



# TSAVLIRIS

2,500 years NAVAL BATTLE OF SALAMIS | 200 years GREEK REVOLUTION





"The Naval Battle of Salamis" by Constantinos Volanakis

## ≈ 2020-2021: GREECE

### 2,500 years: NAVAL BATTLE OF SALAMIS

In 2020 Greece celebrated 2,500 years from the famous Naval Battle of Salamis and the Battle of Thermopylae in 480 BC which resulted in the decisive Greek victory against the Persians.

The battle of Salamis was fought in the straits between mainland Attica and Salamis, an Island in the Saronic Gulf near Athens. It was a battle between an alliance of Greek city-states under Themistocles and the Persian Empire under King Xerxes.

It marked a turning point in the course of the Greco-Persian wars as it resulted in an impressive victory for the outnumbered Greeks who blocked the Persians from making any further attempts to conquer the Greek mainland and the European continent.



"Greek Revolution 1821" by Eugène Delacroix

# COMMEMORATES...

## 200 years: GREEK REVOLUTION

In 2021 Greece celebrates 200 years from the Greek Revolution of 1821, a pivotal chapter in Greek history and a part of world history.

The Byzantine Empire ended on 29 May 1453 when its capital, Constantinople, fell to the Ottoman Turks. This day is a black day in Greek history. By the end of the 15<sup>th</sup> century, Greece was under Ottoman rule. Over the next 400 years, the Greeks were enslaved.

The Greek War of Independence was a successful war waged by Greek revolutionaries against the Ottoman Empire between 1821 and 1830.

*Front cover theme: Painting depicting the Naval Battle of Salamis which resulted in the decisive victory of the Greeks against the Persians*





# ≈ TSAVLIRIS SALVAGE GROUP

## HISTORY

The roots and the background behind the establishment of this enterprise goes back to the mid 1920's when the founder Alexander G. Tsavlis arrived in Piraeus as a refugee from Asia Minor. As a young boy one of his first jobs was working on a small harbour tug, which triggered a lifetime ambition to be actively involved in salvage and towage.

With the support of his uncle, who was involved in coal bunkering in Piraeus, young Alexander (with his brothers and uncle) bought a tiny wooden coal-burning tug of about 10 hp, which they named "ALECOS" and nicknamed "BOURBOULAS" ('small beetle'). Working as deckhand in the mornings and company clerk in the afternoons, Alexander also attended night school to acquire education. He continued his training in London, working 'through the ranks', eventually establishing his own business in 1939. At the end of the Second World War he purchased his first ship, a 1,200-dwt tons collier, which he named "ALEXANDER T".

His first ocean-going ship, which he named "MASTER NICOLAS", soon followed as the budding owner set about

creating a fleet of dry cargo ships. Alexander returned to Piraeus in 1956 to become one of the expanding shipping community's leading owners.

Long fascinated and deeply impressed by the actions and bravery of the salvage men, Alexander Tsavlis established a salvage operation in 1964 with the purchase of the British Admiralty tug "HENGIST". Renamed "NISOS CRETE", this unit was the first of what became known as the Nisos tugs, as the Tsavlis company, over the course of the next few years, grew into one of the largest tug owners in the world, comprising 30 units by the end of the 1960's. During the mid 1970's Tsavlis had 15 salvage tugs on station in Greece and throughout the world.

Consistent with international trends, these numbers have now diminished, but thanks to a vigorous policy of modernisation, Tsavlis is now better equipped to cope with today's larger and more complex vessels, as well as with the threat of pollution, which has imposed new demands on salvors.



## THE FORGOTTEN FORCE FOR SUSTAINABILITY

In a world that increasingly proclaims the importance of sustainability, safety, clean seas and key workers, marine salvors should feel encouraged.

Yet in reality professional salvors are living in the most discouraging times in the history of organised marine salvage – despite the continuing frequency of major casualties.

The steady erosion of the salvage industry and the demise of leading names in the business illustrate that our customers are not minded to pay a fair price for quality salvage. Sadly, this leads to existing knowledge and experience being lost and is a deterrent to new people joining the industry.

Unfortunately, the leadership of the salvage industry, that in the last few years has represented wider conglomerates, has accepted this state of affairs and has favoured maximising workload over earning fair awards. But this is to the detriment of the wider salvage community and the viability of the business.

Cheap salvage services based on a minimal budget plus a mediocre mark-up may work in certain cases, temporarily. But, as we have repeatedly warned, it is a deterrent to serious investments in much needed station-keeping tugs, training and technological innovation, to keep abreast of the challenges posed by bigger and more sophisticated ships.

Salvage is a vital safety service, a saviour of valuable maritime property, and a vital line of defence for the marine environment. But it is also an enterprise that like any other depends on profitability. It is possible to accommodate both these cultures at the same time, as the Tsvliris Group has done since entering the salvage business in the 1960's and amassing one of the world's largest salvage fleets.

At Tsvliris, we have had to adapt to market conditions. We remain committed to providing worldwide emergency salvage services and continue to invest in our daily operations at a level we believe appropriate to today's risk-reward prospects. We are among a dwindling band of family salvage businesses still active internationally and ardent supporters of the LOF contract which is going through an existential crisis.

Historically Tsvliris has been part of the wider maritime family both as a salvor and as an operator of cargo vessels. As such, we are disappointed to see what used to be a healthy industry being so counter-productively undermined, with little recognition of the importance of salvage to sustainable shipping.

As we embark on a new and uncertain decade, we regret to say that the ability of the industry to attract, develop and keep professional, entrepreneurial salvors has probably gone forever.

**CHAIRMAN, TSVLIRIS SALVAGE GROUP**



# ≡ TSAVLIRIS TUGS

TSAVLIRIS is one of the most active emergency response contractors for maritime casualties worldwide, as well as the most frequent user of the Lloyd's Open Form (LOF) contract. Tsavliris Salvage has a long history of fruitful joint ventures and strategic partnerships with specialised partners and experts that have supported successfully its global operations.

1930



The Group's international activities embrace every service relating to marine salvage and towage. In addition to maintaining its own fleet (the evolution of which is depicted below with some of the Group's tugs), Tsavliris is also the most frequent subcontractor of equipment, personnel and salvage tugs in the international market.



2020



# ≈ THE TSAVLIRIS HISTORY PUBLICATION

The Tsavlis Group has proudly produced a publication of the story of its founder Alexander G. Tsavlis, which includes his achievements as well as the evolution of the family business up to today.

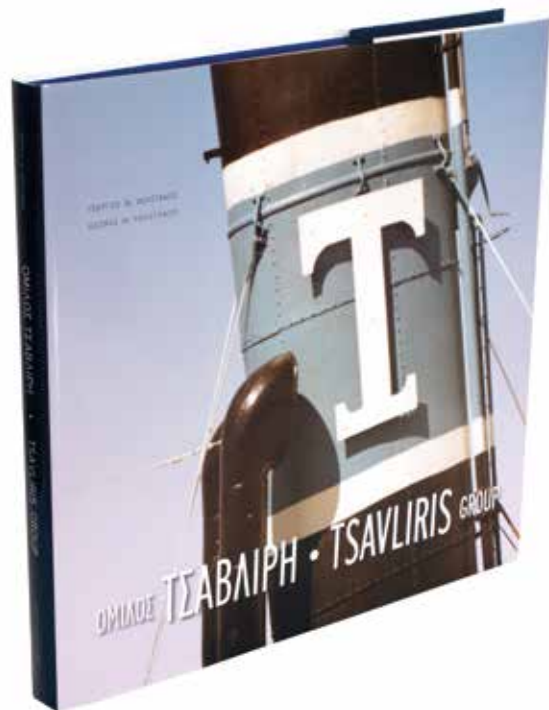
The Tsavlis Group has been active for more than 80 years as a maritime-focused business that has unequalled experience and know-how, including 55 years of performance in the international marine salvage business.

Tsavlis roots in the maritime industry go back to the 19<sup>th</sup> century when a great-grandfather of the present generation of senior Group principals was a seafarer. The family subsequently purchased a small coal-burning tug in the port of Piraeus in the 1920's.

Today, the shipping industry knows the Tsavlis name primarily through the Tsavlis Salvage Group, one of the world's most active emergency response contractors for salvaging marine casualties.

Tsavlis has a record of handling more than 3,000 marine salvage cases, the majority of these under Lloyd's Open Form salvage contracts. The Group is committed to maintaining a modern global network providing rapid assistance to shipping in trouble.

Historically, Tsavlis Group has been a high-quality owner and manager of dry cargo vessels. Between 1947 and 1988, the Group owned and operated a total of 41 dry cargo vessels from steam freighters to modern dry bulk carriers.





## THE FOUNDER

The Group's founder, Alexander G. Tsavliris, established his first company in London in 1939 and purchased general cargo vessels.

As a successful dry cargo shipowner, he returned to Greece in 1955, establishing Tsavliris (Hellas) Maritime Co. Ltd. During the following years, the Group purchased a number of war-built Liberty ships and other second-hand freighters. By 1965 it had a substantial fleet of 17 ships.

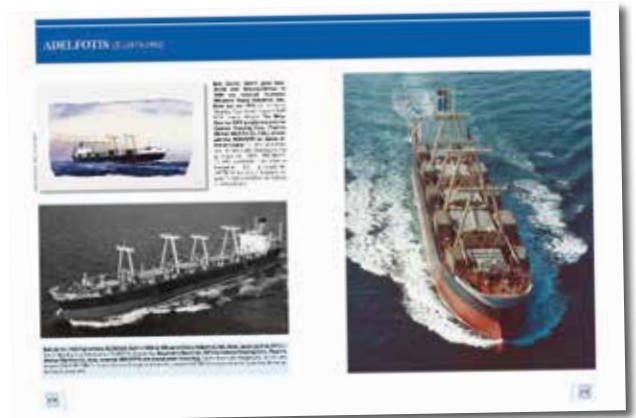
In parallel, the Group diversified into the demanding sector of tugs and salvage operations. In 1964, Tsavliris (Salvage & Towage) Ltd was established and within five years it owned and operated 30 vessels. At one stage it was the largest registered tug owner worldwide.

