



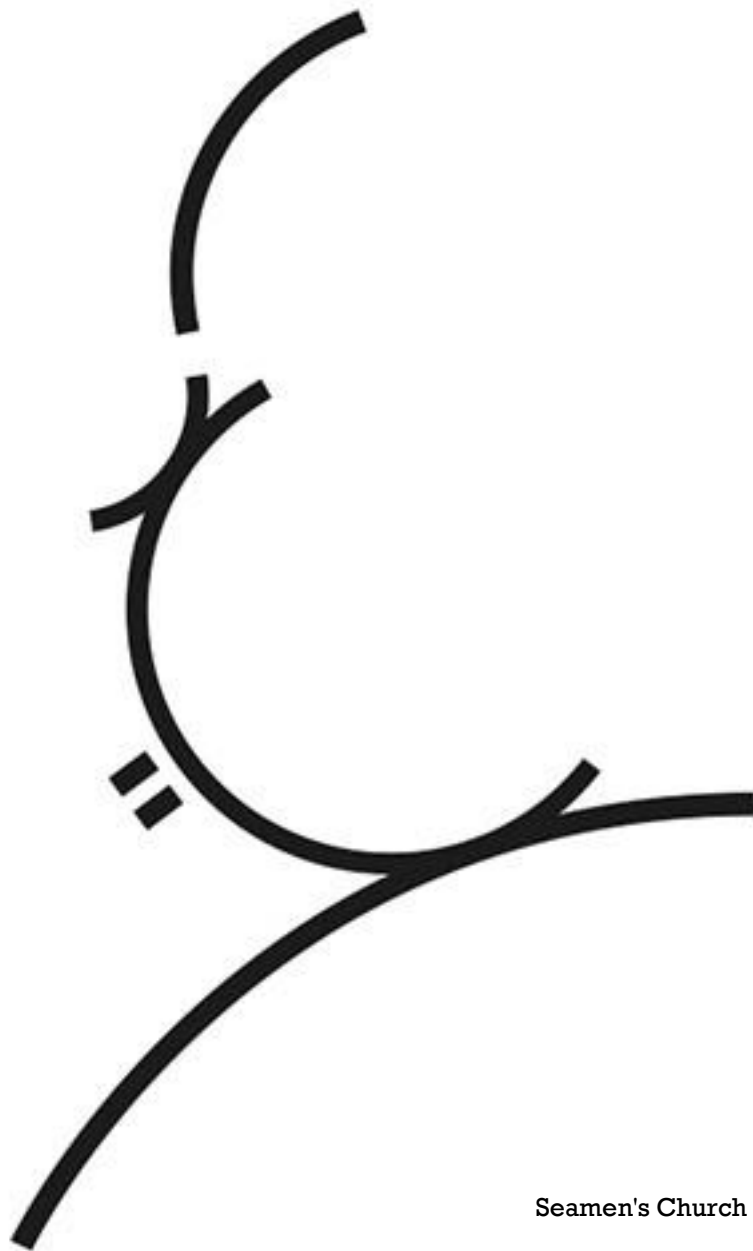
{Compnay Logo}



# MINISTRY ON THE RIVER (MOR)

## \_\_\_\_\_TOWING COMPANY

## CAPTAINS' MEETINGS \_\_\_\_\_



But, first:  
a word from our  
sponsor...

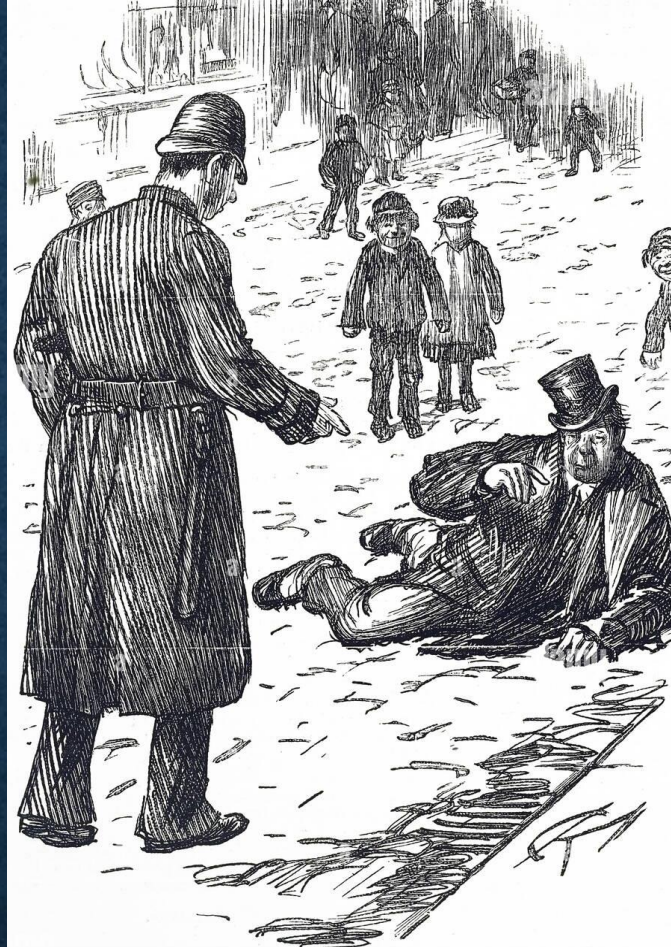
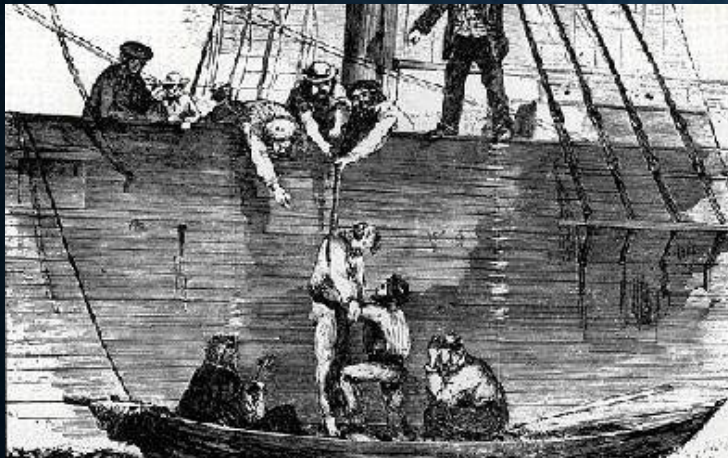


