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Published by

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Office Hours:

Weekdays 9:00 a.m. to 11:00 p.m.
Weekends 11:00 a.m. to 11:00 p.m.

Items needed:

Men's Clothes, Paperback books, Magazines,
Videos and Financial Contributions.

Volunteers Welcome:

Call John Szelagowski, *Volunteer Coordinator*
Phone 215-922-2562
Fax 215-922-0737

Access and Security

*By the Rev. James D. Von Dreele
Executive Director*

The whole port community has been working diligently over the last year to implement the International Ship and Port Facility Security (ISPS) code as set out in the new USCG security regulations. We have expended significant financial and human resources to strengthen the security of our Port and there is a great deal of improvement already. One of the most encouraging aspects of this whole process has been the cooperative spirit of all parties to make this work.

Last year Capt. Sarubbi (U.S. Coast Guard Port Captain) asked me to chair a Facilities Subcommittee for the Area Maritime Security Committee to work on the difficult issues related to terminal access. The overriding concern has been to balance the needs of commerce and terminal security. During that winter terminal operators, steamship agents, vendors, and other port stakeholders worked to create a set of information and access protocols that would meet the ISPS regulations. The goal was to have a port wide recommended standard to help terminals in the creation of their operational protocols.

The committee's work opened up much needed communication among the various stakeholders to make the process less adversarial. In fact,

several terminal operators proactively reached out to agents, vendors, contractors, and others to address their commercial concerns in the context of terminal security policies.

From my position as president of the North American Maritime Ministry Association (a network of 180 port ministries), I am also happy to report that our Port has been a leader in implementing the ISPS code requirements. We have seen a dramatic reduction in crew detentions here in Philadelphia and Camden with the full compliance of the seafarer shore leave provisions. These efforts have resulted in seafarers being treated with greater dignity and professionalism and there is a higher level of safety and security aboard ship and on the terminals. ⚓

A Community That Cares!

The *M/V Norsul Santos* while in port during the coldest days of the winter of 2005 had an engine fail and in turn had no heat. Our incredible community of churches, friends of SCI and the Maritime Community came through in a big way. This crew of 24 Brazilian seafarers, including 4 female cadets, had very few warm clothes, no showers and most of the crew was detained on board ship due to not having visas. SCI was able to provide to this crew warm clothes, baked goods, blankets, worship services, showers for the crew that could come ashore, and on board phone service. Volunteers, staff and donors pulled together to provide services that had a tremendous impact in a very difficult situation. See the story of the St. Philip Neri School response to this situation. ⚓



Volunteers prepare Ditty bags

St. Philip Neri School 2nd Grade Service Project



Mrs. Mahoney's 2nd Grade Class



Mrs. Rubino's 2nd Grade Class

Mrs. Mahoney's and Mrs. Rubino's second grade classes embraced *Catholic Schools' Week* with the gift of service.

The classes' focus was the Seamen's Church Institute (SCI), a non-profit organization dedicated to providing spiritual guidance to the crews of foreign cargo ships that come into the Ports of Philadelphia and Camden, N.J. Many of the crews have been out at sea for months with very little outside communications with sub-standard pay scales being quite common. Several recent winter emergencies have depleted SCI's supplies of winter clothing for crew members.

A few weeks ago, a Brazilian cargo ship *M/V*



A cadet from the *M/V Norsul Santos*

Norsul Santos came into port and it had no heat for days. Our class asked for the following items: adult sized clothing (used or new-preferably men), sweaters winter coats, heavy socks, gloves and scarves, hats, long underwear, blankets, and wrapped baked goods such as Tasty Cakes.

We placed a box in each classroom, and asked that heavier items be dropped off at the home of Mr. and Mrs. John McCreavy. Mr. McCreavy is a Board member of SCI. The project was a huge success. ⚓

*Seamen's Church Institute of
Philadelphia and South Jersey*

2nd Annual Golf Classic

Town & Country Golf Links
Woodstown, New Jersey

Thursday, September 22, 2005

**Register by August 15!!!
Seamen's Church Institute**

DETAILS, DETAILS, DETAILS....

