



The Amver Bulletin

Volume 1, Issue 2

Fall 2005

Special points of interest:

- Hurricane Katrina
- Association for Rescue at Sea Award
- Amver Rescues
- New Amver contest

Inside this issue:

Seatrade London	2
Amver on Television	2
Cape Nelson rescue	3
Rhein Bridge rescue	3
Notes from New York	4

Amver assists in Hurricane Katrina Rescues

On August 31, 2005 the staff of the Amver Maritime Relations office in New York City was surprised to receive a desperate email from a woman in Atlanta, Georgia regarding her family in New Orleans.

Earlier that week, Hurricane Katrina came ashore and quickly inundated New Orleans, along with the rest of the Gulf Coast. Despite weathering the storm, New Orleans was incapacitated as levees failed and water poured into the Crescent City.

People used any means of getting rescue requests

out to public safety personnel, including email.

After receiving this woman's plea, the message was quickly for-



warded to the U.S. Coast Guard's Atlantic Search and Rescue Coordination Center.

In all, the U.S. Coast Guard's Office of Search and Rescue received over 200 emails from family

members or those directly in need of rescue.

In an unprecedented operation, the United States Coast Guard rescued

more people in the Gulf region than are rescued all year. The Amver office is proud to have been able to affect the rescue of at least one family. Hurricane and related storm information is available on our website,

www.amver.com.

Amver continues the tradition that "no call for help go unanswered".

Association for Rescue at Sea Award

On August 21, 2004, the Carnival cruise ship Holiday successfully rescued 5 people from their fishing vessel that sank in the Gulf of Mexico.

On October 4, 2005 the Association for Rescue at

Sea awarded Captain Leonardo Francolla, representing the master and crew of Carnival's ship Holiday, the Amver plaque in recognition of this incredible rescue.

Congratulations to the

crew of the Holiday!



Amver attends Seatrade London

Amver traveled to London to take part in the Seatrade London exhibition at the Excel Center. The show was a remarkable success and offered an incredible opportunity to visit with Amver participants from across Europe.

The new Amver display was unveiled. It features a large nautical chart with the familiar Amver pennant and logo "Saving Lives at Sea since 1958".

In addition to providing Amver a venue to thank those British flagged vessels for their 2004 participation, Amver staff met many former masters who recounted sto-



ries of sending messages from the 1960's, 70's, and 80's.

Delegates from across the European Union were impressed to see that Amver was still in business.

"Not only is Amver still in business", we touted, "but there are a record number of vessels participating".

This generated some interest by several leading maritime publications that are interested in featur-

ing Amver stories in future editions.

Another highlight of the trip was meeting Princess Anne. The Princess shared her experience with the United States Coast Guard as they escorted her to a site of Shackelton's camp left over from the Endurance expedition. The Amver staff also thanked Princess Anne for Britain's continued support of the Amver system.

Amver would like to thank Seatrade for another successful venture. To learn more about Amver, or how your vessels can participate, visit www.amver.com.

Amver communications center news



The Amver technical team, or the people that receive and process the approxi-

mately 4,000 Amver messages received daily, stands ready to assist search and rescue (SAR) centers

around the world .

The Amver center does more than just process information. In fact, the Amver technical team assists other agencies with research projects. Most recently they provided statistics to the University of Delaware in support of a continuing project evaluating commercial vessel traffic characteristics and whale

strike probabilities. That's "a whale of a project"!

If not for the hard work and dedication of these members of the Amver team, Amver information would not be so readily available to Rescue Coordination Centers around the world.

Hats off to the Amver technical team.

Amver featured on the Weather Channel

In the last issue of the Amver Bulletin a Mother's Day rescue, involving a sailboat from Bridgeport, CT and the Sakura Express, was detailed.

Remarkably, this same rescue case was featured on a recent episode of the Weather Channel's television program *Storm Stories*. The pro-

gram followed the case from beginning to end and included incredible footage from the Sakura Express.

Along with this footage were photographs provided by the Amver Maritime Relations staff and the



survivors themselves.

If you are involved in a rescue, please forward photographs and video to the Amver Maritime Relations staff at bstrong@battery.ny.uscg.mil for inclusion in future bulletins or other television productions.