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www.alamy.com

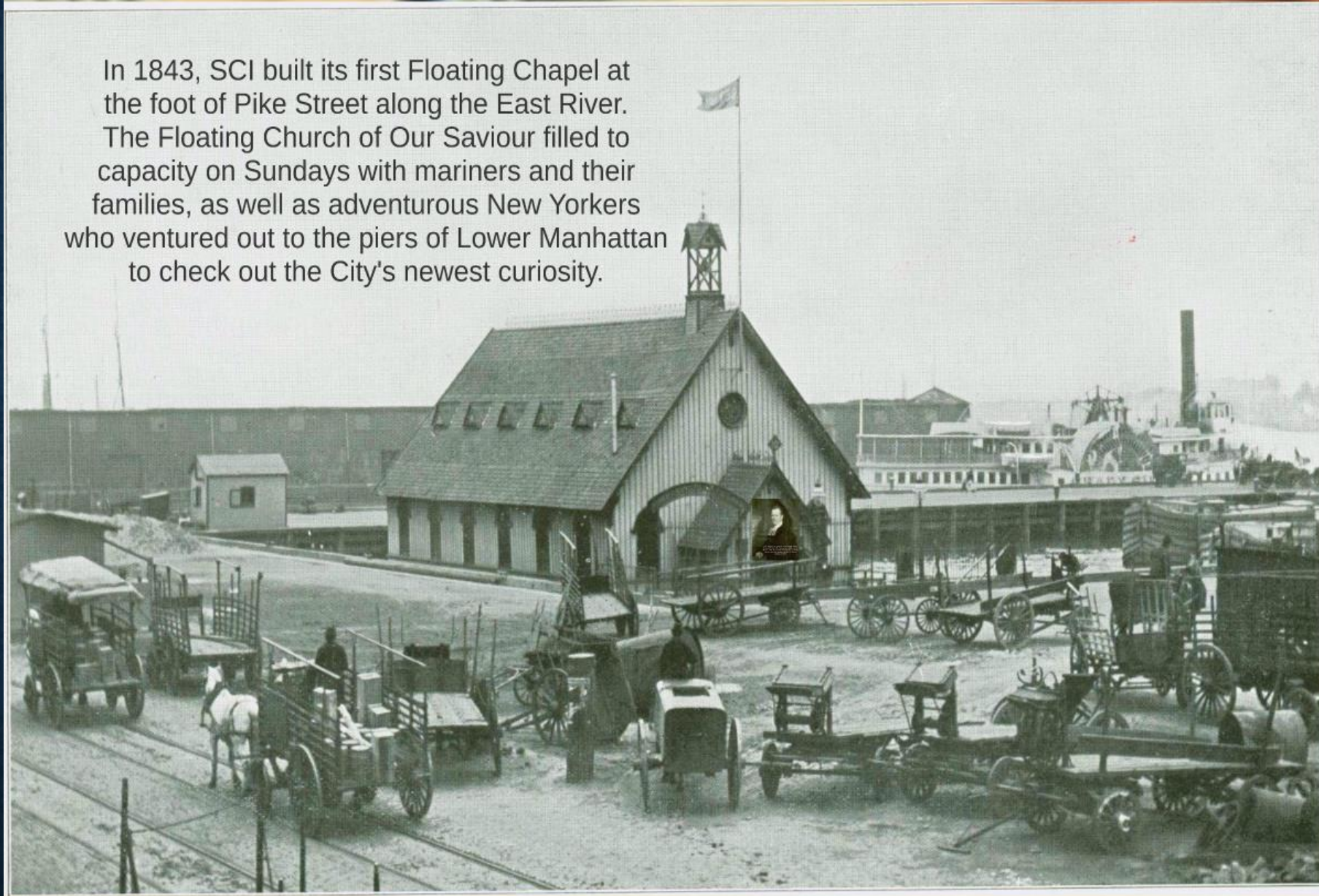


In 1840s NYC, the safest place for a mariner was on the boat!



That didn't set well with the blue bloods at Trinity Episcopal Church, Wall Street. They founded Seamen's Church Institute. So...

In 1843, SCI built its first Floating Chapel at the foot of Pike Street along the East River. The Floating Church of Our Saviour filled to capacity on Sundays with mariners and their families, as well as adventurous New Yorkers who ventured out to the piers of Lower Manhattan to check out the City's newest curiosity.

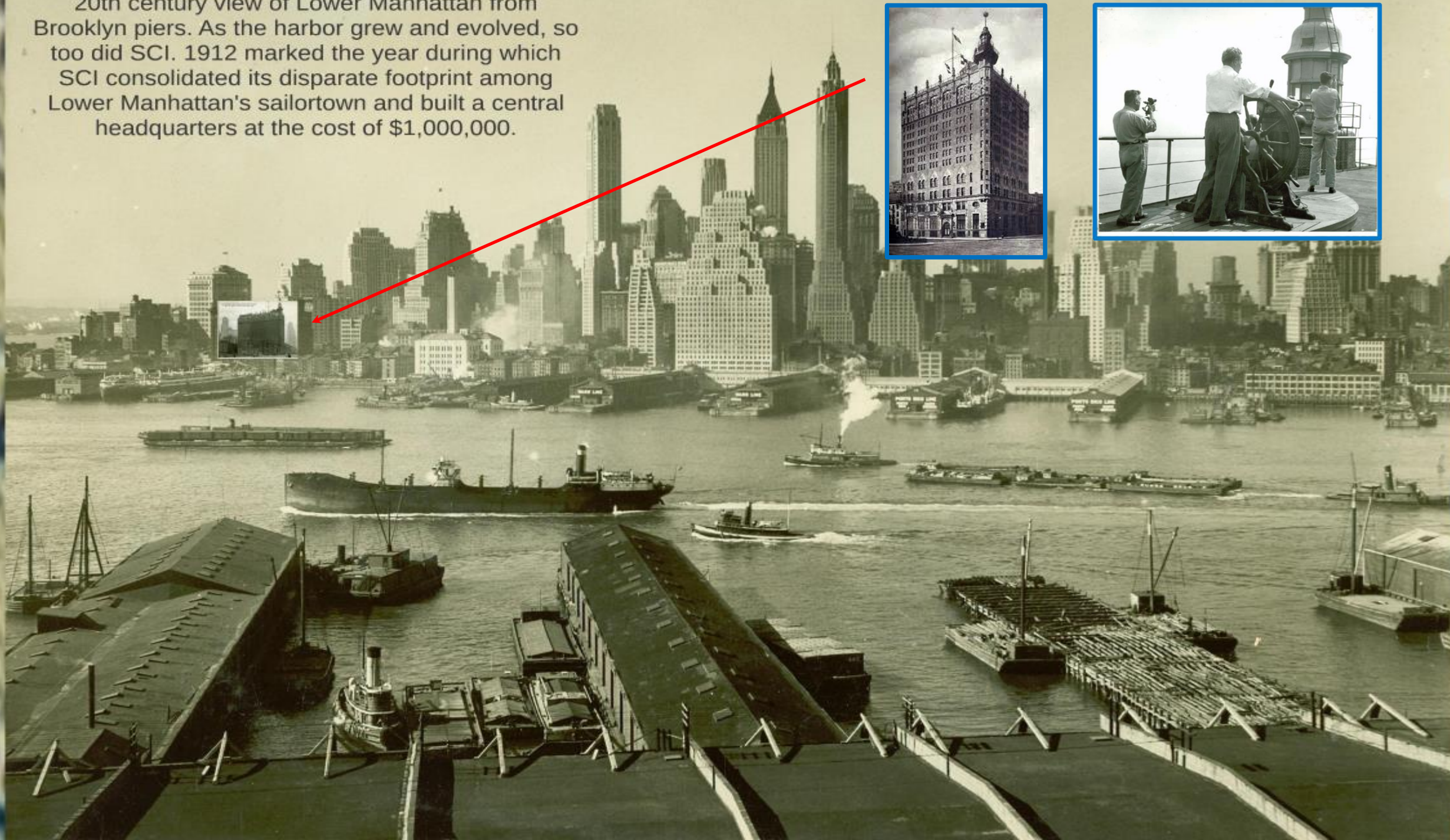




Seamen's Church Institute © 2022, 2023, Howard W. Whitaker, D.Min.