- Date:** Thursday, September 22, 2005
- Time:** Noon: Hotdogs, Registration
1 p.m: Shotgun Start
5 p.m: BBQ and Awards
- Location:** Town & Country Golf Links
197 East Ave., Woodstown NJ 08098
- Format:** Best ball of foursome;
Shotgun scramble
- Prizes:** Golf Awards, Hole-in-One Hawaii trip;
Door prizes, 50-50 and Raffle Drawings
- Teams:** Individuals or Teams of 4 may register
- Cost:** \$125 per person -or- \$500 per team
- Includes:** Light lunch, BBQ cookout, Beer and
Non-alcoholic Beverages, FUN & prizes
- Proceeds:** Will benefit the *Seamen's Church Institute of Philadelphia and South Jersey*, a non-profit organization serving the human needs of seafarers in the ports of the Delaware since 1843.



SCI Changes Its Corporate Name

The official name of SCI is now the *Seamen's Church Institute of Philadelphia and South Jersey*. In revising SCI's by-laws this year, we felt it was important that our legal name reflect the work we do on both the Pennsylvania and New Jersey sides of the Delaware River.



Pete Norton, celebrated his 80th birthday while volunteering at the center recently. Pictured with Pete and his cake are the Captain and crew of the tanker Eagle Birmingham, a regular visitor to our Port. Pete has been an SCI volunteer since 1987 and is a member of St. Peter's Episcopal Church in the Great Valley, Paoli, PA. Congratulations, Pete, for this milestone and 17 years of faithful service to our visiting seafarers.

David Reid ~ A portrait

From time to time *The Anchor* profiles members of the maritime community. In this edition we focus on David Reid, a member of the Seamen's Church Institute's Board of Directors. From his childhood in England, to his global adventures as a young merchant mariner, to becoming a well-respected terminal owner and consultant in the maritime industry, David Reid may best be described by this phrase – *Carpe Diem* – “seize the day”. Throughout his nearly 40-year career, David has not only seized the opportunities before him, but has also created many as well. Beneath all this has been an abiding faith and trust in God.

Born in Brighton, Sussex, England, David attended Engineering College in London to pursue a career in Mechanical Engineering. Due to pressing family needs, Reid left college after one year and signed on with the Merchant Navy for a 3-1/2 year indentured apprenticeship. When he joined his first ship, the London Prestige, in Houston, he enjoyed his very first experience with the Seamen's Church Institute. In fact, he still remembers the warm feeling that came over him when the Seamen's Church Institute presented him with his first Christmas “ditty bag”.

In 1974, David immigrated to Canada and accepted a job with Upper Lakes Shipping, a Canadian shipping company based in Toronto. Still continuing his studies, David earned his 1st Mate's license and was immediately appointed to Chief Officer. In the late 70's while serving on Canadian ships, the Delaware River was a frequent port of call for David. He felt at *home* when he was

in the Delaware River. Thus began his over three-decade affection for Philadelphia.

After eight years at sea, he felt the time had come to go shore-side. It didn't take long for the company to notice David's passion for the industry, his leadership skills, and his knack for problem solving. Nine months later he was offered the position of Assistant Marine Superintendent. While the landside promotion was exactly what David wanted, the 50% pay cut was a bit disheartening. David did take the

He felt at home when he was in the Delaware River.

job and was promoted to Operations Manager shortly thereafter. As Operations Manager he was not only responsible for the Canadian ships, but also for other interests, such as their joint venture with the Norwegian shipping company, Wilhelmsen.

His next opportunity led him to

Cullen Stevedoring 1978. Mr. Cullen, originally from Ireland, had built a well-established stevedoring company in Canada. Prior to the interview, David had decided he wanted no part of stevedoring, but Cullen's closing statement grabbed his attention, “I'm going to teach you everything you need to know to move from where you're sitting to where I'm sitting.” David seized this challenge. Over the next few years Cullen proved to be a great mentor and valuable contact as he introduced David to his many colleagues. When Cullen expanded by building a new forest products terminal, David became its manager.

1979 and 1980 ushered in some difficult, personal times for David as he struggled with the loss of his two sons Mark and Colin. He left Canada and headed south to Connecticut where he joined the shipping company, Westport Navigation, as their Operations Manager. In 1984, happiness struck again with the addition of their adopted daughter, 4 year-old Hyun, from Seoul, Korea.