While expanding in salvage and towage, the Group continued to renew its presence in the dry cargo shipping industry. After the early death of the Group's founder in 1973, his sons Nicolas, George and Andreas took over the reins of the business. They continued strengthening both the cargo fleet and the salvage fleet and in the early 1990's they decided to focus mainly on the salvage business.

## WORLDWIDE SERVICES

In the year 2000, the Group set an all-time record of 50 Lloyd's Open Form contracts in a calendar year. Around that period, Tsavliris was achieving a 40% market share of the global LOF salvage market, allowing it to brand itself "Salvage Masters of the World".

Calling on decades of experience, today the Group provides an "one-stop shop" for any service related to marine salvage and towage – ranging from emergency response on the high seas to industrial project management for removing wrecks, as well as refloating vessels, recovering cargo and handling deep-sea operations.

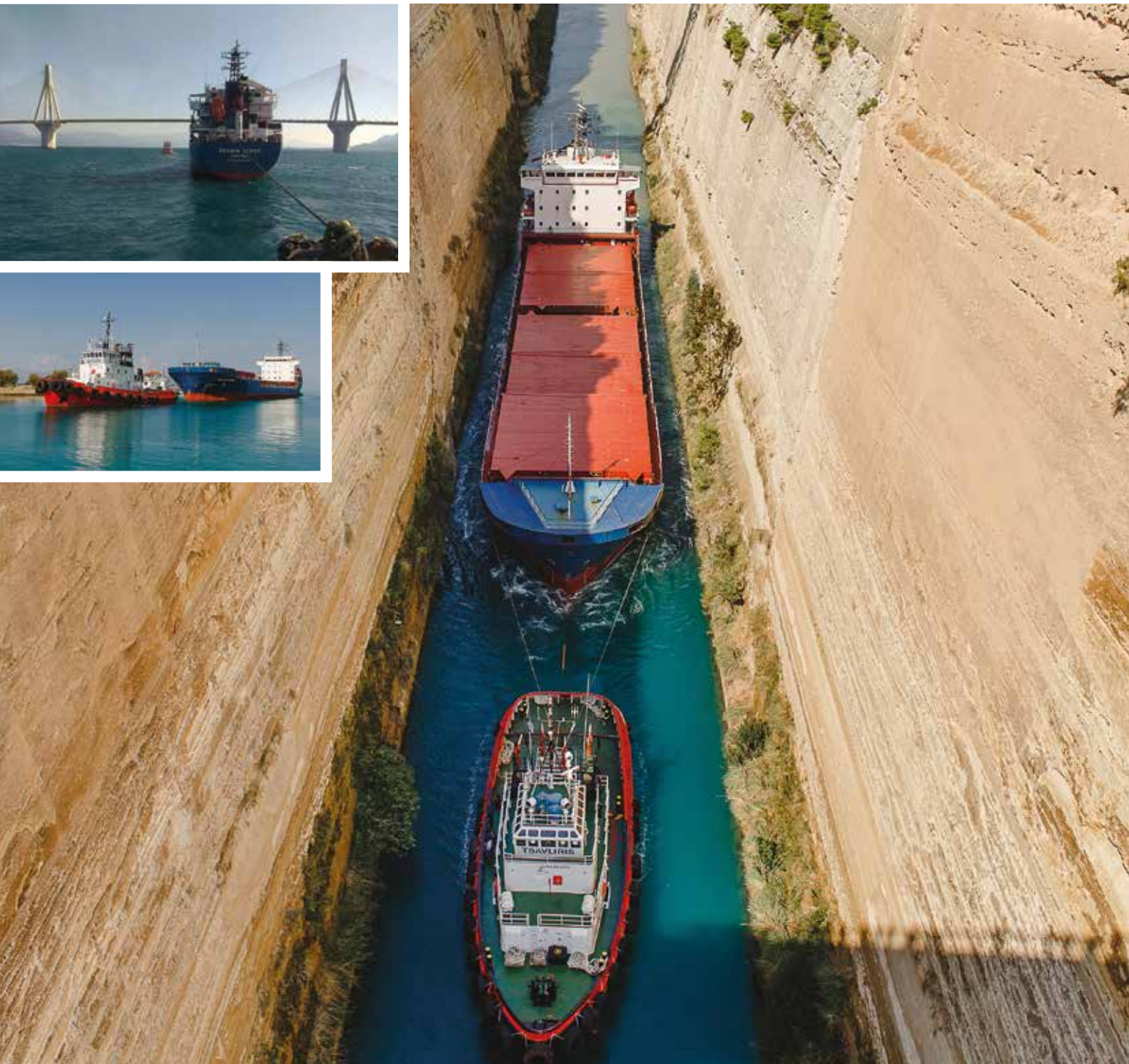




## MV “IBRAHIM KONAN”

On 5 October 2018, the Motor Vessel “IBRAHIM KONAN” (GT 5,581 - DWT 8,107), laden with 2,520 tonnes of RDF (refuse-derived fuel), immobilised due to main engine and auxiliaries failure, about 45 miles NW of Cephalonia Island, Greece. During the incident the vessel was en route from Italy to Bulgaria.

On 6 October towage from Cephalonia to Turkey through the Corinth Canal commenced with the assistance of two Tsvliris tugs, namely the T/B “PROTEAS” (BHP 3,200 - BP 45) and T/B “HERMES I” (BHP 1,320 - BP 20). On 10 October, the convoy arrived safely in Turkey, the vessel anchored at Gulluk inner port safe anchorage and the operation was successfully completed.





## BC “ARCTURUS”

On 5 August 2016, the Bulk Carrier “ARCTURUS” (GT 40,008 - DWT 78,397), grounded at 150 km mark, Parana Bravo River, Argentina. During the incident the vessel was on passage from Nueva Palmira, Uruguay, to European ports (Spain/Portugal) via Paranagua, Brazil, laden with 44,000 tonnes of soya beans in bulk. Tsavlis despatched the T/B “ONA DON LORENZO” (BHP 4,500 - BP 62) together with Tsavlis’s salvage master from Rosario. On 7 August, the vessel was successfully refloated, proceeded to anchorage for classification and Coast Guard’s inspections, and the operation was successfully completed.



## BC “SILVERSTAR”

On 12 August 2016, the Bulk Carrier “SILVERSTAR” (GT 19,731 - DWT 31,762), immobilised due to mechanical failure in Malacca Straits, 180 miles NW of port Kelang, Malaysia, whilst on passage from Bangladesh to Singapore, in ballast condition. Tsavlis despatched the AHTS “FAIRMOUNT SHERPA” (BHP 16,320 - BP 205). A salvage team boarded the casualty and towage commenced on the same day. On 17 August, the T/B “STAR VOYAGER” (BHP 5,000 - BP 60) was also deployed to assist in the operation, connected to the casualty’s stern and the convoy proceeded to the Paxocean shipyard, Singapore.

## MY “EMOTION”

On 20 August 2016, the Motor Yacht “EMOTION” (LOA 22 M - type PRINCESS 72 Y - built 2012), disabled due to engine problem about 70 miles W of Cephalonia Island, Greece. Tsavlis despatched the T/B “HERMES I” (BHP 1,500 - BP 20), towage commenced and on 21 August the convoy arrived safely at Patras Port.



## PT “ELKA GLORY”

On 28 September 2016, the Products Tanker “ELKA GLORY” (GT 7,612 - DWT 44,598), fully laden with 42,000 tonnes of diesel oil, immobilised about 1,000 miles W of the Azores, due to stern tube leakage. The S/T “TSAVLIRIS HELLAS” (BHP 10,000 - BP 120) was despatched from her permanent salvage station at Ponta Delgada and on 1 October towage to discharging port Pembroke, UK, commenced in adverse weather (S 8-9B) conditions. On 7 October, following owners’ instructions, the tug master altered course to a new destination, for STS operation, arriving safely at Gibraltar eastern anchorage on 16 October. The STS operation was completed on 25 October and the vessel was towed by the “TSAVLIRIS HELLAS” to Setubal, Portugal, for dry docking, arriving safely on 29 October.

## PT “KIRSTIN”

On 7 October 2016, the Products Tanker “KIRSTIN” (GT 30,006 - DWT 50,078), whilst discharging palm oil at Chittagong anchorage, Bangladesh, suffered stern tube damage/leakage due to contact with another vessel. On 11 October, Tsavlis despatched the AHTS “NING HAI TUO 6001” (BHP 6,600 - BP 80) from Chittagong anchorage to provide standby/holding services during lightening/dischage. Due to prevailing strong currents and adverse weather conditions the “NING HAI TUO 6001” was replaced on 27 October by AHTS “TERASEA HAWK” (BHP 16,300 - BP 203). On 8 November, upon completion of discharge, towage commenced and the convoy arrived safely at Singapore on 16 November where the vessel was delivered to dry dock tugs.



## VLCC “ARMADA ULYSSES”



On 9 October 2016, the VLCC “ARMADA ULYSSES” (GT 160,036 - DWT 310,137), laden with 221,000 tonnes of fuel oil, sustained sudden internal leakage from cargo tanks to double bottom tanks while anchored off Tanjung Pelepas, Malaysia. On 12 October, Tsavlis’s salvage team arrived at the casualty from Greece, Holland and Singapore. Local Malaysian agent was appointed to arrange “DSL permits” for the salvage equipment to be transferred on board.

