and crew members, befriending the regimental officers, blessing the vessel from bow to stern, and providing divine worship on the sun deck on Sunday afternoons. And while sacramental ministry was not SCI’s primary purpose aboard ship, when asked, Kempton celebrated the first recorded baptism of a cadet on board the EMPIRE STATE VI.

By the time I caught up with the ship in Port Everglades, Florida, our chaplain stores had been well-provisioned by Kempton, who had packed and brought aboard ship multiple copies of the Book of Common Prayer, New Testaments, Jewish prayer books, the Koran, and even Buddhist reflections—everything that was in the wheelhouse of a former Navy chaplain. I, in turn, arrived with a good camera, sunscreen, and an SCI chaplain’s ballcap. Once aboard,



LEFT: Cadet Chief Engineer Cassidy Gay prepares to drop a wreath to commemorate the crew of the EL FARO.

I was given a safety tour of the ship by Third Mate Ryan “Luchs” Luchsinger. After leaving port with the assistance of two McAllister tugs—the TATE MCALLISTER and the EILEEN MCALLISTER—my next three days were spent checking in and meeting with cadets during their watch rotations, having meals with the crew, and star shooting at sunset with retired Army officer Bob Brockman and his class of celestial navigation students. The routine rarely changed from day to day—cadets cycled through their academic classes, stood their watch rotations, or participated on deck in seamanship training, with the same panoramic view of “water, water, everywhere.”

The mood of the ship, however, changed dramatically on day four. As we sailed closer to Puerto Rico we followed a similar path to another merchant ship, the SS EL FARO, a U.S. merchant vessel that sank with all 33 crew members aboard after sailing into the path of Hurricane Joaquin in 2015. The EL FARO’s Chief Engineer Richard Pusatere, age 34, was a graduate of SUNY Maritime. And on this Trinity Sunday, 30 May 2021, at 0807, the EMPIRE STATE VI’s

Master Morgan McManus slowed the vessel as it passed over the site of the EL FARO’s last location. Cadet Chief Engineer Cassidy Gay dropped a wreath into the sea in memory of Chief Engineer Pusatere and the 32 others who died in what had been the deadliest American maritime accident in more than a generation. It was a poignant reminder of the inherent risk of a life spent at sea.

Safely docked in San Juan, Puerto Rico, I was relieved by Chaplain Tom Rhoades who accompanied the ship on the return voyage from Puerto Rico to Fort Schuyler. Tom’s primary focus was on presenting the concept of whole mariner wellness and the need to develop resilience skills in order to maintain a healthy mind, body, and spirit while at sea. Working with Mate James Spear, Tom entered the ship’s classrooms and met with groups of cadets to help them better understand mariner wellness—using your resources, and the resources available to you,

to take care of yourself. Tom had the longest of the three legs and described the TS EMPIRE STATE VI’s return to New York City, with the flotilla of welcoming vessels and fire-fighting boats, as one of the highlights of his life.

All three of SCI’s chaplains returned from Summer Sea Term with a profound appreciation for the cadets at SUNY Maritime. We were struck by their maturity, their dedication, and their focus on accomplishing their goals. Over the course of eight weeks, we discovered that at least half of SUNY Maritime’s student body hails from Long Island. We met cadets who’d worked in the inland barge industry and hoped to return after graduation; cadets who planned on blue water careers; and other cadets who thought they might not sail on their license but move into brokering or other shoreside careers. And we witnessed the dedication of the crew and instructors—including retired masters and captains such as Logan Philips, Richard Fitzgerald, and Bob Brockman—who were compelled through their own experiences in the industry to invest in the education and training of these cadets.

What else did we learn? Well, we now better understand that, while it was Admiral Alfuldis who reached out to SCI for assistance, it is incumbent upon SCI to deepen its relationships with the cadets of SUNY Maritime, as well as with the midshipmen of the United States Merchant Marine Academy at Kings Point, and the cadets at Mass Maritime, Maine Maritime, Texas A&M, and Cal Maritime. These academies are producing the future leaders of the maritime industry, and SCI’s mission of advocating for the personal, professional, and spiritual well-being of all mariners continues with this next generation as they become licensed mates, engineers, and masters.

