

# TSAVLIRIS

SALVAGE MASTERS OF THE WORLD







*"...my first job with Tsavliris was assisting a bulk carrier vessel with rudder and engine breakdown in the Atlantic Ocean. The job was completed smoothly with sincere participation of my crew and most of all with the guidance of my experienced and kind hearted bosses in the Company.*

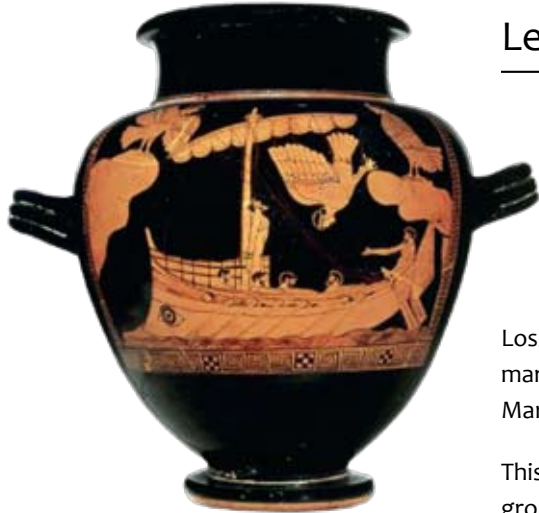
*I just want to let you know that for the past months working with you, I was so very happy and satisfied for all the kindness, attention and cooperation in all your crew. This is the first time I was with a Greek Company and with a Greek superior and it has proven that Greek people are kind and friendly without racial discrimination. Your vessel is well attended and most of all you take good care of your crew and provide to their needs."*

Extract taken from a letter of appreciation  
from Captain Arturo B. Rea  
(Master of TSAVLIRIS HELLAS)  
to Tsavliris Salvage Group in 2012



Tsavliris Family, circa 1900





## Lest We Forget

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*'Never before have so many owed so much to so few'*

Efthimios E. Mitropoulos – former Secretary-General of IMO,  
on seafarers (echoing Winston Churchill)

Loss of the TITANIC 100 years ago triggered the search for a new approach to maritime safety which ultimately led to the establishment of the International Maritime Organization.

This year's centenary of the world's most famous sinking, comes against a background of reawakened concern about maritime safety. A number of major accidents, most recently the tragedy of the cruise liner COSTA CONCORDIA, have also had the effect of throwing the spotlight once again on the ingenuity of the salvage profession.

Previously, the casualty business had been in long-term decline, leading many salvors to diversify their activities. Increased salvage expenses, including soaring fuel bills and anti-piracy measures, have led to a more stringent approach towards cost. Increasingly, outsourcing has become attractive, while capital expenditure on new investments has virtually dried up.

The Tsavliris model of the private entrepreneurial dedicated salvor, with purpose-built tugs stationed strategically around the globe, has gone through particularly difficult times. Critically, the work of the specialist emergency salvor has lacked sufficient support from marine insurers, a fact manifested through underwriters arguing for lower arbitration awards and, on occasion, denying cover or even defaulting on awards.

It is premature to say the fortunes of the marine salvage industry are on the verge of a turn to the better. But we trust recent events will serve as a timely reminder of the need for the experienced professional salvor. However, without proper encouragement, contractors will be unable to maintain sufficient salvage assets and preserve, indeed expand, their salvage expertise. Remembrance of things past is necessary to anticipate the needs of the future.

We at Tsavliris remain dedicated to this profession, and to the service of preserving life, property and the environment. As a leader in our field, it is gratifying that in 2011 our own Andreas Tsavliris was elected President of the International Salvage Union. This is a great honour for Greece and our company. We remain one of the world's busiest emergency contractors and ardent supporters of the Lloyd's Open Form system, which celebrated its own centenary not so long ago. We strongly believe in and encourage co-operation between salvors and loyalty within the ISU fellowship.

This brochure, which reviews the last four years, is dedicated to seafarers everywhere. They deserve our gratitude and respect.

We take this opportunity to thank all our loyal clients and friends for supporting our endeavours.

