



TSAVLIRIS

SALVAGE MASTERS OF THE WORLD

Tsavliris brochures have traditionally combined the commercial record with themes of wider cultural or historical significance to Greece. Since this year's brochure is being published shortly before opening of the XXVIII Olympiad in Athens, it seemed fitting that we should be celebrating in parallel the return of this supreme sporting event to the land of its birth.

Cover : *Olympic Champion - Will Power*.
Painting created specially for this Tsavliris brochure by Alecos Fassianos.

Back Cover legend : *Will Power*.



*Agon, god of athletic contests,
on the face of a four-drachmae coin
from the island of Skopelos.*

THE OLYMPIC OATH

In the name of all the competitors I promise that we shall take part in these Olympic Games, respecting and abiding by the rules which govern them, committing ourselves to a sport without doping and without drugs, in the true spirit of sportsmanship, for the glory of sport and the honour of our teams.

THE OLYMPIC CREED

The most important thing in the Olympic Games is not winning but taking part, just as the most important thing in life is not the triumph but the struggle. The essential thing is not conquering but fighting well.



*Commemorative medal
of the 1896 Olympic Games in Athens,
designed by Nikiforos Lytras.*


Tsavliris is a sponsor of the Special Olympics, Paralympics and events organised for handicapped children, and has for many years been active in funding the development of athletics facilities in Greece under the auspices of municipal authorities and 'Kallipateira', the Panhellenic Women's Sport Association. Tsavliris has funded the construction or reconstruction of facilities including stadiums, games courts and swimming pools at schools and clubs for underprivileged children, and senior company executives have participated in a number of charity sports events including international marathon runs.

THE INSPIRED CONCEPT OF AN OLYMPIC TRUCE

Honouring the return of the Olympic Games to their birthplace, Tsavlis adds its voice here to those seeking to revive the *Ekecheiria* - or Olympic Truce - which dates back 3,000 years, and which was honoured for more than 12 centuries by all warring states taking part in the Games. The *Ekecheiria* was a binding treaty which imposed a total cessation of hostilities from seven days before to seven days after the Games to allow athletes, artists and spectators to travel safely to and from Ancient Olympia.

Moving to re-establish this inspired concept for the 21st century, and for all future Games, the International Olympic Truce Centre (IOTC) was founded in July 2000 as a non-governmental organisation under the chairmanship of Dr Jacques Rogge, and with the then Greek Foreign Minister George Papandreou as its vice-chairman.

An Olympic Truce Statement initiative was officially announced at the November 2001 flame-lighting ceremony in Olympia for the XIX Olympic Winter Games in Salt Lake City, and was initially signed by the Foreign Ministers of Greece and Turkey. They have since been joined by more than 100 personalities signing in their individual capacities, among them Heads of State, Speakers of Parliament, Foreign Ministers, religious leaders, the heads



Listen you all to what I have said; we shall promote the science of gymnastics; we shall support the athletes, and the stadiums will be reinstated as centres of glory and education.

PHILOSTRATUS

THE SPECIAL OLYMPICS OATH

Let me win. But if I cannot win,
let me be brave in the attempt.

of international organisations and other dignitaries and cultural personalities from around the globe. The distinguished signatories to the Statement :

Urge world leaders, Governments, and international organisations, to give peace a chance and to agree to join efforts to use the Olympic Truce as an instrument to promote peace and reconciliation in areas of conflict and strife;

Pledge to exercise our best efforts to ensure that the Olympic Truce appeal is observed in our countries and in our region during the upcoming Olympic Games as a way of promoting goodwill and encouraging the peaceful settlement of conflicts in full conformity with the purposes and the principles of the Charter of the United Nations; and

Pledge to support and disseminate, individually and collectively, the symbolic call for the Olympic Truce throughout all future Olympic Games and beyond, and to exercise our best efforts within our communities, countries, and relevant international organisations to achieve its recognition and observance.







THE PROFESSIONAL SALVOR

‘To be, or not to be: That is the question’

Professional marine salvors are called upon to play many roles, from hazardous wreck removal and other demanding salvage projects to the containment of marine pollution. Our main business is to protect lives and property in peril at sea, and as the world’s leading emergency response contractor, we take pride in the good client relations we enjoy with shipowners, ship managers and insurers.

In recent years, however, we have experienced countless incidents in which hull, cargo and liability insurers have shown scant appreciation for salvors’ skills, even when these have prevented millions of dollars in losses. This ultimately short-sighted trend is evident in an increasingly litigious approach aimed at minimising salvage remuneration, by seeking to restrict arbitrators’ scope to award the genuine encouragement stipulated in the Salvage Convention. Such an adversarial stance also increases salvors’ unrecoverable legal expenses and disrupts vital cashflow.

When allied to numerous cases of abandonment of salvaged vessels without provision of salvage security, of property interests intent on proving ‘nil’ salvaged values, of salvaged property lawyers engaged in delaying tactics designed to corral salvors into settling for less, and to frequent confrontations with inhospitable littoral states, these trends threaten the very survival of the few professional salvors still operating on an international basis.

In this respect, there are three key developments we at Tsavliris would like to see. *First*, that all concerned in the maritime adventure advocate the use of professional salvage services in casualty situations. *Second*, that all vessels carry valid mandatory liability insurance along the lines of the American OPA 90 COFR system. *Third*, that marine insurers impress upon salvage tribunals the importance of generous rewards, enabling salvage tugs to be kept on station and salvors to maintain their posture, thus securing requisite salvage capacity for the future.

THE CHAIRMAN, TSAVLIRIS SALVAGE GROUP



THE IMPORTANCE AND MERIT OF STATION KEEPING

It is necessary to say a little more about the importance and merit of station keeping. *The Glencyle* (1898) was the first case which came before the Admiralty Court involving purpose built salvage tugs maintained on salvage station [...] The importance of such craft to “owners and underwriters and others interested in seagoing vessels and their cargoes” was stressed by the Admiralty Court and echoed in the Court of Appeal and in the House of Lords.

The Salvage Convention now recognises the importance of station keeping by listing as one of the factors to be taken into account “the availability and use of vessels intended for salvage operations”. Lord Donaldson in his report *Safer Ships - Cleaner Seas* recommended that salvage arbitrators should take greater account of the cost of maintaining standby facilities in fixing salvage awards [...] Station keeping is now valued, not just because of the property which may be salvaged but because of the environmental damage which may be avoided. When viewed against the trend in the latter part of the twentieth century for professional salvors to cease maintaining salvage tugs on station because of the cost of doing so, the Contractors’ policy can be seen as a remarkable renaissance of station keeping. It is remarkable for two reasons. *Firstly*, they (Tsavlis) do not receive financial support from any government. *Secondly*, they maintain salvage tugs at no less than five locations around the world, in the Azores, Cape Verde, Greece, Djibouti and the Far East, close to some of the world’s busiest shipping lanes.’

The award texts printed in this brochure are extracted from the original Lloyd’s Arbitration Awards, but do not always refer to the salvage or towage projects pictured on the same or facing pages.

