



# The Amver Bulletin

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## Special points of interest:

- Amver Rescues from around the world
- Amver offers RSS feed
- Amver Safety at Sea Award

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## Ten Amver ships participate in search for crew of M/V Hai Tong 7



Captain Tom McDorr, far right, and the crew of Horizon Falcon were first on the scene of the Chinese merchant ship Hai Tong 7 which sank July 10, 2007 approximately 370 nautical miles northwest of Guam.

The Horizon Falcon, along with the Coral Emerald, Ikan Bilis, Konmax, R.J. Pfeiffer, Global Hawk, Rakiura Maru, Clipper Lagoon, Emerald Indah, and New Leader, worked in concert with U.S. Coast Guard and Navy resources to search for the missing crew.

The Hai Tong 7, a Panamanian flagged bulker, was caught in the wake of Typhoon Man Yi when a survivor stated their cargo of logs "...shifted in the high seas and the vessel sank quickly with no time to get into life boats."

The Hai Tong 7 was headed with a cargo of logs from Papua New Guinea to

China when it began taking on water. After activating their EPRIB the crew abandoned ship.

The Horizon Falcon, quickly followed by the Ikan Bilis, began navigating through the debris field rescuing survivors.

Despite harrowing sea conditions the crews of these vessels displayed extraordinary courage exposing themselves to great danger to rescue the crewmembers of the Hai Tong 7.

While the Amver vessels were engaged in search and rescue operations on the surface, United States Navy P3 Orion aircraft were directing vessels and dropping survival equipment from the air. USCG C-130 aircraft joined the search efforts as well.

A total of 13 crewmembers were rescued and another 3 were recovered by the vessels involved.

Rear Admiral Sally Brice-O'Hara described the search and rescue effort as the "...largest in recent Fourteenth District history."

Captain Liu Gonghen, Executive Director General of

the China Maritime Search and Rescue Center praised the responders in an open letter to the United States Coast Guard.

Captain XU Zuyuan, General Director of the Maritime Safety Administration for the Peoples Republic of China, in a letter to Coast Guard Commandant Thad Allen, stated "The major media in China reported the whole process and the consequences of this accident and gave credit to your high level rescuing operation and the good results by your effort."

He went on to state "Hereby again I sincerely extend my appreciation for your international humanitarian and high level rescuing operation..."

This incident underscores the cooperation and dedication by Amver participants and the value of the Amver search and rescue system.

Photo courtesy of Horizon Lines

## Mighty Servant I rescues three sailors off Bermuda

On May 25, 2007, Rescue Coordination Center Bermuda notified the United States Coast Guard that an Amver participating merchant vessel, the Mighty Servant I, had located a 27 foot sailboat adrift approximately 350 miles south of Bermuda.

The Mighty Servant I, a 623 foot open deck heavy transport carrier, was battling 25 knot winds and 10 foot seas in an attempt to rescue the three people aboard the sailboat. After maneuvering the ship to provide a lee, the master of the Mighty Servant I ordered a small boat lowered. The three survivors

were safely rescued.

The Italian sailors had set out from La Romana, Dominican Republic headed to the Azores when they suffered engine and

rigging malfunctions. Fortunately the Mighty Servant I encountered the men. They had no EPRIB or electronic means to notify authorities of their distress.

According to the master of the Mighty Servant I the three men "... were in good health" and were transported aboard the merchant ship to its next port of call in Texas.

Photo: Crewmembers from the Mighty Servant I assist Maximiliano Rodriguez as he abandons his disabled sailboat.

Photo courtesy of Dockwise



## Megah Cement rescues crew of the Orchid Sun

On July 12 the Megah Cement quickly responded and successfully rescued 5 crewmen from the Orchid Sun which sank in the entrance to the Persian Gulf.

Captain Floro P. Alpuerto and crew of the Megah Cement, using cargo nets, successfully rescued the injured crewmembers

and coordinated with United States Navy assets for immediate medical evacuation.

Right: Crewmembers from the Orchid Sun being hoisted aboard the Megah Cement in the Persian Gulf

Photo courtesy of Belden Ship Management



## Amver launches RSS feed



As technology continues to evolve so too does Amver.

The Amver website now offers subscriptions to its RSS feed.