THE CHAIRMAN, TSAVLIRIS SALVAGE GROUP

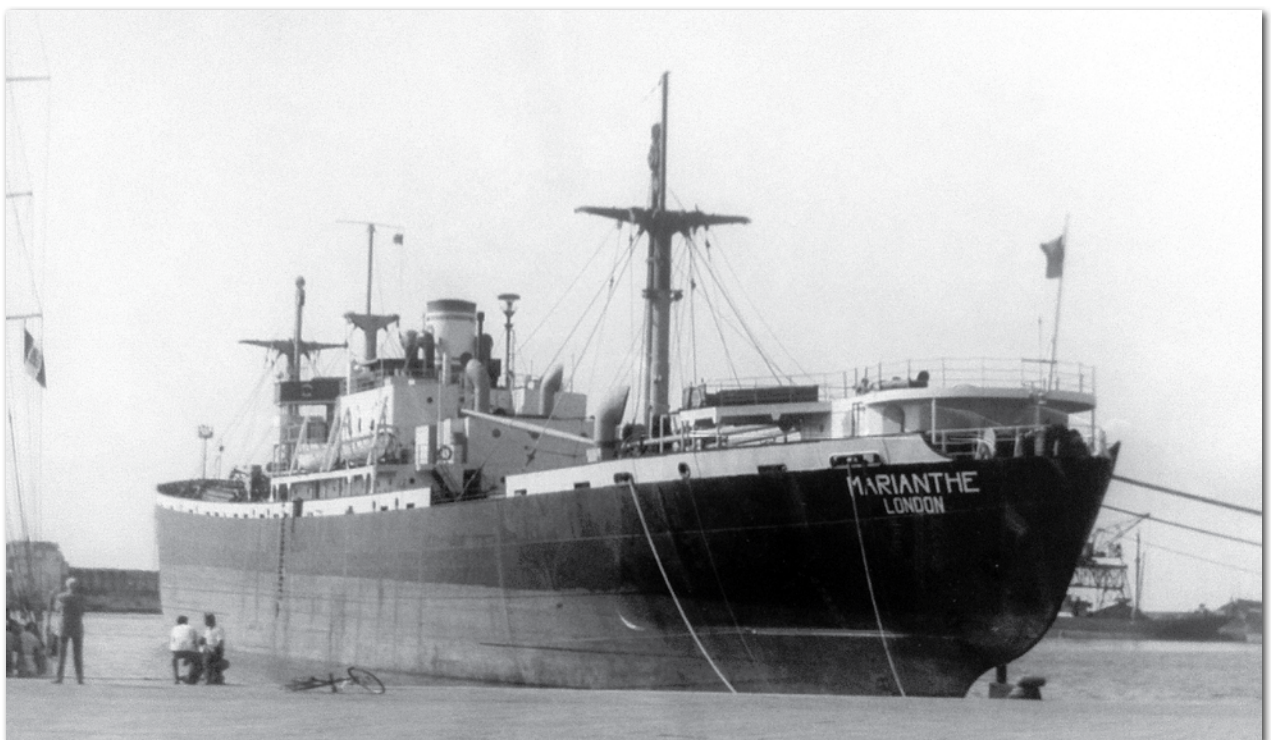


**The Liberty ships** played a special role in Greek maritime history. They are seen as blessed ships due to their contribution to the Allied cause in the Battle of the Atlantic and to the development of post-WWII Greek shipping.

For our company, the Liberty ships have significant sentimental value as our founder, Alexander G. Tsavliris, based the growth of our cargo ship fleet on Liberty ships. Indeed, some 15 US and Canadian-built Liberty ships were part of our company's fleet. Our founder also ordered and operated two SD 14 vessels, which replaced the Liberty ships, building them in Hellenic Shipyards, Skaramanga, in 1970-71.

The towage of the last Liberty, 'Hellas Liberty' (ex-SS 'Arthur M. Huddell'), from the Hudson River in the US began on St. Nicolas' Day – celebrating the patron saint of seafarers - December 6, 2008. The trans-Atlantic crossing to Greece, where she arrived on January 11, 2009, and her subsequent transformation into a museum, was a project of historical and national importance.

For the last surviving Liberty to be in Greece is a great legacy to the memory of all those who helped create Greece's so-called maritime miracle. We were greatly honoured to have had the opportunity to contribute to and to be identified with a project of such significance for the Greek shipping community and our national heritage.



Tsavliris Post WWII Fleet – including LIBERTY ships.





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Tsavliris salvage tug MEGAS ALEXANDROS escorting the HELLAS LIBERTY into Piraeus in January 2009.



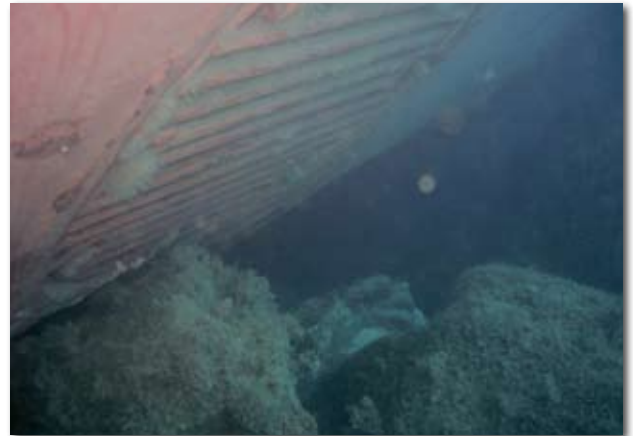
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HELLAS LIBERTY at Piraeus, following her transformation into a museum in June 2010.





TSVLIRIS salvage tug MEGAS ALEXANDROS was dispatched to the assistance of tanker ATHINA, 13,000dwt, which had stranded east of Kali Limenes, southern Crete. The vessel had dragged her anchors when suddenly hit by bad weather and grounded just 20 metres from the rocky shoreline.