On 13 October, 44,464 tonnes of cargo was STS transferred to lightering MT “NISSOS KYTHNOS”. On 15 October, the vessel sailed from Pelepas Titanium anchorage to Singapore eastern bunker anchorage B for bunkering and underwater inspection upon completion of which the casualty shifted to Raffles Reserve anchorage for tank cleaning, inspections and repairs. On 19 October, the operation was successfully completed.

## BC “MINOAN COURAGE”

On 19 October 2016, the Bulk Carrier “MINOAN COURAGE” (GT 40,014 - DWT 76,801), fully laden with soya beans, immobilised due to main engine breakdown in bad weather conditions (approaching typhoon “HAIMA”), in the South China Sea, approximately 50 miles SE of Shantou, China. On 20 October, Tsavlis mobilised the S/T “SALVAGE TITAN” (BHP 9,200 - BP 117) from Kaohsiung to her assistance. Upon arrival at the casualty’s position, power of “MINOAN COURAGE” had been partly restored and escort services commenced. On 21 October the power of the casualty was fully restored and the operation was successfully completed.



## BC “NAVIOS ORBITER”

On 12 July 2017, the Bulk Carrier “NAVIOS ORBITER” (GT 39,727 - DWT 76,602), immobilised due to mechanical failure approximately 64 miles E of Lisbon, Portugal. The vessel was en route from the Amazon River, Brazil, to Lisbon and Amsterdam, laden with 55,000 tonnes of soya beans.

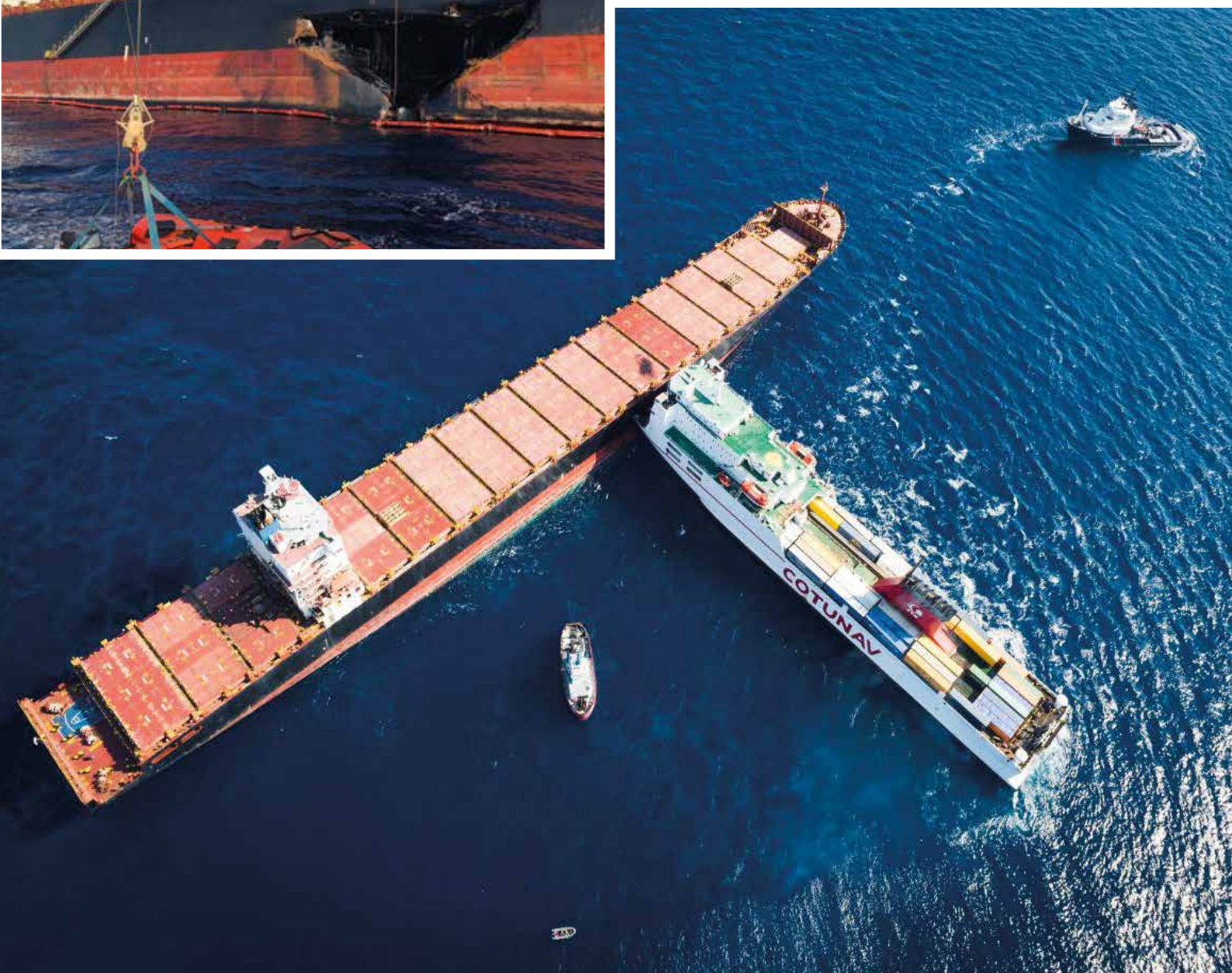
On 14 July, Tsavlis despatched the S/T “VB HISPANIA” (BHP 8,046 - BP 103) from Ceuta, Spain to her assistance via Gibraltar for the embarkation of the shipowner’s superintendents. On 15 July, towage to Lisbon commenced arriving safely at destination on 17 July.



## CN “CSL VIRGINIA”

On 7 October 2018, the Panamax Container Ship “CSL VIRGINIA” (GT 54,592 - DWT 66,644), whilst anchored off Cap Corse, Corsica, in ballast condition, was collided by the Tunisian ferry “ULYSSE” (GT 17,907) which was en route from Genoa, Italy, to Tunis, Tunisia. The “CSL VIRGINIA” sustained a gaping hole (several meters hull breach) by way of her starboard side at hold N°3 and the ferry’s bow sustained serious damage. Oil pollution from bunkers occurred in the area.

Tsavlis despatched the T/B “TOSCANA” and T/B “PACINI” from Livorno, Italy. A salvage team including divers and the antipollution oil recovery vessel “AEGIS I” were mobilised from Greece. On 30 October, the convoy arrived safely at the anchorage off Bozcaada Island, Aegean Sea, and the three-week operation was successfully completed.



## BC “RAINBOW HARMONY”



On 14 June 2017, the Bulk Carrier “RAINBOW HARMONY” (GT 22,456 - DWT 35,106), immobilised due to electrical failure about 300 miles W of Luanda, Angola. During the incident the vessel was on passage from Panjang, Indonesia to Brake, Germany, laden with 32,000 tonnes of Indonesian palm kernel expeller in bulk.

On 19 June, Tsavlis despatched the AHTS “UOS EXPLORER” from Limbe, Cameroon, arriving at the casualty’s position on 22 June. The vessel was supplied with 50 tonnes of fresh water and 30 cases of bottled water. Towline connection was established and towage to Walvis Bay, Namibia, commenced on the same day. The convoy arrived safely at destination on 2 July. The salvage tug provided standby services at Walvis Bay anchorage until 26 July when the operation was successfully completed.

## BC “ANASTASIA K”

On 3 April 2017, the Bulk Carrier “ANASTASIA K” (GT 42,868 - DWT 79,500), grounded off Rosario, Rio Parana at 420 km. During the incident the vessel was on passage from Rosario to Saudi Arabia (via Bahia Blanca), laden with 46,500 tonnes of grain. On 4 April, Tsavlis’s local salvage master boarded the vessel while the tugs “COOPER ESTIBADOR” (BHP 5,000 - BP 65) and “RANQUEL” (BHP 4,500 - BP 76) were mobilised from San Lorenzo and Rosario respectively. Both tugs arrived on the same day and connected to stern. The vessel was refloated successfully and proceeded to the anchorage area, escorted by the tugs.



## BC “VSC POSEIDON”

On 26 June 2017, the Bulk Carrier “VSC POSEIDON” (GT 40,357 - DWT 75,000), encountered main engine malfunction and anchored N of Salvador, Brazil. The vessel was en route from Mobile, USA, to Richards Bay, South Africa, laden with 54,000 tonnes of coking coal. On 28 June, Tsavlis despatched the tugs “TS MERITO” and “TS FAVORITO” from Rio de Janeiro, Brazil, arriving at the casualty’s position on 2 July. Due to adverse weather conditions towage commenced on 6 July with difficulties and interruptions.

On 9 July, the vessel safely anchored S of anchorage N°5 but due to prevailing swell, technicians and surveyors were unable to board same for inspection. It was then agreed that the vessel proceed to anchorage N°3 for repairs with the assistance of the two salvage tugs and two port tugs.

On 13 July, the convoy arrived safely at N°3 anchorage. The port tugs were released while the salvage tugs provided standby services until 14 July, when the operation was successfully completed.





## MT “ATINA”

On 11 November 2018, the Suezmax Tanker “ATINA” (GT 83,377 - DWT 160,000), laden with 135,500 tonnes of crude oil, immobilised due to main engine problem in the central Aegean Sea, Greece. Tsavliris despatched three tugs, namely the “HERMES” (BHP 2,725 - BP 43), “PANTOKTATOR” (BHP 4,052 - BP 53) and “PLATYTERA” (BHP 3,872 - BP 51) and towed the vessel to Limnos Island.

On 22 November an STS operation commenced from MT “ATINA” to MT “DONAT”. Despite adverse weather conditions/interruptions the operation was successfully completed on 26 November.

