

TSAVLIRIS

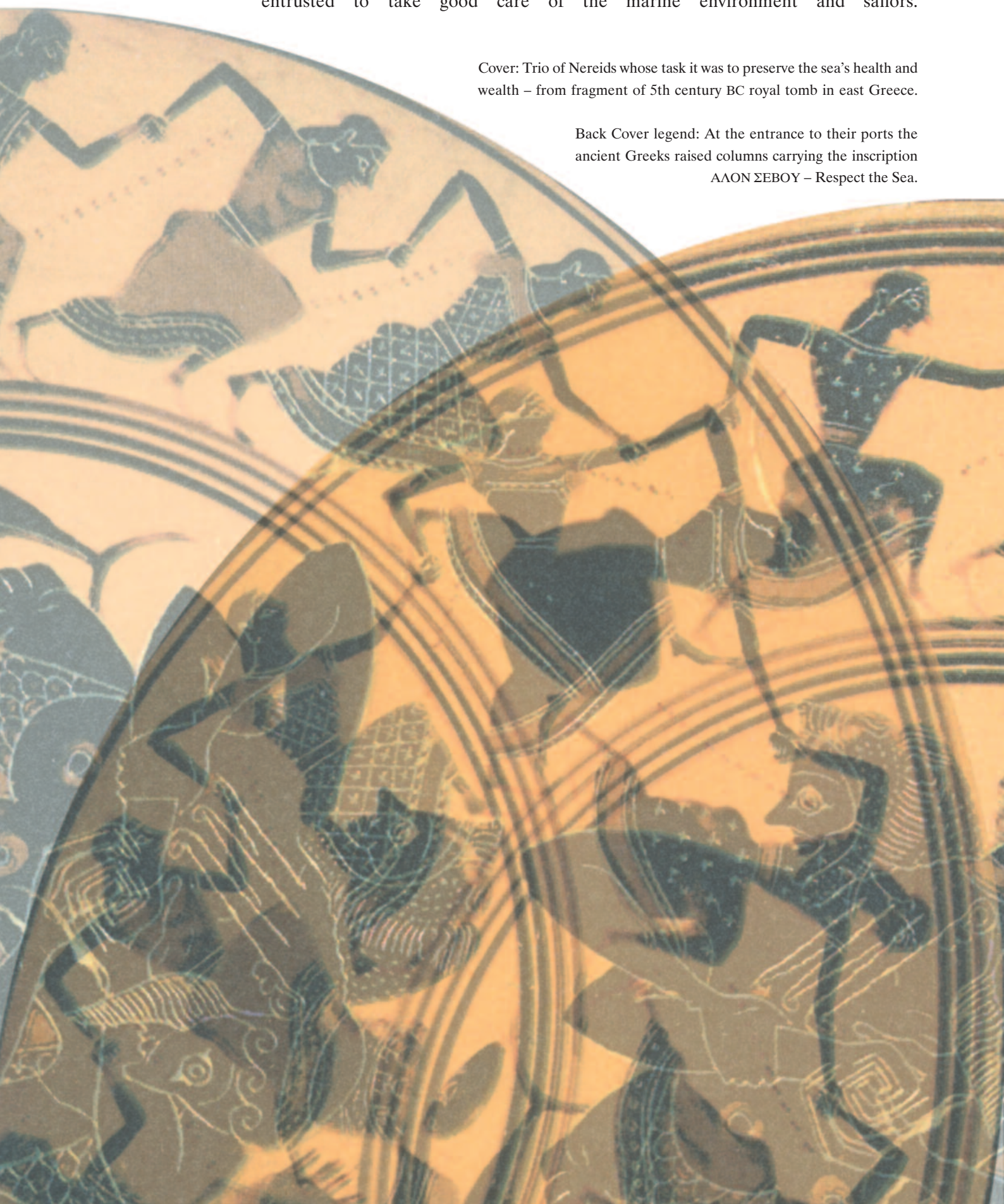
SALVAGE MASTERS OF THE WORLD



Tsavliris brochures have traditionally combined the commercial record with a theme of a wider cultural or historical significance to Greece. This brochure coincides with a global drive to make mankind aware of its responsibilities for protecting the environment in which we live and will leave to future generations. For this reason we have dedicated this edition of the brochure to the sea nymph Nereids who – in Greek mythology – were entrusted to take good care of the marine environment and sailors.

Cover: Trio of Nereids whose task it was to preserve the sea's health and wealth – from fragment of 5th century BC royal tomb in east Greece.

Back Cover legend: At the entrance to their ports the ancient Greeks raised columns carrying the inscription
ΑΛΟΝ ΣΕΒΟΥ – Respect the Sea.



Beneficent attendants on the Sea goddess Thetis, the Nereids were the 50 mermaid daughters of Nereus by the nymph Doris who often accompany Poseidon and are always friendly and helpful towards sailors fighting perilous storms. They are particularly associated with the Aegean Sea, where they dwelt with their father in the depths within a silvery cave. The most notable of them are Thetis, wife of Peleus and mother of Achilles; Amphitrite, wife of Poseidon; and Galatea, love of the one-eyed Cyclops Polyphemus.

Throughout this brochure we highlight salvage cases that have posed significant challenges for our business and concurrently have raised a number of very important issues we believe need to be urgently addressed.





Depicted in this work by English landscape painter JMW Turner (1775-1851) is a steam-paddle tug in action in the same era.