Initially there was imminent danger of pollution, but this subsided following the transfer of all the bunkers and pollutants. The casualty was successfully refloated and safely towed to Piraeus roads, though the convoy encountered adverse weather during the tow.



The 31,000dwt handysize bulk carrier SELI 1, ran aground in Table Bay, South Africa, laden with a cargo of coal. Tsavliris was engaged to assist but subsequently the casualty was declared a wreck.

The tanker MINDORO, 107,000dwt, laden with a cargo of kerosene, collided with the container ship JORK RANGER off Rotterdam anchorage. Tsavliris was engaged to assist and subcontracted Multiship Salvage & Towage to perform the required services.







The Panamax bulk carrier NAVIOS SAGITTARIUS, 75,000dwt, laden with iron ore pellets, ran aground on Tonneberg Banke, Denmark, sustaining significant bottom damage.



Doubler plate (8x2mtr) shaped to fit hull's actual deformation, was lowered into position, and welded by divers by way of the hull bottom rupture.



HYDREX Divers were tasked to patch the severe bottom damages.



Tsavliris had subcontracted specialist divers HYDREX with whom they have a working relationship.





The new prefabricated section being lowered into position to be inserted into the (5 x 5mtr) cut-out in the hull using chain blocks.

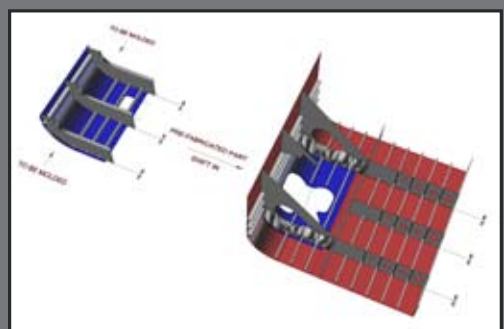
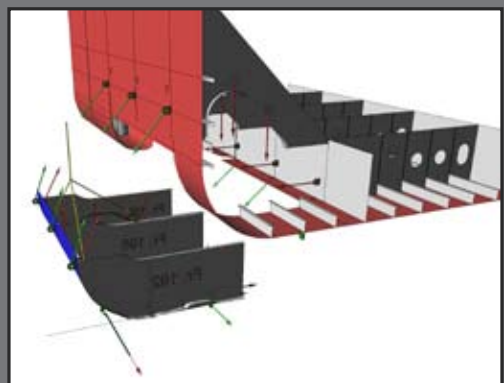
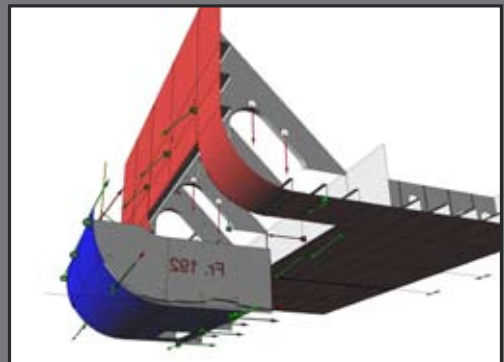
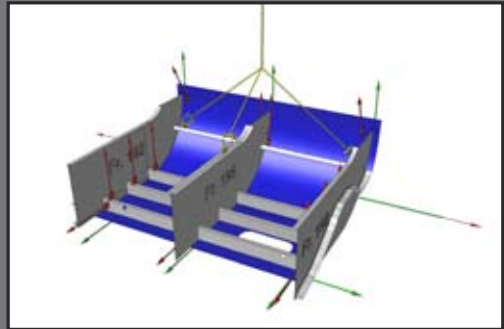


Two salvage tugs, a lightering vessel, a crane barge and a diving support boat were mobilised for this operation.



The casualty was successfully refloated following lightening of about 3,000mt of cargo

## BC NAVIOS SAGITTARIUS



Examples of 3D drawings produced by Tsavliris naval architects and used in fabrication and installation of the hull sections.

The three-month salvage operation was seen as a world first in underwater repair, with the insertion of complete, prefabricated replacement hull sections while the ship was at anchor.





Capesize bulk carrier GOOD LUCK, 175,000dwt, laden with iron ore, lost both anchors and collided with numerous vessels anchored off Singapore, sustaining severe damages.



Significant weather deck damages / distortions required temporary repairs to restore the ship's hull integrity and mooring capability.

A large team of about 50 fitters / welders were engaged to carry out the necessary steel work.