Simply click on the RSS link on the Amver home page or cut and paste the link into your RSS reader.

"The addition of an RSS feed allows more people to have quick access to Amver news and information." stated Ben Strong, Am-

ver Marketing Director. It allows for almost real time updates of news stories and Amver updates.

Visit <http://www.amver.com> to subscribe to this new feature.

## Fairchem Steed rescues crew of Alexandra C

Quick thinking on the part of rescue coordinators in Turkey and skilled ship handling by the master of the tanker Fairchem Steed led to the successful rescue of all 19 crewmen aboard the ill fated merchant ship Alexandra C which sank in heavy weather off the coast of Yemen.

Rescue coordinators in Turkey called the United States Coast Guard (USCG) Atlantic Area Rescue Coordination Center requesting assistance when they realized there were simply no resources available to respond to the sinking ship. The USCG search and res-

cue experts quickly queried the Amver database and identified the tanker Fairchem Steed which they diverted to the last known position of the sinking vessel.

According to Mohan Iyer, Captain of the Fairchem Steed, "We proceeded at full speed to the distress location." Fortunately Captain Iyer and his crew were only 53 miles from the distress location.

Captain Iyer notified the USCG search and rescue coordination center that the crew of the Alexandra C "... was safe and healthy with no casualties." The

Fairchem Steed sailed to its next port of call in Mumbai, India where company officials from the sunken ship arranged for the crew's return home.



## Front Maple rescues 11 from listing ship



The Amver participant Front Maple was diverted by a U.S. Navy air-

craft to rescue the crew of a heavily listing merchant ship in the Indian Ocean approximately 250 nautical miles south of Karachi.

What made this rescue most challenging was that five crewmembers remained on the troubled ship.

After rescuing six crewmembers from a life raft the Captain of the

Front Maple used another life raft to get the remaining crewmembers off the stricken ship.

Ironically, this is the second such rescue by the Front Maple in the same location. Last year they rescued eight fishermen from their sinking boat.

Photo courtesy of V-Ships

## SASMEX Amver award goes to Anthemis

Keith Mellor (center), representing the master and crew of the M/V Anthemis, accepts the Safety at Sea Amver award from Amver staff Benjamin Strong and Beverly Howard.

The award was given at the Safety at Sea International Awards in Brighton, UK April 24, 2007.

Last November the Anthemis rescued four sailors from their sinking sailboat in 60 knot winds and 20 foot seas.

Photo courtesy of United States Coast Guard



## AMVER

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

Phone: (212) 668-7762  
Fax: (212) 668-7684  
E-mail: benjamin.m.strong@uscg.mil



*Saving Lives at Sea since 1958*

Visit us on the web at  
[www.amver.com](http://www.amver.com)

*Amver, sponsored by the United States Coast Guard, is a unique computer based, 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



The recent case of the M/V Hai Tong 7 truly shows the humanitarian nature of Amver. The vessels that diverted to assist and

search for the missing Chinese crewmen displayed courage, determination, and compassion for survivors and deceased alike.

While the Hai Tong case was unfolding, however, a lesser publicized case was going on in the Persian Gulf.

The Orchid Sun sank and its crew was rescued by an Amver participant. If anyone questions the value

of this nearly 50 year old program all they need to do is ask a survivor.

Speaking of 50 years, we are planning some big events to celebrate Amver's 50th anniversary. Besides traveling next March to the Miami Cruise Shipping Exhibition, look for Amver's inaugural appearance at Marintec this December.

We are also looking forward to attending Sea Japan for the first time. Of course we will be at Posidonia and look forward to celebrating our 50th anniversary with as many friends as possible.

The Amver awards process has begun. We have a record number of embassies requesting awards materials. Watch for invitations from your local United States consulate or embassy and then, please, sup-

port the awards ceremonies in your countries.

Despite changes in technology and mandates from the IMO on vessel reporting, Amver remains strong. I hope owners and managers continue to enroll their vessels.

There is a new face in the Amver office in New York City. Michelle Morino, of New York City, has joined our staff and will be working on the awards throughout the summer.

In closing I want to toot my own horn a bit. This year I entered the lottery to run the New York City marathon. I won a position and look forward to completing my 26.2 miles. Wish me luck!