‘The amount of remuneration must depend on all the circumstances. It is not a mere question of work and labour, not a mere calculation of hours, though time is undoubtedly an ingredient; but there are various facts for consideration, – the state of the weather, the degree of damage and danger as to ship and cargo, the risk and peril of the salvors, the time employed, the value of the property; and when all these things are considered, there is still another principle – to encourage enterprise, reward exertion, and to be liberal in all that is due to the general interests of commerce, and the general benefit of owners and underwriters, even though the reward may fall upon an individual owner with some severity’

SIR JOHN NICHOLL

The Industry - Judgement, 1835

While fighting for Independence, Greece played a leading role in the period of transition from timber and sail to iron and steam. In 1825 the first ever warship to be powered by steam was ordered in England at the instigation of the great philhellene, Frank Abney Hastings. Named *Karteria* (meaning Endurance) she was a four-masted rigged paddle-steamer which took part in many battles.

Success breeds Succession

After nearly 50 years at the forefront of the international salvage industry, we are pleased that a third generation of the Tsavliris family has already opted to join our business. Like their forebears they are enthused by the salvor's mission, dedicated to protecting lives, property and the environment.

A younger generation of management comes on board at a time of challenge for Tsavliris, as well as for other international salvors. Salvage tugs that our company operated under charter for many years have recently been redelivered and, instead, our own fully-owned fleet of salvage tugs has been expanded with the intention of maintaining, and enhancing, our international salvage posture.

In general, having a dedicated fleet of salvage tugs on station for emergencies is now a rarity in marine salvage. There have been times in the past when the gap could be covered with relative ease by contracting vessels from the offshore sector. But this is not true today. Shipping's improving loss record has been halted and there has been an alarming increase in casualties since 2007. Meanwhile, booming offshore employment has slashed the availability of economical, part-time salvage assets.

As a long-established, independent un-subsided salvage company, we are committed to the industry and proud of our reputation as the world's leading emergency response contractor. We could not have attained this achievement without the trust and support of our clients, and Tsavliris wishes to express its thanks to each and every one of them.

Yet it would be false to say that marine salvage is a business where customer loyalty is the norm and support is plentiful. Only too often we find scant regard for the benefits of salvage services, no matter how well-rendered these may be, no matter what the saving in property or environmental impact. The industry has fallen into adversarial and litigious practices, often by insurers and/or reinsurers.

We believe that professional salvors are entitled to wider respect as an integral part of the maritime community, and to greater encouragement for the vital role they play. As we re-invest funds and new blood in our traditional profession, we hope that others will similarly re-dedicate themselves to the basics of safety, and to the first equitable principle: fair reward for a job well done.

THE CHAIRMAN, TSAVLIRIS SALVAGE GROUP



In the Centenary Year of Lloyd's Open Form (LOF) the Tsavliris Salvage Group is proud to be the leading LOF contractor. We congratulate Lloyd's on instigating, administering and developing LOF into the most frequently used and accepted contract. Tsavliris expresses its wish that the next revision of LOF, envisaged to take place in 2010, provides for environmental and liability salvage rewards.

Crises and deadlocks, when they occur, have
at least this advantage; they force us to think
- Jawaharial Nehru

The time for taking all measures for a ship's safety is while still
able to do so. Nothing is more dangerous than for a seaman to be
grudging in taking precautions lest they turn out to have been
unnecessary. Safety at sea for a thousand years has depended on
exactly the opposite philosophy.

*- Fleet Admiral Chester Nimitz,
US Navy, Commander-in-Chief Pacific, 1944*





GOVERNMENT OF GIBRALTAR

Date, 14th September 2007

No.206/2007

MV New Flame

The operation to remove the fuel from the vessel has been successfully completed. 780 cubic metres of fuel has been removed in just 30 days, despite the exposed location of the vessel and the loss of 10 days due to inclement weather. No fuel has been spilled from the New Flame into the sea. The Gibraltar Government would like to congratulate the salvage Company, TSAVLIRIS of Greece for the successful completion of this important part of the salvage operation.

The salvage operation now moves into the next phase which is the removal of the ship. Due to structural degradation suffered by the vessel during the collision and subsequently, it will not be possible to extract the ship in one piece. The ship will therefore have to be cut into two sections, at a point about one-third of its length from the bow, just forward of No2 crane.

The stern section, comprising two thirds of the ship's length and three cargo holds, will be removed first. This section will float and will be towed away to safe waters in the Bay of Gibraltar where some of her cargo will be removed at anchorage to enable her to be brought alongside. Once alongside the remainder of the cargo will be unloaded and the stern section towed into Cammell Laird Gibraltar Dry Docks.

The bow section, consisting of about 1/3 of the ship's length and two cargo holds will then be removed, in sections, including the cargo, which consists of non-oil scrap metal.

These salvage operations are currently being engineered. The removal of the stern section could begin in around three weeks time, and will take about one month to complete. The operation to remove the whole of the ship might take up to 6 months, subject to weather conditions. This phase of the operation does not represent a risk of a pollution event.

During the salvage operation the site will be marked by four lit buoys in the normal manner, and a one-mile exclusion zone maintained.

The Gibraltar Government wishes to express its gratitude and appreciation to the Spanish authorities and to the European Maritime Safety Agency for their offers of support and collaboration should it be needed.





NEW FLAME

Tsavliris was engaged (under LOF, August 2007) to salvage the craned bulk carrier New Flame, 46,000dwt, which laden with about 42,000 tonnes of scrap, was stranded in a half sunk condition off Europa point, Gibraltar following a collision. Tsavliris super salvage tug Fotiy Krylov and the Megas Alexandros were sent from the North Sea and Greece respectively.