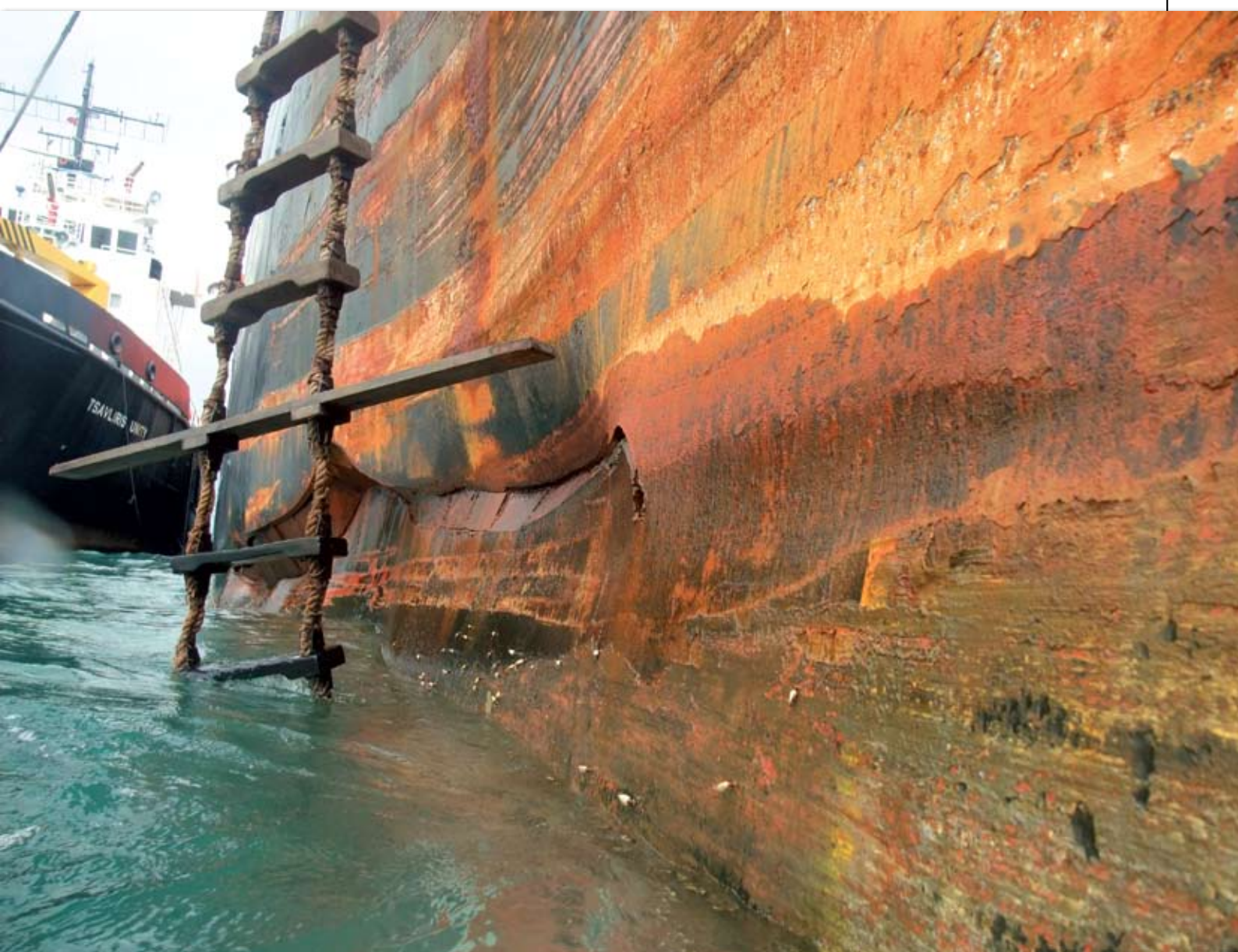
Due to congestion in Singapore Roads, the casualty was frequently shifted within the wider area.





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The casualty had sustained multiple contact damages, above and below the waterline – over 60 tonnes of steel was shipped out and used for the temporary repairs.







The Panamax bulk carrier MINOAN EURO, 65,000dwt, laden with sub-bituminous coal, became immobilised in the Makassar Straits, Borneo due to a tail shaft leakage. Tsavliris promptly dispatched AHST ITC CYCLONE and salvage tug TRABAJADOR-1 to the ship's assistance and took the Panamax vessel in tow. During the towage the convoy had to contend with adverse weather conditions, due to typhoons in the area.

TSVLIRIS subcontracted HYDREX to undertake the replacement of tail shaft seals, a job performed by specialist divers in situ.



The accommodation block of the handysize craned bulk carrier DOXA, 30,000dwt, was fire gutted, forcing the crew to abandon her at Vilagarcia roads, NW Spain, a particularly sensitive environmental area.



A salvage team and standby tugs were on hand 24 hours a day until salvage services were completed, allowing the ship to be towed safely to Piraeus.

TSVLIRIS stabilised the condition of the disabled DOXA and removed fuel and lubricants from the ship to avoid environmental pollution. The hatch covers were closed, the cranes stowed and an oil boom was deployed.







## SALVAGE OPERATIONS



Fully cellular containership CAFER DEDE, 27,000dwt, laden with about 800 containers, ran aground on hard rocks south-east of Syros Island, while on passage from Turkey to Italy. Tsavliris salvage tug MEGAS ALEXANDROS was immediately dispatched to her assistance.



Fuel and pollutants were removed without incident. Following completion of lightering operations (over 200 containers were transferred to lightering vessels), MEGAS ALEXANDROS connected to the stern and successfully re-floated the casualty – she proceeded to Turkey under own power after completion of salvage services.