The good news for SCI and for SUNY Maritime is that this partnership will continue for Summer Sea Term 2022, which should be the final cruise of the EMPIRE STATE VI, as the school looks to take possession of hull number one of the next generation of maritime training vessels. That ship, of course, will be named the EMPIRE STATE VII, and we hope SCI’s chaplains will be called to serve on her inaugural Summer Sea Term cruise as well.

*In retrospect, and in answer to my own question, SCI is definitely built for this.*

## SCI'S MINISTRY ON THE RIVER: AN ANCHOR IN THE STORM

By Chaplain Tom Rhoades

Hurricane Ida's fast formation and force in late August 2021 shocked shoreside support and crews alike in South Louisiana. In many places, communication failed, with family members and operation managers waiting in the blackness of the unknown.

As Ida slowly spun inland, entire fleets were scattered, ships tossed in the waves, towboats moved upriver with the surge while their wheels turned downriver for

control. In some cases, barges hit boats and some vessels had to be left behind. Mariners had to jump from their vessels onto rising and falling barges. A few entered void tanks, then opened the hatches for air.

For mariners caught in Ida's wind field, time stood still. For some, major hurricane-force winds lasted six hours or more. They fought the driving wind and waves, knowing that the next barge collision could cause their

vessel to capsize. And mariners know that only half of those who fall into the Lower Mississippi River on a calm day survive.

The stress was unspeakable, and the relief of hearing the good news that a colleague or loved one survived brought forth a torrent of tears. Hardened mariners hugged one another and wept. When Ida was over, some mariners found

themselves home hugging their wives, girlfriends, mothers, dads, and children, and uttering, "I can't believe I made it. I still can't believe it."

No one fully grasps this experience except those who survived it together. The intensity of Ida implanted itself into the lives of those who were on vessels during the storm. But their work continued after the storm too. Those whose vessels were damaged shifted onto other boats that didn't go through Ida, often keeping quiet like soldiers who return from a battle. Others stayed in the area, working to free boats and barges off the bank or to repair damaged vessels. The work is exhausting, but the river never stops and neither do these brave mariners.





The devastation caused by the hurricane on a towboat's wheelhouse.

After the storm, SCI chaplains had the chance to board vessels and visit shoreside facilities to talk about what happened. As we had the opportunity to visit with people, our chaplains helped mariners and shoreside support staff decompress by sharing their stories and allowing a little relief to enter their nervous systems.

Events such as Hurricane Ida are just one reason why SCI endeavors to have all our chaplains and chaplain Associates trained in Critical Incident Stress Management (CISM) in order to ensure that our responders engage knowledgeably and professionally with mariners and shoreside personnel in the aftermath of real trauma.

In truth, we all need a little falling apart before we can be put back together again. In my Christian tradition, we call it "death and resurrection."

Most of us will survive Ida's long recovery just like we are surviving this pandemic. But for myself, I want to do more than survive. I want to thrive and allow God to use the unavoidable suffering in my life to

make me stronger and more resilient and even healthier in my relationships and emotions.

To make the most of our experiences in life is to embrace them and the pain they cause, and to be real, so that we can avoid self-harm and respond to life in a way that is in our own best interest. To live in our own best interest is to cultivate strong relationships with our families, our shipmates, our shoreside support, and our friends. And to access the support of physicians and mental health professionals and the resources in Employee Assistance Programs (EAPs) when we need them most.

In meetings with mariners after Ida, I often shared an excerpt from Psalm 107 as a prayer reflecting on the trauma of going through a storm. At one point, the psalmist writes, "Then they cried to the Lord in their trouble, and he delivered them from their distress."

And that's my prayer going forward for our mariners who go through events like Ida—that they'd be delivered from the enduring distress of that event.