An array of tanker barges, local tugs, antipollution equipment, salvage gear including generators, compressors and underwater magnet as well as salvage personnel were also deployed.

In cooperation with the Gibraltar authorities, immediate diving surveys and studies were undertaken, and the removal of the ship's bunkers by pumping into barges was made the priority of the operation. Despite adverse weather conditions Tsavliris removed about 1,000cumtrs of fuel lubricants and pollutants without any spilling into the sea. The Gibraltar Government congratulated the Tsavliris Salvage Group on the successful completion of this important part of the salvage operation.

The next stage was the removal of the aft part of the ship. Due to structural damage suffered by the vessel at the time of the collision and subsequently in storm weather, it was not possible to move the ship in one piece and it would therefore have to be cut into two sections, at a point about one-third of its length from the bow.

It was finally decided to sever the ship using the 'cheese wire' method in combination with two chartered-in anchor handling tugs to provide stable platforms in order to install winches, control rooms and power packs. Atrocious weather led to the damaged casualty sinking further, whereupon the casualty's P&I club decided to put out to tender the wreck removal. Tsavliris operations lasted five months.

TOP CLASS WORLD WIDE SALVORS

‘The Contractors are top class world wide salvors with an enviable reputation for professionalism. They keep a number of tugs on salvage station in key locations around the world, which have to be manned, bunkered, stored, maintained and eventually replaced out of earnings. They have recently invested in the purchase of a large and expensive salvage store in Piraeus where they keep a quantity of dedicated salvage gear, maintained and packed so as to be ready to be shipped anywhere in the world at short notice. They are also the masters of the subcontracted service, a position acquired by the fostering of a close relationship with specialist tug brokers and local salvage masters, as well as the ability and willingness to fund up front the cost of hiring such craft, ancillary skills and equipment as may be needed for any particular service and the maintenance of an office and trained personnel able to assess the requirements of the service... on a 24 hour/365 day basis. In carrying out services... the Contractors run the risk of incurring expense and laying out funds (in some cases in very considerable amounts) but failing to effect a cure or of effecting a cure but failing to receive pay.’

BELINDA BUCKNALL QC
Steel Trader - Award, 26 July 2006

It is a curious situation that the sea,
from which life first arose,
should now be threatened
by the activities of one form of that life

– *Rachel Carson*





‘Governmental Intervention’

Many coastal states prohibit departure of salvage tugs, personnel and equipment involved in salvage operations, in order that the coastal states might secure claims related to the casualty or otherwise. This development is invariably endemic to most countries. It occurs occasionally lawfully, but mostly unlawfully.

This, together with the parallel phenomenon of criminalisation of seafarers, has made the Salvor's life miserable.

There is a sufficiency in the world for man's need
but not for man's greed

– Mahatma Gandhi

No sea too rough
No job too tough
- Royal Fleet Auxiliary motto



CARGO BARGE S44

While the Tsavliris Salvage Group is a leading contractor under LOF, it is also very active in the towage sector, regularly undertaking long and difficult tows. The salvage tug Fotiy Krylov was chartered by the multi-national Saipem/Maersk to tow (mid-July to mid-August 2007) the cargo barge S44 from Arbatax in Sardinia to the Halfdan field in the Danish sector of the North Sea.

Such is the audacity of man, that he hath learned to counterfeit Nature, yea,
and he is so bold as to challenge her in her work

– Pliny the Elder, *The Natural History*



‘Sovereign Immunity’

‘While it may be right to say that Art. 6.2 of the 1989 Convention is capable of producing far-reaching consequences, those consequences reflect the strong maritime policy interest in rewarding salvors.

The 1989 convention is, after all, a well established and well known international convention. There is no unfairness in a state, having enjoyed the benefit of salvage services, becoming bound to pay for them, pursuant to an arbitration agreement to which it is a party.

Indeed to require a state in such circumstances to honour an arbitration award, seems to me to involve, in Lord Wilberforce’s words ‘neither a threat to the dignity of that state, nor any interference with its sovereign functions.’

THE HON. MR JUSTICE PETER GROSS
Tsavliris Salvage Int’l v. The Grain Board of Iraq



GOLDEN SKY

Tsavliris Salvage Group was engaged to salvage (under LOF, January 2007) the craned bulk carrier Golden Sky 27,000dwt laden with 25,000 tonnes of muriate potash (mop) in bulk, which had grounded in hurricane force winds on glacial boulders off Ventspils, Latvia.

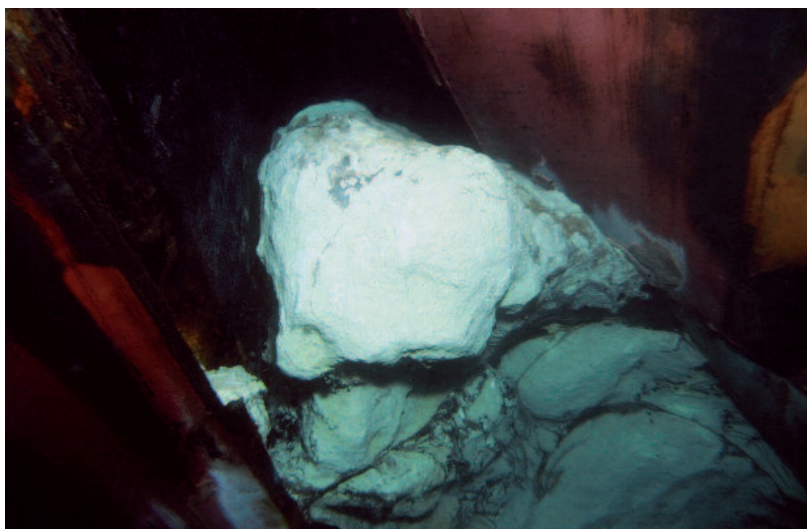
Tsavliris deployed local tugs, a large amount of anti-pollution equipment, including oil booms and skimmers, and a salvage team, comprising salvage masters, salvage engineers, riggers and divers.