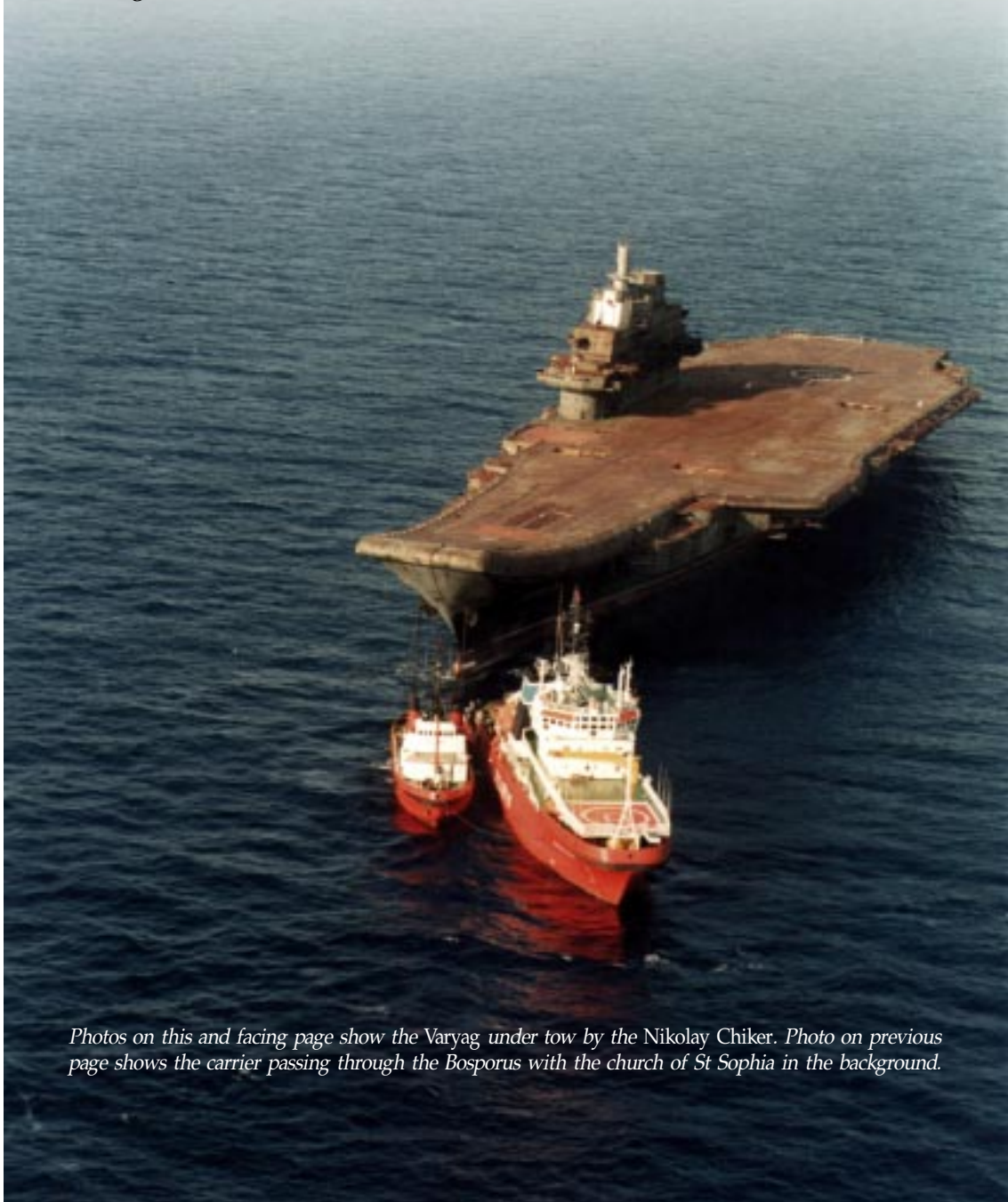
NIGEL TEARE QC

M/V Ilse - Appeal Award, 13th November 2003



MARATHON TOW OF AIRCRAFT CARRIER HULL TO CHINA

The half-completed Ukrainian-built aircraft carrier Varyag was delivered to the port of Dalian, China in March 2002 after a marathon towage lasting 110 days. Initially the 40,000 hp Nikolay Chiker had played the all-important 'braking' and steering role in guiding the rudder-less and engine-less 67,000 dwt Kuznetsov - class carrier through the Bosphorus and Dardanelles, escorted by 27 vessels including 11 tugboats and three pilot craft. However, after the Tsavliris-operated tug disconnected, fierce Aegean gales caused the 984 ft x 124.5 ft carrier to break loose from her towing tugs and drift dangerously close to the Greek island of Skyros and the coast of Evia. The Nikolay Chiker was then engaged to secure the huge carrier for the Mediterranean leg of the towage, this contract then being extended in October 2001 to cover the entire voyage to China via the Straits of Gibraltar, the Cape of Good Hope and the Malacca Straits, calling for bunkers and supplies at Piraeus, Las Palmas, Maputo and Singapore en route. Transferred to Ukraine on break-up of the Soviet Union, the stripped-down carrier had been purchased in 1998 by a Hong Kong-based company which proposed to convert it into a floating hotel and casino. A Dutch tug was hired mid-2000 to take the Varyag under tow, but Turkey initially refused permission for the Bosphorus transit, and the hull spent 16 months circling the Black Sea before Ankara relented following high-level intervention from the Chinese government. The long haul through the Med and around Africa was preferred because of risks envisaged in transiting the Suez Canal.



Photos on this and facing page show the Varyag under tow by the Nikolay Chiker. Photo on previous page shows the carrier passing through the Bosphorus with the church of St Sophia in the background.

DAMAGED BULKER BOARDED BY HELICOPTER

Laden with some 38,000 m. tons of steel coils en route for South Korea, the 44,500 dwt Madredeus early 2003 suffered structural damage and flooding of No. 1 cargo hold in heavy Baltic ice floes 90 miles west of St Petersburg. A Tsavliris salvage team boarded the bulk carrier by helicopter once outside Russian waters, after arranging for three ice-breakers and a locally-based tug to enable the vessel slowly to resume its voyage.

Two days later, after clearing the ice-pack, temporary repairs and dewatering were successfully carried out, a second tug was added to the convoy in deteriorating weather, and the casualty was safely redelivered to her owners for permanent repairs in Gdansk.

Unfathomable sea, whose waves are years...
Treacherous in calm, and terrible in storm,
Who shall put forth on thee,
Unfathomable sea?

SHELLEY

Going to sea is a prison,
With a chance at drowning besides.

SAMUEL JOHNSON



Obscurest night involv'd the sky,
Th'Atlantic billows roar'd,
When such a destin'd wretch as I,
Wash'd headlong from the board,
Of friends, of hope, of all bereft,
His floating home for ever left.

WILLIAM COWPER, *The Castaway*

An abyss as bitter as the sea.

CHARLES BAUDELAIRE





UNRIVALLED REPUTATION

'The services were prompt, initially speculative, far from straightforward, not short and completely successful. The out of pocket cost was \$733,312 [...] I have well in mind the status of these Contractors as world class salvors with an unrivalled reputation for emergency marine response. Their investment in salvage, their commitment to salvage, the idle time of their station keeping tugs (unsupported by any government to ease cash flow) and the risks they run are too well known to require development...'

CHARLES MacDONALD QC
M/V *Magna Graecia* - Award, 2nd December 2003

Damaged bulker Madreus is slowly towed clear of Baltic ice floes (top left and top of facing page). Lower photos show extreme ice conditions in vessel's flooded No. 1 hold where seawater had frozen solid, and a diver patching damaged plates.



PROMPT RESPONSE

'The Contractors responded promptly [...] and the powerful anchor handling tug *Seabulk Gannett II* was hired in and mobilised some 390 miles from Trinidad (to Curaçao) [...] The tug had to supply 100mt of gas oil to keep the casualty's turbine generator running, because local bunkering craft would not proceed out to the exposed location [...] (this) enabled the casualty (inter alia) to raise her own anchor when the tow commenced. Other services included securing of the propeller shaft to the satisfaction of the Salvage Association, port authorities and classification society and the supply of stores and provisions. Finally the casualty was towed about 123 miles to Willemstad, Curaçao, where she was redelivered at a repair berth.'

JEREMY RUSSELL QC
M/V *Fay Star* - Award, 4th April 2001



ABLE TO SUE FROM HOUR TO HOUR

This dispute is brought by a foreign merchant [...] who has come to conduct his case here, and he ought not to be held to await trial by twelve men and other solemnities of the law of the land but ought to be able to sue here from hour to hour and day to day for the speed of merchants.