*SCI provides an anchor in the storm.*

## MINISTRY OF PRESENCE: KEMPTON BALDRIDGE RETIRES AFTER 11 YEARS AS A RIVER CHAPLAIN

Chaplains with the Seamen's Church Institute (SCI) have long dedicated themselves to a "ministry of presence," which Henri Nouwen defined as "to know people by name, to eat and drink with them, to listen to their stories and tell your own, and to let them know with words, handshakes, and hugs that you do not simply like them, but truly love them."

For 11 years, the Rev. Kempton D. Baldrige, SCI's Senior River Chaplain, personified this ministry of presence on the nation's inland waterways as he served mariners aboard towboats, their families at home, and shoreside personnel.

A Connecticut native, Baldrige had a long and varied career in many different roles before enrolling in Yale University's Divinity School. "I started seminary as a walk on," Baldrige said.

He speaks lovingly of his four years at Yale, which included time spent as a chaplain intern at the Yale New Haven Hospital. Part of what drove Baldrige to spend an extra year there was the tragic loss he and his wife, Isabel, experienced in the death of their firstborn daughter, Anna.

"That was brutal, but it also led to a time of reflection," Baldrige said. "I knew I needed to do Clinical Pastoral Education, and I ended up doing my CPE at Yale New Haven Hospital, the very hospital where Anna died."

Baldrige and his wife went on to have two more children: a son, Kempton, born in 1987, and a daughter, Grace, born in 1990.

After graduating from Yale in 1988, Baldrige served in various Episcopal churches in both the United States and in Waterloo, Belgium, where he was rector of All Saints' Episcopal Church from 1999 to 2010. Throughout his career, Baldrige was also deployed several times as a Navy chaplain, including during Operation Desert Shield and Operation Desert Storm.

Reflecting on the path that led him, ultimately, to SCI in 2010, Baldrige offered a marine metaphor: "Rivers don't run straight, else they'd be called rapids."

During his tenure with SCI, Baldrige spearheaded Critical Incident Stress Management (CISM) training and deployment, and grew the organization's chaplain associate

program, all while spending two-thirds or more of his time onboard vessels.

That ministry of presence led Baldrige in August 2010 to a ship's cook named Tom Rhoades, who had requested a chaplain bring communion to his towboat while it was on dry dock. Years later, that cook became Baldrige's fellow SCI chaplain and more.

"Tom's more than a friend; he's a shipmate," Baldrige said. "He's the younger brother I never got to have."

Rhoades is swift to reflect that sentiment back to Baldrige. "If 'ministry of presence' is loving people and faithfully walking alongside them through their ups and downs, then Chaplain Baldrige has succeeded with me, and I'm changed because of it," Rhoades said. "And I know there are many others in the maritime industry who would say the same."

Baldrige said that's what chaplaincy is all about. "You get in the mud," he said. "You go where the people are. That's what we try to do. Waiting for people to come to you, you've got a long wait. Not that people don't seek us out, but we've got to earn the right."



Now, having retired as SCI's Senior River Chaplain, Baldrige said he's looking to the future, which he hopes will include becoming a certified CISM instructor and working toward establishing a residential maritime chaplain school. As with all things—and especially in light of the pandemic—Baldrige said he's holding those plans loosely and waiting for what God has in store.

"Mann tracht un Gott lacht," Baldrige said, quoting a Yiddish proverb. "Man plans and God laughs."



## MARINER WELLNESS ROUNDTABLE

In July 2021, SCI-Paducah hosted a gathering of industry professionals for a Mariner Wellness Roundtable focusing on the research coordinated by SCI and completed by Yale Medical School examining injury, illness, and mental health risks in United States domestic mariners. Human resource executives from ten inland marine companies participated in a candid and important discussion with presenters Dr. Dawn Null of

Southern Illinois University, Dr. Martin Slade of the Yale School of Occupational Medicine, and Dr. Adrienne Buggs of the United States Coast Guard merchant mariner licensing division.