The freezing (sub 30-60 deg) cold weather and icy water made operations extremely difficult, as equipment (e.g. pumps, compressors etc) failed to work.

Priority was given to prevent the serious possibility of pollution in a sensitive area and in combating the pollution which had occurred. Salvaging the casualty was considered by experts as highly unlikely, with all rival proposals focusing on a wreck removal in the spring.

Tsavliris successfully removed all fuels and lubricants and refloated the Golden Sky after restoring sufficient buoyancy through the transshipment of about 9,000 tonnes of cargo into barges, which were towed to Hull, UK. Helicopters were deployed for transportation of both personnel and equipment.

The vessel was refloated and towed to Ventspils, just before the area was hit by 60-knot winds that might have caused it to break up. Tsavliris operations lasted four months.





RISKS IN CLOSE MANOEUVRING

‘The refloating operation required... a careful plan, and the movement of weights within the vessel. Then it was necessary to pressurise the tanks to enable the vessel to achieve buoyancy...

This in turn needed pumps and compressors...

All this required manoeuvring close to the casualty...

The tugs ran risk in navigating close to the casualty in shallow waters with a high swell running.

The *Megas Alexandros* hit the bottom on a number of occasions and suffered a certain amount of damage...

The tug crews were physically at risk, and one man did suffer an injury...’

MICHAEL N HOWARD QC

Keymar - Award, 9 February 2005



EXACTLY WHAT WAS REQUIRED

‘The *Assos* was immobilised and in need of assistance. As she was loaded with the sort of cargo which causes alarm and concern among shore authorities, she needed a substantial amount of assistance...

Salvors cannot do any more than is asked of them, and this service was exactly what the *Assos* required.

At the outset, it is likely that there was genuine anxiety on board the *Assos* that the anchor would not hold her, and the speedy response of the *Atlantic Salvor* was important in assuaging that fear.

It was important, not merely for the well-being of those on board the ship, but to satisfy the requirements of the USCG that the tugs were there both promptly and in sufficient numbers.’

MICHAEL N HOWARD QC

Assos - Award, 17 October 2007



ARION

The Ro-Ro Arion, 4,100dwt, ran aground off NW Chios Island, Greece, during a severe storm in February 2005. Tsavliris was engaged in August 2005 to remove the wreck, and mobilised the on site Tsavliris salvage tug Megas Alexandros and sub-contracted tugs, two floating cranes and a large array of salvage craft, miscellaneous equipment and divers. The refloating operation involved pulling using a combination of tugs and ground tackle, after lightening by cutting off parts of the deck and bow, and scouring with the use of an underwater hydraulic-powered track-mounted excavator. The refloating operation was successful and the vessel was delivered under tow by Megas Alexandros to a scrap yard in Turkey. The wreck removal operation lasted about six weeks.

When one tugs at a single thing in nature,
he finds it attached to the rest of the world

– John Muir



When we heal the earth,
we heal ourselves

– *David Orr*

In sea affairs nothing is impossible,
and nothing improbable

– *Admiral Lord Nelson*



ANTONIS A

Tsavliris was engaged to salvage (under LOF, December 2005) the 40,000dwt products tanker Antonis A, loaded with 38,000 mt of palm-oil, which had sustained heavy structural damages and began leaking after a collision in the Suez Canal.

The Tsavliris salvage tug Megas Alexandros mobilised from Piraeus to her assistance together with anti-pollution equipment and a salvage team. An array of additional salvage units and personnel were deployed, including local tugs, workboats, service boats, a diving team, fitters and salvage masters.

After extensive underwater repairs the casualty was towed by Megas Alexandros to Mersin in Turkey for discharge and thence to Piraeus for permanent repair. The service lasted two months.

FITTING SEA FASTENINGS 'IMPORTANT WORK'

'The *Megas Alexandros* was in attendance. She provided three portable pumps and her fire hoses to flush away the mud lodged in the cracks in the forepeak. She put two welding machines on board the casualty and supplied them with power. Her crew assisted in centring the rudder and securing the tailshaft. The two Greek divers worked externally on the rudder. This was important work. Often sea fastenings fitted by those not used to salvage work fail once towage begins adding to the difficulty in handling a casualty.'

JOHN REEDER QC

Antonis A - Award, 2 February 2006

GOOD RELATIONSHIP WITH AUTHORITIES

'These were in my view well performed services which conferred a considerable benefit. They were lengthy, lasting some 8 weeks. They were just what this casualty required... I am mindful that the good working relationship that these Contractors have with the SCA was important to obtain permission to work and to overcome any reluctance that the SCA might have had in permitting and carrying out the Canal transit.'