*“... our Department would like to express its warmest gratitude for the professionalism and experience of your crew who played a positive role in addressing the situation..... your company was engaged (LOF contract), with the salvage, clean up and the departure of the M/V ‘CAFER DEDE’ to ports in Turkey (Aliaga and Tuzla), all contributing to a positive outcome. The well-performed services resulted in protecting the marine environment of Syros Island and the avoidance of unfavourable criticisms concerning our Department, the Marine sector and generally the image of our country.”*

Translated extract taken from Harbour Master of Syros’ congratulatory letter, December 2011.





TSAVLIRIS tug HERMES was dispatched to the assistance of general cargo ship FGM COMMANDER, 9,000dwt, laden with about 7,500mt of steel products, following her grounding on a reef south-west of Hydra.

After about 650mt of steel products were lightened from the casualty, salvage tugs ALEXANDER and HERMES successfully refloated her. Following completion of underwater inspections, bunkers were transferred back to the FGM COMMANDER, and Tsavliris' MEGAS ALEXANDROS towed the vessel safely to Elefsis port.





Tsavliris salvage tug MEGAS ALEXANDROS was dispatched from Piraeus to the assistance of the bulk carrier ALEX KING, 25,000dwt, after engine failure, about 5 nautical miles north-east of Kea island.



Following connection of the tow line, the convoy proceeded to Syros anchorage, where the casualty was safely redelivered to her owners.





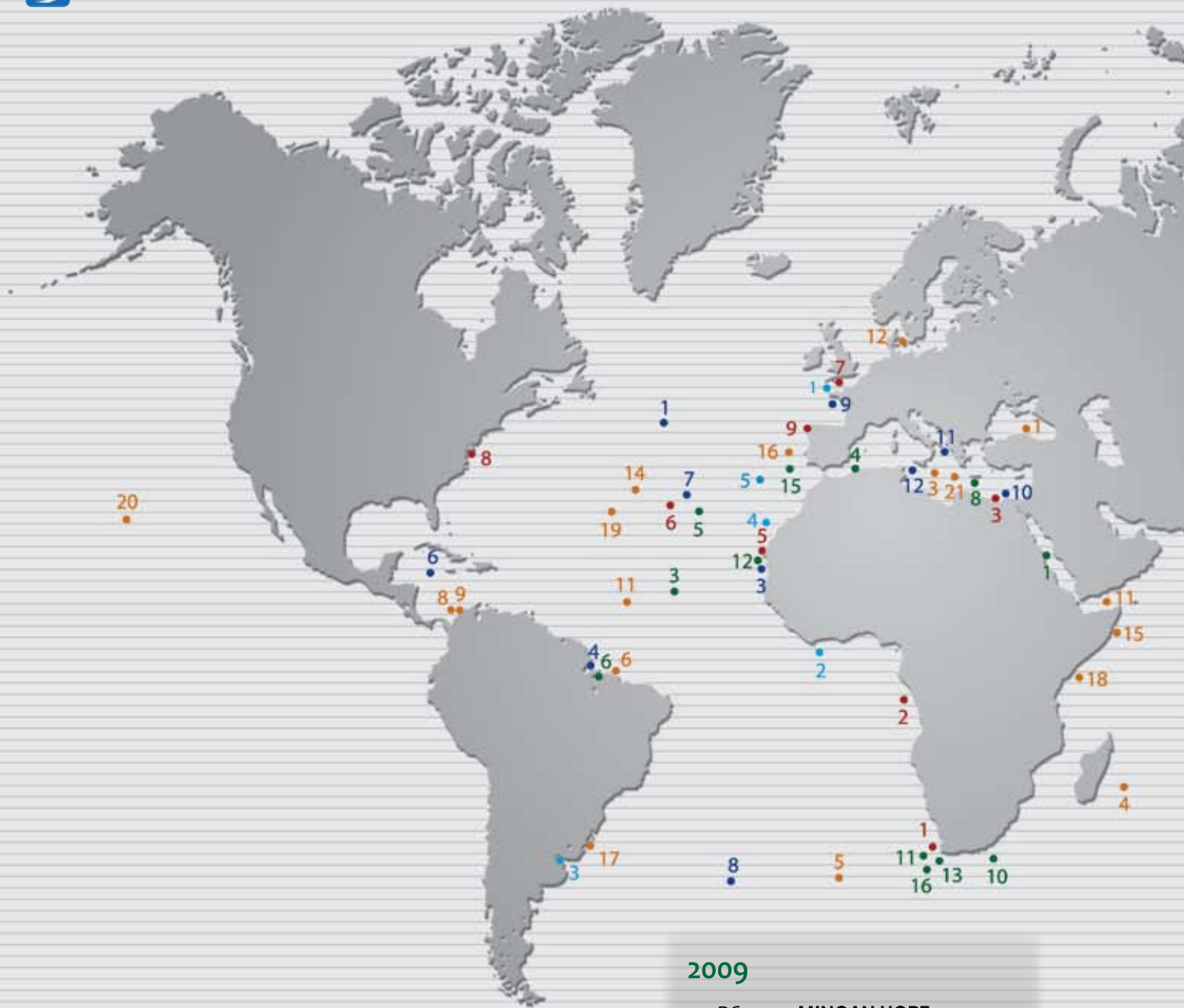
The 2,500dwt bunkering tanker ALFA I, laden with about 2,200 tonnes of fuel, capsized and sank in Elefsis roads after striking a submerged wreck.