The English Chancellor,
Court of the Star Chamber, 1475

Now therefore for promoting Trade and the rendering the Awards of Arbitrators the more effectual in all Cases, for the final Determination of Controversies referred to them by Merchants and Traders or others, concerning Matters of Account or Trade or other Matters.

From Preamble of *First English Arbitration Act*, 1698



A WREATH OF WILD OLIVE FOR THE GAMES WINNER

Dialogue between Anacharsis and the great Athenian statesman Solon

Anacharsis : So what are these prizes?

Solon : At the Olympic games, a wild olive wreath, at the Isthmian one of pine, at the Nemean one of parsley, at the Pythian it is apples from trees sacred to Apollo, and with us at the Panathenaic games, oil from the holy olive tree.

Anacharsis : It is for branches then, and apples and parsley, that the contestants are subject to such hardships?

Solon : These are only the symbols of victory, they simply show who won. It is the fame which comes with them which is valued by the contestants, and by us.

Anacharsis : And how many win these prizes?

Solon : Just one.

Anacharsis : So, Solon, it is for such an uncertain victory that so many struggle, knowing only one can win and all the rest are losers, who will have taken hard knocks and injuries without the slightest benefit.

Solon : It seems, Anacharsis, you give no thought to how things should be in a well-ordered State [...] With these games both the contestants and the City itself acquire more and higher values. Another common struggle exists for all citizens to ensure their freedom, and honour and glory [...] All this is woven into the wreath of wild olive won at the games.

LUCIAN, *Anacharsis, on Athletics*



Mother of contests for the golden crown, queen of truth, Olympia, where men of prophecy, consulting Zeus's sacrificial fire, probe his will! God of the white-flashing bolt, what has he to say of the contenders, struggling for glory, breathless until they hold it?

PINDAR

In the end, our society will be defined not only by
what we create, but by what we refuse to destroy.

JOHN C. SAWHILL,
The Nature Conservancy

In many countries the protection of the environment
is seen as a luxury which can hinder the development
on which their future depends.

WILLIAM A. O'NEIL,
Former IMO Secretary-General

In nature there are neither rewards
nor punishments; there are consequences.

ROBERT GREENE INGERSOLL



THE PATMOS DECLARATION

Salvors have long played an important role in preventing and, where this is not possible, limiting accident-generated pollution. This together with an increasing emphasis on Quality Shipping has led to a situation in which merchant vessels now account for less than 5% of total pollution of the world's seas and oceans.

Priorities here were underlined at an informal meeting of EU Transport Ministers held on the Greek island of Patmos on 18th May 2003. *The Patmos Declaration* recognised that 'shipping is the most environmentally sound method of transportation', and agreed to 'constantly strive for the adoption of actions/initiatives that promote Quality Shipping, maritime safety and prevention of ship- and land-based source pollution'.

The Patmos Declaration also stressed the need 'to establish reliable systems for preparedness and response to combat marine pollution which should include Community action and co-operation between Member States and Member States and neighbouring countries, including Community action within the IMO, to achieve the utmost marine environmental protection and control.'

Tsavliris is an avid supporter of the work of both the Hellenic Marine Environment Protection Association (Helmepa), founded 1982, and the Cyprus Marine Environment Protection Association (Cymepa), founded 1992.

There is a silence where hath been no sound.
There is a silence where no sound may be,
In the cold grave - under the deep, deep sea.

THOMAS HOOD, *Sonnet, Silence*

BEACHED BULKER IN COMPLEX LIGHTERING OPERATION

The 38,250 dwt Nestor C was boarded and taken in tow by Tsavliris after immobilisation due to engine room flooding off Oporto, Portugal in December 2002. A lack of agreement between the ship and cargo owners on redelivery in Sines after the engine room had been patched and pumped dry, saw the bulk carrier being towed on towards Piraeus by the Megas Alexandros. However harsh storms off the Algerian coast caused the towline to part and the vessel to be swept ashore (photo this page) at Djen Djen, rupturing its deck and bottom. Bunkers, lubes and slops were first removed in a complex operation several times interrupted by strong winds and a high swell, followed by lightering of near one-half of the cargo of 31,000 tonnes of fertiliser headed for Karachi before the vessel was refloated. The casualty was then towed to Greece for major repairs before redelivery to her owners.



White are the decks with foam; the winds aloud
Howl o'er the masts and sing through every shroud:
Pale, trembling, tir'd, the sailors freeze with fears;
And instant death on every wave appears.

HOMER, *The Iliad*

The heights some men have reached and kept,
Were not attained in sudden flight.
For they, when their companions slept,
Kept pushing onward through the night.

SIR EDMUND HILLARY,
Conqueror of Mount Everest

PERSISTENCE, SKILL AND DETERMINATION

'The dangers to which this casualty was exposed were serious. She was at the risk of becoming, together with her cargo, uneconomic to salvage as a result of progressive damage. The prospects of competent alternative assistance were bleak [...] There was a very real risk that the dangers I have adumbrated, including that of pollution, would in fact have come to pass. The services required persistence, skill and determination [...] They were promptly rendered and, as I have found, entirely successful. They were very lengthy and the salvors showed proper care for the casualty and its crew who were so sadly neglected by the owners.'

JOHN REEDER QC
M/V Saturn II - Award, 30th May 2003

JUST WHAT THE CASUALTY REQUIRED

'In the meantime the *Nikolay Chiker* ran out about 4,653 miles from her salvage station at Cape Town, took over the casualty and towed her about 2,247 miles to her destination [...] The services were well performed and provided just what the casualty required [...] The Contractors maintain tugs on salvage station at key locations around the world, one of which was utilised to perform much of this service. Unlike other salvage companies, they do not receive financial support from the countries whose coastlines benefit from the presence of such tugs, to offset the expense of the often long periods of idle time which their station-keeping tugs incur. In the case of the *Nikolay Chiker*, in the year 2001 she was unemployed on station for 51% of the year, whilst in 2002 she was unemployed on station for 60% of the year.

JEREMY RUSSELL QC
M/V Golden Sea - Award, 22nd March 2004



I am tormented with an everlasting itch for things remote.
I love to sail forbidden seas and land on barbarous coasts.

HERMAN MELVILLE, from *Moby-Dick*



Following successful refloating operation, the Nestor C is towed to Piraeus Roads by the Tsavlis tugs Leopard and Megas Alexandros.

The reasonable man adapts himself to the world: the unreasonable one persists in trying to adapt the world to himself. Therefore all progress depends on the unreasonable man.

GEORGE BERNARD SHAW

The significant problems we face cannot be solved at the same level of thinking we were at when we created them.

ALBERT EINSTEIN

PROBLEMS AT REMOTE LOCATION

'Serious problems in getting tug assistance to the casualty [...] included the dangers of navigating in the (Congo) river (in Angola) which caused one of the tugs to go aground herself, the severe shortage of river pilots and the apparent unavailability of fuel in the immediate locality of the casualty [...] These Contractors provided a creditably prompt response [...] it is a reflection of their professionalism and high standing that they were able to locate an experienced salvage master and suitable salving instruments and despatch them to this rather remote location as quickly as they did.'

BELINDA BUCKNALL QC

M/V Meroula - Interim Final Award, 23rd May 2000





SALVAGE MASTER HELD FOR MONTHS IN PAKISTAN

A prime example of how local politics can engulf even the successful salvor made headlines in 2003 when Tsavliris altogether recovered 39,500 tonnes of crude oil aboard the 87,500 dwt Tasman Spirit after the tanker ran aground in July and later broke in two outside the port of Karachi in Pakistan's worst-ever marine spill. The vessel reportedly began leaking its cargo of 67,500 tonnes of oil as soon as she stranded. It is estimated that up to 20,000 tonnes of crude had been lost before Tsavliris arrived on the scene - mobilising its tug the SB-408 as well as chartering an additional tug and three lightering tankers. The Tsavliris team worked closely throughout with the owners, the P&I Club and with local authorities who approved each phase of the cargo discharging, tank inerting and overall pollutants removal, and who were highly complimentary on the salvor's skills. But on demobilisation, the salvage team and its assets were prevented from leaving Pakistan as the result of the highly charged political atmosphere and blame game which caught up almost everybody associated with the casualty and the clean-up operation. Tsavliris assets were released some months later in two stages, but it was not until April 2004 that salvage master Nikos Pappas was finally permitted to return to Greece following increasingly energetic pressure from the Greek government, the European Union, the IMO, the US State Department, the ISU and other leading maritime institutions - to all of which Tsavliris would like here to express its heartfelt gratitude.

