



The Amver Bulletin

Volume I, Issue I

Summer 2005

Special points of interest:

- New Amver staff
- Amver website updated
- Amver on the road

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New faces in Amver

The Amver Maritime Relations office in New York city is sporting some new faces. First onboard is Brian Strommer. Mr. Strommer retired from the United States Navy as a Master Chief Petty Officer. His duties include many of the day to day activities of the Amver office and he is likely to be your first point of contact when calling. Beverly Howard remains the cornerstone of Amver, sharing outreach and marketing responsibilities with Brian. Ms. Howard continues to spearhead our awards program and is your point of contact when arranging awards related issues. Another new face in Amver is Benjamin Strong. Mr. Strong is the new

Chief of Amver Maritime Relations and looks forward to renewing old partnerships while fostering



new participation in Amver. Benjamin comes to Amver from the United States Coast Guard's Office of Search and Rescue where he headed up the Mass Rescue Operations program. The Amver staff is excited to carry on the traditions of mariner helping mariner. Please continue to visit our website, www.amver.com, for

more exciting changes and news. The Amver maritime relations staff remains dedicated to increasing the number of vessels participating in Amver while recognizing those ships who have continued to support Amver. Active participation helps us live up to the motto "Saving lives at sea since 1958".

Dramatic Amver rescues for 2005

The year is only half over but it has proved to be an exciting time for Amver participating ships. As information flows at the speed of an internet connection, the Amver maritime relations office is being alerted to more and

more Amver rescues from the far corners of the world. May was unique with back to back rescues in the Atlantic, while June heralded a dramatic rescue by an Amver ship off the coast of Sri Lanka. Fortunately all the cases

involved the successful rescue of survivors or the recovery of lost souls. Each Amver participant should be encouraged to continue sending reports as you may be called upon to render assistance next.

Amver makes a splash at Seatrade Miami

Beautiful temperatures and sunny skies were not all the Amver staff encountered while attending the Seatrade Miami cruise shipping conference in March, 2005. Many existing Amver participants, along with some new faces, stopped by the Amver booth for pictures, catching up on old times, or to learn about the life saving features of Amver. Brian Strommer posed with an Irish crew member who described his days crossing the North Atlantic sending Amver reports via



TELEX. "Those were the good old days" he stated. Many other visitors, however, did not have the same knowledge base of Amver. It was surprising to learn how much of the world still does not know it exists. There was no shortage of people to share the Amver story, as convention goers stopped by the booth from show opening to close. The highlight, perhaps, was enjoying Irish stew and Guinness at the Irish pavilion on Saint Patrick's Day. The power of Amver was evident once the marketing



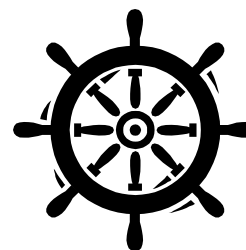
team returned home and saw visits to the Amver website went up for the month of April, proof that many people wanted to learn more about this important search and rescue program. Look for Amver at other upcoming events such as Neva, Seatrade London, and Marintec.

Where should Amver messages be sent?

Over the past several months more and more Amver messages are coming to various United States Coast Guard command centers instead of being sent directly to Amver. As a reminder, vessels should send their Amver messages to amvermsg@amver.org or fax to the Amver computer center in West Virginia at 01 304 264 2505. Sending your messages to a United

States Coast Guard command center only delays getting your message to Amver. Refer to page 3 of the Amver users manual for more information and accepted means of sending Amver messages. Remember that sending messages in the most expedient manner helps you help others. Distress messages should, of course, still be sent to Rescue Coordination Centers.

Thank you for your diligence in this important matter.



2004 International Rescue at Sea Award presented

Captain Jorgen Jessen, left, receives the 2004 Amver International Rescue at Sea Award plaque and distinctive red Amver pennant recognizing courage, seamanship, and commitment of the officers and crew of the Scandinavian Reefer. On August 8th, 2004 the



ship rescued four seamen whose boat had foundered in hurricane force winds and ferocious seas. When the call for assistance came, Captain Jessen immediately diverted his ship from its mission and put

himself and his crew in greater risk, voluntarily taking on the role as rescuers. Within four hours of receiving the call for help they were on the scene and had recovered the four seamen. The presentation was made onboard the vessel Sunday, April 17, 2005 while moored in Dieppe, France.