On 27 November, the “ATINA”, escorted by two tugs, proceeded to Elefsis shipyard, Greece. The convoy arrived at destination on 29 November and the operation was successfully completed.





## BC “SINICA GRAECA”

On 17 August 2017, the Bulk Carrier “SINICA GRAECA” (GT 35,884 - DWT 63,270), laden with about 50,000 tonnes of coal in bulk, was involved in a collision in Singapore Straits whilst on passage from Indonesia to India. The collision caused significant damages to the starboard side of the vessel and fuel oil spilled both into the sea and into cargo hold N°2. Moreover, 4,274 tonnes of cargo was washed out into the sea.

The gaping hole in the middle of the deformed area was over 100 m<sup>2</sup>. On 21 August, Tsavliris mobilised salvage and antipollution equipment, crafts, divers, manpower as well as a salvage team from Greece and Holland. On 23 August, the salvage team boarded the casualty. Oil booms were deployed around the casualty and underwater inspection and cleaning operations commenced.

Due to the extent of the damage the vessel required full cargo discharge. By 10 September, the vessel was ready for transit to sheltered waters. On 21 September, the cargo receiving vessel “AMERICA GRAECA” was fixed by Tsavliris for STS operation and onward carriage to destination, India. On 25 September, the casualty escorted by T/B “POSH HUSKY” commenced the transit to Singapore. The vessel anchored at Raffles Reserve anchorage and on 5 October, cargo discharge commenced and was completed on 21 October. On 24 October, the “SINICA GRAECA” was safely moored alongside a floating dock at the Pax Ocean shipyard premises and on 25 October the 9-week operation was successfully completed.





## BC “DELFA”

On 4 December 2017, the Bulk Carrier “DELFA” (GT 31,261 – DWT 53,594), immobilised due to camshaft problem about 700 miles NW of Colombo, Sri Lanka, whilst en route from Chernomorsk, Ukraine, to Magla, Bangladesh. The vessel was laden with about 50,000 tonnes of bulk wheat. On 7 December, Tsavlis despatched the AHTS “SALVANGUARD” from Colombo.

The weather conditions were unfavourable due to the passing cyclone “Ockhi” about 400 miles from the casualty’s location. The tug’s team boarded the casualty, established towage connection and towage to Galle commenced. On 11 December, the convoy arrived at Galle where the armed guards disembarked and the convoy resumed towage to Colombo, Sri Lanka. On 12 December, the convoy arrived at Colombo and the “DELFA” anchored safely at anchorage.



## BC “MARIA A. ANGELICOUSSI”



On 20 December 2017, the cape size Bulk Carrier “MARIA A. ANGELICOUSSI” (GT 86,201 – DWT 169,000), fully laden with iron ore, became disabled about 15 miles off Taiwan east coast. Tsavlis despatched the S/T “SALVAGE ACE” (BHP 9,000 – BP 110) from her salvage station at Kaohsiung towards the casualty.

On 21 December, the tug arrived at the casualty’s position (by then only 6 miles off coast) and despite unfavourable weather conditions, established tow connection and commenced towage. The convoy arrived safely at Kaohsiung roads and with the assistance of the salvage tug, anchored at anchorage and the operation was successfully completed.

## DRR “EIRIK RAUDE”

On 20 November 2017, the semi-submersible Drilling Rig “EIRIK RAUDE” (GT 36,898), whilst laid up at Akarport - Platygiali Astakos port, Greece, broke loose from her moorings due to very strong winds. The platform drifted from berth N°2 to berth N°6, causing damage to fenders and collided with a number of boats.

Tsavlis’ tug boats “HERMES” and “HERMES I” mobilised from Patras port, and upon arrival stood by. On 22 November, the tugs connected and shifted the platform back to her berth N°2 thus completing the operation.



## BC “IOLCOS GENESIS”



On 22 December 2017, the Bulk Carrier “IOLCOS GENESIS” (GT 34,062 – DWT 46,000), partly laden with maize, immobilised due to main engine failure approximately 43 miles off Kaohsiung, Taiwan. Tsavlis despatched the S/T “SALVAGE ACE” (BHP 9,000 – BP 110) from Kaohsiung and towage to Kaohsiung commenced on the same day.

On 23 December, the convoy safely arrived at Kaohsiung roads and anchored at anchorage while the tug provided standby services. On 24 December, the casualty, escorted by the tug, sailed from Kaohsiung to Taichung, Taiwan, arriving on 26 December. On 28 December, the operation was successfully completed.

## DRS “YAN”

On 4 October 2019, the Drilling Ship “YAN” (GT 47,079 - DWT 37,697), was handled outbound from Akaport Platygiali Astakos, Greece, by three Tsavliris tugs, namely the “HERMES”, “PROTEAS” and “HERMES I”.





## MT “MR KENTAURUS”

On 14 July 2018, the Motor Tanker “MR KENTAURUS” (GT 29,600 - DWT 46,540), in ballast, immobilised due to engine problem about 300 miles S of Yokosuka, Japan.

Tsavliris despatched the AHTS “SHIN CHOU MARU” (BHP 7,500 - BP 110) from Yokosuka and on 15 July towage to Wakayama Shimotsu anchorage commenced, arriving on 18 July. The salvage tug provided standby services during the repairs until 20 July whereupon the operation was successfully completed.



## LPG “GAS INSPIRATION”

On 14 July 2018, the LPG Tanker “GAS INSPIRATION” (GT 4,250 - DWT 5,000), in ballast, immobilised due to engine problem about 400 miles E of Kerteh Terminal, Malaysia.

Tsavliris despatched the AHTS “LANPAN 26” (BHP 8,160 - BP 116) from Singapore and on 17 July, towage commenced. The convoy arrived at Raffles Reserve anchorage, Singapore, on 22 July and the operation was successfully completed.



## BC “KAVO PLATANOS”

On 3 August 2018, the Bulk Carrier “KAVO PLATANOS” (GT 33,042 - DWT 56,750), in ballast, disabled at Chittagong roads due to propeller damage, following collision with the Bulk Carrier “DAWN”.

Tsavliris despatched the AHTS “LANPAN 28” (BHP 8,160 - BP 121) from Singapore and towage commenced on 13 August. On 27 August, the convoy arrived safely at Singapore, the casualty was delivered to port tugs at Sudong anchorage and the operation was successfully completed.



## LPG “ECO GREEN”

On 15 May 2016 the LPG “ECO GREEN” (GT 5,452 - DWT 5,093), fully laden with propane and butane, immobilised due to rudder problems at the anchorage of Ust-Luga, Russia. On 19 May, Tsavliris despatched the T/B “TAURUS” (BHP 2,500 - BP 35) from Saint Petersburg arriving at Ust-Luga anchorage on the same day. Towage to Porvoo, Finland, commenced on 21 May and the convoy arrived on the same day.

The “ECO GREEN” anchored at the outer anchorage with the assistance of “TAURUS” which was later released. Due to port congestion the “ECO GREEN” was towed to Porvoo by port tugs for cargo discharging on 31 May which was completed on 2 June. The “ECO GREEN” was then towed by T/B “PROTECTOR” (BHP 3,685 - BP 38) to Riga for dry docking on 4 June.



## BC “RIO BALSAS”

On 16 May 2016, the Bulk Carrier “RIO BALSAS” (GT 54,268 - DWT 94,190), was disabled at Kushiro anchorage, Japan. Tsavliris despatched the S/T “DE HONG” (BHP 15,450 - BP 185) from Shanghai, arriving off Kushiro on 20 May and towage commenced on the same day. On 24 May the convoy arrived safely at Slavyanka, Russia and the operation was successfully completed.

## BC “GEORGIA T”

On 24 June 2016, the Bulk Carrier “GEORGIA T” (GT 43,975 - DWT 80,416), disabled at anchor at 268 km Rio Parana. Tsavliris despatched the tugboats “ARGENTINO I” (BHP 3,400 - BP 42) and “TUMBADOR” (BHP 3,380 - BP 45) from Rosario, Argentina, to her assistance.

Escort services commenced on 25 June (with towlines connected) and were completed on the same day when the convoy safely arrived at Zona Comun anchorage, Argentina.



## PASS “BLACK WATCH”

On 1 July 2016, the Passenger (Cruise) Ship “BLACK WATCH” (GT 28,613), immobilised due to generators’ fire about 250 miles SE of the Azores with 696 passengers and a crew of 365 on board. The S/T “TSVLIRIS HELLAS” (BHP 10,000 - BP 120) was dispatched from her permanent salvage station at Ponta Delgada, to her assistance.

The “TSVLIRIS HELLAS” escorted the vessel towards her destination Funchal, Madeira. The services were completed on 2 July and “TSVLIRIS HELLAS” was demobilised, arriving at Ponta Delgada on 3 July.





## BC “EDELWEISS”

On 23 December 2019, the Bulk Carrier “EDELWEISS” (GT 40,160 – DWT 73,800), loaded with 71,627 tonnes of Indonesian steam coal, ran aground about 200 miles from Taboneo, Indonesia. During the incident the vessel was on a voyage from Taboneo, Indonesia to Yeosu, South Korea, with about 1,500 tonnes of bunkers on board.

On 2 January 2020, Tsavlis despatched the S/T “NAKULA” with supplies and members of the salvage team who ascertained that there was no water ingress. On 11 January, the weather deteriorated (cyclonic effect) and the vessel turned some 5 degrees in her heading. The salvage team introduced ballast by way of tanks N°2, 3 and 4 in order to stabilise the casualty’s condition.