JOHN REEDER QC

Antonis A - Award, 2 February 2006

TOP FLIGHT PROFESSIONAL SALVORS

'The Contractors are top flight professional salvors who keep tugs on salvage station at considerable cost to themselves and to the benefit of the maritime community... The *Megas Alexandros* is a station tug and in this case proceeded on these services from her salvage station in Piraeus. She incurs idle time. In 2005 she was idle on station for 51% of the year.'

JOHN REEDER QC

Antonis A - Award, 2 February 2006



Man has been endowed with reason, with the power to create, so that he can add to what he's been given. But up to now he hasn't been a creator, only a destroyer. Forests keep disappearing, rivers dry up, wild life becomes extinct, the climate's ruined and the land grows poorer and uglier every day

– Anton Chekhov,
Uncle Vanya, 1897



AL RUFFA 2

Tsavliris was engaged (November 2006 – January 2007), to tow the newbuilding floating dock Al Ruffa 2 from Greece to Qatar via the Suez Canal.

The Tsavliris tug Megas Alexandros performed the first leg from Elefsis Bay to Port Said and the Tsavliris tug SB-408 undertook the second leg of the tow from Suez to Qatar.

SHEER STRENGTH RELEASES FOULED PROPELLER

'In the afternoon the Chief Engineer reported an unusual vibration. The flotilla was by now in the Traffic Separation Scheme and the tugmaster turned to the south to get out of it, but after about an hour the number of fishing boats in the vicinity was so great that the tugmaster simply stopped its engines. Two divers carried out an inspection and found that a plastic covered metal fishing buoy had become jammed between the housing of the Kort nozzle and the propeller. For a time, the best efforts of the divers failed to clear the obstruction. Eventually, however, one of the divers, a man of enormous size and strength, simply attacked the buoy with a sledge hammer and was able to dislodge it.'

MICHAEL N HOWARD QC
Caravos Horizon - Award, 5 April 2006

COMMENDABLE PRACTICE

To live a pure unselfish life, one must count nothing as one's own in the midst of abundance

– *Buddha*

'The services... were provided promptly to a casualty... immobilised and in need of professional assistance under the guidance of an experienced salvage tug master who ensured that the towing connection was appropriate both as to its components and as to the manner in which it was secured and the towing operation was performed carefully and thus without problems.

The fact that the Contractors were able to dispatch a salvage tug as quickly as they did was due to their commendable practice of keeping tugs on salvage station. The tug came out 475 miles at a satisfactory speed... made fast in the open ocean in swell conditions and towed the casualty back to Dakar over a distance of 380 miles...

The end result of the 7-day service by this substantial station-keeping tug was that the casualty, her stores, bunkers and cargo were restored to fructuous use with no adverse consequences and with no unnecessary loss of time. That is a valuable benefit.'

BELINDA BUCKNALL QC
Arion - Award, 12 September 2007



RAPID LIGHTENING WAS CENTRAL FEATURE

'Tug power... though very important, was not the central feature of this service; that was the very rapid lightening of the casualty by a sufficient amount to enable her to be pulled off the reef only hours before the onset of bad weather. To achieve this the Contractors brought their own Yokohama fenders, their own electrically driven 100tph vacuvator and a tug to provide the necessary power for the vacuvator to site, together with a very experienced Salvage Master, and thus were able to start the lightening work with no unnecessary delay.'

BELINDA BUCKNALL QC
Sea Hawk - Award, 15 June 2006



‘Salvors’ Liabilities / Responsibilities’

In many jurisdictions salvors are liable under the civil code and responsible under the criminal code, irrespective of fault, and often with unlimited liability, in respect of maritime accidents.

On the contrary, salvors seek limitation of liability and responder immunity in any event, save for exceptional cases involving deliberate or reckless conduct.

Moreover, salvors threaten withholding their services unless this anomaly is redressed, a development which benefits no one in the long-run.

SRN MAKKAH

The will to do
The soul to dare
- Sir Walter Scott

Tsavliris was engaged in December 2004 to salvage the 'state-of-the-art' Saudi Royal Navy frigate Makkah, 4,500dwt, heavily stranded on reefs off Jeddah. Conventional refloating methods could not be adopted due to the casualty's structural profile.

Tsavliris' plan was to provide additional buoyancy to enable refloating. Initial preparations involved patching and dewatering the frigate's flooded forward two engine rooms, underwater inspections, and the outfitting of barges with bollards and equipment for securing slings.

Two submersible barges, the Sete 21 and Tahlia, were deployed, and gradually began applying tension to the sling arrangement of 16 steel wire cables of 56mm diameter, passed under the hull of the SRN Makkah. These had to be positioned according to load pressure analyses, and forces were further controlled through load distribution plates so as to protect the vessel's hull. Deballasting of the barges in a controlled operation could, in theory, free the frigate, but it became evident further buoyancy was required.

This was achieved by attaching buoyancy pontoons to the bow and stern of each barge, as well as binding cylindrical tanks to the bow of the casualty until enough buoyancy was achieved to allow the Tsavliris salvage tug SB-408 to gently pull the frigate from the reef and tow it to Jeddah.

Tsavliris undertook planning, management, supervision and execution of the project which lasted about three months .

REQUIRED MORE THAN PILOTS

'[The] prompt reaction... to the predicament of their vessel was to engage professional salvors of proven expertise rather than leave her to the ministrations of the pilots and the local tugs...


I have serious doubts whether the pilots using the local tugs to push and pull, but not to scour, and wrongly timing their refloating attempts to well after high water, would have succeeded in refloating the casualty at all.'