Salvage tug MEGAS ALEXANDROS sailed from Piraeus with a full salvage team, antipollution equipment and specialist divers.

In cooperation with Environmental Protection Engineering SA (EPE), with which we have a good working relationship, Tsavliris participated in antipollution services, fuel removal, diving operations and hot tapping.





## 2008

- |   |      |                       |
|---|------|-----------------------|
| 1 | FPSO | GLAS DOWR             |
| 2 | MV   | BELUGA FOUNDATION     |
| 3 | MV   | CAP SERRAT            |
| 4 | BC   | GO STAR               |
| 5 | MT   | KALIA                 |
| 6 | MT   | JAG LOK               |
| 7 | CT   | ELEOUSA TRIKOUKIOTISA |
| 8 | SS   | HELLAS LIBERTY        |
| 9 | BC   | DOXA                  |

## 2009

- |    |         |                  |
|----|---------|------------------|
| 1  | BC      | MINOAN HOPE      |
| 2  | MV      | ANNEMIEKE        |
| 3  | MV      | OCEAN VICTORY    |
| 4  | MV      | MARIA            |
| 5  | BC      | NORDANVIND       |
| 6  | MV      | OCEAN VICTORY    |
| 7  | CT      | GRANBA           |
| 8  | BC      | ANDRONIKI        |
| 9  | RORO    | MORNING SONATA   |
| 10 | BC      | BET COMMANDER    |
| 11 | Pontoon | MARGARET         |
| 12 | PT      | BISKRA           |
| 13 | BC      | CELINE 1         |
| 14 | BC      | GOOD LUCK        |
| 15 | BC      | CAPTAIN GEORGE L |
| 16 | BC      | SELI 1           |
| 17 | BC      | MINOAN EURO      |
| 18 | MV      | SILVER STAR      |





## 2011:

- 1 MV IBRAHIM Y
- 2 BC MOONDANCE II
- 3 MT ENERGY CONQUEROR
- 4 BC KALISTI
- 5 BC OLIVA
- 6 MV ARGYRO M
- 7 BC VOSTOK
- 8 BC MAGNUM POWER
- 9 BC CHIOS WIND
- 10 LPG DP PROTEUS
- 11 MT BRILLANTE VIRTUOSO
- 12 BC NAVIOS SAGITTARIUS
- 13 MT ATLAS EXPLORER
- 14 MV BBC SPAIN
- 15 BC EAGLE
- 16 LPG GAS ARCTIC
- 17 LPG OPTIMUS
- 18 MV PACIFIC EXPRESS
- 19 MV SUNFLOWER E
- 20 PT COMMENCEMENT
- 21 LNG DELTA

## 2012

- 1 BC PEGASUS
- 2 CT CHEMICAL PROGRESS
- 3 BC SAMJOHN LIBERTY
- 4 BC REINA CHRISTINA
- 5 MV ZEALAND BEATRIX

## 2010

- 1 MV MARGIT GORTHON
- 2 MT TAXIARCHIS
- 3 MV MOUNT ATHOS
- 4 BC MONICA P
- 5 PT LIVRAMENTO
- 6 BC LEVANTE
- 7 MV SALTINA
- 8 MT MINDORO
- 9 PT PYXIS BETA
- 10 MV OCEAN VICTORY
- 11 PBV TROLLNES
- 12 MT ENERGY CONQUEROR

## Abbreviations

BC	Bulk Carrier	MY	Motor Yacht
CN	Container Ship	PASS	Passenger Ship
CT	Chemical Tanker	PBV	Pipe Burying Vessel
FPSO	Floating Production Storage & Offloading	PS	Power Ship
LNG	Liquefied Natural Gas	PT	Product Tanker
LPG	Liquefied Petroleum Gas	RORO	Roll On/Roll Off
MT	Motor Tanker	SS	Steam Ship
MV	Motor Vessel	TCH	Chemical Product Tanker





- |    |      |                    |
|----|------|--------------------|
| 1  | MY   | DUFTU              |
| 2  | MV   | MARVELLOUS         |
| 3  | MV   | ER HAMBURG         |
| 4  | PS   | RAUF BEY KARADENIZ |
| 5  | BC   | THOR WIND          |
| 6  | TCH  | UNION POWER        |
| 7  | BC   | LIPARIT            |
| 8  | PT   | ATHINA             |
| 9  | MY   | BARRACUDA          |
| 10 | PASS | OCEAN MAJESTY      |
| 11 | MV   | EAST EXPRESS       |

- |    |     |               |
|----|-----|---------------|
| 12 | MV  | MOUNT ATHOS   |
| 13 | MV  | GERASIMOS     |
| 14 | MV  | ZOE           |
| 15 | MY  | BARRACUDA     |
| 16 | BC  | MEDEA K       |
| 17 | CN  | CAFER DEDE    |
| 18 | MV  | FGM COMMANDER |
| 19 | CT  | GERAKI        |
| 20 | PTV | DIANA         |
| 21 | BC  | ALEX KING     |
| 22 | PT  | ALFA I        |





**TSAYLIRIS**  
SALVAGE





Salvage tug MEGAS ALEXANDROS was deployed to undertake the tow of the 30,000dwt container ship E.R. HAMBURG which had suffered serious bow damage in a collision.