The S/T “WINPOSH RAMPART” which was scheduled to tow the crane barge “SSE JEROME”, was ordered to the casualty site. The “SSE JEROME” was towed by the AHTS “ENA UNICORN” to the casualty site, via Kotabaru, where armed guards boarded on 24 January. The “SSE JEROME” arrived at the casualty’s position on 2 February and berthed alongside the starboard side of the vessel. According to the salvage plan, off-loading part of the cargo (about 10,000 tonnes) onto barges for lightering and refloating commenced. On

the same day, a dive survey confirmed that the seabed consisted of sand, clay and soft rocks and the vessel was grounded by way of her entire length, except the aft part. Her rudder and propeller were free. After numerous further attempts, the vessel refloated and was escorted by the tugs to Kotabaru for cargo reloading. On 9 March 2020, the 10-week salvage operation was completed successfully and the vessel resumed her voyage.



## BC “CHRIS GR”

On 3 December 2019, the Bulk Carrier “CHRIS GR” (GT 30,632 – DWT 55,715), laden with 51,400 tonnes of Brazilian yellow maize in bulk, immobilised due to main engine problem about 20 miles E off Cape Bojeador, Philippines. During the incident the vessel was on passage from Santos, Brazil, to Japan. The area had been heavily affected by the tropical cyclone “Kammuri”.

Tsavliris provided salvage assistance with two salvage tugs “SALVAGE CHAMPION” and “SALVAGE WORKER” from Kaohsiung, Taiwan. On 6 December towage commenced to Hong Kong in adverse weather conditions. On 12 December 2019, the convoy arrived safely OPL Hong Kong and with the assistance of pilots and four port tugs the convoy safely berthed at Yiu Lian shipyard, Hong Kong, where the salvage services were successfully completed.





## BC “ACHILLES II”

On 12 May 2019, the Bulk Carrier “ACHILLES II” (GT 38,870 - DWT 75,785), laden with about 63,000 tonnes of wheat, immobilised due to main engine breakdown about 75 miles SE of SW Pass Buoy, Mississippi River, Louisiana, USA. The vessel was en route from New Orleans, Westwego Louisiana, to Alexandria, Egypt.

Tsvliris despatched the AHTS “CROSBY ENTERPRISE” from port Fourchon, Louisiana to the casualty’s position and towage to Freeport, Bahamas commenced on 13 May. On 17 May, the vessel was delivered safely to port tugs at Freeport and the first part of the operation was completed.

The second part of the operation began on 23 May, when Tsvliris despatched the AHTS “ALP DEFENDER” (BHP 24,472 - BP 305) from Kingston, Jamaica. Towage commenced on 29 May and the convoy arrived safely at Cadiz, Spain, for repairs on 18 June 2019, completing the operation successfully.



## MT “C ROCK”

On 5 July 2019, the Chemical/Oil Tanker “C ROCK” (GT 3,960 - DWT 5,850), laden with 4,200 tonnes of gasoline, immobilised due to engine problem, approximately 110 miles NE of Muscat, Oman, in a piracy area. The vessel was en route from Fujairah, UAE, to Berbera, Somalia.

Tsvliris despatched the AHTS “RESOLVE MONARCH” (BHP 11,400 - BP 152) from her salvage station at Khor Fakkan, UAE, and on 6 July towage to Muscat commenced. On 7 July, the convoy arrived safely and anchored at the outer Muscat anchorage. On 8 July, the vessel was delivered to port tugs and the operation was successfully completed.

## BC “NAVIOS CHRISTINE B”

On 23 September 2019, the Bulk Carrier “NAVIOS CHRISTINE B” (GT 32,343 - DWT 58,058), in ballast condition, immobilised due to propeller damage S of Chittagong, Bangladesh.

Tsvliris despatched the AHTS “LANPAN 33” (BHP 8,200 - BP 122) on 26 September and towage to Singapore commenced on 2 October. On 20 October, the convoy arrived safely at Singapore and the operation was successfully completed.



## BC “PANAMAX ALEXANDER”

On 1 March 2018, the Post-Panamax Bulk Carrier “PANAMAX ALEXANDER” (GT 38,928 – DWT 74,247), laden with 70,260 tonnes of low silica acid pellets, immobilised due to propulsion breakdown about 600 miles W of Bishop Rock, UK. During the incident the vessel was en route from Seven Islands, Canada, to Ghent, Belgium.

Tsavliris despatched the AHTS “UNION MANTA” (BHP 20,000 – BP 205) from Scheveningen, Netherlands to her assistance. The salvage tug arrived at the casualty’s position on 6 March and towage commenced to Flushing roads in adverse weather conditions. On 20 March, the vessel arrived safely at Everingen anchorage for lightering operation which was completed on 22 March. On the same day, the vessel proceeded to Arcelor terminal with the assistance of pilots and five port tugs, to complete discharge arriving on 23 March.



## VLCC “NAVE PHOTON”

On 5 May 2018, the VLCC “NAVE PHOTON” (GT 156,702 – DWT 297,395), laden with approximately 2 million barrels of crude oil, immobilised due to technical problems about 800 miles S of Dondra Head, Sri Lanka. The vessel was on a voyage from Gola, USA, to Aoshan, China.

Tsavliris despatched the AHTS “SKANDI EMERALD” (BHP 16,230 – BP 201) and the AHTS “SALVERITAS” (BHP 12,000 – BP 150) from Singapore on 12 and 13 May respectively to provide assistance. On 13 May, the casualty received on board clean fuel oil and diesel oil whilst the power was restored and the vessel proceeded to Colombo, Sri Lanka. On 16 May, the vessel arrived safely at Colombo.

## BC “ALKYON”

On 16 May 2018, the Bulk Carrier “ALKYON” (GT 24,163 – DWT 36,056), laden with 28,000 tonnes of wood pellets in bulk, immobilised due to engine problem approximately 80 miles NW of Hamilton, Bermuda. The vessel was en route from Panama City, Florida, USA, to port of Tyne, UK.

On 16 May, Tsavliris despatched the ocean going tug “ALP GUARD” (BHP 24,500 – BP 285) from port of Spain, Trinidad, arriving at the casualty on 20 May and towage to Norfolk, USA, commenced. On 23 May, the convoy arrived at Cape Henry sea buoy, where pilot boarded and the tugs “GM McALLISTER” and “NANCY McALLISTER” assisted the vessel to berth alongside. On 23 May the operation was successfully completed.





## BC “FIRST I”

A six-month operation started at the end of October 2019, when the geared Bulk Carrier “FIRST I” (GT 32,415 - DWT 58,735), sustained rudder damage disabling her in Suez Canal. During the incident the vessel was fully laden with 56,000 tonnes of wheat. Tsavlis were contracted to tow the vessel from Suez Canal to Indonesia and later to Singapore. On 2 November 2019, the AHTS “THOR I” (BHP 14,400 - BP 173) was despatched from Mediterranean to Suez and upon completion of all inspections/preparations, towage commenced on 15 November towards the first discharge port Ciwandan, Indonesia. Due to heavy yawing, the T/B “SWISCO SUPPLIER” (BHP 4,200 - BP 55) was despatched from Ain Sokhna, Egypt, to assist the convoy with stern steering in the Red Sea. Armed guards boarded the tug and tow for protection.

On 13 December, the convoy arrived at Colombo roads for refueling and for disembarkation of armed guards. On 17 December, the convoy resumed its voyage and arrived at Ciwandan anchorage on 4 January 2020. The “THOR I”, provided standby services and on 12 January was released. For the second leg of the towage to discharge port Gresik, Tsavlis arranged (due to cabotage) Indonesian-flagged AHTS “TRITON ARJUNA” (BHP 8,000 - BP 100) to mobilise from Surabaya on 31 January. Towage from Ciwandan commenced on 19 February and the convoy arrived at Gresik on 24 February. On 5 March, upon completion of discharge at Gresik, towage to Singapore commenced and arrived on 12 March. The successful operation lasted 24 weeks over a distance of 6,500 nautical miles.



## BC “THREE STARS”

On 9 October 2019, the Bulk Carrier “THREE STARS” (GT 40,524 - DWT 74,759), laden with 72,400 tonnes of coal, immobilised due to main engine problems approximately 100 miles E of Hong Kong.

Tsavlis despatched the AHTS “SALVAGE WORKER” (BHP 10,800 - BP 140) and AHTS “SALVAGE ROVER” (BHP 7,200 - BP 85) on 14 October arriving at the casualty’s position on 16 October whereupon towage commenced to Kaohsiung, Taiwan. On 20 October, the convoy arrived safely at Kaohsiung roads with the assistance of both tugs, the vessel anchored at the indicated position and the operation was successfully completed.



## MT “A. MICHEL”

On 12 May 2019, the Motor Tanker “A. MICHEL” (GT 4,346 – DWT 6,711), laden with 1,660 tonnes IFO 380 and 950 tonnes MGO, whilst anchored at Fujairah B anchorage, UAE, suffered an underwater explosion (reported as sabotage) by way of the engine room, causing an external gaping hole on her starboard side. This resulted in the vessel’s listing due to flooding and total black out. Another three tankers were affected by similar explosions.

Tsavliris provided salvage assistance with the tugs “ATLANTIS I” and “FAIR BEE” and a salvage team from Greece. Underwater inspections were carried out, along with skimming of the engine room. Electricity was provided with portable generators and the FiFi system was activated. Calculation studies for cargo discharging and for temporary repairs were prepared and submitted by Tsavliris to all parties concerned. On 25 May 2019 the operation was successfully completed.