Excerpts and insights from the Roundtable were presented during a mariner wellness panel hosted by SCI on August 5<sup>th</sup> during the Gulf Intracoastal Canal Association (GICA) Conference in New Orleans,

which was moderated by Capt. Phil Schifflin, Jr., Esq., Director of SCI's Center for Mariner Advocacy, and included Troy Remy of Canal Barge Company, Captain Tim Hudgins of Southern Towing Company, Marshall Ford of Marquette Transportation, and the Rev. Mark Nestlehutt, President & Executive Director of the Seamen's Church Institute.

Both presentations focused on the link between high Body Mass Index (BMI) rates and its relationship to depression, sleep disorders, and increased incidents of injury and illness. SCI continues to focus on mental and physical health challenges confronting U.S. domestic mariners as a core aspect of our mission.

*ABOVE LEFT: Participants at SCI's Mariner Wellness Roundtable in CME-Paducah.*

*LEFT: SCI President & Executive Director, the Rev. Mark Nestlehutt (far left), and Philip C. Schifflin Jr., Esq., Director of SCI's Center for Mariner Advocacy (far right) present at the GICA conference in New Orleans.*

*ABOVE RIGHT: The group of newly-trained ASIST participants, with course trainers Naomi Walker (SCI) and Suzie Marriott.*



## ASIST TRAINING RESUMES

After over a year of hiatus due to the COVID-19 pandemic, SCI held an ASIST (Applied Suicide Intervention Skills Training) course in Port Newark in June 2021. Attendees included SCI staff and chaplain associates, and the course was trained by Naomi Walker (SCI) and Suzie Marriott.

ASIST training is just one of the ways in which SCI shows its commitment to mariner mental health. By training our chaplains and staff in how to recognize and help someone with thoughts of suicide, we are ready, willing, and able to best help mariners in whatever distressing circumstances they find themselves.



## SCI'S COLLABORATIVE APPROACH BENEFITS CREWS AND COMPANIES ALIKE

By Capt. Stephen Polk, *Director, Center for Maritime Education*

The "Rocketship" is a specialized vessel employed by NASA to move rocket boosters for the U.S. Space Force. This unique vessel requires special training and oversight. In late 2021, SCI began a partnership with Keystone Shipping to develop a custom model for training river-centric scenarios for its crew, with a heavy emphasis on Bridge Resource Management (BRM) training for its officers and river advisors. The virtual Rocketship was modeled by Star Center and delivered by Kongsberg to the simulator system at SCI's Center for Maritime Education (CME) in Paducah, KY where training was delivered superbly by SCI staff. But this is not even close to the full story.

In January 2019, the Rev. Kempton Baldrige notified me that he had visited the Rocketship to minister to the crew and drop off *Christmas at Sea* boxes. While there, he planted the seed with the Captain and crew that they should look into approaching SCI for training. From Kempton's perspective "we could really help those folks!" We had



all the necessary tools to do it, and to do it well. Kempton was not in the least concerned about union affiliations, or other obstacles that could get in the way.

He discussed the idea with me, sent me an email, and assisted the CME-Paducah staff in moving the process forward. From there, the experience was a win-win for everyone involved.

In my view, the most inspiring part of the story is how the various areas of SCI (pastoral care, maritime education, and mariner advocacy) worked collaboratively to provide the best possible outcome for all involved. SCI's chaplains visited the boat to meet with the crew, and their visit resulted in valuable simulator training from which they benefited almost two years later.

This type of collaboration is in SCI's DNA. Some years ago, we were approached by leaders in the inland maritime industry for help protecting



the mental health of mariners. In response, SCI organized ASIST (Applied Suicide Intervention Skills Training) classes for our Chaplains, and for mariners and shoreside personnel. The ASIST course teaches the necessary attitudes, knowledge, and skills to recognize persons with thoughts of suicide, and to intervene to help, as well as providing steps for referral.