From 1984 through 1992 he was involved with DUCAL Stevedoring in Long Beach, CA handling steel slabs for California Steel Industries and then with D.M.I where he served as president and partner, handling chartered cargo ships carrying steel and other cargo worldwide. In 1992, he took some time out from the business by buying a horse farm in Louisville, Kentucky. In between farm chores he started doing consulting work involving stevedoring, shipping,

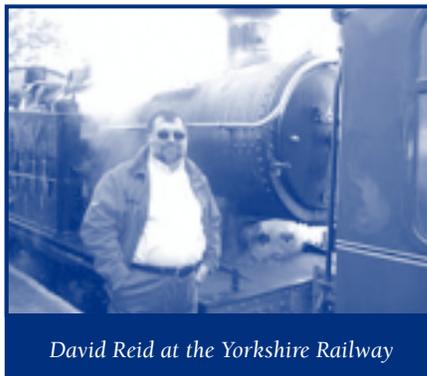
and serving as an industry expert witness.

In 1994 he jumped back into the business consulting with a client in London, where he became acquainted with Gunther Hahn, owner of Novolog in Odessa, Ukraine. The two soon became business partners and agreed to open a Novolog terminal in Fairless Hills, PA.

Novolog opened in March of 1997. Of all of the things he had accomplished in his lifelong journey, David said, "this was the most challenging of all." Novolog became one of the largest steel terminals on the East Coast, growing to over 2 million tons per year. After eight years of successfully running the terminal, the partners were ready for a change. On December 1, 2004 Novolog was sold to Kinder Morgan. Within hours of the closing David was in Europe representing Kinder Morgan in his new role as consultant.

This begins the current chapter in David's career. He formed Shackleton Partners LLC in the summer of 2004 -- named in honor of merchant mariner turned adventurer, Sir Ernest Shackleton. In a perilous expedition to Antarctica, where he and his 27-man crew were stranded for 22 months, Sir Ernest (nicknamed the "Boss") led his entire crew to safety. David believes Shackleton's leadership skills in such adverse conditions were an admirable trait, so chose that name for his firm.

Starting his new firm is not the



David Reid at the Yorkshire Railway

only wonderful thing that has happened to him this past holiday season - David just got married! He and Ann were married in Bermuda on January 4th. He met Ann, a professional writer, online nearly two and a half years ago. One of their first trips together was to the island of Bermuda; so it was only fitting that they return together to become man and wife.

Together, they plan to write a book about the leadership skills of people like Shackleton and how those influences can be applied in business and management today. They enjoy traveling together. Since David has a passion for trains, he especially enjoyed their most recent

trip to the Yorkshire Railway (pictured left).

David has two daughters, two grandchildren, and counts Ernest Shackleton, Winston Churchill, and Bob Frump, a writer for the Philadelphia Inquirer, among his list of heroes. He has been a member of the Bristol Rotary for 3 years, the Lower Bucks Chamber of Commerce Board for 2 years, served as vice chairperson of the Bucks County International Trade Council for 5 years, is a member of the Pennsylvania Society, is in his third year as a government appointed member of the Rail Freight Advisory Committee, and currently serves on the Board of Directors of the Seamen's Church Institute of Philadelphia & South Jersey.

Faith plays a major role in David's everyday life, and he values integrity. He feels that his real life experience as a foreign seafarer enables him to provide our Board with a different perspective and understanding of the seafarers we serve. ⚓

The Seamen's Church Institute

15TH ANNUAL FALL GALA

A Scottish Fling

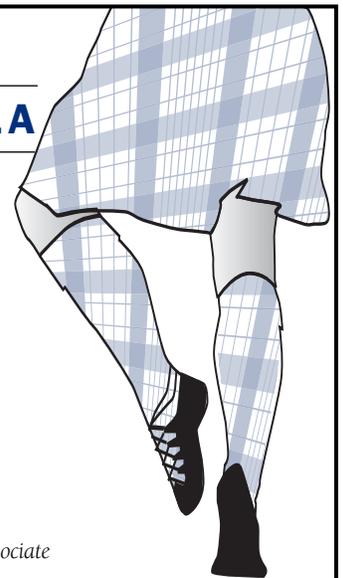
Friday, October 21, 2005
7 pm ~ 12 midnight

Collingswood Grand Ballroom
Collingswood, NJ

The evening will include a cocktail reception, silent auction, dinner, dancing and lots of fun.