BELINDA BUCKNALL QC
Mt Athos - Award, 10 August 2006





Aktaia: protected the coasts
from shipwrecks or wastes
brought by sea waves.
Alkippi: protected the seabed.
Asinea: monitored the ships.

A diver in a blue wetsuit and scuba gear is swimming underwater next to a large, dark-colored mermaid sculpture. The diver is positioned to the right of the mermaid's tail, which curves upwards. Bubbles are visible around the diver's head and tank. The background is a clear blue water.

Doto: The Nereid of 'giving' safe voyage or generous catch.
She had a shrine in the town of Gabala.

Euagore: The Nereid of the 'good assembling' of fish
or naval ships.

Eukrante: The Nereid of 'successful' voyages or fishing.

Eulimene: The Nereid of 'good harbourage'.

Hipponoe: The Nereid 'who knows about horses',
that is, of the waves.

Hippthoe: The Nereid of 'the swift horses',
that is, swift waves.

Pherousa: The Nereid of 'carrying' fish
or rescuing sailors.

Pontoporeia: The Nereid of 'crossing the sea'.

Sao: The Nereid of 'safe' passage, or safety
of sailors.

Themisto: The Nereid of the 'customary law'
of the sea.

Amphitrite: The Nereid Queen of the sea,
'the third one who encircles', wife of the god
Poseidon. Together with her sisters Kymodoke
and Kymatolege she possessed the power
to still the winds and calm the sea.

We shall require a substantially
new manner of thinking
if mankind is to survive
– *Albert Einstein*



SEDCO 709

Tsavliris was engaged August to October 2006 by Transocean Sedco Forex to tow the semi-submersible drilling rig Sedco 709 from Saldanha Bay, South Africa to offshore Nigeria. The Tsavliris super tug Fotiy Krylov performed the 2,500 mile tow, alone in 33 days.

SERVICES IN WAR ZONE

‘[In] this case... [the] casualty was valuable and immobilisation an important risk... The risk of terrorist attack cannot be wholly ignored, but also salvors should be encouraged to perform services in an area classified by underwriters as a war zone. These were well performed, meritorious and lengthy services which were just what the casualty needed and they were wholly successful.’

JOHN REEDER QC
Olympic Galaxy - Award, 25 February 2005

Give man a fish, and he can eat for a day.
But teach a man how to fish,
and he'll be dead of mercury poisoning
within three years

– Charles Haas

WELL PERFORMED SERVICES

‘These were well performed services. Though subcontracted, the tug *Massai* left promptly and commendable skill was shown in making the towage connection at night in difficult conditions. The casualty was taken to Kingston where her rudder was centred and fixed in position.


She was then taken to Curaçao. Ocean going tugs were engaged in the service... they lasted 6.5 days...

The Contractors are world class professional salvors. Whilst they did not use their own craft in this service, their overall status is to be taken into account and they deserve encouragement.’

JOHN REEDER QC

Steel Trader - Appeal Award, 5 January 2007





‘Liability/Environmental Salvage’

Salvors are remunerated by Maritime Property Interests for successfully saving their property – Ships and Cargoes. Salvors are not remunerated by Liability Insurers for averting liabilities; nor are they remunerated – save for a limited increment in certain circumstances – for preserving the marine environment. Salvors submit that rewards for Liability – and/or Environmental Salvage – are both reasonable and necessary. Salvors further submit that rejection of the concept – as being out of hand – is inequitable and unacceptable.

TS AVLIRIS HELLAS
16,000 IHP

RINA/ Ice Class IC
Built 1977, Belgium
Bollard Pull 120 MT
BHP 10,000
GT 1500
LOA 67 meters
FIFI 1
Tow Winch: double drum
Speed 15 knots
Range 14,000 miles
Endurance 50 days

Delivered April 2007



INVESTMENT IN NEW ASSETS

‘Encouragement, in my view also encompasses the concept of salvors being encouraged to look favourably on future investment in salvage personnel, craft and equipment. The state of the world’s salvage industry and the lack of major investment in recent years would in my view justify this approach in the interest of the maritime community, including underwriters. The Contractors have recently invested in the acquisition of a new tug, the *Tsavliris Hellas*, which is on station in South Africa.’

SIMON RICHARD KVERNDAL QC
Voutakos - Award, 7 January 2008

TS AVLIRIS UNITY
12,000 IHP

RINA/ Ice Class IA Super
Built 1983, Finland
Bollard Pull 85 MT
BHP 7,000
GT 3150
LOA 72 meters
FIFI 1
Tow Winch: double drum
Speed 14 knots
Range 20,000 miles
Endurance 75 days

To be delivered July 2008



THIA CHRYSSOULA

Tsavliris was engaged to salvage (under LOF, May 2005) the bulk carrier Thia Chryssoula, which had stranded upon Uotsuri Shima Island, the largest of the Senkaku Islands, laden with about 1,700 steel slabs of 43,000 tonnes.

After a five week operation, carried out mostly in typhoon swell conditions, involving lightening and mobilising a flotilla of tugs, barges, salvage personnel, divers, crane drivers, stevedores and anti-pollution equipment, the casualty was successfully refloated and proceeded to its destination in China.



CONTRACTORS' IMPRESSIVE ORGANISATION

'The services were provided under the guidance of a very experienced salvage master supported by an able and hard working salvage team and the full resources of the Contractors in Greece...