Photos on this and facing page show aspects of the demanding Tasman Spirit salvage operation.

Eternal Father strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to Thee,
For those in peril on the sea.

WILLIAM WHITING, *Hymn*

SPECULATIVE TUG MOBILISATION

'The tug was promptly mobilised from salvage station, initially on speculation. She ran out about 1,445 miles to the casualty (some 400 miles west of Bombay). The securing of both the towage connection and the casualty's propeller was effected efficiently and with assistance from the casualty's crew. The tug then towed the casualty about 1,030 miles to a designated anchorage off Doha [...] (and) stood by for a further 14 days, during which time she supplied the casualty with 160 mt of fresh water.'

JEREMY RUSSELL QC

M/V Apollonia Lion - Award, 22nd November 2002





Difficulties mastered are opportunities won.

WINSTON CHURCHILL

DREDGING WITH PORTABLE SAND PUMPS

In terms of ingenuity one of the most noteworthy salvage jobs undertaken by Tsavliris was the salving early 2002 of the 2,500 dwt tanker Amaze after it ran ashore in Spain in ballast and in bad weather, stranding on a beach in Golfo de Rosas. Extensive dredging was required employing portable sand pumps near the vessel, a dredging barge in shallow waters and a dredger in deeper waters, in order to create an exit channel. The 10,000 hp Megass Alexandros then pulled the casualty off the beach and towed her to Piraeus for repairs.

One's mind, once stretched by
a new idea, never regains its
original dimensions.

OLIVER WENDELL HOLMES



TUG IS REFUSED ENTRY TO TERRITORIAL WATERS

'A Navy patrol vessel warned the salvage tug to keep away from Tunisian waters. Before permission was obtained the Contractors had to agree to pay substantial rates of hire to a Tunisian towage company. These Contractors have in the past shown their willingness to incur such liabilities in order to perform salvage services. It is an aspect of their professional status. This is not a case where there was a risk of "no cure" but the Contractors may still find themselves out of pocket if security for their claim is not provided in accordance with the obligations of the salvaged property under LOF. In the present case that risk is very real [...] The Contractors' out of pocket expenses amounted to over \$170,000. The salvage service was performed by Captain Polychroniou with exemplary skill and care and was entirely successful.'

NIGEL TEARE QC

M/V Captagiannis - Appeal Award, 4th July 2003

There are only two kinds of plans; plans that might work and plans that won't work. There's no such thing as the perfect plan. You have to take a plan that might work and *make it work*.

GENERAL WESLEY K. CLARK



A MYSTERIOUS REFUSAL OF IMMEDIATE ASSISTANCE

When the ultimately disastrous Prestige casualty took place off Cape Finistere on Wednesday 13th November 2002, the Tsavliris-operated super-tug Fotiy Krylov was only about 150 miles away, returning to her station in the Azores from another completed salvage job. However, although she was both the nearest salvage instrument to the casualty - just a few hours steaming away - and ideally suited for such a demanding operation (her sistership the Nikolay Chiker had the previous year successfully handled the celebrated Castor case), her offer of assistance was inexplicably declined. Despite this the Fotiy Krylov remained near the casualty for four days, offering her assistance, which continued to be turned down. She departed shortly before the Prestige sank with catastrophic environmental consequences for hundreds of miles of European shoreline.



HOW THE IDEA OF REVIVING THE OLYMPIC GAMES WAS BORN

'It is generally fairly difficult to know why and how an idea is born [...] This, however, is not the case regarding the Olympic Games. The idea of their revival was not a passing fancy: it was the logical culmination of a great movement. The XIX century saw the taste for physical exercises revive everywhere [...] At the same time the great inventions, the railways and the telegraph have abridged distances and mankind has come to live a new existence; the peoples have intermingled [...] and immediately they started to compare themselves. What one achieved the other immediately wished to endeavour [...] How then should the athletes not seek to meet, since rivalry is the very basis of athletics? [...] Thus the revival of the Olympic Games was becoming possible.

Thinking it over, it appeared to me as even necessary [...] at the time when that very century which had seen the revival of athletics was drawing to a close, sport was in great danger [...] discord and civil war had been established between the advocates of this or that form of exercise [...] There was also the commercial spirit which threatened to invade the sporting circles [...] and in the urge for victory something quite other than ambition and the sense of honour came into play. Under the risk of seeing athletics degenerate and die [...] it became necessary to *unify* and *purify* it.

There seemed to me but one method to achieve this: to create competitions at regular periodic intervals at which representatives of all countries and all sports would be invited under the aegis of the same authority, which would impart to them a halo of grandeur and glory, that is the patronage of classical antiquity. To do this was to revive the Olympic Games: the name imposed itself: it was not even possible to find another [...]

By the Spring of 1893 the situation appeared to be good enough for a congress to be convened in the University Great Hall of the Sorbonne [...] Their revival was unanimously decided. We were proposing to inaugurate them in 1900; they preferred to put this date forward. That of 1896 was adopted and Athens was designated as the lieu where the Games would first be celebrated.'

BARON PIERRE DE COUBERTIN

From introduction to commemorative volume
published in Athens on the occasion of the 1896 Olympic Games



Surely many are the wondrous things one may see and hear in the land of the Hellenes. More so however, Eleusis's happenings and the games of Olympia have something of god's care!

PAUSANIAS



RECORD NUMBER OF SALVAGE OPERATIONS PERFORMED UNDER LLOYD'S OPEN FORM

Tsavliris is the world's most active emergency response contractor, consistently performing more Lloyd's Open Form salvage services than any other company.

In 2000 it signed 50 LOFs, the highest number ever recorded by Lloyd's in a single year.

Between mid-April 2000 and mid-April 2004 (the period covered by this brochure)

Tsavliris undertook 125 salvage operations, 111 of these under Lloyd's Open Form (see listing on this and facing page), as well as 20 significant towage contracts and four special services related to wreck removal and pollution prevention.

Abbreviations:

BC	Bulk Carrier
REF	Reefer
CN	Container Ship
CSH	Cargo Ship
OC	Ore Carrier
PASS	Passenger Ship
RORO	Roll On/Roll Off
TSH	Tanker Ship
MY	Motor Yacht

GREEK TERRITORIAL WATERS

CSH	MATTHEOS
BC	LEADER A II
BC	RALLIA
MY	ONTARIO
CSH	ANDREAS P
CSH	CAPTAIN SPYROS
CSH	YTONG I
MY	EXECUTIVE
BC	BONGA
BC	ORIENTAL KIKU
PASS	JET ONE
BC	BLUE PRINCESS

MEDITERRANEAN SEA (EXCLUDING GREECE)

CSH	ISMINI
RORO	GALAXY
TSH	CASTOR
BC	CAPTAINYANNIS L
RORO	MAKEDONIA I
BC	CAPTAGIANNIS
RORO	NAVETRAILER
BC	MED UNITY
BC	NESTOR C
TSH	KEYMAR
BC	VIENTO
TSH	AMAZE
CSH	ORION I

RED SEA / SUEZ CANAL

RORO	DELOS CARRIER
TSH	YAPI

MID EAST GULF

CSH	CLIO
CN	ARGOLIKOS
BC	APOLLONIA LION



Alone, alone, all, all alone,
Alone on a wide wide sea!