20th century view of Lower Manhattan from Brooklyn piers. As the harbor grew and evolved, so too did SCI. 1912 marked the year during which SCI consolidated its disparate footprint among Lower Manhattan's sailortown and built a central headquarters at the cost of \$1,000,000.





Seamen's Church Institute © 2022, 2023, Howard W. Whitaker, D.Min.

Through the 20<sup>th</sup>  
Century,  
**Seamen's Church  
Institute**  
developed into  
North America's  
largest mariner  
social service and  
welfare agency.

Locations of  
one or  
more SCI  
Chaplain &  
Associates



# HOW CAN WE HELP YOU?

- ✓ Center for Maritime Education
  - ✓ Mariner Advocacy
- ✓ Critical Incident Response
  - ✓ Pastoral Care

# Center for Maritime Education



- Not a video game
- Not to teach how to drive the boat
- Laboratory for integrated learning
- Why “talk” in a classroom when you can “do” in real time
- Transfer of training

# CENTER FOR MARITIME EDUCATION

## Wheelhouse Training & Simulation



- 5 Kongsberg simulators in Houston & 4 in Paducah [plus the Transas in Houston]
- Extensive library, continuously updated, day & night simulations
- Meet and exceed Subchapter M without risk to the crew, equipment, or the environment
- Custom target specific company concerns,
  - recent near miss reports,
  - NTSB investigations and
  - issues identified internal audits
- Skill assessment, personnel evaluations, corrective action implementation
- Opportunity to ask questions and make mistakes in safe, private setting.

### **Bridge & Advanced Pilotage Management**

- 3-day, USCG-approved
- Human factors
- Situational awareness
- Collision avoidance
- Risk assessment
- Rules of the road
- Voyage planning
- Decision making
- Communication skills
- Custom skills per company

### **Mate/Steersman Course**

- Week One: basic boat handling, rules of the road, navigation systems
- Week Two: safety drills and incident response training
- 24 days of sea service for week 1 and 26 days for week 2
- Upon successful completion of supervised simulations with homework for 2 weeks, plus end-of-week exams

### **Individual Assessments**

- One day course in private simulator suite with close-quarter maneuvering capability
- Recognized by USCG for TOAR
- Useful for pre-employment evaluations, company directed instruction, post-incident evaluation, and vetting

### **Towing Officer Assessment Program (TOAP)**

- One week course
- Two mariners in private simulator suite with close-quarter maneuvering capability
- 15-29 days of sea time towards endorsements means completion of TOAR in one week

### **Rosepoint Training (one week) & Radar Renewal**

### **Full eLearning Catalogue**

# CENTER FOR MARITIME EDUCATION

## Integrated, Hybrid, Blended, and E-Learning



- Prerequisite modules to be completed remotely before arrival at CME
- Better use of mariner time and increased company return on investment
- Integrates with SCI's Learning Management System for Sub Chapter M and other record keeping. [TOAR, TMSA]

[cme@seamenschurch.org](mailto:cme@seamenschurch.org)

# Center for Maritime Advocacy



# CENTER FOR MARINER ADVOCACY



Phil Shiffelin is SCI Director of Mariner Advocacy.

- 30-year career in the United States Coast Guard
- Staff Judge Advocate for Coast Guard District 8
- Captain of the Port of New Orleans
- *United States Coast Guard Academy*
- *College of William & Mary Law School*
- *Eisenhower School for National Security & Resource Strategy.*

[cma@seamenschurch.org](mailto:cma@seamenschurch.org)

While company issues may be most effectively handled by AWO, the individual mariner needs a voice for workplace, justice, and safety issues.

Phil reminds us that he cannot practice in every state, but if he cannot help, he can point in the direction of someone who can.

SCI Advocacy brown-water initiatives include:

- Wellness issues
  - Dietary
  - Mental health
  - PTSD
- Bullying, hazing, and sexual assault

SCI Chaplains know him as someone extremely knowledgeable in USGC and Jones Act.



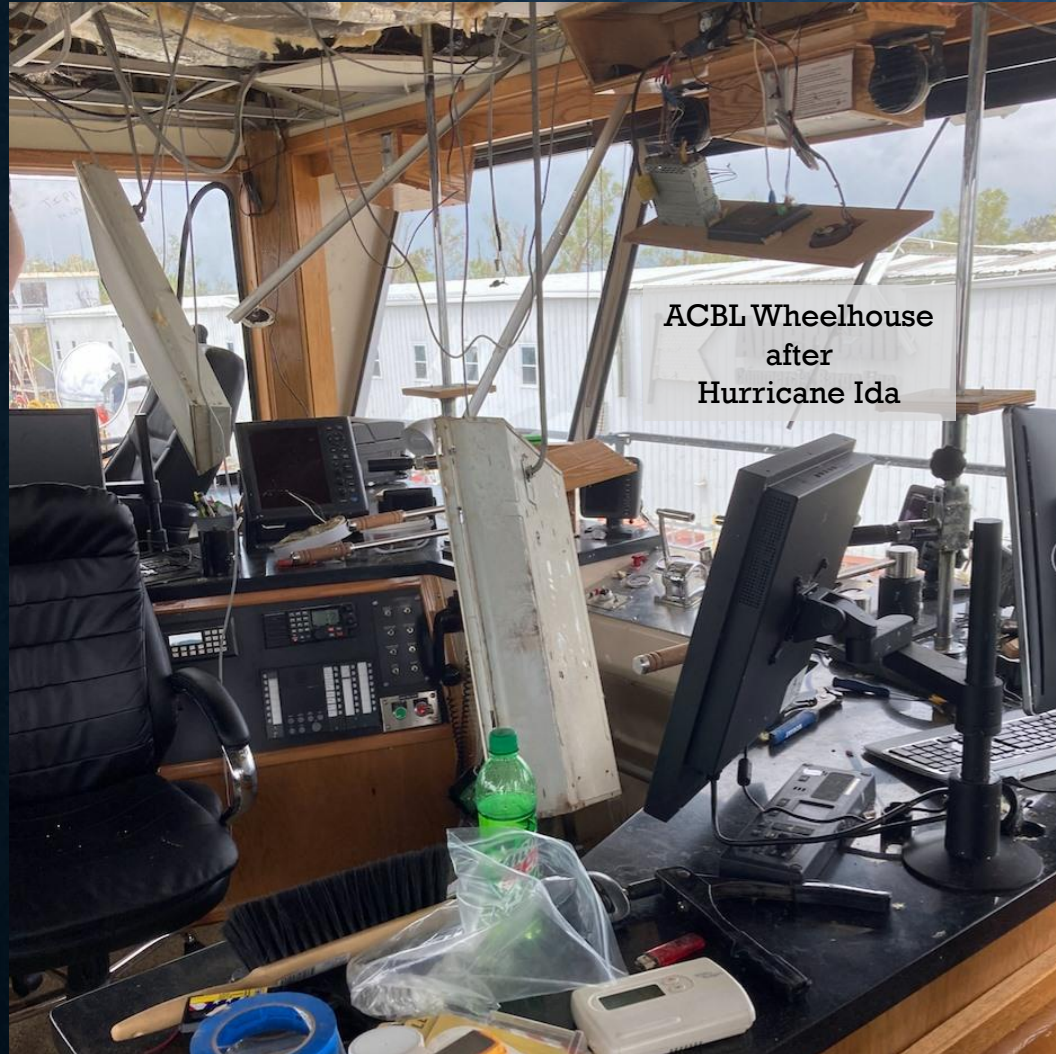
How long  
had he  
been  
awake?