## BC “CALIPSO”

On 2 May 2019, the Bulk Carrier “CALIPSO” (GT 40,230 – DWT 73,691), laden with 68,000 tonnes of coal, immobilised due to engine problems about 220 miles SE of Bahia Blanca, Argentina. The vessel was drifting towards the coast due to adverse current. On 4 May, Tsavliris despatched the tugs “ONA PAZ” (BP 74) and “ONA TRIUNFO” (BP 60) from Bahia Blanca. On 6 May, both tugs arrived at the casualty’s position and tow connection was established. Various meetings with port authorities and local agent were held regarding entry permits to Bahia Blanca.

On 7 May, the convoy arrived at the outer Anchorage Area of Bahia Blanca waiting for instructions from the port authorities/pilots. On 9 May, the convoy resumed voyage and with the assistance of pilots, arrived safely at anchorage Area Bravo for engine repairs. Standby services were provided during repairs by the tugs, as per port authorities’ requirement. On 11 June, repairs were completed, the tugs were released and the vessel resumed her voyage.



## MT “ATLANTIC VOYAGER”

On 30 December 2018, the Motor Chemical Tanker “ATLANTIC VOYAGER” (GT 8,513 – DWT 13,000), in ballast condition, immobilised about 85 miles W of Lamberts Bay, Western Cape, South Africa, due to engine problems and was drifting towards nearby fishery farms.

On 31 December, Tsavliris despatched the S/T “SA AMANDLA” (BHP 19,200 – BP 185) from Durban and towage commenced on 3 January 2019. On 11 January, the convoy arrived safely at Durban and, with the assistance of a pilot and port tugs, the vessel was berthed at Dormac Shipyard for repairs. On the same day, the salvage operation was successfully completed.





## LPG “GEMINI GAS”

On 1 April 2017, the LPG Tanker “GEMINI GAS” (GT 7,000 - DWT 9,500), laden with 4,400 tonnes of LPG mixed, experienced engine-room fire about 132 miles SE of Salalah, Oman. During the incident the vessel was on passage from Khor Fakkan, UAE, to port Sudan. The vessel sustained severe fire damages and sadly a seaman (electrician) lost his life.

On 2 April, Tsavliris despatched the S/T “GLADIATOR” (BHP 8,000 - BP 120) from Djibouti and on 6 April towage commenced. A salvage team was mobilised from Greece arriving at the casualty on 7 April. On 8 April the convoy arrived at Salalah anchorage. Following electrical repairs, the convoy arrived safely at Duqm, Oman, under tow on 20 April and on the next day the operation was successfully completed.



## BC “ECOFAITH G.O.”

On 27 February 2017, the Bulk Carrier “ECOFAITH G.O.” (GT 44,647 - DWT 81,883), immobilised about 660 miles from Prince Rupert, Canada, due to intermediate shaft breakage, resulting in the shifting of same causing water ingress into the engine-room. During the incident the vessel was in ballast condition on passage from China to Prince Rupert via South Korea.

Tsavliris despatched the AHTS “MICHELE FOSS” (BHP 7,270 - BP 110) from Seattle, USA. Due to adverse weather conditions, the tug arrived at the casualty’s position on 4 March and towage to Dutch Harbour commenced on 5 March. After underwater inspections and temporary repairs, the services were completed and on 19 March the vessel sailed to Zhoushan, China, under tow by the AHTS “ALP STRIKER” for permanent repairs.

## CN “EFENDI BABA”

On 5 February 2017, the Container Ship “EFENDI BABA” (GT 5,000 - DWT 7,000), laden with about 6,335 tonnes of steel products immobilised due to main engine problems NE off Tenes, Algeria.

Tsavliris despatched the AHTS “MTS VIGILANT” (BHP 3,300 - BP 48) from Cartagena, Spain. Due to adverse weather conditions (7-8B) and strong currents, the vessel drifted very close to the coast.

On 6 February, the tug arrived at the casualty’s position and towage commenced towards Malaga, Spain, arriving safely on 9 February.



## BC “LILA TOKYO”

On 27 February 2020, the Bulk Carrier “LILA TOKYO” (GT 43,537 - DWT 79,387), immobilised due to tail shafting system failure (intermediate shaft sheered/tail shaft bent) in North Pacific Ocean, approximately 800 miles SW of Los Angeles. During the incident, the vessel was on passage from Huanghua, China to Balboa, Panama, in ballast condition.

On 1 March, Tsavlis despatched the Arctic class ocean S/T “NICOLE FOSS” (BHP 7,268 - BP 100) from Seattle, via Long Beach to take on provisions/stores for the casualty. The ship’s master reported that the propeller shaft had sheered and water ingress at about 0.1 cbm/hour was visible in the engine room. The ship’s crew’s securing/fastening method was reviewed by Tsavlis’ salvage engineers and naval architects who provided instructions and sketches for additional securing/reinforcement. On 5 March, the tug arrived at Long Beach for provisions/stores and on 10 March, arrived at the casualty’s position. On 11 March, all provisions were delivered, tow connection was established and towage commenced to Balboa, Panama.

On 30 March, the convoy arrived at the rendezvous position where a pilot boarded and the steering escort tug “CAPO VATICANO” (BHP 2,243 - BP 53) connected at the stern of the casualty. With the assistance of pilot and both tugs, the vessel anchored off Isla Taboga. On the same day, the 50-day salvage operation was successfully completed.





## BC “LADY I”

On 16 March 2020, the Bulk Carrier “LADY I” (GT 39,643 - DWT 75,356), loaded with about 44,000 tonnes of maize, grounded at 456,7 km lower Parana River. During the incident, the vessel was on passage from San Lorenzo, Argentina, to Kuwait via Necochea, Argentina.

On 17 March, Tsavliris despatched the T/B “BRUTUS” (BHP 5,400 - BP 72). The refloating operation was approved by the Coast Guard and when first refloating attempts failed, a second tug, the single screw T/B “TUMBADOR I” (BHP 3,380 - BP 40), was engaged. Refloating attempts resumed and the “TUMBADOR I” was replaced by the more powerful T/B “COOPOR ESTIBADOR I” (BHP 5,000 - BP 58).

On 20 March, the vessel was refloated and under pilot’s attendance proceeded (escorted by both tugs), to anchor at the nominated anchorage for inspections. The “COOPOR ESTIBADOR I” was released whilst the “BRUTUS” remained on standby alongside the vessel. On 20 March 2020, the salvage services were successfully completed.



## MT “C ROCK”

On 11 May 2020, the Chemical/Oil Tanker “C ROCK” (GT 3,960 - DWT 5,850), immobilised about 130 miles SSE of Crete Island, Greece. During the incident the vessel was en route from Barcelona, Spain, to Damietta, Egypt, in ballast condition.

Tsavliris were contracted to provide salvage assistance and on 12 May 2020, despatched the T/B “PANTOKRATOR” (BHP 4,052 - BP 53) from her station in Piraeus, arriving at the casualty’s position on 14 May, when towage to Piraeus commenced. On 16 May, with the assistance of “PANTOKRATOR” and T/B “PANTHER Z” (BHP 2,820 - BP 46), the vessel was safely moored at Neos Molos Drapetsonas and the operation was successfully completed.

## PT “GHETTY BOTTIGLIERI”

On 24 May 2020, the Chemical/Product Tanker “GHETTY BOTTIGLIERI” (GT 25,063 - DWT 40,166), loaded with about 34,000 tonnes of mixed aromatics for CPP, immobilised due to main engine failure, approx. 370 miles E of Socotra Island, Arabian Sea, in the wider piracy zone. During the incident the vessel was en route from Amsterdam, Netherlands, to Nantong, China.

On 25 May, Tsavliris despatched the ocean S/T “GLADIATOR” (BHP 8,000 - BP 120) from Djibouti. On 31 May, armed guards boarded the tug from a floating armoury vessel and upon arrival at the casualty’s position, tow connection was established and towage to Fujairah, UAE, commenced. On 11 June, the convoy arrived safely at destination under tow and the operation was successfully completed.



## BC “PEPPINO BOTTIGLIERI”

On 23 March 2018, the Panamax Bulk Carrier “PEPPINO BOTTIGLIERI” (GT 51,255 - DWT 93,251), laden with 74,300 tonnes of soya bean meal and maize, grounded off San Juan River plate. During the incident the vessel was en route from Bahia Blanca, Argentina, to Cai Mep/Phu My, Vietnam. Tsavlis despatched salvage masters, while the tugs “ONA OPAZ” (BHP 5,150 - BP 75) and “ONA TRIUNFO” (BHP 5,086 - BP 75) were mobilised from Bahia Blanca.

On 24 March, following an underwater inspection, the casualty was successfully refloated and was escorted by the tugs to anchorage B area for inspection as directed by the port authorities. On 26 March, the operation was successfully completed.



## BC “MARAN OCEAN”



On 4 June 2020, the Bulk Carrier “MARAN OCEAN” (GT 61,677 - DWT 113,834), laden with 108,500 tonnes of iron ore, suffered a fire incident in the engine room, about 200 miles E of Djibouti, Gulf of Aden, in a high piracy area. The fire was extinguished by the ship’s own means. However, she remained disabled.

Tsavlis despatched the AHTS “HERCULES” (BHP 5,150 - BP 67) from Djibouti and on 16 June, the convoy arrived under tow at Duqm, Oman, in unfavorable weather conditions. On 19 June, the vessel was delivered to three port tugs/pilot, and was berthed safely at Duqm port whereupon the operation was successfully completed.

## PT “SPOTTAIL”

On 1 November 2016, the Products Tanker “SPOTTAIL” (GT 41,000 - DWT 75,000) on passage from Singapore to Sri Lanka, ran aground on the north coast of Pulau Takong Besar, Indonesia, in ballast condition. Tsavlis was contracted to provide salvage assistance. Personnel, crafts and equipment were dispatched i.e. two tugs (“SUMBER HARBOUR” and “SUMBER Z MARINE”, BHP 3,200 - BP 45 each), a diving boat (with diving team in situ) and a salvage master.