In association with the American Foundation for Suicide Prevention and the Education Development Center, SCI's Center for Maritime Education then created an outstanding e-learning module on Suicide Awareness, tailored for the inland river industry. This has been of real benefit to shoreside personnel and towboaters alike. We continue to hear stories of mariners helping their crewmates by using the SCI training they received, with great results.

Phil Shiffin Jr., Esq., Director of SCI's Center for Mariner Advocacy, has also been working tirelessly on important projects that advocate mariner wellness initiatives to the industry. He attends training events with SCI Chaplains and industry partners to ensure that people are aware of both pastoral care and legal advocacy tools available for crews.

I have never been more energized or excited to work with others at SCI on issues that traditionally would not be in my remit to manage, and I am enormously proud of the work we're doing in this area. I am very glad that Rev. Kempton Baldrige got involved in training that day on the Rocketship. As we work together and support one another, sharing ideas, we come up with our best, most thoughtful services to benefit mariners and the companies they represent.



## A BUSY YEAR FOR MARINER ADVOCACY

Phil Schifflin's first full year as the Director of SCI's Center for Mariner Advocacy was an active one. On the global "blue water" side, he advocated for international seafarers at both the International Maritime Organization (IMO) and the International Labour Organization (ILO). Some notable accomplishments at the IMO included his work on an intercessional correspondence group that developed "Guidelines for port state and flag state authorities on how to deal with seafarer abandonment cases." The guidelines that the group prepared were forwarded for consideration to the IMO's Legal Committee. These offer additional guidance on how countries can most effectively address seafarer abandonment cases. At the ILO, Phil led the International Christian Maritime Association's (ICMA) delegation as it advocated on behalf of seafarer interests at the Special Tripartite Committee of the Maritime Labour Convention 2006 (MLC 2006). The committee met in the spring and discussed the challenges that the COVID-19 pandemic had created for seafarers and how the MLC 2006 might be altered to help address those challenges. As a result of that meeting, 12 amendments



*Philip C. Schifflin, Jr., Esq., Director of SCI's Center for Mariner Advocacy, meets a seafarer in Port Newark.*

to MLC 2006 were proposed to be considered by the committee in May 2022.

On the inland "brown water" side, Phil was very active in working to improve mariner wellness. He participated in two working groups established by the National Merchant Mariner Medical Advisory Committee. One group was set up to look at ways to improve mariners' physical wellness, and the

second was developed to improve mariners' mental health. Both groups made recommendations to the full committee for consideration. Additionally, Phil was appointed to a workgroup established by the National Merchant Mariner Personnel Advisory Committee to look at sexual assault and sexual harassment issues impacting U.S. mariners, with the goal of making recommendations on how to better address this very challenging situation.

Phil also moderated a panel at the well-attended Gulf Intracoastal Canal Association (GICA) annual conference that focused on inland mariner wellness. Similarly, Phil served as the recorder for SCI's inland mariner wellness roundtable held at our Center for Maritime Education in Paducah, KY. The attendees included industry representatives, medical staff, regulators, and SCI staff. Phil plans to keep mariner wellness initiatives as one of the focus areas for the Center for Mariner Advocacy going forward.

Phil also continued to provide legal advice to mariners and port chaplains focused predominantly on seafarers' rights issues. One noteworthy case dealt with a seafarer who had a portion of his wages inappropriately withheld by his employment agency under the premise that it was to pay for "local taxes". The seafarer had been attempting to get his proper wages paid to him for several years. The seafarer eventually got in contact with Phil who promptly engaged with the employment agency, and after some advocacy work the full amount still owed to the seafarer was paid.



## CHRISTMAS AT SEA'S LARGEST DISTRIBUTION SINCE 1898

*The success and longevity of Christmas at Sea (CAS), SCI's tradition of gifting handmade garments to mariners at Christmastime, is attributed to the dedicated knitters, crocheters, and ditty bag makers who follow specially-designed patterns to create hats, scarves, cowls, socks/slippers, vests,*

and drawstring cloth gift bags (ditty bags) for mariners. **934** individuals and **119** groups representing all **50** states, Washington D.C., and beyond the U.S. participated in CAS in 2021.