Salvage tug TSAVLIRIS HELLAS (stationed at Ponta Delgada) undertook the towage of disabled Suezmax tanker JAG LOK, 160,000dwt, over 700 nautical miles from the Azores.

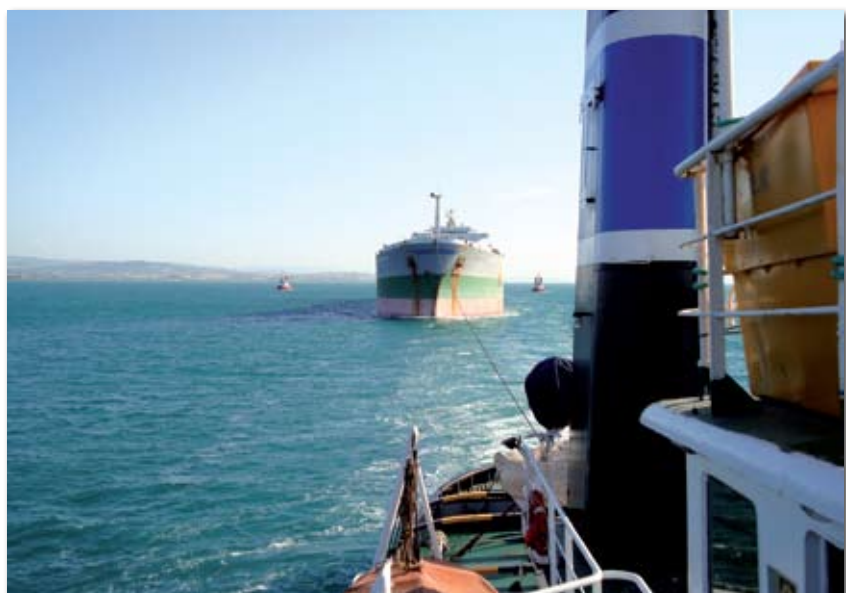




Following a main engine breakdown, the general cargo ship BBC SPAIN was disabled over 1,000 nautical miles south-west of the Azores.

TSAVLIRIS HELLAS was dispatched to assist the BBC SPAIN and towed her to Ponta Delgada.

MEGAS ALEXANDROS sailed from her Piraeus salvage station, to assist the power station vessel KARADENIZ POWERSHIP RAUF BEY, 75,000dwt, which was disabled north-east of Andros Island, and towed her to Tuzla, Turkey.





Salvage tug MEGAS ALEXANDROS was sent from Piraeus to undertake the towage of chemical tanker GERAKI, 35,000dwt.



MEGAS ALEXANDROS towed the vessel from Psachna, Evia, to Piraeus.



The laden chemical / oil tanker PYXIS BETA, 10,000dwt, became disabled about 85 nautical miles off Ushant, France and was safely towed to Blaye, France.





Salvage tug TSAVLIRIS UNITY safely transited through a piracy risk zone to reach the handysize bulk carrier KALISTI, 25,000dwt, which had become disabled about 250 nautical miles off Reunion Island, while laden with a cargo of bagged white refined sugar.

The KALISTI was safely towed to Colombo roads. This is thought to be the longest salvage / towage service of its kind in the Indian Ocean in recent times; a round voyage of over 6,500 miles lasting about two months.



Salvage tug MEGAS ALEXANDROS undertook the towage of cruise ship OCEAN MAJESTY, 10,500gt, from Piraeus passenger terminal to Chalkis Shipyard.



*Concern for the environment* has seen the role of the salvor transformed over the past 30 years, and there is every likelihood this trend will continue. Salvage contractors still remain the best line of defence in combatting environmental dangers created by oil spills and other marine casualties. They operate under increasing public scrutiny brought about as a result of extensive media coverage and a policy of zero tolerance adopted by government authorities. Nowadays, salvors must meet the ever-higher and unyielding expectations of both the public and politicians when carrying out salvage operations. The growing concern of coastal states, keen to protect and preserve the marine environment, has also led to greater government interference in dealing with marine casualties and salvage operations.

TSAVLIRIS, as an international salvor, is part of this main line of defence so vital in combatting the environmental threat posed by marine casualties. Experienced salvors carry out operations which minimise environmental damage, while striving to limit spills and thus ensuring a cleaner and healthier environment for future generations.