On 5 November, underwater inspection of the starboard side was undertaken, while naval architects worked out ballast/de-ballast sequences, trim and stability calculations. The 2,175 tonnes of fuel oil and 103 tonnes of diesel oil were transferred internally to the after part of the vessel.

On 8 November the vessel was successfully refloated with the assistance of the tugs in combination with a ballast/de-ballast operation and proceeded to Nipa anchorage where both tugs were released. On 9 and 10 November, further underwater inspections were carried out and on 10 November the operation was successfully completed without any coral reef damage or pollution having occurred.





## BC “OURANIA LUCK”

On 4 July 2020, the Bulk Carrier “OURANIA LUCK” (GT 39,126 - DWT 75,961), laden with 44,834 tonnes of Argentine maize in bulk, while performing downriver navigation, grounded at 398,5 km Parana River, Argentina, blocking the navigation channel. During the incident the vessel was on passage from San Lorenzo, Argentina, to Oman and Kuwait via Necochea.

Tsvliris despatched a salvage master, also engaged agents, an oil spill response company and a sounding boat. Moreover, Tsvliris deployed two tugs, namely the T/B “BRUTUS” (BHP 5,400 - BP 72) from Rosario and the T/B “RANQUEL” (BHP 4,500 - BP 78) from San Lorenzo, and a dive boat with divers for underwater inspection.

On 5 July the vessel was refloated, anchored safely at General Lagos roads and the tug “RANQUEL” was released, while the tug “BRUTUS” provided standby services until the Coast Guard finalised all inspections. On 6 July, the operation was completed successfully. Subsequently the diving survey was carried out at Necochea.



## MV “MISTRAL”

On 20 July 2017, the Motor Vessel “MISTRAL” (GT 5,469 - DWT 7,321) immobilised, due to main engine problem, while transiting the Dover Straits TSS and anchored 19 miles NE of Dover, English Channel. The vessel was en route from Constantza, Romania, to Hamburg, Germany, laden with 5,000 tonnes of bulk corn.

On 21 July, Tsvliris despatched the T/B “LINGESTROOM” (BHP 4,000 - BP 62) from Cherbourg, France, and established direct contact with the UK Coast Guard. On the same day, towage to Hamburg commenced, the convoy arrived safely at Elbe Pilot station, where a pilot boarded and a stern tug was connected. On 24 July, the vessel arrived at Hamburg and the operation was successfully completed.



## BC “DINO”

On 6 July 2020, the Bulk Carrier “DINO” (GT 21,192 - DWT 33,371), loaded with 27,500 tonnes of maize and soya bean meal, grounded at 410 km, Rosario, Parana River, Argentina.

Tsvliris despatched the T/B “BRUTUS” (BHP 5,400 - BP 72) from Rosario and salvage master from Buenos Aires. On the same day, the vessel was refloated, anchored at the nearby anchorage area with the assistance of the tug, and the operation was successfully completed.



## DRS “DISCOVERER INDIA”

In July 2020, the Drilling Ship “DISCOVERER INDIA (GT 65,790 - DWT 63,583), arrived about 7 miles off Platygialy port, Astakos, Greece, in order to go into layup. Due to her deep draft it was necessary to first offload her drilling equipment. The Deck Cargo Barge “AMT VENTURER” (GT 8,191 - NT 2,457) had been engaged to transport the equipment to the port for discharge ashore.

On 12 August, after completion of the cargo handling, the Drilling Ship was towed and berthed at Platygialy port and the operation was successfully completed. The entire operation was undertaken by Tsavlis’ Patras-based tugs T/B “PROTEAS” (BHP 3,200 - BP 45) and T/B “HERMES” (BHP 2,725 - BP 43).





## PASS “AEGEAN MAJESTY”



On 7 November 2020, the Passenger/Cruise Ship “AEGEAN MAJESTY” (GT 57,092 - DWT 6,604) while berthed alongside at Corinth port, Peloponnese, Greece, broke away during gale-force winds and stranded within the port shallows. During the incident, the port installations (bollards and quay) were partially demolished.

Tsvliris despatched their Patras-based T/B “PROTEAS” (BHP 3,200 - BP 45) to the casualty and two salvage masters/engineers by road from Athens. Two further tugs were despatched from Piraeus. After coordinated efforts the casualty was refloated on 9 November, safely anchored in Corinth roads and the operation was successfully completed without any environmental damage.



## BC “OCEAN CROSS”

On 17 November 2020, Tsvliris arranged the refuelling (60 tonnes diesel oil) of the laden Bulk Carrier “OCEAN CROSS” (GT 31,261- DWT 53,617) at sea by the T/B “Salvage Rover”, off SW Taiwan.

## BC “PAOLA BOTTIGLIERI”

On 2 November 2018, the Post-Panamax Bulk Carrier “PAOLA BOTTIGLIERI” (GT 51,250 - DWT 93,260), fully laden with grain, immobilised due to loss of starboard anchor at San Lorenzo roads, 457 km, Argentina.

Tsvliris despatched the T/B “COOPOR ESTIBADOR” (5,500 BHP - BP 60) from San Lorenzo to provide standby and escort services to Recalada, Argentina as per the Coast Guard regulations. All necessary services were performed and the operation was successfully completed on 6 November.



## REF “SCANDINAVIAN REEFER”

On 25 March 2017, the Motor Reefer “SCANDINAVIAN REEFER” (GT 8,000 - DWT 11,000), laden with refrigerated products, experienced a mechanical breakdown and anchored in North Sea, 45 miles from Flushing.

Tsavliris despatched the AHTS “DUTCH POWER” (BHP 3,200 - BP 45) from Rotterdam and towage to Rotterdam (Damen shipyard) commenced on the same day. On 26 March, the convoy arrived safely at destination, the casualty was delivered to port tugs and berthed at “Opticool Berth Rotterdam”.



## BC “ASIA GRAECA”

On 19 November 2020, the Bulk Carrier “ASIA GRAECA” (GT 39,041 - DWT 73,902), laden with 39,309 tonnes of soya beans, grounded at 453 km Parana River, Argentina, during downriver navigation. The vessel was partially obstructing navigation.

Tsavliris despatched the T/B “RANQUEL” (BHP 4,436 - BP 77), the T/B “BRUTUS” (BHP 5,400 - BP 75), the bathymeter vessel “DN75” and salvage master. Following a bathymetric survey and scouring by T/B “BRUTUS”, both tugs connected forward of the vessel and the refloating operation commenced.

After the successful refloating, the T/B “RANQUEL” was released while the T/B “BRUTUS” provided standby services up to San Lorenzo, where all services were successfully completed.



## BC “TRIUMPH”

On 27 July 2017, the Bulk Carrier “TRIUMPH” (GT 30,661 - DWT 50,619) immobilised due to main engine problems approximately 1,050 miles W of port Ensenada, Mexico. During the incident the vessel was on passage from port Rhoades, Jamaica, to Longkou, China, laden with 47,000 tonnes of bulk bauxite.

On 29 July, Tsavliris despatched the AHTS “MICHELLE FOSS” from Seattle. Prior to departure the tug was supplied with luboil for transfer to the casualty. On 2 August, the tug arrived at the casualty’s position and towage to Ensenada commenced in adverse weather conditions, arriving safely on 14 August.

With the assistance of “MICHELLE FOSS” as leading tug, two pilots and three port tugs, the vessel berthed, on 15 August, the oil drums were delivered to the vessel and the operation was successfully completed.





## BC “AEOLOS”

On 6 January 2020, the Bulk Carrier “AEOLOS” (GT 19,882 - DWT 31,640), laden with about 19,274 tonnes of steel products, immobilised due to loss of steering capability 23 miles NE of Monemvasia, Peloponnese, Greece. During the incident the vessel was on passage from Nemrut Bay and Diliskelesi, Turkey, to San Nicolas and Buenos Aires, Argentina.

Tsavliris despatched salvage tugs from their stations in Piraeus. The T/B “VERNICOS SIFNOS”, arrived at the casualty’s position and tow connection was established in severe weather conditions (9-10B). On 7 January, towage commenced towards Neapolis Bay for shelter. Later on the day, the T/B “CH. GEMITZOGLOU”, established tow connection and both tugs towed the vessel towards Neapolis Bay. A salvage team arrived at Neapolis for inspections.

On 9 January, the T/B “ALEXANDER 5” replaced the tug “CH. GEMITZOGLOU” (which had immobilised due to gas oil contamination with seawater). On 10 January, the convoy drifted off Hydra Island for an underwater inspection when it was determined that the ship’s rudder was missing. On 12 January, the convoy resumed towage arriving safely at Piraeus on 13 January. On 14 January with the assistance of “ALEXANDER 5”, “CHRISTOS XLII”, “KARAPIPERIS NEW GENERATION” and “IFESTOS 2”, the casualty was towed to Kynossoura, Piraeus under pilotage and escorted by “VERNICOS SIFNOS”. On the same day the salvage services were successfully completed.



## PASS “AEGEAN MAJESTY”

On 16 September 2020, Tsavliris despatched their Patras-based T/B “HERMES” (BHP 2,725 - BP 43) to the assistance of the Passenger/Cruise Ship “AEGEAN MAJESTY” (GT 57,092 - DWT 6,604), while berthed at Katakolo Port, Peloponnese, Greece, during the cyclone “Ianos”.

On 17 September, the “HERMES” arrived and secured the vessel during force 11-12B gale and torrential rain. On 20 September, the operation was successfully completed.