The salvage master on site had to use tact and diplomacy in their dealings with the Japanese Authorities and the salvage master had to cope with an unprecedented (in his experience) lack of cooperation and obstructive behaviour on the part of the Ship... marine superintendent... Apart from the lightening operation, the services involved a range of salvage skills, including external underwater surveys, internal tank inspections, regular draft cut surveys at high and low water to check the tidal height and range, ground reaction calculations, steel work repairs, soundings surveys of the bottom ballast tanks and the fuel tanks, pumping with powerful salvage pumps and buoying of the shallow patch.

The lightening operation and refloating was carefully planned and put into effect by the Salvage Master. He was forced to and did react swiftly and appropriately to the fact that the casualty began to come afloat well before he had planned and intended this to occur, because of the early deballasting of the casualty by the Ship's Master...

The diving carried out by the Contractors' diver, the entry into the partially flooded tanks and the arduous lightening operation all involved some risk to the Contractors' personnel and they undertook the risk of liability if the hired divers or the stevedores or crane drivers or any one of them were injured or killed. The remoteness of the location meant that it would take time to hospitalise anyone who was seriously injured... The services were described by the Contractors' counsel as a major and significant service... I agree.'

BELINDA BUCKNALL QC
Thia Chryssoula - Award, 18 May 2006

Waste is a tax on the whole people
– Albert W Atwood

LIFE SALVAGE

It is a fearful point to consider but.... abandoning into a life raft would have been a highly risky operation and unlikely to succeed, and even if the initial abandonment was successful the life raft would have been driven onto the rocks even more rapidly than the casualty where it would have been dashed to pieces. Salvage of life is not of itself a subject of salvage, but it is a factor that enhances the services to property, and the Salvage Convention expressly requires me to have regard to it.

BELINDA BUCKNALL QC
Ariel - Award, 25 October 2006

SOPHIA

Tsavliris was engaged to salvage (under LOF, March 2008) the Ro-Ro Sophia, 5,000gt and 6,200dwt, laden with about 1,900 tonnes of large carbon steel pipes, which had grounded in severe weather conditions off the Algerian port of Skikda.

Salvage tug Megas Alexandros sailed from Piraeus together with a sub-contracted tug, anti-pollution equipment, divers and salvage team.

Subsequently, Tsavliris deployed a tug barge, a tanker barge and portable tanks. Due to the weather and sea swell in the exposed area, the Sophia, sitting hard aground on rocks, had sustained substantial bottom damages.

The salvage plan calls for removal of bunkers and pollutants, followed by removal of cargo. The salvage operation (at time of publication) is in progress.



In the end, you're measured not by how much you undertake
but by what you finally accomplish

– Donald Trump

MEETING REQUIREMENTS OF THE SITUATION

‘This was a large ship athwart a main waterway. She was right on the edge of the navigable channel and must have posed some sort of threat to ships making their way to Umm Qasr. The pilot book shows that there were currents of considerable force in the vicinity, and the fate of the *Altair* itself shows that it is not impossible to lose control. There must have been a possibility that some vessel would make a similar error and collide with the *Altair*.

These services were promptly offered. They were speedily and thoroughly performed. They met the requirements of the situation. The Contractors were thorough in that they sent a salvage master and salvage diver to the scene and in addition mobilised an exceptionally powerful tug towards the stranding site. If the *Captain Michalis* had not been able to pull the *Altair* off the bank, together with the *SB 408* there would have been a formidable team... The principal task, that of refloating the vessel, was achieved swiftly and with a minimum of fuss. It should not be overlooked that this part of the service did indeed involve skill and danger to the tug and its personnel. Bringing a large vessel afloat in a narrow channel, especially one beset by currents is a task which requires skill and care.’

MICHAEL N HOWARD QC
Altair - Award, 11 May 2007

CP VALOUR

The Tsavlis super tug Fotiy Krylov proceeded from her salvage station at Ponta Delgada to the assistance (under LOF, December 2005) of the 1,000 TEU container ship CP Valour, 19,000dwt, stranded off the north coast of Fayal Island, Azores. A mega salvage operation ensued as the casualty was exposed to Atlantic swells from Northerly Quadrant.

Tsavlis deployed a tanker, for bunker removal, a geared multipurpose vessel, to enable the discharge of containers, a Kamov-32 helicopter for the removal of hazardous cargo, special portable tanks for pollutants disposal and a wide range of salvage teams comprising experts in various disciplines.