## SCI CRITICAL INCIDENT RESPONSE



# CRITICAL INCIDENT RESPONSE



SCI Chaplains are trained in

- Critical Incident Response

- Demobilization & defusing (“Psychological First Aid”)
- Debriefings
- Reduces downtime, PTSD, & brain injury. Supports retention.

- Disaster response

- Applied Suicide Intervention Skills Training (ASIST)

- Sexual Assault & Harassment

- See new USCG requirements MSIB 1-23



# Marine Safety Information Bulletin

Commandant  
U.S. Coast Guard  
Inspections and Compliance Directorate  
2703 Martin Luther King Jr Ave SE, STOP 7501  
Washington, DC 20593-7501

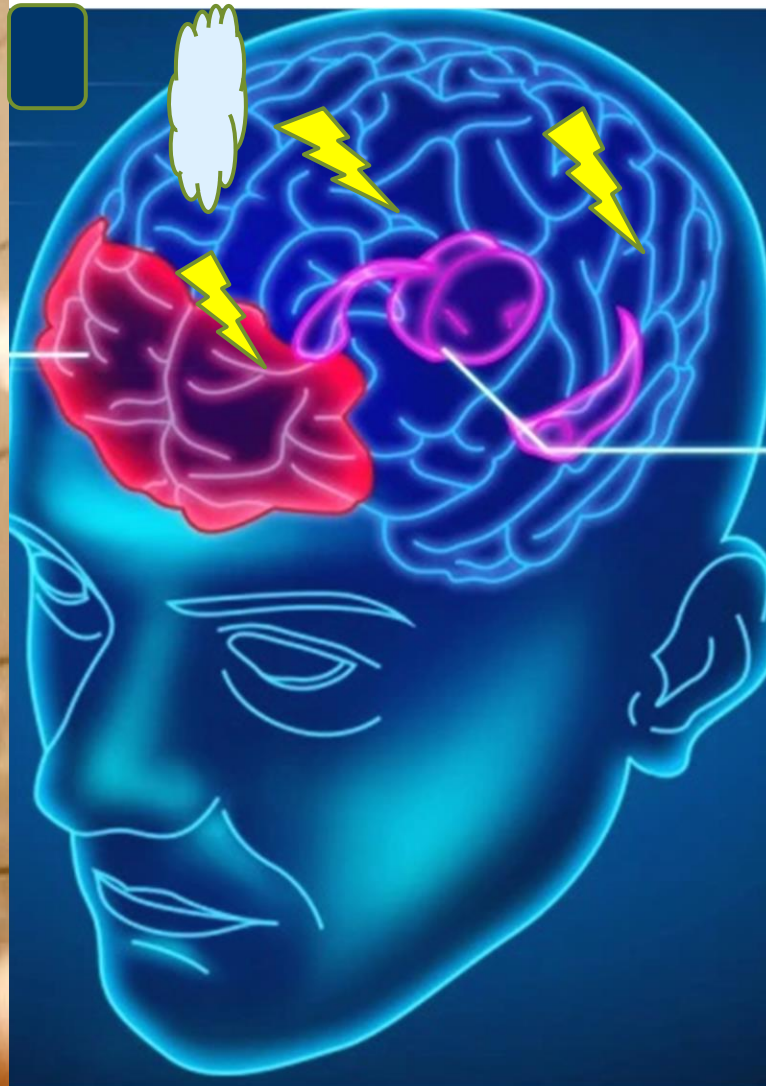
MSIB Number: 1-23  
Date: February 9, 2023  
E-Mail: [cgistips@uscg.mil](mailto:cgistips@uscg.mil)

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## Reporting Sexual Misconduct on U.S. Vessels

Sexual misconduct that occurs onboard U.S. flagged vessels harms mariners, interrupts safe operations, and often leads to accidents, lost careers, and a lifetime of trauma for the survivors who endure the abuse. The Coast Guard is committed to investigating and pursuing appropriate enforcement actions for all reports of sexual misconduct on U.S. flagged vessels. This MSIB supersedes the Assistant Commandant for Prevention Policy's MSIB 11-21 "Reporting Sexual Assaults on U.S. Vessels" issued on December 16, 2021.

Recent changes to the law now require the responsible entity of a vessel, defined as the owner, master, or managing operator, to report any complaint or incident of harassment, sexual harassment, or sexual assault to the Coast Guard that violates company policy. To help facilitate reporting, the Coast Guard has consolidated reporting for all types of sexual misconduct and established multiple reporting options as detailed in the attached graphic. The reporting options include a *CGIS Tips App*, and/or the email address [CGISTIPS@uscg.mil](mailto:CGISTIPS@uscg.mil) which can be used by all reporting sources, including bystanders and survivors, who have access to a smart phone or the internet. The reports, which can be anonymous or for attribution, are received and reviewed by the Coast Guard Investigative Service (CGIS). An investigation will be initiated for all reports received and someone will provide follow-up communications with all reporting sources who provide contact information. The Coast Guard also maintains a 24/7 watch, which can field reports of sexual misconduct via the National Command Center (NCC) phone number at 202-372-2100. CGIS will leverage all available resources to immediately initiate a criminal investigation for a sexual crime occurring on a U.S. flagged vessel anywhere in the world. The Coast Guard will respond to any reports of sexual misconduct with trained investigators and will hold offenders accountable through criminal prosecution and/or actions against U.S. Coast Guard issued merchant mariner credentials (MMCs).