For more information, call **Ronnie Barlow**, SCI Development Associate
215-940-9900

Barlow@SCIphiladelphia.org



The Shipping News

by John Gummere,
SCI Volunteer

Years ago, when I first heard of Philadelphia's Seamen's Church Institute, I pictured something from an earlier century, not imagining what the organization does today. The Institute was founded in 1843 by the Episcopal Church to minister to sailors on ocean-going ships, at a time when Americans were well represented among crews.

As times have changed and jobs have moved overseas, Americans now account for only about one percent of all seafarers in international commercial shipping. Most of the other 99 percent come from the less-developed world, with at least a third from the Philippines. SCI is a local ministry that daily reaches out to members of the global community and encounters people who feel fortunate to have a job — even one that takes them away from home for eight months or so at a time, a typical contract period.

Life at sea can vary from boring to terrifying. Seafarers' lives are not made easier by the world system of ship registry of and crew hiring — a complicated mix of regulation and non-regulation by different countries. There is a broad range in levels of ship safety and maintenance, as well as in fair labor standards for crews. Terrorism is a real concern, and

incredible as it seems, piracy today is alive and well. Heavily armed pirates have been known to steal entire ships and falsify their identities, complete with new names and paint jobs. The traditional romantic view of life at sea would not survive the reality on today's freighters and tankers.*

So what exactly does the Seamen's Church Institute do? Its small staff, augmented by volunteers, serves 28 terminals over 120 miles of both sides of the Delaware River, from Marcus Hook up to Fairless Hills, from the Burlington down to Paulsboro. When needed, the Institute brings moral persuasion and legal expertise to large issues such as wage or safety disputes. Day-to-day activities are less dramatic but address real needs. The SCI center on 5th Street provides recreation, phone and internet access, a clothing room and free books, among other services. It hosts religious services and will soon have a new chapel. SCI vans bring crews to the center, downtown Philadelphia, and Walmart. (Seafarers

Many crews are lucky enough to come ashore but some are not...

need to shop too!) The Institute invites parishes to contribute "ditty bags" of personal items for seafarers who cannot leave their ships. Many crews are lucky enough to come ashore but some are not — especially post-9/11. My small specialty as an SCI volunteer is to provide cell-phone service aboard these restricted ships. Detained crews welcome us as visitors, with or without cell-phones. Visit a ship around dinner time and it's a good bet you'll be

treated to authentic (if basic) world cuisine. Think of living eight months with the same 20 individuals: even simply visiting a ship provides a much-needed break from the "Survivor" scenario.

My most moving experience on board ship to date was a recent encounter with a crew from Myanmar (formerly Burma), home of Nobel Laureate Aung San Suu Chi. Over a beer, one seaman told me at length about Myanmar's military government, run by General Than Shwe, whom he compared to Saddam Hussein. The seaman I spoke with expressed the hope that the U.S. government would overthrow Myanmar's Chinese-backed dictator. He stated his wish as one based purely on human rights -- not oil or profit. Given Myanmar's low priority in U.S. foreign policy, this scenario is hardly likely to happen. This was a rare moment of interacting, as an American, with those who are affected by our policies.

A priest leading an organization I once belonged to encouraged members to educate themselves by visiting a developing country if we ever had the opportunity.

I have also heard it said that there are two ways to see the world. You can visit other countries, or you can let people from other countries come to you. If you choose the latter, the Seamen's Church Institute is an ideal place to take your trip.

For an in-depth look at international shipping, see "Anarchy at Sea" by William Langewiesche, in the September 2003 issue of *Atlantic Monthly* (www.theatlantic.com). 