Amver vessel Cape Nelson rescues fishermen off the coast of San Francisco

The Amver Vessel M/V Cape Nelson rescued four fishermen from their sinking boat 625 nautical miles off the coast of San Francisco, California on October 25, 2005. The skipper of the sailing vessel, along with three others, activated their EPIRB and made distress calls before abandoning ship into a life raft. The



United States Coast Guard's Elev-

enth District Rescue Coordination Center issued an immediate SafetyNet message and initiated an Amver Surface Picture (SURPIC).

The M/V Cape Nelson was determined to be the closest vessel and was diverted to the EPIRB position. The M/V Cape Nelson was able to recover all four of the survivors in 14 foot seas and 17 knot winds. All four survivors were reported to be in good condition and were being taken to the Cape Nelson's next port of call.

It is through the dedication of ships such as the Cape Nelson that Amver remains successful. Please re-

member to send sail plans and posi-



tion reports so your vessel can be counted on to assist in a mariners time of need.

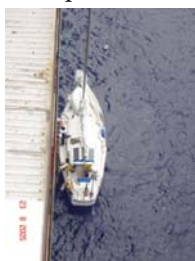
Photos courtesy of Pacific Basin Shipping

Amver vessel Rhein Bridge embarks seasick sailor

The United States Coast Guard 14th District received a distress notification on August 23, 2005 from the master of the Sailing Vessel Kai Ulani, 970 nm North of Oahu, HI.

The master was requesting the medical evacuation of a passenger incapacitated by sea sickness for three days. A United States Coast

Guard flight surgeon recommended an immediate medical evacuation of the patient. The Command Center immediately issued a Safety Net message to all available vessels in the area and initiated an Amver surface picture to solicit the nearest asset. The



Panamanian flagged Motor Vessel Rhein Bridge, an Amver participant, was found to be 200 nautical miles from the sailing vessel and the master agreed to divert and embark the ill sailor. The M/V Rhein Bridge and S/V Kai Ulani rendezvoused, transferred the patient, and both vessels went on their way.

Photo courtesy of "K" Line Tokyo

Can you identify this picture?

The first person who can properly identify this picture and email the answer to the Amver Maritime Relations Center will win a new Amver baseball hat. Please forward your entries to Benjamin Strong at bstrong@battery.ny.uscg.mil.

Extra points will be given if anyone

can identify the Coast Guard Commander seated at the console!

The winner will be announced in the spring edition of the Amver bulletin.

Good Luck!



AMVER

Amver Maritime Relations
1 South Street
USCG Battery Park Building
New York, NY 10004
USA

Phone: (212) 668-7762
Fax: (212) 668-7684
E-mail: amver-ny@battery.uscg.mil



Saving Lives at Sea since 1958

Visit us on the web at
www.amver.com

Amver, sponsored by the United States Coast Guard, is a unique computer based, and voluntary ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. With Amver, rescue coordinators can identify participating ships in the area of distress and divert the best suited ship to respond.

Amver's mission is to quickly provide search and rescue authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress.

Notes from New York



It has been a busy summer and autumn here at Amver Maritime Relations. There were several remarkable rescues, a very successful trade show in London, a moving awards ceremony in Washington, DC, and Hurricane Katrina. As outlined in this issues cover story, the United States Coast Guard received emails from people in distress. This is probably the first time such distress calls were made and it demonstrates how technology is changing the way we communicate.

Amver had several successful res-

cues in the last few months. Satellite phones and EPIRBs were the most frequent method of relaying the distress calls and United States Coast Guard Rescue Coordination Centers were quick to divert participating ships. In addition to the rescues, Amver had record participation in October. The highest number of ships on plot for one day was 3,159! In fact, the highest fifteen days of all time were all registered in October of this year.

Amver continues to flourish. The need for Amver was underscored when many of the United States Coast Guard's cutters and aircraft were sent to the Gulf of Mexico for hurricane rescue operations. With less aircraft and cutters available, we turn to the merchant fleet, Amver participants, to ensure no call

for help goes unanswered.

I would be remiss if I didn't reiterate the importance of sending Amver messages to the proper place. Amver messages should not be sent to any United States Coast Guard Rescue Coordination Center. Instead, Amver messages should be sent to amvermsg@amver.org. This ensures your message is properly reviewed and accessible in the event of maritime emergency. Please adjust your vessels capabilities to ensure messages are sent to the proper address.

If you are not a participant, visit www.amver.com and sign up today.