**TRAUMA  
MONSTER  
HOSES  
DOWN  
BRAIN  
WITH  
CORTISOL  
&  
ADRENALINE**

**"Thinking about Thinking"**  
**Higher Reasoning**  
**Executive Function**

## **Prefrontal Cortex**

**9 Functions of the Prefrontal Cortex**

1. Empathy
2. Insight
3. Response Flexibility
4. Emotion Regulation
5. Body Regulation
6. Morality
7. Intuition
8. Attuned Communication
9. Fear Modulation

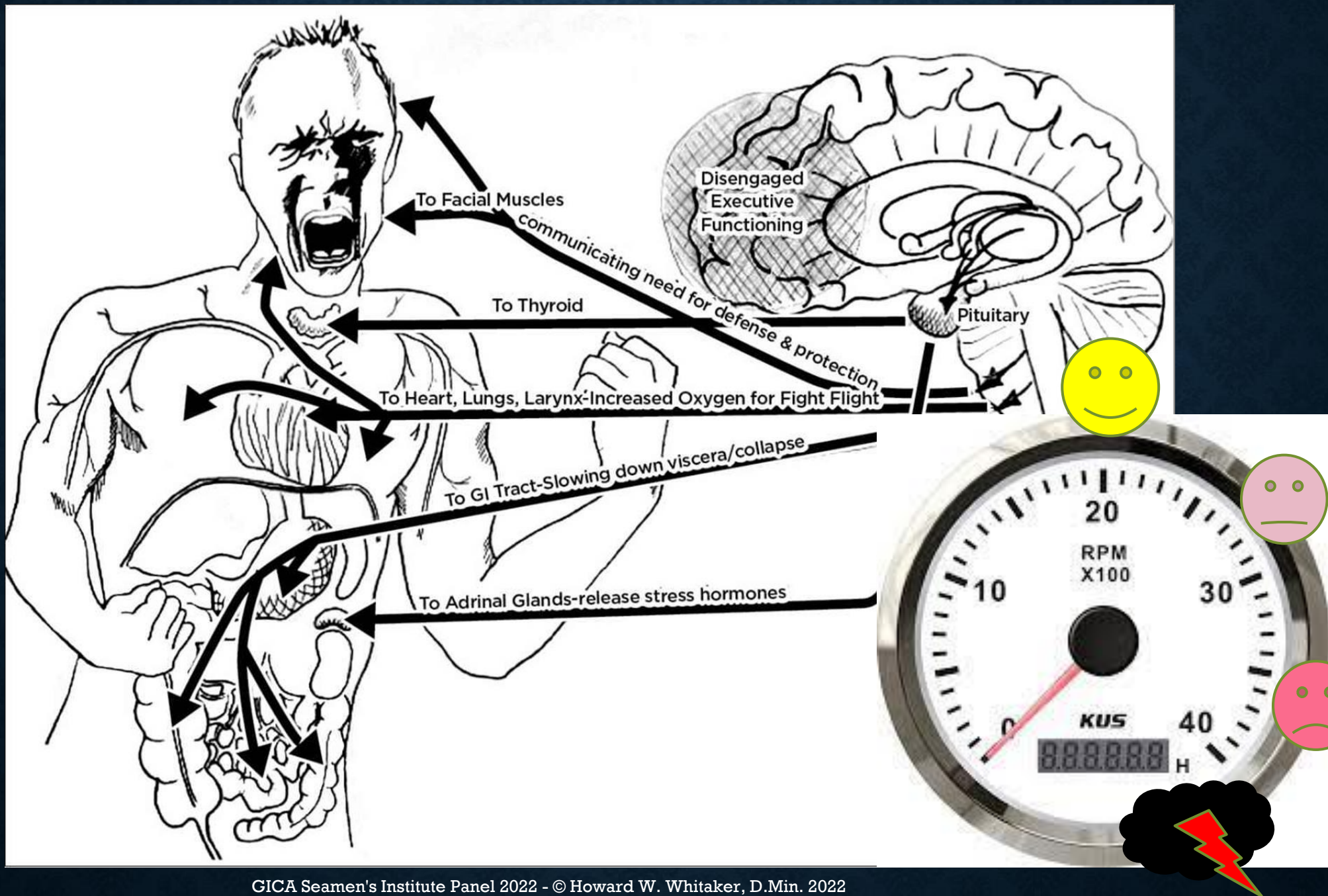


## **Limbic Brain**

1. Fight, flight, freeze stress response
2. Thinks, "Am I safe? Do people want me?"
3. Emotions live here

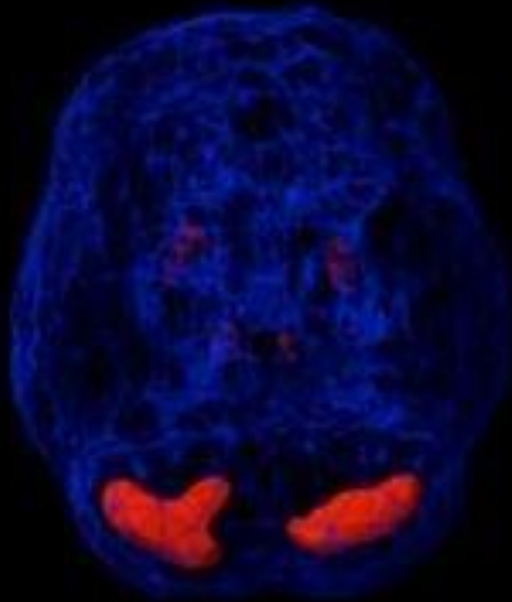
## **Brain Stem & Cerebellum**

1. Automatic; No conscious thought
2. e.g., breathing, flinching

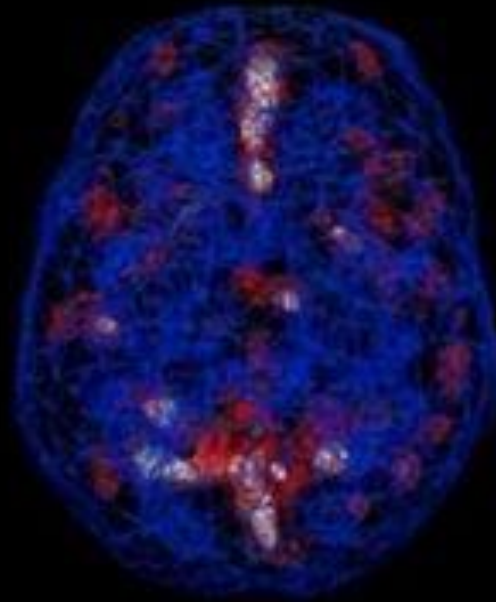


# For those that tell me,

*"PTSD? it's all in your head bro"...*



*Healthy Brain*



*PTSD*

# Yes, it is.

## Dysregulation of Post-Trauma Brain

- Intrusive thoughts
- Mood alterations
- Hypervigilance
- Increased heart rate
- Unexpected rage or tears
- Sleep disturbance
- Shortness of breath
- Decreased concentration
- Shaking
- Memory disturbance

## Diagnostic Criteria

- At least one re-experiencing symptom
- At least three avoidance symptoms
- At least two hyper-arousal symptoms
- And symptoms interfere with daily life,

# For those that tell me,

*"PTSD? it's all in your head bro"...*

- PTSD is not an emotional problem.
- It is a brain injury problem.
  - DAMAGE like a stroke.
  - Intervene. Time = Tissue.