Amver reunites survivor and crew of dramatic Mother's Day rescue

The Amver marketing team was able to reunite Mr. Lochlin Reidy and members of the Amver participating vessel Sakura Express on May 15, 2005. This was a very moving and emotional meeting as Mr. Reidy had not had an opportunity to thank the Sakura Express crew since he was taken on-board the night of his rescue. Mr. Reidy was accompanied by his family, along with Brian Strommer and Benjamin Strong of Amver Maritime Relations. The entire event would not have been possible without the assis-



tance and coordination of the CITGO fuel terminal in Linden, NJ which provided the meeting room and a continental breakfast. In addition to thanking the crew, Mr. Reidy presented them some gifts.

The Amver staff also shared gifts with the master. It is through continued participation like this that lives are saved at

sea. Often, heroic events such as those demonstrated by the crew of the Sakura Express go unnoticed and unrecognized. Watch for this rescue in an upcoming episode of *Storm Stories* on the Weather Channel. Stories and pictures of rescues are always welcome and can be forwarded to the Amver offices in New York City at amver-ny@battery.ny.uscg.mil. We look forward to showcasing more rescues in future editions of the Amver bulletin.

Amver website redesigned

Internet users will be pleased to see a redesigned and user friendly Amver website. New features include a link to the United States Coast Guards Rescue Coordination Centers (RCC), updated photos of recent rescues and an updated version of the Amver Users Manual. You can still view awards information or register your vessel with Amver. The addition of RCC contact infor-

mation enables international RCCs to quickly access phone numbers and request surface picture/Amver information while actively working SAR cases. The Amver bulletin, published quar-

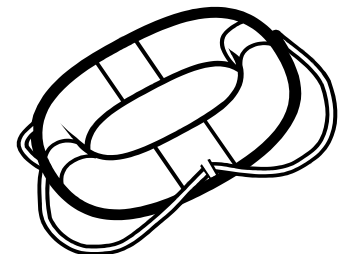


terly, will also be available online.

Make sure you bookmark www.amver.com and check back often.

Other rescues of note

- March 9, 2005 the SSV Corwith Cramer rescued 49 Haitians 45 miles off the coast of Jamaica
- April 2, 2005 the M/V Sophia Britannia rescued 1 person 60 nautical miles south east of Cape Fear River, NC
- May 26, 2005 the M/V Morning Noble rescued 3 Germans sailing from Europe to the United States.



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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.

USCG hosts ship reporting meeting

There isn't a better time to be in Washington, DC than spring and the United States Coast Guard's Office of Search and Rescue sponsored an intimate meeting of several countries to discuss various versions of ship reporting systems such as Amver. In attendance were representatives from Australia, Brazil, Canada, Chile, India, Italy, Japan, Korea, and the United States. The program started with a welcome speech by Mr. Rick Kenney, former Chief of Amver Maritime Relations. Many of the participants provided background briefings on how their particular ship reporting system worked and interfaced with Amver. The group also focused on the current state of ship reporting and the future of ship reporting systems. Many countries were interested

how the United States markets the Amver program and the various awards and incentives used to in-



crease participation. One day was also spent touring the Amver computer center in West Virginia where attendees saw Amver messages being received first hand. Members of

the Amver team in West Virginia demonstrated how Amver data is used to find ships closest to a distress call and also demonstrated how sail plan data is entered into the Amver system. The consensus of the group, supported by research done by the Japanese, is that ship reporting systems, such as Amver, still have their place in the world and are expected by mariners. Furthermore, they offer a sense of security as many participants in the various ship reporting systems believe they may have to rely on it in the event they are in distress. The United States Coast Guard thanks all participants for participating in a very productive meeting.