CAS continues its upward trajectory, with the number of donated knits, crochets, and ditty bags totaling **26,378** in 2021: a **2.5%** increase from 2020. This was the largest distribution of gifts since the program's inception in 1898! Specifically, **5,004** international seafarers calling on the Port of New York and New Jersey received ditty bags and **13,936** river mariners received a *Christmas at Sea* gift box.

Two new important resources for CAS volunteers were introduced in 2021: the CAS Handbook, and *Untangled*, CAS's members-only Facebook group. The Handbook is a comprehensive CAS primer, with detailed information about patterns, the specifics of the program, frequently asked questions, and a history of CAS in pictures. (A digital version is available on the SCI website.) *Untangled* is a robust forum for CAS volunteers, where they have an opportunity to meet and mingle virtually with others who share a common interest in knitting, crocheting, and sewing for mariners. It is a supportive community, a safe place to post questions, to offer encouragement, and to share photographs of projects in progress. Most importantly, *Untangled* is an ideal way for members to stay engaged with CAS all year round.



One of CAS's most anticipated events is Port Packing Week at the International Seafarers' Center in Port Newark, where we enlist the help of volunteers who work in shipping, logistics, and maritime industries. In November 2021, over the course of one week, **nine** teams with a total of **52** individuals, packed **3,588** ditty bags. **We are very grateful to our 2021 participants:**

- APM Terminals
- Council on Port Performance – Workforce Development Implementation Team
- East Coast Warehouse & Distribution Corp.
- Genco Shipping
- Maher Terminals
- ONE – Ocean Network Express
- Port Authority of New York and New Jersey
- PNCT – Port Newark Container Terminal
- WISTA – Women's International Shipping & Trading Association, Connecticut Chapter

Another highly anticipated event is staged at San Jacinto College in La Porte, TX. Students from the Maritime Technology & Training Center pack gift boxes for river mariners. In 2021, **50** students packed **2,000** knits and crochets for distribution to shipping companies in the Houston area for mariners working over Christmas. This year, for the first time, many former student volunteers received their very own CAS gift.

The holidays are a tough time for mariners at sea; being able to offer them such thoughtful and useful gifts is what makes CAS so very special.



## MARINER THANK YOUS

We always receive notes of thanks from the mariners and seafarers who receive gifts from **Christmas at Sea** around the holidays. Each one and every one is appreciated!

Greetings, I wanted to reach out to you and thank you for the handmade gifts we received today at my job. My name is Captain Robert Swidersky. I work on the *M/V Lt. Dick Dowling*, for Buffalo Marine Services in Houston, Texas. The Beanie caps and scarves are already in use. Holidays are not easy when working on the water away from your loved ones. For a person to take the time to make these items for a stranger they haven't met, speaks volumes on their love and integrity. My warmest thanks to all who took the time and effort to make this happen. Merry Christmas to all!

We the crew of the motor vessel *Secretariat* of Turn Services would like to send thanks to all who took the time to write the Christmas cards and send the scarves and hats to our boat. This was a great blessing to us and it touched the hearts of the crew...

God bless

*Seafarers and mariners are delighted with our Christmas at Sea deliveries.*



## SPECIAL EVENTS BACK IN-PERSON

**SCI'S 43RD ANNUAL SILVER BELL AWARDS DINNER** took place in October 2021 at Chelsea Piers in New York City. SCI President & Executive Director, the Rev. Mark S. Nestlehatt, together with former Executive Directors, the Rev. Canon Peter Larom and the Rev. David Rider, presented the prestigious Silver Bell Award to Richard du Moulin, Partner, Intrepid Shipping and Chairman Emeritus, the Seamen's Church Institute. The award was given to Mr. du Moulin in recognition of his outstanding leadership, dedication, and generous contribution to the maritime industry, influencing a generation of corporate leaders.