# Yes, it is.

## Dysregulation of Post-Trauma Brain

- Intrusive thoughts
- Mood alterations
- Hypervigilance

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At least two hyper-arousal symptoms

- And symptoms interfere with daily life,

## Ideal best practice immediately following trauma might then be:

1. Remove the traumatized mariner from the immediate trauma into a safe and secure space. e.g., galley, lounge, etc.
2. Goal is to reduce stimulus in sight, sound, motion, and emotion.
3. Structure, consistency, and familiarity all bind anxiety.
4. Someone stays with mariner. Orient to time and place. Orient to five senses.
5. Blanket, yes for warmth and shock, but also tactile security.
6. Food. Hot drink. Carbs. Glucose.
7. In a perfect world, there would not be a lot of questions, but plenty of affirmation.
8. Imagine autistic child or frightened animal.

## Ideal Best practice in the hours following trauma might then be:

1. Acknowledge the factual incident.
2. State the facts.
3. Normalize that mariner may have trouble winding down. This is normal reaction to abnormal event. Reach out WHEN you need to. We expect your call.
4. Eat, sleep, be with people you love and trust.
5. Decide whether the above means to send home or stay on the boat. I think the mariner & crew has critical input on the decision; the captain, of course, makes the final call.
6. If remaining onboard, consider light duty in the company of others. OBSERVE.
7. We will meet (e.g., tomorrow, couple of days) to fully process.

# Pastoral Care



# PASTORAL CARE

## Deckplate Ministry



## Weddings & Funerals



## Green Deckhands



## Christmas @ Sea [River]





- ❖ Stress
- ❖ Work
- ❖ Residence
- ❖ Faith

# Wellness Wednesday

👉 Each Wednesday 8-9 am Central 👈

- ✓ Safe
- ✓ Casual
- ✓ Informative
- ✓ Each week offers an open discussion on topics affecting our lives everyday!

- Join Zoom Meeting

<https://us02web.zoom.us/j/5049820072?pwd=L0c4TnpFZlhWUktwd2Z5VmJMTy8xQT09>

- Meeting ID: 504 982 0072  
Passcode: SCI1834

Email:

Wellness@seamenchurch.org



## The Power of Yet



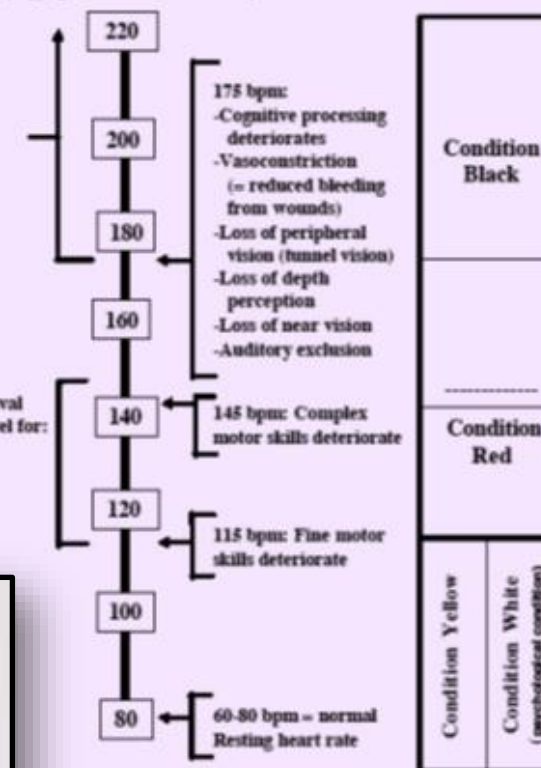
READY (Green)	REACTING (Yellow)	INJURED (Orange)	ILL (Red)
<b>DEFINITION</b> <ul style="list-style-type: none"> <li>Optimal functioning</li> <li>Adaptive growth</li> <li>Wellness</li> </ul> <b>FEATURES</b> <ul style="list-style-type: none"> <li>At one's best</li> <li>Well trained and prepared</li> <li>In control</li> <li>Physically, mentally, and spiritually fit</li> <li>Mission focused</li> <li>Motivated</li> <li>Calm and steady</li> <li>Having fun</li> <li>Behaving ethically</li> </ul>	<b>DEFINITION</b> <ul style="list-style-type: none"> <li>Mild and transient distress or impairment</li> <li>Always goes away</li> <li>Low risk</li> </ul> <b>CAUSES</b> <ul style="list-style-type: none"> <li>Any stressor</li> </ul> <b>FEATURES</b> <ul style="list-style-type: none"> <li>Feeling irritable, anxious, or down</li> <li>Loss of motivation</li> <li>Loss of focus</li> <li>Difficulty sleeping</li> <li>Muscle tension or other physical changes</li> <li>Not having fun</li> </ul>	<b>DEFINITION</b> <ul style="list-style-type: none"> <li>More severe and persistent distress or impairment</li> <li>Leaves a scar</li> <li>Higher risk</li> </ul> <b>CAUSES</b> <ul style="list-style-type: none"> <li>Life threat</li> <li>Loss</li> <li>Moral injury</li> <li>Wear and tear</li> </ul> <b>FEATURES</b> <ul style="list-style-type: none"> <li>Loss of control</li> <li>Panic, rage, or depression</li> <li>No longer feeling like normal self</li> <li>Excessive guilt, shame, or blame</li> </ul>	<b>DEFINITION</b> <ul style="list-style-type: none"> <li>Clinical mental disorder</li> <li>Unhealed stress injury causing life impairment</li> </ul> <b>TYPES</b> <ul style="list-style-type: none"> <li>PTSD</li> <li>Depression</li> <li>Anxiety</li> <li>Substance abuse</li> </ul> <b>FEATURES</b> <ul style="list-style-type: none"> <li>Symptoms persist and worsen over time</li> <li>Severe distress or social or occupational impairment</li> </ul>
Leader Responsibility	Individual, Shipmate, Family Responsibility		Caregiver Responsibility

## Heart Rate

Beats Per Minute  
(Copyright 1997 Siddle & Grossman)

Above 175 bpm:  
-Irrational fight or flee  
-Freezing  
-Submissive behavior  
-Voiding of bladder and bowels  
-Gross motor skills (running, charging, etc. at highest performance level)

115-145 bpm = optimal survival and combat performance level for:  
-Complex motor skills  
-Visual reaction time  
-Cognitive reaction time



"It's not the load that weighs you down, it's the way you carry it."

