

Overseas Acadia Hosts Brokers



Pictured: Captain Edwin M. Tacogdoy, visitors Edward Graham and Charles Dashwood, and Chief Engineer Jose Cortina, Jr.

For those of us who work on land, the opportunity to board an OSG vessel always leaves a lasting impression, in large part because of the professional seafarers on board. Two staff members from Galbraith's in London sailed for two days with the Overseas Acadia this past October. During their stay, they were given a general familiarization on tanker operations and actively participated in fire and boat drills. The visit was coordinated by Deputy Commercial Operations Manager Rob Hughes, who received this follow-up note:

I have just returned from a visit to the Overseas Acadia and wanted to report on how well I was looked after during my stay.

As a trainee product broker at Galbraith's, a trip was arranged so that I could see the workings of a vessel first hand. I went with another colleague from the S&P desk. We joined the Overseas Acadia at Gothenburg and sailed with them for 48 hours round to Nynashamn. We were greeted on board by Captain Edwin Tacogdoy, who looked after us superbly and was always available to answer any questions we might have.

We were informed of all safety regulations by 2nd Officer Rolly Yecla and even took part in a fire safety drill. Chief Engineer Jose Cortina arranged for us to be shown around the engine room, which for someone new to shipping was a very memorable experience. Particularly helpful was 3rd Officer Juancho Rodriguez, who explained how the satellite and radar systems enabled the crew to navigate the vessel through the evenings.

The food throughout was delicious and was served by a very friendly man named Noel Carandang, and our cabins were probably more comfortable than our hotel in Gothenburg.

Please pass on my thanks to the whole crew of Overseas Acadia. They left me with an experience that I shall remember fondly for a long time.

*Yours sincerely,
Ed Graham*

Overseas Maremar Comes to Aid of Sailors in Trouble

This past December, while sailing the deep blue seas in their '47-foot sloop Secret O' Life, a husband, wife and their dog's plans changed dramatically. While heading to the Bahamas, an approaching cold front caused their sailboat to take on several very large seas, damaging some of their electronics, including their radio. To make matters worse, the sailboat unexpectedly got a line fouled in its propeller and wrapped around the rudder, resulting in a loss of steering. The line was eventually freed but not before causing damage and a leak. And although the bilge pump was operational and the engine functional, the vessel's transmission was damaged.

The Secret O' Life was equipped with a handheld satellite phone and the couple was able to contact the USCG who, in turn, requested the Overseas Maremar divert to assist the sailboat in distress. Fortunately, the Overseas Maremar had responded to a similar situation the previous month, so the captain and crew were familiar with this type of rescue operation.

The Overseas Maremar altered course to intercept and assist, unable to receive any further updates from the sailing vessel as the ship headed for her last known position. Eventually, the ship was able to make VHF contact with the sailboat and discovered that the satellite phone batteries were depleted. All communication was limited to VHF.

Over the course of 11 hours between initial notification and sighting the Secret O' Life, a passing cold front caused the sailboat to drift about 15 nautical miles in 10- to 12-foot seas. As the Overseas Maremar approached, it was apparent that the Secret O' Life was pitching and rolling, making the approach and transfer both difficult and hazardous.



With their four-legged cadet and his parents safe and dry, the Overseas Maremar headed to Port Everglades to disembark a grateful family.

Overseas Maremar Captain Charles A. Brown, a seasoned sailor himself, advised and directed the sailboat throughout the rescue operation, bringing the vessel into a controlled position and instructing the passengers on how and when to safely board the tanker via pilot ladder. The dog came aboard first, followed by the husband and wife. At the request of the captain of the distressed vessel, it was cut loose and cast adrift.

Congratulations to Captain Brown and his crew for a job well done under difficult conditions.