SAMUEL COLERIDGE,
The Ancient Mariner

INDIAN OCEAN

BC XL
BC NEW WIND
CN X-PRESS NILGIRI
BC MADONA
BC PRIDE
TSH MICHAEL
CN COMPASS RAY
BC CAPTAIN GEORGE TSANGARIS
CN SAFMARINE NARMADA
BC PACIFICATOR
BC MASTER A II
BC CACAO
BC BONASIA
TSH TASMAN SPIRIT
BC SATURN II
CN SAFMARINE DUBAI
BC LISSOM
BC MARILIA
BC KITSA
CSH BUFF BAY

CHINA SEA

CN ABUDHABI DIAMOND
CN CHOYANG SUCCESS
BC LADY
BC THETIS I
BC HARIS
BC HANOI GLORY
BC AUDACIOUS

PACIFIC OCEAN

BC ANAX
BC AEGEAN SEA
BC PATRIOT

NORTH ATLANTIC OCEAN

CSH MULTIFLEX SPRINT
BC BRAVE MASTER
BC FLAME
CSH CORVO
CSH STAR ADMIRAL
REF CHIQUITA NEDERLAND
CSH GEORGIOS XII
BC AGHIA TRIAS
CSH PETER
BC VIRGIN
BC PRITZWALK
CSH ANEMONE
CSH BONGO DANIELSEN
BC CIC PRIDE
CN INDONESIA STAR
BC ILSE
BC GOLDEN SEA
BC GRAIN TRADER
CN STAMATINA P
CSH ORIENTAL PEACE
BC MIYAMA I

CARIBBEAN SEA

BC ST. NICHOLAS A
TSH FAY STAR

SOUTH AMERICA / SOUTH ATLANTIC OCEAN

BC ANANGEL ENOSIS
BC FLAG SOFIA
BC AMARYLLIS
CSH MED GLORY
BC ALINDA
BC AGIOS GERASSIMOS I
BC STANDARD VALOR
BC MAGNA GRAECIA
BC DORA
BC PROSPERITY II
BC PANTOKRATOR
CSH CARIBE C
BC ZOITSA S
REF HECTOR
BC ANASTASIA
BC JOHNNY
CSH ORIENTAL SPIRIT
BC GEORGETE K
BC LYKES INSPIRER
TSH KRITI AMETHYST

IRISH SEA / NORTH SEA

CSH BASKA
BC JOHN R
BC ANANGEL ARGONAUT

BALTIC SEA

BC RODANTHI
BC MADREDEUS
BC JUPITER
BC ELENI
BC ZOGRAFIA

THE TSAVLIRIS SALVAGE TUG FLEET STATIONED WORLDWIDE

TSAVLIRIS is operator of the world's
two most powerful salvage tugs,
the *Nikolay Chiker* and *Fotiy Krylov*.



NIKOLAY CHIKER
40,000 hp / 250 tonnes bp / 20 knots



FOTIY KRYLOV
40,000 hp / 250 tonnes bp / 20 knots



SB-408
12,000 hp / 100 tonnes bp / 18 knots

TSAVLIRIS is the world's largest
time charterer of deepsea tugs
and anchor-handling-supply ships
in support of our salvage operations.



LEOPARD
10,000 hp / 90 tonnes bp / 18 knots



MEGAS ALEXANDROS
10,000 hp / 80 tonnes bp / 18 knots



HERMES
2,500 hp / 25 tonnes bp / 14 knots

TSVLIRIS maintains
the world's largest number
of dedicated salvage tugs on station.



Wouldst thou – so the helmsman answered –
Learn the secret of the sea?
Only those who brave its dangers
Comprehend its mystery!
HENRY LONGFELLOW, *The Secret of the Sea*

*Starboard propeller /
Kort nozzle / rudder
of the super-tug
Nikolay Chiker
pitched in drydock.*

TWIN-TUG DRILL-RIG TOW IS FIRST FOR TSAVLIRIS IN U.S.

The 16-day tow of Ocean Rig's new semi submersible drilling rig Eirik Raude from Pascagoula, Mississippi to Halifax, Nova Scotia in the summer of 2001 (photo this page) was first time that the 40,000 hp Tsavlis-operated Fotiy Krylov and Nikolay Chiker, the world's most powerful salvage tugs, worked side by side. It was also the first-ever offshore rig towage in the United States for Tsavlis.

Action should culminate in wisdom.

Bhagavadgita



HUGE INVESTMENT INVOLVED IN ACQUIRING TWO GIANT TUGS

'The services were provided promptly and efficiently [...] these Contractors are now the largest single user of Lloyd's Form. They have been consistent in maintaining tugs on salvage station [...] and in seeking further vessels to enlarge their fleet and capability. This includes the enormous investment involved in acquiring two giant 40,000 horsepower tugs. Their operations have quite frequently involved them in salvage operations at the end of which there was no fund from which they could be rewarded. This is a risk they undertake when they contract on "no cure, no pay" terms.'

MICHAEL HOWARD QC
M/V Mattheos - Award, 12th March 2001

5,500-MILE HAUL OF SEMI-SUBMERSIBLE RIG TO ANGOLA

The semi-submersible drilling rig Atwood Eagle (photo this page) was towed 5,500 miles without incident from its refit and conversion in a Greek shipyard early 2003 to Luanda, Angola on a voyage of just over two and a half months. The contract on the 325 ft x 242 ft and 25 ft draught rig, owned by Atwood Oceanics Inc., was performed by the Tsavliris-operated Fotiy Krylov.

CALLING ON EXPERIENCED LOCAL SALVAGE MASTER


‘The Contractors’ arrangements in this part of the world (the Parana river, Argentina) are such that they can immediately call upon the services of an experienced local salvage master and can hire tugs with equal speed [...] The fact that the services lasted only about a day and a half, therefore, is a very significant part of their merit. They were well performed and entirely successful.’

BELINDA BUCKNALL QC
M/V Med Glory - Award, 16th July 2001



You would sail the sea?
Then remember that the sea is wide.

PHOCYLIDES



The soul cannot think without pictures.
ARISTOTLE

I am indeed lord of the world, but the Law is lord of the sea. This matter must be decided by the maritime law of the Rhodians.

TITUS ANTONINUS PIUS,
Roman Emperor

*The bulk carrier Leader A. II with
Tsavliris tugs in attendance.*



TUGS ON STATION EXTREMELY COSTLY

'The *Fotiy Krylov* came 975 miles to the casualty (which had caught fire about 10 miles off Tangier in May 1999), towed her some 2,000 miles to Egypt, and was engaged for 33 days [...] The *Megas Alexandros* came 420 miles and towed the casualty from El Dekheila, Egypt to Greece over a period of 12 days. She stood by her in port for 12 days [...] The encouragement to be given to those who maintain such tugs on station was long ago recognised in *The Glencyle*. That principle still stands. It is of the utmost importance that it should because it is extremely costly.

JOHN REEDER QC
M/V Leader A. II - Award, 24th May 2000

... but the outcome of a lawsuit is only slightly more predictable than a horse race.

MAX TAYLOR,
Former Lloyd's Chairman

*The tanker Gaz Horizon under
tow in Greek waters from Pylos
to Piraeus by the Tsavliris tug
Megas Alexandros.*



SIGNIFICANT TOWAGE SERVICE TO PLACE OF REPAIR

'This was a significant towage service over some 1,600 miles (from off Cadiz) to a place of repair (in Piraeus). A very impressive tug was provided [...] They stood by for six days after the services, and provided harbour tugs at their expense, at a time when they were technically no longer bound to do so [...] I take full account of their commitment to station keeping, their large investment in salvage resources [...] the financial hazards of their business and the other factors present here which have traditionally called for encouraging awards for professional salvors where circumstances permit.'