Staffing Changes at Seamen's Church

Father Dominic Isaac – Chaplain Apostleship of the Sea

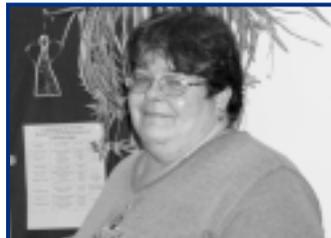
Father Dominic is serving as the Chaplain from the Archdiocese of Philadelphia. He came to SCI last fall with vast experience as a chaplain and administrator. Father Dominic is native of Pakistan and has studied and worked throughout Europe.



Father Dominic Isaac

Ronnie Barlow – Development Associate

Ronnie began her work at SCI in April. She has worked in the port community for over 30 years in the freight forwarding and customs brokerage business and has been very involved with the World Trade Association and the Philadelphia Maritime Society. She brings a wealth of knowledge of the maritime industry and connections with people who work in this community.



Theresa Stahl

Theresa Stahl – Reception

Theresa is working as our receptionist and greeter to everyone that visits SCI during the day. Theresa has a background as a Cub Scout Administrator and Church volunteer.

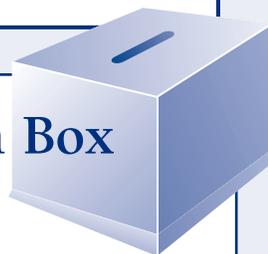


Ronnie Barlow

Jack Mudge, SCI's Chief Operating Officer for the last five years recently resigned to accept a position as Executive Director of Cerebral Palsy of New Jersey. Jack was instrumental in making SCI's move into the new Center a successful one and in raising the professional level of operations and development. We wish him the best in his new work.



Sunoco representatives Jim Fidler and Ed Hazzouri present the signage for the Sunoco Seafarer Center in recognition of Sunoco's support of SCI's Capital Campaign. Jim Fidler has stepped down from the board of SCI after many years of service as he is now retired from Sunoco.



Donation Box

You may make a donation to SCI with your credit card by either calling *Ronnie Barlow*, at 215-940-9900, or by mailing in your credit card information.

Name _____

Amount \$ _____

Visa MC AmExp (circle one)

Card # _____

Expiration Date _____

Mission Statement

THE SEAMEN'S CHURCH INSTITUTE OF PHILADELPHIA (SCI) HAS A MISSION OF HOSPITALITY, SERVING PROACTIVELY, WITHOUT PREJUDICE, THE HUMAN NEEDS OF SEAFARERS IN THE PORTS OF THE DELAWARE RIVER.

SCI provides practical, cross-cultural and appropriate spiritual assistance to seafarers, including: ship visits, land transport, international telecommunications, social and recreational programs, and counseling, both work-related and personal.

This ecumenical mission is accomplished in collaboration with area religious and ethnic communities, and also within a worldwide network of international seafarer agencies.

In addition, the mission includes pastoral support for local land-based marine interests when appropriate, facilitating the well being of the Ports and serving as ambassadors of goodwill for the region served by the ports through SCI's staff and volunteers.

Seamen's Church Institute of Philadelphia and South Jersey

475 North 5th Street
Philadelphia, PA 19123

2005 Spirit of the Port Award



On March 10, 2005, SCI honored **Salvatore (Sal) Candelaria**, president of Local 1291 International Longshoremen's Association with yet one more mark of distinction to add to his list of accomplishments – *the 2005 Spirit of the Port Award* – in recognition of his unwavering support and commitment to the ports of the Delaware River, its

Maritime Community, and the Seamen's Church Institute.

Sal grew up in south Philly and was fascinated with the ships he saw each day. It was no surprise that at the age of 17 Sal took a job as a longshoreman. At 45, Sal is still very much a part of the waterfront. While he no longer works loading and unloading cargo, he not only serves as president of the his ILA local but also as Vice President of the Philadelphia Council of the AFL-CIO – two of proudest achievements. Sal has served on the Delaware River Bridge Commission for the past 12 years and serves on the Chilean Chamber of Commerce, the Philadelphia Regional Port Authority Board of Commissioners, and the Area Maritime Security Committee, a division of Homeland Security. He has also been a long time supporter of the Seamen's Church Institute (SCI)

As we go to press, we regret to announce Sal's death on May 10, 2005. The presentation of the Spirit of the Port Award in March was a great source of grace for Sal, his family and friends during his battle with cancer. May his soul rest in peace. 🙏

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