— C.S. Lewis

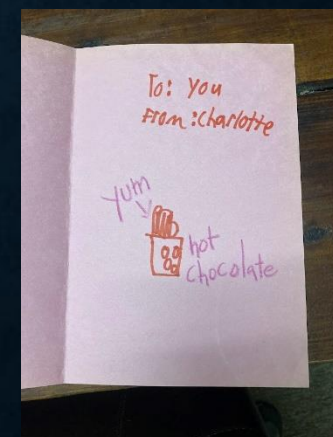
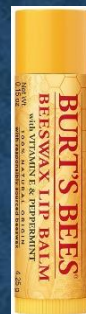
## NAL OR FEAR INDUCED HEART RATE INCREASE

and heart rate increases resulting from sympathetic nervous system arousal. Exercise effect.

length increases can achieve 100% of potential max within 10 seconds, but drop 55% after 30 after 90 seconds. It takes a minimum of 3 minutes of rest to "recharge" the system.

excess sympathetic nervous system arousal can result in a parasympathetic backlash, with symptoms including nausea, vomiting, pale skin, clammy skin and/or profound exhaustion.

# PASTORAL CARE > Christmas @ Sea on the River?



# PASTORAL CARE

## Commemorations



## Christenings



## Boat Visits



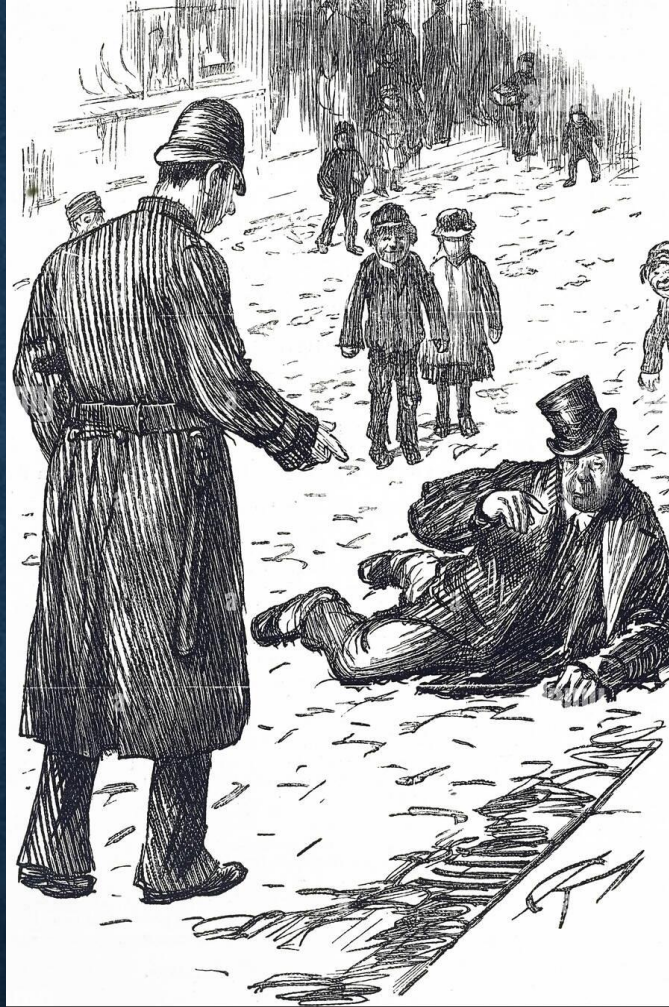


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www.alamy.com



Your Granny said, "The more things change..."

*...the more they stay the same."*



BUT HERE'S THE THING:

IN THE TENNESSEE VALLEY:

I'M YOUR GUY.

I'M NOT FROM NYC, HOUSTON, CHICAGO, OR  
NEW ORLEANS...

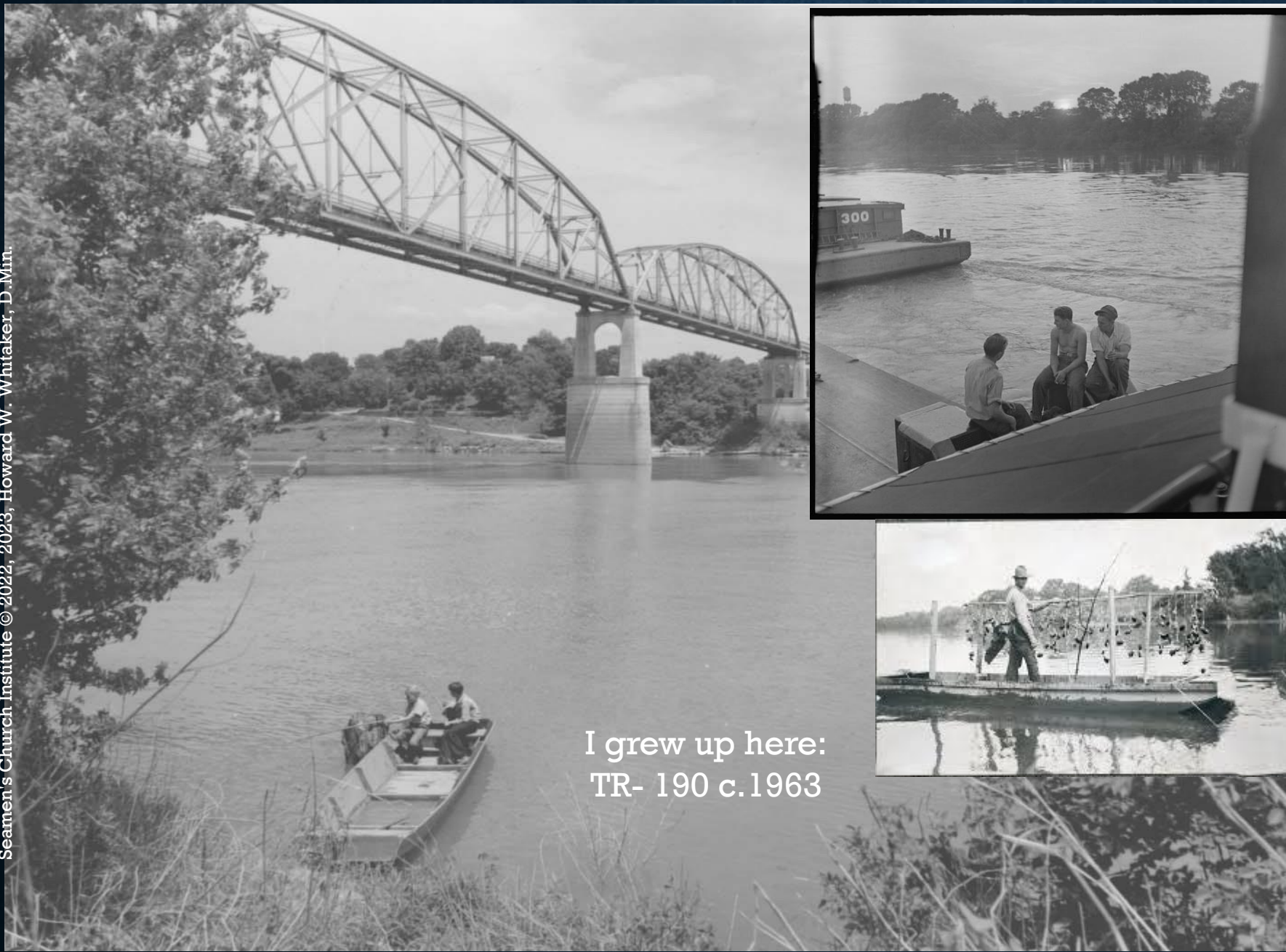
I'M NOT EVEN FROM PADUCAH.