CHARLES MacDONALD QC

M/V Brave Master - Award, 19th February 2001



REAL RISK THAT VESSEL MIGHT NOT HAVE BEEN SAVED

'Without the proper assistance of the Contractors the period of immobilisation (in Port au Prince, Haiti) could easily have been lengthy [...] the difficulties experienced in mobilising and organising local assistance do not inspire confidence that without their galvanizing effect local reaction would have been anything other than slow and lacking in determination [...] It was in my view a real and sensible risk that without the Contractors the casualty, and particularly the ship, might simply be left and not salvaged at all [...] All in all the case shows the value to the shipping community of high class professional salvors who are willing and able to take on and overcome the difficulties of rescuing casualties far from their home base.'

JOHN WILLMER QC

M/V Elijeanne - Appeal Award, 20th April 2000

TUG AND CREW SUBJECT TO ARMED THREATS

‘There are two particularly important points to bear in mind. The first is the very high professional status of the Contractors, exemplified in this case by the fact that the *SB-408* was a substantial and well equipped salvage tug maintained on station at Djibouti able to set off promptly for the casualty (immobilised off Socotra island, Arabian Sea) [...] The second factor is that the tug *SB-408* was subject to threats from armed personnel in Berbera; this is a risk which salvors in certain parts of the world have to run.’

NIGEL TEARE QC

M/V Aris - Appeal Award, 18th October 2001



COURAGE CALLED FOR IN CLOSE QUARTERS MANOEUVRING

‘The services consisted of a very prompt response by a powerful station-keeping tug to a casualty which was beyond self help, adrift in the North Atlantic in high swells and rough to very rough sea conditions with limited diesel fuel for the generators and at some physical risk. The tug came out some 592 miles [...] and made fast in difficult conditions (requiring) considerable personal courage since such close quarters manoeuvring in heaving seas of necessity involves danger of injury to the men on deck and of damage to the tug [...] The casualty was then towed about 578 miles to Leixoes over a period of about 4 1/2 days. For 3 1/2 of those days the weather was adverse and the casualty was sheering [...] In the approaches to the Portuguese coast and Leixoes the tug was required to manoeuvre the casualty in frequented waters and restricted visibility. The services were entirely successful and exactly what was needed.’

JEREMY RUSSELL QC

M/V Stamatina P - Award, 14th December 2001



ROCKED BY TWO EXPLOSIONS

A highly complex salvage operation was coordinated by Tsavliris after the 43,000 dwt Choyang Success caught fire in September 2000 off the Malaysian coast just one day into its voyage and with 1,711 containers on board. Two explosions then rocked the vessel, which made it back to Singapore to unload 132 boxes over the fire-racked No. 6 hold before being ordered out of the port. It was at that critical stage, with the fires still persisting, that Tsavliris was contracted to handle the casualty. The tug Britoil 33 was called in from Tuas, Singapore and had the blaze under control in 48 hours with more CO₂ pumped into the hold. A crane barge and three tugs then quickly removed 10 of the damaged containers, and special portable tanks were ordered up to pump out highly contaminated wastewaters and remove the remaining boxes in the hold. Once a floating crane had lifted the hatchcovers, a tank cleaning team then quickly restored No. 6 to good shape for reloading of the containers and return of the Choyang Success to the berth.



OPPRESSIVE, DANGEROUS CONDITIONS

'The services (off Singapore) were provided promptly and were entirely successful [...] They included the provision of a fire fighting tug [...] supplies of CO₂, a team of firefighters who had to endure oppressive and dangerous conditions working in hold No. 6, and several supporting craft which enabled the whole operation to be carried out without delay or mishap [...] The salvage team displayed salvage skills and experience in continuing to keep (the fire) under control and then in extinguishing it by removing from hold No. 6 the containers immediately affected by the explosion and fire.'

NIGEL TEARE QC

M/V Choyang Success - Appeal Award,
19th August 2002

The general feeling is that, in arbitration, devotion to law is less admired by the public than the willingness to strain it.

FALI NARIMAN,
Former ICCA president

Laws are generally found to be nets of such a texture,
as the little creep through, the great break through,
and the middle-sized are alone entangled in.

WILLIAM SHENSTONE,
Essays on Men & Manners

FACED RISK OF PIRATE ATTACK

'The services were impeccably prompt and [...] just what the casualty required. I also find that - in contrast to the dangers which would have faced the casualty if unsalved at the Western end of the Malacca Strait - the tug at least did face a risk of pirate attack as the slow moving flotilla neared the Singapore area [...] (and) brought the casualty 600 miles to a place of safety.'

CHARLES MacDONALD QC
M/V Hanoi Glory - Award, 16th May 2002

Photos on this and facing page show phases of the complex Choyang Success salvage operation.

Expert witnesses used to be genuinely independent experts. Men of outstanding eminence in their fields. Today they are in practice hired guns: there is a new breed of litigation hangers-on, whose main expertise is to craft reports which will conceal anything that might be to the disadvantage of their clients.

1994 *Editorial*,
THE BAR'S JOURNAL COUNSEL

Allegations of neglect or misconduct on the part of salvors run like a refrain through the salvage cases. Such allegations, in the context of a maritime catastrophe, are easy to make, hard to disprove and obvious counters for the shipowner to throw into the game in his natural desire to pay as little salvage money as possible.

THE LAW OF SALVAGE,
Gilmore & Black, 2ND Edn 1975



Others let (fishing lines) drift with the current...
but I keep them with precision. Only I have no
luck any more. But who knows? Maybe today.
Every day is a new day. It is better to be lucky.
But I would rather be exact. Then when luck
comes you are ready.

ERNEST HEMINGWAY,
The Old Man and The Sea



FROM A CONTEMPORARY ACCOUNT OF THE 1896 OLYMPICS

'Two hundred and fifty French travellers set out from Marseilles with the steamship *Senegal* to attend the Games. They included the well-known academicians Laroummé and Reinach, preachers and a large number of students. In addition, British, German and other European visitors arrived via Marseilles and Venice to be present at the great event. A special steamship was chartered for visitors from Egypt. This put in at Smyrna to take on board others. The vessel anchored at Piraeus, where it served as accommodation for its passengers, for a small fee.

The German Stanger agency, competing with the world-famous Thomas Cook's for the largest number of passengers transported, mounted a major campaign to publicise the Games in the German newspapers. The greatest prominence was given in the advertisements to a de luxe guide to Greece, of which thousands of copies were sold in all the largest cities. As an aid to travellers, other publishing houses of Europe, such as, for example, the French firm Hachette, brought out tourist guides to Athens and the surrounding area.

In addition to the foreign visitors, the Games were very well attended by Greeks from the provinces, and their appearance in the streets in Athens dressed in traditional costume provided an interesting spectacle. Many of these, fearing that there would be overcrowding on the days immediately before the Games, had come as an "advance guard" for their relatives to rent rooms and houses - chiefly in the Kolonaki and Neapoli areas.'



Excellent is the water and gold glitters dazzling wealth like fire in the night. But oh my dear heart, if you want to sing about prizes, just as you will see no brighter star than the sun, shining in the lonely sky, so you will find no greater contest than that of Olympia! ... And he who wins, relishes like honey the rest of his life, because of his feats!