Special recognition was given to the Rev. Kempton Baldridge, *Ministry on the River* Chaplain, who announced his retirement after almost 12 years with SCI. Best known to inland mariners and supporters, the Rev. Baldridge's work has had a tremendous impact on our blue water ministry as well.

Over 400 guests attended the event. During the cocktail hour, the traditional Parade of Vessels was in full view. The Presentation of Colors by the Color Guard from the United States Coast Guard New York Sector, and members of the Port Authority Police Pipes and Drums Band opened the program, followed by members of the Mariners Chorus from the United States Merchant Marine Academy at Kings Point singing the National Anthem. The event raised \$583,809, benefiting the programs and services of the Seamen's Church Institute.

**SCI'S BIENNIAL MOUNTAIN CHALLENGE** was held on September 30 to October 3, in Sunday River, Maine. Nearly 40 teams of three, representing more than 25 companies in the

marine industry, competed in the fifth challenge.

Mariners push against time and nature to deliver the world's commerce. Taking place on land and water, SCI's Mountain Challenge parallels many of the hardships mariners face, such as the elements (Maine's notoriously unpredictable weather), isolation (teams working self-sufficiently on mountain and water racecourses), and physically demanding work (participants ascending approximately 3,000 feet each day).

In addition to the outdoor elements, competitors participate in the "Philanthropy Challenge" to raise funds and awareness for SCI and its support services through peer-to-peer fundraising.

LEFT L-R: The Rev. David Rider (Director Emeritus), Rich du Moulin (Chair Emeritus, Trustee, and Silver Bell Honoree 2021), Bruce Paulsen, Esq. (Chair of the Board), the Rev. Mark Nestlehatt (President & Executive Director), the Rev. Canon Peter Larom (Director Emeritus).



This highly anticipated event was made possible through sponsorships, registration fees, and peer-to-peer fundraising. Cargill was once again the Lead Event Sponsor. McAllister Towing and Transportation, and Moran Towing Corporation were Peak Sponsors. The "Halfway There" Dinner was sponsored by TOTE. UBS Wealth Management was the "Big Bag" Sponsor, and Jacq. Peirot Jr. & Sons was the "Fueling Station/Breakfast" Sponsor. The "Stage One Après Hike" Sponsor was Pangaea Logistic Solutions.

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

The SCI Mountain Challenge is inspiring. It is a special experience to come together in Maine, tackling tough hiking courses and witnessing competitors embracing challenges that test them physically and mentally. There is





bonding and networking. It is wonderful to see SCI supporters representing different industry sectors across the country from Alaska, Texas, Florida, Connecticut and everywhere in between and beyond. The energy and excitement are palpable. Most importantly, this unique event supports SCI's vital programs and services benefiting mariners worldwide. The 2021 Mountain Challenge raised \$480,720.

**SCI'S 21ST ANNUAL RIVER BELL AWARDS LUNCHEON** was held in December at the McCracken County Convention & Expo Center in Paducah. Almost five hundred guests from the river industry and associated companies attended. This year's luncheon celebrated two distinguished individuals who have

dedicated their careers and personal resources to improving all aspects of the maritime industry. SCI also celebrated the lifesaving efforts of one crew whose dedication and preparedness saved the lives of three people when their assist boat capsized.

River Bell honored Mr. Steve Golding, Chairman, Golding Barge Line, with the River Bell Award. Rear Admiral John Nadeau, U.S. Coast Guard (Ret.) was presented with the Distinguished Service Award, and the crew of the *M/V Joseph Merrick Jones*, Canal Barge Company, received the Lifesaving Award.

Support for this event, which raised \$309,500, is an investment in the future of the maritime industry. Proceeds help grow and improve vital programs for mariners.