Doc's beeyards  
@ Jones Cove

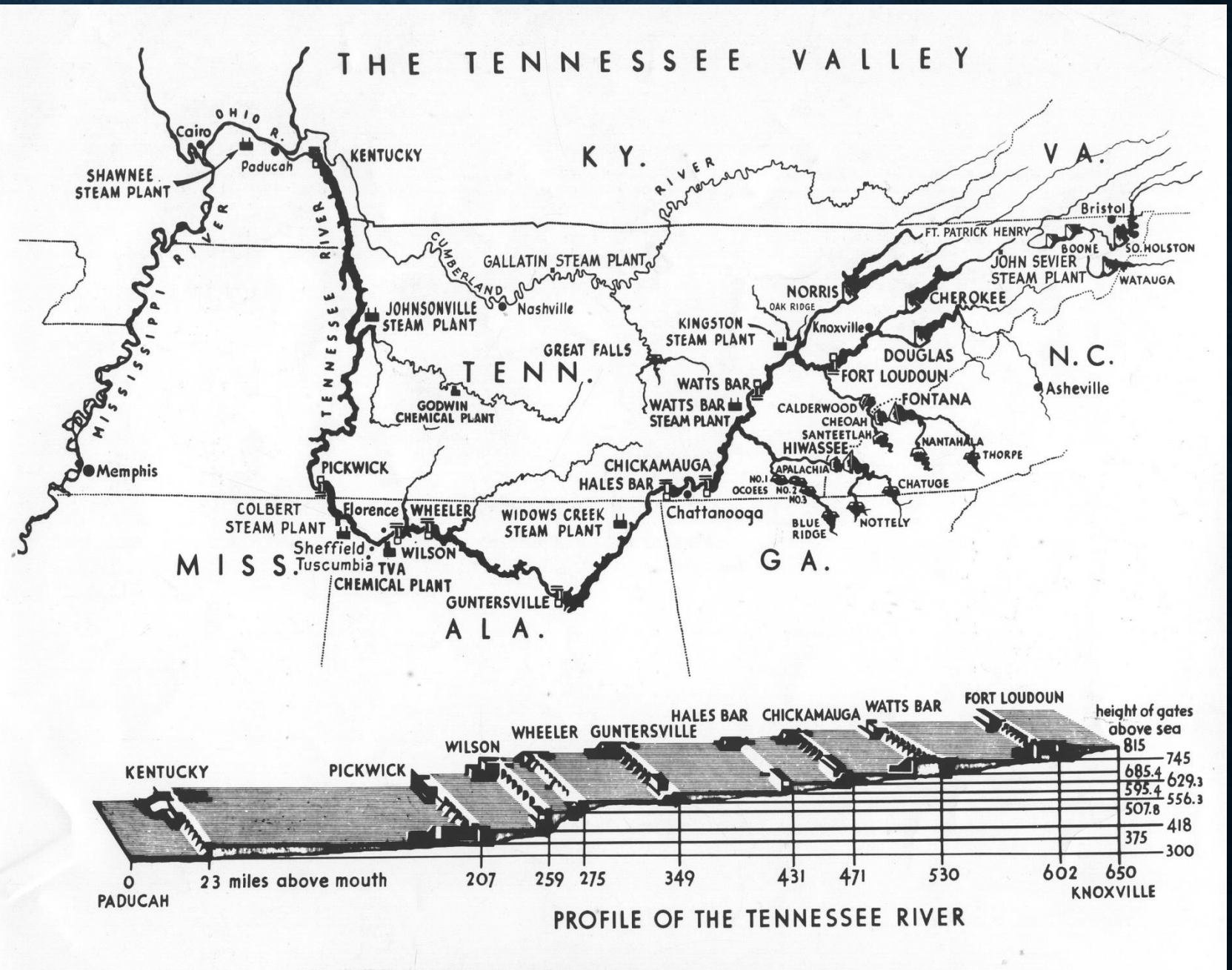


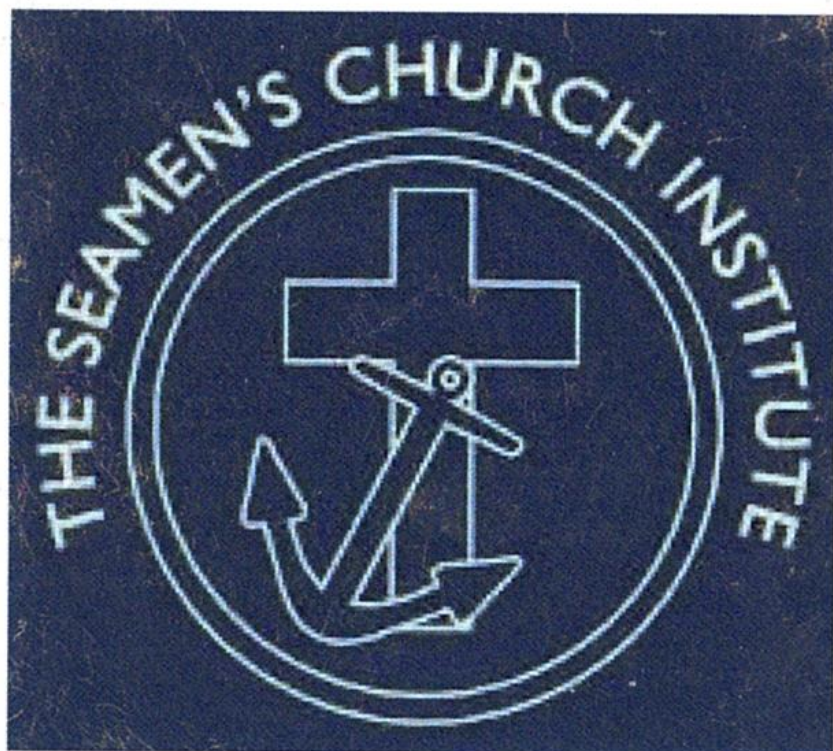
I live here:  
TR-385





- The OG's who taught me to fish navigated by what was under Pickwick Lake rather than what you can see on top.
- Tenn-Tom was just a politician's dream
- Hales Bar was still a dam
- There were 6 TVA steam plants on the TN river (+ Shawnee) and any institution (schools, hospitals, factories) more than 20 years old ran on coal.





**SCI 24hr Crisis Line: (800) 708-1998**

**The Rev. Dr.**

**Howard (Doc) Whitaker**



Seamen's Church Institute  
Chaplain Associate

Tennessee Valley & Tenn-Tom Waterway

Critical Incident & Deckplate Ministry

Cell/Text (423) 400-6304

email: [hwhitaker@howardwhitaker.net](mailto:hwhitaker@howardwhitaker.net)

**<https://seamenschurch.org/>**  
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