### Lloyd's List Awards Global | 2011 Finalist



Tsavliris Salvage Group was highly commended for the coveted 'Environment Award' at the Lloyd's List Global Awards 2011. TSAVLIRIS SALVAGE, as a professional salvor, has always prided itself on fulfilling the obligation to protect the marine environment.



The Panamax bulk carrier OLIVA, 75,000dwt, laden with bulk soya beans, ran aground and broke up on Nightingale Island, Tristan da Cunha, South Atlantic.



A large number of birds, including rare penguins, required cleaning and rehabilitation. This became the top priority to ensure the wildlife and fisheries would be preserved.





The handymax bulk carrier MOONDANCE II, 55,000dwt, laden with coal, grounded on the Karang Malalungan coral reef, East Kalimantan, Borneo.



The casualty was successfully refloated without any incident or pollution

All steps were taken to ensure that potential damage to the sensitive eco-system were adequately addressed.





*World shipping continues to face the escalating scourge of piracy. Gone are the days when pirates were considered urban myths with eye patches, hook hands and parrots. With pirate attacks soaring, particularly in the Indian Ocean, and specifically in the Gulf of Aden, shipping plying these trade routes, in this extremely important area between Asia and Europe, are becoming ever more exposed.*



Salvage tug TSAVLIRIS UNITY, following hardening and with armed guards onboard, sailed to Hobyo anchorage off the Somali coast, to undertake the towage of laden bulk carrier EAGLE, 50,000dwt, to Sri Lanka.



TSAVLIRIS UNITY (stationed at Galle, Sri Lanka) covered the 3,500-mile round trip, navigating most of the time through the 'hot' piracy zone.

Laden with bulk phosphate rock, the handymax had been hijacked by pirates in January 2011 and, with its crew of 24, was held hostage for almost eight months.

Upon payment of a ransom, the ship in damaged condition and crew were released by their captors at the end of August.







General cargoship PACIFIC EXPRESS, 25,000dwt, laden with steel products/machinery, was attacked by pirates about 300 nautical miles east of Mombasa.



Though the vessel managed to evade hijacking, it was set ablaze by the pirates, forcing its 26-strong crew to abandon ship.



The PACIFIC EXPRESS was left drifting in a northerly direction and, due to prevailing currents, was at risk of entering Somali waters or grounding.



Tsavliris successfully took the casualty in tow and delivered her to Mombasa where her cargo was discharged.





The bulk carrier MAGNUM POWER, 54,000dwt, laden with corn and wheat, ran aground in the Magdalena River, Barranquilla, Colombia, approximately 6km upstream from the river's entrance.



TSVLIRIS subcontracted seven tugs for this salvage operation.







Due to seasonal torrential rain in Colombia, the Magdalena River was at its highest levels for several years, resulting in extremely strong currents and sediment / debris at the casualty's location.

Due to the substantial bollard pull of the subcontracted AHT URANUS, a special towage bracket (400 tonnes SWL) was fitted and welded to the bow of the handy-size bulk carrier CHIOS WIND.



During this operation the bulk carrier CHIOS WIND, 41,000dwt, laden with wheat and corn gluten, also ran aground while entering the 'Bocas de Cenizan', River Magdalena, on passage to the port of Barranquilla. The simultaneous groundings forced the Port Authority of Barranquilla to declare an emergency and deny access/entry to the port, resulting in many ships being diverted.

During the three-week-long salvage operations, TSAVLIRIS was supported on location by a team from T&T Bisso, a fellow emergency response operator.



TSVLIRIS deployed salvage tug AETOS Z to the assistance of Panamax bulk carrier MINOAN HOPE, 65,000dwt, disabled about 50 nautical miles off Port Sudan.



The vessel was drifting towards reefs, in imminent danger of grounding. She was promptly towed, stern first, to clear the reefs, following which she was connected up for towage to Ras Sadat anchorage, Egypt.





Salvage tug TSAVLIRIS UNITY was dispatched to the assistance of motor tanker GRANBA, 8,000dwt, laden with about 5,250 metric tonnes of sulphuric acid in bulk, disabled off Trincomalee, with a heavy list and leaking.



TSAVLIRIS UNITY arrived on the scene of the casualty which, abandoned by crew, was listing dangerously, being handled by a port tug arranged by the Sri Lanka Navy. Under direction of the Sri Lanka Navy, TSAVLIRIS UNITY connected up to the vessel's bow.

TSAVLIRIS' salvage team, together with a large range of salvage and ship-to-ship transfer equipment, special protective suits / masks (much of which was flown in to Sri Lanka from Greece and the Netherlands), were unfortunately unable to save the casualty, which sank in deep water.







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- Contingency Planning & Emergency Response
- Management & Consultancy

\* Back Cover

**ΘΑΡΣΕΙΝ ΧΡΗ**

*It takes courage*





*"As has been said in highlighting the role  
of seafarers: without their contribution,  
half the world would freeze and the other  
half would starve."*

Efthimios E. Mitropoulos  
Former Secretary-General of IMO



First Tsavliris Tug, circa 1900



ΘΑΡΣΕΙΝ  
ΧΡΗ