BELOW L-R: Mr. Austin Golding (President, Golding Barge Line), Mr. Steve Golding (River Bell Honoree 2021), the Rev. Mark Nestlehuett (President & Executive Director)



## INTRODUCING AMY MUGAVERO: DIRECTOR OF DEVELOPMENT

In 2021, SCI welcomed Amy Mugavero as Director of Development. With an extensive background in fundraising and development, Amy joins the senior administrative staff after having spent over two decades in a variety of professional development settings, most recently, the Queens Public Library Foundation, New York City Ballet, New York Philharmonic, and the YMCA of Greater New York.

The Development department is responsible for acquiring the funding necessary to support the mission and vision of the organization. This is accomplished by identifying, educating, cultivating, and engaging donors. Amy brings a fresh perspective to the department. She is guiding the efforts to expand and diversify fundraising, focusing on individual giving, institutional giving, special events, annual appeals, capital campaigns, endowments, and planned gifts.

A graduate of The Julliard School in violin performance, Amy is an active solo and chamber music professional, as well as a member of the Women's Forum of New York, a network of women leaders representing the highest levels of professional achievement.

## 2021 FINANCIAL SUMMARY

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

<i>(in thousands)</i>	<u>2021</u>	<u>2020</u>
<b>OPERATING SUPPORT, REVENUE AND OPERATIONAL DRAW FROM INVESTMENTS:</b>		
Program service revenue:		
Maritime Education and Training	\$ 1,973	\$ 1,940
International Seafarers' Center	38	25
Contributions and grants	1,883	1,798
Special event income <sup>1</sup>	1,377	777
Investment income	134	215
Other income	118	161
Operational draw from investments	973	900
<b>TOTAL OPERATING SUPPORT, REVENUE, AND OPERATIONAL DRAW FROM INVESTMENTS</b>	<b><u>6,496</u></b>	<b><u>5,816</u></b>
<b>EXPENSES EXCLUDING DEPRECIATION:</b>		
Program services:		
Center for Maritime Education	2,102	2,046
Port Newark Seafarers' Services	858	837
Programmatic Outreach	451	417
Center for Mariner Advocacy	214	62
<b>Total program services</b>	<b><u>3,625</u></b>	<b><u>3,362</u></b>
Supporting services:		
Management and general	1,421	1,437
Fundraising and communication	1,058	623
<b>Total supporting services</b>	<b><u>2,479</u></b>	<b><u>2,059</u></b>
<b>TOTAL EXPENSES EXCLUDING DEPRECIATION</b>	<b><u>6,104</u></b>	<b><u>5,421</u></b>
<b>NET SURPLUS</b>	<b><u>\$ 392</u></b>	<b><u>\$ 395</u></b>
<b>NET ASSETS AT END OF YEAR</b>	<b><u>\$ 48,776</u></b>	<b><u>\$ 45,953</u></b>

<sup>1</sup>Net of direct benefit to donors of \$151 in 2021, and \$25 in 2020

The amounts in the table above are derived from the audited financial statements as of and for the years ended December 31, 2021 and 2020, and modified to reflect actual investment draws to overcome actual operating deficits. Interested persons should read those financial statements and the independent auditor's report contained therein.

## 2021 IN NUMBERS

Seafarers visited on board ships	9,633
Vessels visited in Port Newark	1,819
Seafarers, truckers, and port workers hosted at the International Seafarers' Center	18,000 (seafarers: 1,722, others: 16,278)
Seafarers transported by SCI vans	919
Seafarers vaccinated	257
New CSR/CMA cases	38
Mariners trained at CME-Paducah from number of companies	475 from 9 companies
Mariners trained at CME-Houston from number of companies	510 from 12 companies
Mariners trained through e-learning	8,934
Feasibility studies	3
Maritime workers assisted by chaplains on inland rivers	1,397, with 118 interventions
Visits to vessels on inland rivers	115 vessel visits, plus 61 combined days underway
Knitted gifts/volunteers/geographic representation	26,378 knitted gifts and ditty bags from 934 individuals and 119 groups, from all 50 U.S. states and other countries around the world.

## 2021 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.

### 2021 SUSTAINING SPONSORS



American Commercial Barge Line



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Kirby Corporation



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