PINDAR

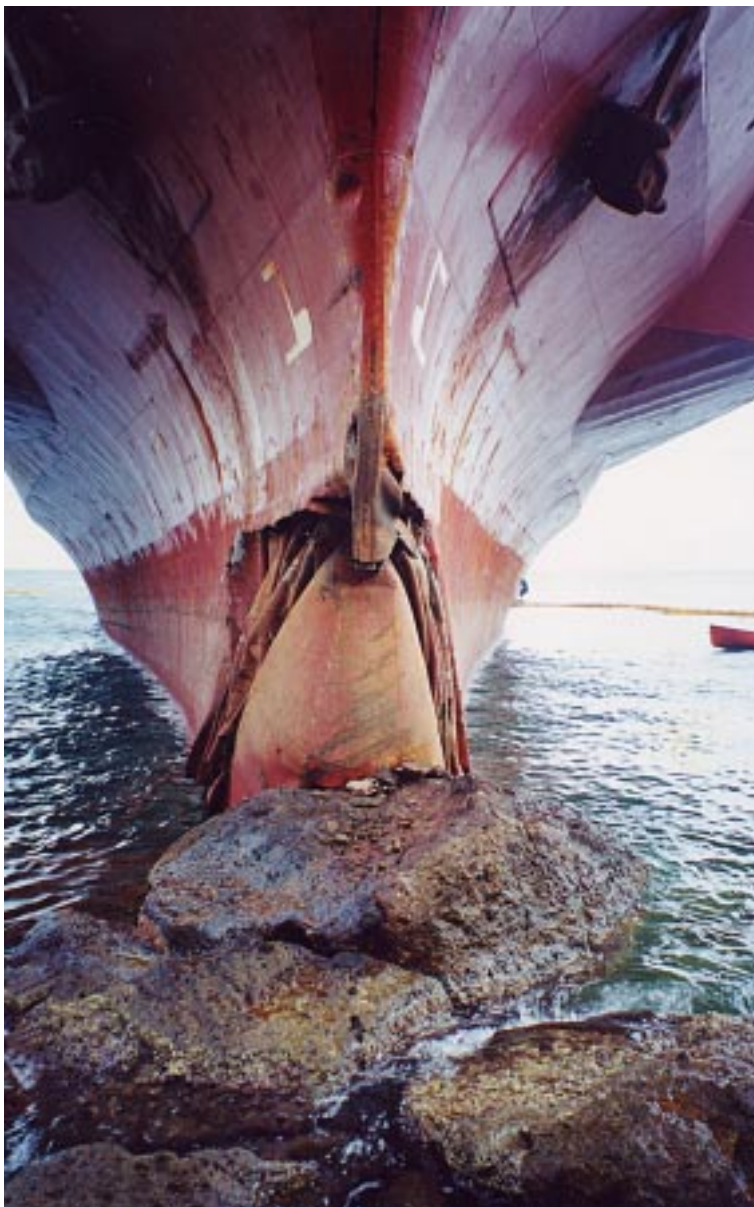


Tsavliris tug Megas Alexandros engaged in 12-day tow of the barge Sete 33 from Elefsis, Greece to Jeddah.

WITH SMALLEST POSSIBLE DELAY

'The services were very promptly performed, due to the Contractors' willingness to proceed on speculation (and) were entirely successful. They involved considerable distances, both in the (500 mile) run out by the *Tore* (to Bejaia, Algeria) and the (about 440 mile) tow to Malta. They conferred a considerable benefit to the property at risk in that it enabled that property to be returned to fructuous use with the smallest possible delay.'

BELINDA BUCKNALL QC
M/V Med Unity - Award, 11th June 2002



DAMAGED ESCAPING FROM PIRATES

'This casualty had sustained serious damage in her endeavours to escape from pirate attack (off Kelemans island, Indonesia). She had grounded at some speed on a hard bottom causing serious damage forward [...] Thereafter she had come afloat using her engine [...] (but) her watertight integrity had been adversely affected. In the circumstances she would not be capable of making way over any real distance without the risk of extending the damage [...] the longer she remained immobilised the greater the risk of pirate attack [...] This was a well performed nine day service to an immobilised casualty in some physical danger. The towage preparation work was well executed by the divers and the casualty was towed stern first some 245 miles to Singapore.'

JOHN REEDER QC
M/V Audacious - Award, 26th June 2002

O friend, never strike sail to a fear! Come into port greatly, or sail with God the seas.

RALPH WALDO EMERSON,
Essays, Heroism



When the 9,000 dwt Caribe C ran aground in July 2003 off Namibe, Angola with a cargo of bagged sugar, the Nikolay Chiker set out immediately from Cape Town and was to spend three months off its salvage station attending to the salvage operation, including lightering and eventual refloating of the stranded vessel.

Where there is no fear,
there can be no courage
SIR ALFRED PEASE, *Book of the Lion*

SALVAGE ODYSSEY MAKES WORLD HEADLINES

The six-week odyssey of the 31,000 dwt *Castor* made world headlines early 2001 when the Tsavliris-operated *Nikolay Chiker* battled to save the tanker and a cargo of 30,000 tonnes of unleaded gasoline after her main deck cracked in rough weather off Morocco. Refused refuge in the nearby port of Melilla, the stricken ship was then ordered to keep 30 miles off the coast of Spain. Abandoned at that stage by her crew, the *Castor* was taken in tow and manned by a Tsavliris team which succeeded in sealing the deck (see photo below). The vessel's three damaged cargo tanks were then inerted, and lightering of her highly volatile cargo was achieved off Cartagena and off Malta. She was finally redelivered to her owners in Piraeus in February 2001, having been under tow, at one stage in force 10 to 12 gales, for a total of some 2,000 steaming miles.



*Tsavliris salvage team used polyurethane foam and silicone paste to plug the 20-metre crack in main deck of the *Castor* to reduce the explosion and fire risk.*

What greater pleasure than to be safe ashore again,
Drowsily listening to the patter of rain on the roof?