## VLCC “MARQUESSA”

On 7 December 2020, the Crude Oil Aframax Tanker “MARQUESSA” (GT 58,446 - DWT 104,592), immobilised due to fire in the engine room, off Lanyu Island, Taiwan, in adverse weather conditions. During the incident the vessel was on a ballast voyage from China to Singapore. Part of the crew was evacuated by helicopters while the fire was extinguished by the ship’s own means.

Tsavliris despatched the AHTS “POSH OSPREY” (BHP 16,300 - BP 200) arriving at the casualty’s position under weather conditions NW 8B, and on 13 December towage commenced under NNW 9B and wave height 3-4 meters. On 19 December, the convoy safely arrived OPL Manila and anchored with the assistance of three port tugs namely the “VIBORA”, “TIBOU” and “ENERGY SKY”. On 21 December 2020, the operation was successfully completed.



# TSAVLIRIS OPERATIONS WORLDWIDE

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## 2016

01	MV	"OCEAN GLORY"
02	MT	"KRITI AMBER"
03	BC	"ALKIMOS HERACLES"
04	BC	"NEW KATERINA"
05	LPG	"ECO GREEN"
06	BC	"RIO BALSAS"
07	BC	"GEORGIA T"
08	PASS	"BLACK WATCH"
09	BC	"TUBARAO"
10	BC	"ARCTURUS"
11	BC	"SILVERSTAR"
12	MY	"EMOTION"
13	PT	"ELKA GLORY"
14	PT	"KIRSTIN"
15	VLCC	"ARMADA ULYSSES"
16	BC	"MINOAN COURAGE"
17	PT	"SPOTTAIL"
18	MV	"HYUNJU"

## 2017

19	CN	"EFENDI BABA"
20	BC	"ECOFAITH G.O."
21	REF	"SCANDINAVIAN REEFER"
22	LPG	"GEMINI GAS"
23	BC	"ANASTASIA K"
24	BC	"RAINBOW HARMONY"
25	BC	"VSC POSEIDON"
26	BC	"NAVIOS ORBITER"
27	MV	"MISTRAL"
28	BC	"TRIUMPH"
29	BC	"SINICA GRAECA"
30	DRR	"EIRIK RAUDE"

31	BC	"DELFA"
32	BC	"MARIA A. ANGELICOUSSI"
33	BC	"IOLCOS GENESIS"
34	MY	"KOI"

## 2018

35	BC	"PANAMAX ALEXANDER"
36	BC	"PEPPINO BOTTIGLIERI"
37	VLCC	"NAVE PHOTON"
38	BC	"ALKYON"
39	MT	"MR KENTAURUS"
40	LPG	"GAS INSPIRATION"
41	BC	"KAVO PLATANOS"
42	MV	"IBRAHIM KONAN"
43	CN	"CSL VIRGINIA"
44	LPG	"ECO INVICTUS"
45	BC	"PAOLA BOTTIGLIERI"
46	MT	"ATINA"
47	MT	"ATLANTIC VOYAGER"

## 2019

48	BC	"CALIPSO"
49	MT	"A. MICHEL"
50	BC	"ACHILLES II"
51	MT	"C ROCK"
52	MY	"CHRISTIANNE B"
53	BC	"NAVIOS CHRISTINE B"
54	DRS	"YAN"
55	BC	"THREE STARS"
56	BC	"FIRST I"
57	BC	"CHRIS GR"
58	BC	"EDELWEISS"

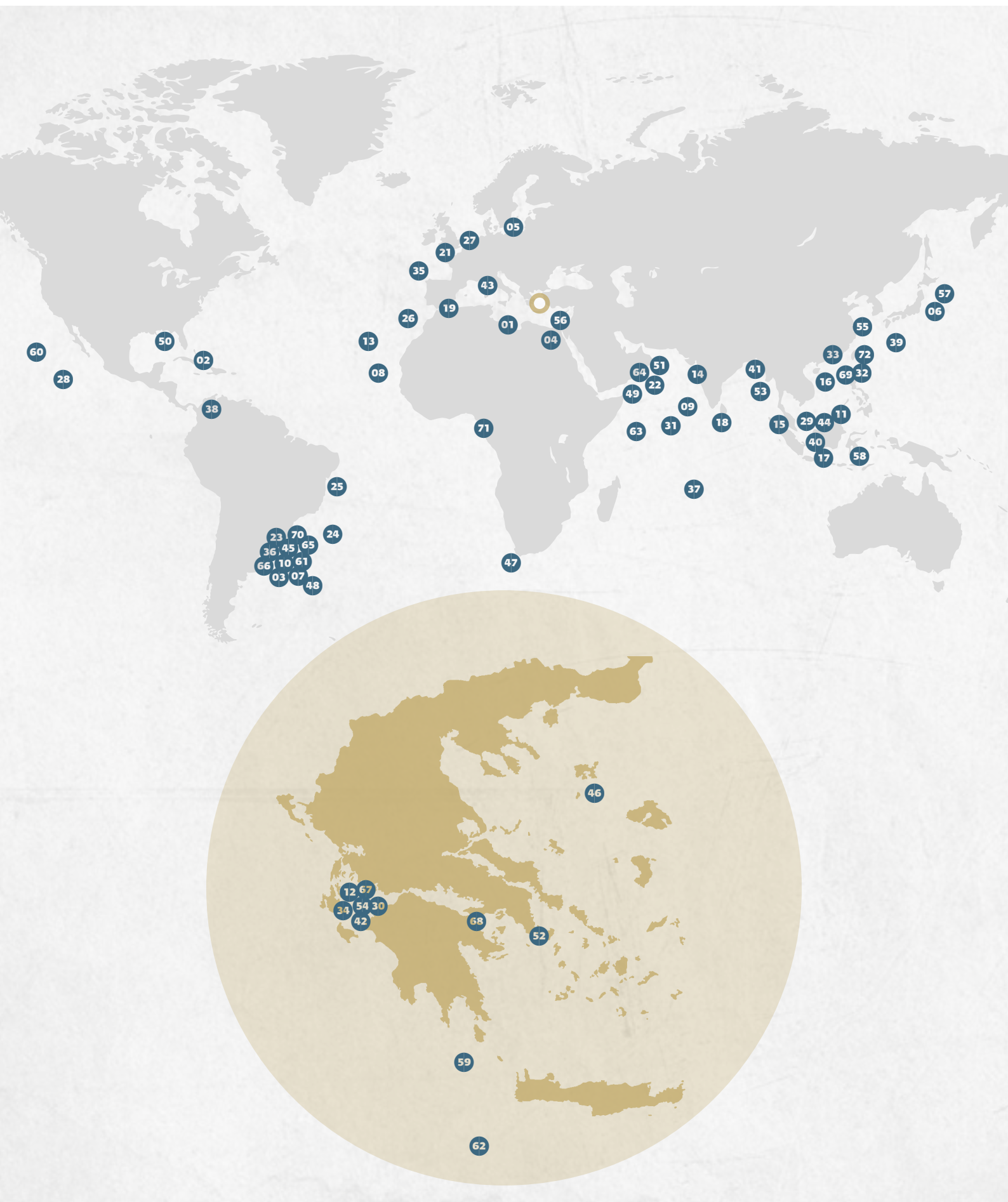
## 2020

59	BC	"AEOLUS"
60	BC	"LILA TOKYO"
61	BC	"LADY I"
62	MT	"C ROCK"
63	PT	"GHETTY BOTTIGLIERI"
64	BC	"MARAN OCEAN"
65	BC	"OURANIA LUCK"
66	BC	"DINO"
67	DRS	"DISCOVERER INDIA"
68	PASS	"AEGEAN MAJESTY"
69	BC	"OCEAN CROSS"
70	BC	"ASIA GRAECA"
71	AFRA	"MARQUESSA"

## ABBREVIATIONS

<b>AFRA:</b>	Aframax Tanker
<b>BC:</b>	Bulk Carrier
<b>CN:</b>	Container Ship
<b>DRR:</b>	Drilling Rig
<b>DRS:</b>	Drilling Ship
<b>LPG:</b>	Liquefied Petroleum Gas Tanker
<b>MT:</b>	Motor Tanker
<b>MV:</b>	Motor Vessel
<b>MY:</b>	Motor Yacht
<b>PASS:</b>	Passenger Vessel
<b>PT:</b>	Product Tanker
<b>REF:</b>	Reefer Ship
<b>VLCC:</b>	Crude Oil Carrier





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## WORLDWIDE SERVICES

- ~ Emergency Response
- ~ Contingency Planning
- ~ Marine Salvage & Ocean Rescue
- ~ Deep-Sea Towage
- ~ Wreck Removal & Demolition
- ~ Fire-Fighting
- ~ Pollution Abatement
- ~ Ship & Cargo Recovery
- ~ Anchor Handling & Offshore Support
- ~ Sub-Sea Works
- ~ Casualty Engineering
- ~ Management & Consultancy
- ~ OPA 90 Services in USA
- ~ SPRO Services in China



# ≈ SALAMIS THEMES

“They were no fugitives who sang that terrifying paean, but Hellenes charging with courageous hearts to battle. The loud trumpet flamed along their ranks. At once their frothy oars moved with single pulse, beating the salt waves to the bo’suns’ chant; and soon their whole fleet hove clear into view; their right wing first in precise order, next their whole array came on, and at that instant a great shout beat on our ears: “Forward you sons of Hellas! Set your country free! Set free your sons, your wives, tombs of your ancestors, and temples of your gods. All is at stake: Now fight!”

(Abstract from “The Persians” where the tragedian Aeschylus, who participated in the historic naval battle of Salamis, describes the defeat of the enemy fleet. A Persian messenger informs the Queen of the rout as above)



“ Forward you sons of Hellas!  
Set your country free! ”

Aeschylus



**TSAVLIRIS | SALVAGE MASTERS OF THE WORLD**