



Press Release

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Contact: Benjamin Strong
(212) 668-7762 office
(917) 545-6676 mobile
benjamin.m.strong@uscg.mil

Greek Amver ship, US Coast Guard Cutter rescue sailors

NEW YORK – The combined efforts of a Greek Amver tanker and the U.S. Coast Guard Cutter Tahoma saved the lives of two sailors in the Gulf of Mexico Wednesday July 6, 2011.

The two male sailors, a 70 year old and his 35 year old companion, were on a journey from Bay St. Louis, Miss. to Guatemala in a 30 foot sailboat when they suffered rudder damage 180 miles east of Key West, Fla.

Using the Amver system, Coast Guard rescue authorities identified the Greek tanker Patalouda, managed by the Samos Steamship Company of Greece, which was only 40 miles away from the drifting sailboat. The captain of the Patalouda turned the 598 foot tanker towards the distress location and ordered the crew to prepare for rescue operations. While the Bahamian flagged tanker was en route, the Coast Guard launched a C-130 search aircraft from Air Station Clearwater and requested the Coast Guard Cutter Tahoma to sail towards the scene.

Amver, sponsored by the United States Coast Guard, is a unique, computer-based, and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea.

The Patalouda arrived on scene and launched a small boat to assess the situation on the sailboat. After determining the rudder could not be fixed the younger sailor was taken aboard the tanker. The 70 year old absolutely refused to come off the sailboat, refused to talk with rescue authorities on the radio, and cut the tow line between him and the Amver ship.

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Rescue authorities allowed the Patalouda to depart the scene with the younger survivor and sail to their next port of call in New Orleans.

Several hours later, the Coast Guard Cutter Tahoma, with the assistance of the search aircraft, located the sailboat and took it in tow. The 70 year old sailor was convinced to board the Tahoma and was given a medical examination and food. The Tahoma towed the sailboat to Key West, Fla. where the boat was moored and the survivor disembarked.

With Amver, rescue coordinators can identify participating ships in the area of distress and divert the best-suited ship or ships to respond. Prior to sailing, participating ships send a sail plan to the Amver computer center. Vessels then report every 48 hours until arriving at their port of call. This data is able to project the position of each ship at any point during its voyage. In an emergency, any rescue coordination center can request this data to determine the relative position of Amver ships near the distress location. On any given day there are over 4,000 ships available to carry out search and rescue services. Visit <http://www.amver.com> to learn more about this unique worldwide search and rescue system.

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