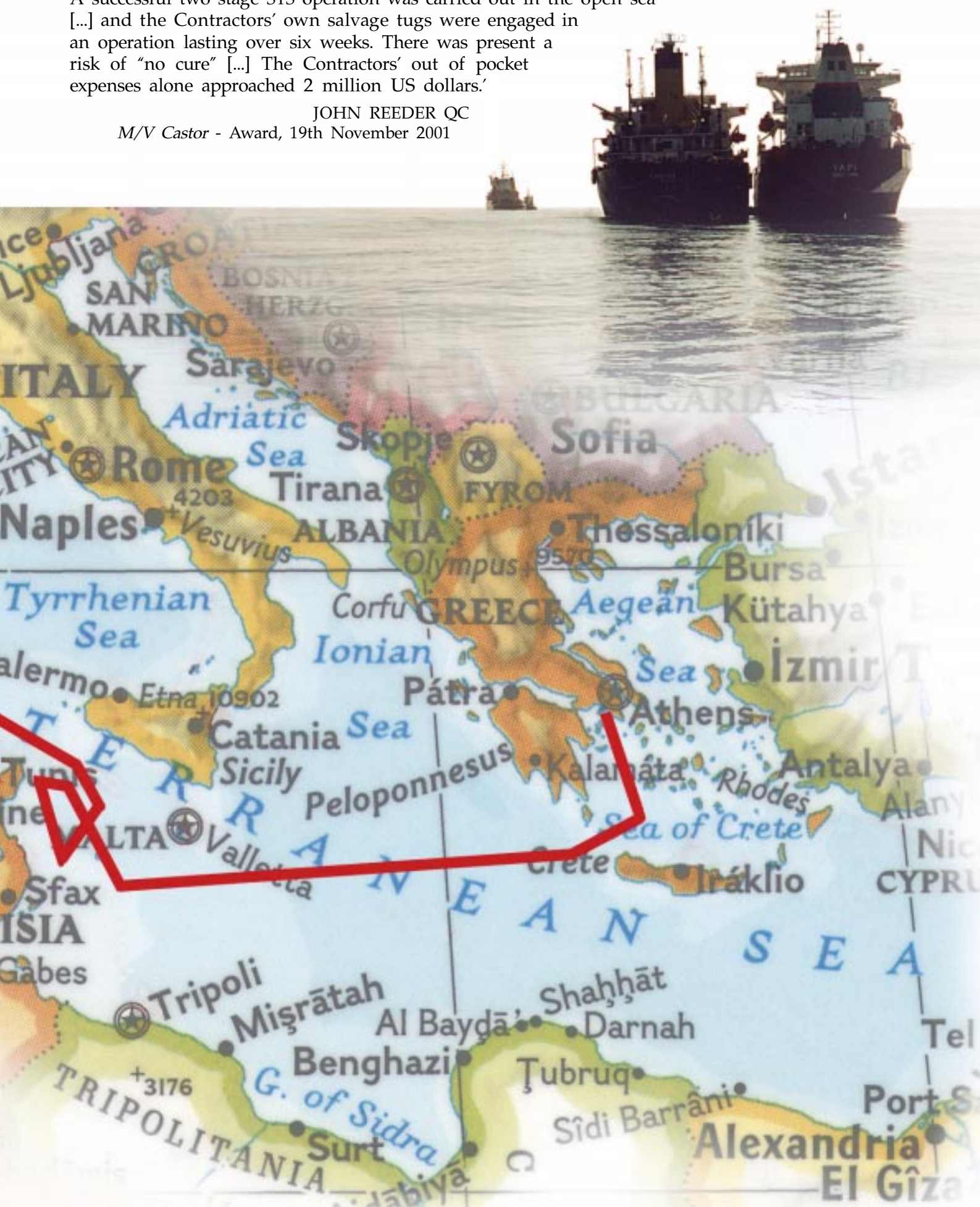
SOPHOCLES

BEDEVILLED BY THE UNCOOPERATIVE ATTITUDE OF LITTORAL STATES

'The services were promptly rendered, entirely successful, highly meritorious and beneficial, extremely well performed, carried out in appalling weather at times, bedevilled by the uncooperative attitude of the littoral states, and rendered the more onerous because of the poor condition of the casualty. A successful two stage STS operation was carried out in the open sea [...] and the Contractors' own salvage tugs were engaged in an operation lasting over six weeks. There was present a risk of "no cure" [...] The Contractors' out of pocket expenses alone approached 2 million US dollars.'

JOHN REEDER QC

M/V Castor - Award, 19th November 2001





*Fenders are lowered and set in place by divers in lightering operation from the Castor to the chartered tanker Yapi.
Photo on facing page shows the Castor with the Nikolay Chiker in attendance.*



CASUALTY ALREADY PERILOUSLY CLOSE TO THE CLIFFS

'The photographs put in evidence show that the casualty's starboard side was already perilously close to the cliffs [...] The salvage master and his team were flown from Piraeus to Chios by helicopter and arrived on board some seven to eight hours after assistance had first been requested [...] a salvage plan was put into action at the earliest moment. Tugs were promptly arranged and despatched, such that when the wind increased on 5th December a tug was on hand to hold the casualty's stem up into the wind. Given the physical risks faced by the casualty, it is difficult to overestimate the value of such promptness.'

JEREMY RUSSELL QC

M/V Aegir - Award, 30th June 2000



MASSIVE SALVAGE INSTRUMENT IDEAL FOR THIS SERVICE

'The services in this case (salvage of the laden bulk carrier *Ilse* after she suffered main engine damage in the North Atlantic in October 2002) were extremely meritorious. There are four features which deserve detailed consideration. *Firstly*, the salvage tug which performed this service (the *Fotiy Krylov*) is a massive salvage instrument which was ideal for this service [...] because of her power, her deep draft and displacement and her ability to perform long distance towage without the need for refuelling. *Secondly*, the tug was on salvage station [...] ideally positioned to cover many of the North and South Atlantic shipping lanes. *Thirdly*, the service was performed as winter approached. Not surprisingly *Fotiy Krylov* encountered very bad weather; the arbitrator referred to extended periods of atrocious conditions. Bad weather is faced from time to time by all seamen. But when assessing a salvage award it is the effect which such weather has on the risks run by the salvor and on the skill and care which he must exhibit which is important. *Fourthly*, the service involved very long distances; 590 miles out and a towage (to Ghent) of 1,425 miles.'

NIGEL TEARE QC

M/V Ilse - Appeal Award, 24th October 2003

SALVAGE CONTRACT IS THWARTED, CARGO OWNERS A MYSTERY

Not all salvage contracts result in due reward, despite the salvor's best endeavours. A curious example of this occurred in April 2003 when the 24,000 dwt bulk carrier Jupiter, laden with milled wheat, ran aground off the Moshchnyy Islands near St Petersburg. Tsavliris was awarded an LOF to assist the vessel and a locally contracted salvage tug was given permission to proceed to the casualty. This permission was later rescinded on grounds the area was under military supervision, and a commercial salvage operation was thus thwarted. The case has since become mired in the Russian courts and, in spite of Tsavliris' best efforts to uphold its contractual interests, lawyers advise that the wheat cargo remains shrouded in mystery; abandoned by its underwriters, it has nevertheless been discharged. Prospects of any payment at all under the salvage contract now seem dismal.



SUBSTANTIAL UP-FRONT SALVAGE EXPENSES

'These services were well performed [...] The Contractors are first-class professional salvors capable of performing services world-wide [...] They also sub-contract tugs, as in this case, where their own craft are too far distant or not available to perform the service. This requires them to pay hire in advance and they take the risk of any inadequacies of the hired craft and their crews. They are also exposed to the financial risks associated with salvage on a "no cure - no pay" basis, such as abortive sorties, inadequate salvaged funds, lack of security and the costs of enforcement. They are often willing to go into politically hostile places where their tugs and personnel may be detained at the whim of the local authorities. Their salvage posture is greatly to be encouraged.'

JOHN REEDER QC
M/V Aegean Sea - Award, 9th February 2004



There exists in the human mind a strong and incessant desire to be acquainted with the misfortunes of others. Whether this propensity arises from self-love or from the principles of self-preservation so intimately woven in the very nature of our being, I leave it to others more versed in the secret springs of human actions to decide.

Attributed to JOHN DALE, third officer and one of the few survivors of the wreck in 1792 of the East India Company ship *Winterton* on a reef off the coast of Madagascar with the loss of a cargo of silver dollars worth over £100,000.





Photos on these pages show some of the wide range of salvage and towage equipment stored in the Tsavliris warehouse covering a total area of 2,500 sq.m close to the company's headquarters in Piraeus. All items are held ready for immediate despatch to assist in salvage, wreck removal, towage and pollution prevention work undertaken by the company.





Warehoused equipment includes air compressors, generators, oil skimming devices, traps and booms, submersible pumps, welding, cutting, lifting and rigging gear, hoses, fenders and portable tank-cleaning machinery. Ample spares, tools and essential stores are held in stock, along with a powerful underwater magnet and - moored outside - Tsavliris' 100-ton floating crane, the *Dias*.





TSAVLIRIS SALVAGE GROUP

WORLDWIDE RAPID RESPONSE
MARINE SALVAGE CONTRACTORS

TSAVLIRIS SALVAGE (INTERNATIONAL) LTD
TSAVLIRIS REFLOATINGS MARITIME COMPANY
TSAVLIRIS RUSS (WORLDWIDE SALVAGE & TOWAGE) LTD
ALEXANDER G. TSAVLIRIS AND SONS MARITIME COMPANY

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Tsavliris is in the process of organising a corporate presence in the USA, Brazil and Russia, and of appointing representatives in maritime centres worldwide.

MARINE SALVAGE
DEEP-SEA TOWAGE
CONTINGENCY PLANNING
WRECK REMOVAL
POLLUTION CONTROL
OCEAN RESCUE
CARGO RECOVERY
SUB-SEA WORKS
OFFSHORE SUPPORT
FIRE FIGHTING

Citius, Altius, Fortius.
THE OLYMPIC MOTTO





Ancient immortal spirit, pure father
Of the beautiful, the great and the true,
Descend, show yourself and shine forth here
In the glory of your own earth and sky.

On the track and in the wrestling and the shot,
Shine forth in the onrush of noble contests
And crown with the unfading branch
And form a body like iron – and worthy.

Plains, mountains and seas glow with you
Like a great white and purple temple,
And every people, your worshipper, hastens to your temple here,
Ancient immortal spirit.

Commissioned by the International Olympic Committee for
the 1896 Games in Athens from the Greek poet Costis
Palamas and set to music by Greek composer Spyros Samaras.





η Δύναμις της Θελήσεως