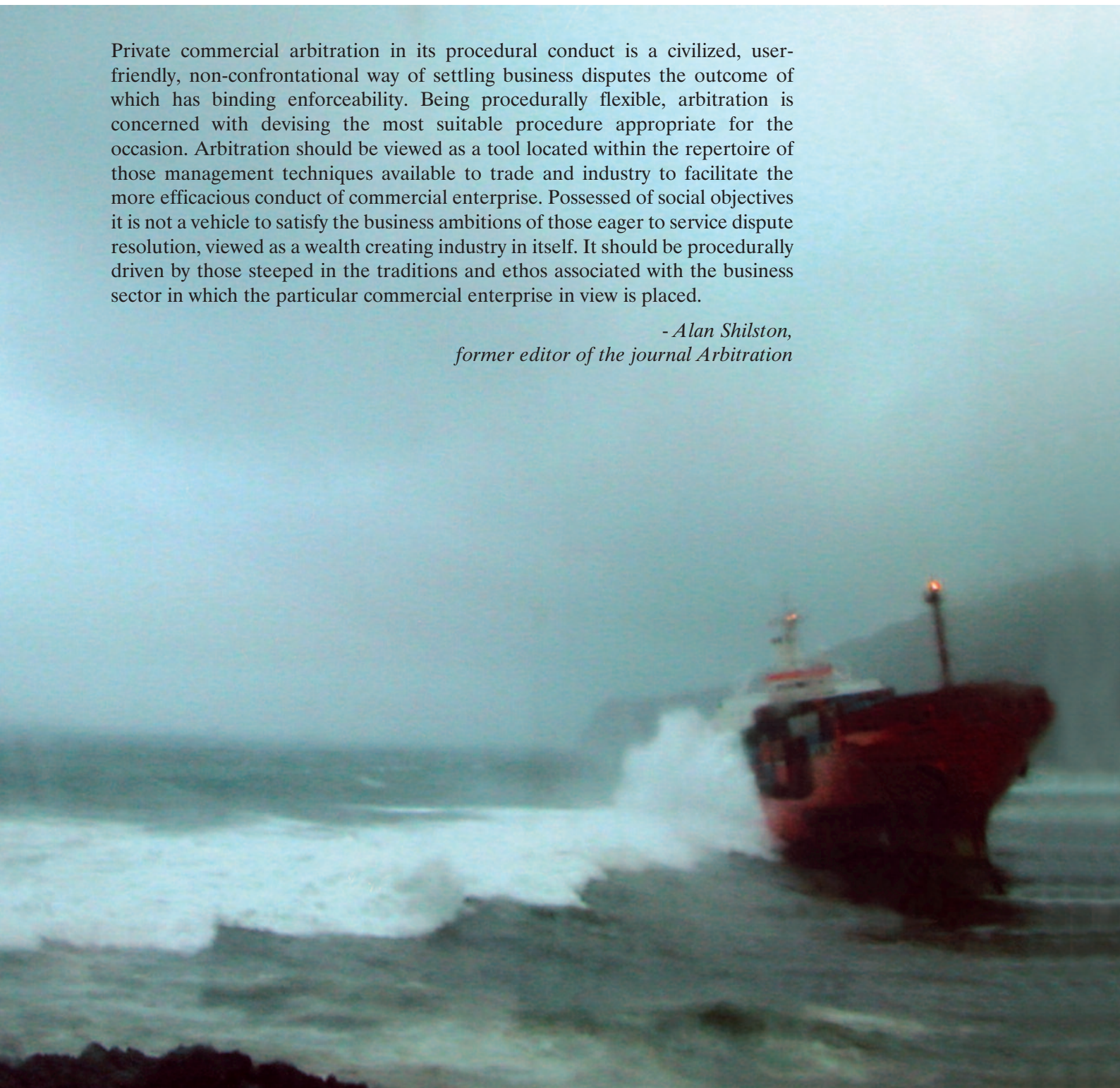
The operation, which took place in atrocious weather, ended on New Year's Eve of December 2005 when the casualty was declared a wreck and the removal put out to tender.



It appears to be a law that you cannot have
a deep sympathy with both man and nature
– Henry David Thoreau, *Walden*, 1854

Private commercial arbitration in its procedural conduct is a civilized, user-friendly, non-confrontational way of settling business disputes the outcome of which has binding enforceability. Being procedurally flexible, arbitration is concerned with devising the most suitable procedure appropriate for the occasion. Arbitration should be viewed as a tool located within the repertoire of those management techniques available to trade and industry to facilitate the more efficacious conduct of commercial enterprise. Possessed of social objectives it is not a vehicle to satisfy the business ambitions of those eager to service dispute resolution, viewed as a wealth creating industry in itself. It should be procedurally driven by those steeped in the traditions and ethos associated with the business sector in which the particular commercial enterprise in view is placed.

- Alan Shilston,
former editor of the journal Arbitration



As we watch the sun go down, evening after evening, through the smog across the poisoned waters of our native earth, we must ask ourselves seriously whether we really wish some future universal historian on another planet to say about us: 'With all their genius and with all their skill, they ran out of foresight and air and food and ideas', or 'They went on playing politics until their world collapsed around them'

- U Thant, *UN Secretary General, 1970*



MUST HAVE UNLIMITED FUNDS AVAILABLE

‘[These] Contractors have considerable experience of performing services under LOF by sub-contracting craft and personnel. Their willingness and preparedness to do so gives rise to a financial burden. They require...to have virtually unlimited funds available (at no notice at all).’

NIGEL TEARE QC

Gillian - Appeal Award, 8 November 2005



PROMPTNESS OF SERVICES

‘[The] services...provided exactly what the casualty required. Their particular merit is the promptness with which they were provided, given the progressive damage being sustained by the casualty. That promptness was in part a result of the Contractors’ policy of maintaining tugs on permanent salvage station and in part a result of arrangements which the Contractors have put in place with other tug owners to make tugs available promptly, when required.’

JEREMY RUSSEL QC

Lucy Borchard - Award, 24 February 2005



Till now man has been up against Nature; from
now on he will be up against his own nature
– Dennis Gabor, *Inventing the Future*, 1964

MOST VALUABLE SINGLE SERVICE

‘This part of the services was highly beneficial to the casualty. It involved high quality seamanship on the part of all three tugs in getting close to the *Aniara* in a considerable swell. The *Megas Alexandros* indeed... was able to put a Zodiac into the moving sea which carried Mr Petropoulos across to the casualty where he was able to board her. He did this on two occasions and is to be commended for his courage and determination... The other two tugs managed to establish the towing connections. As a result of that they towed the *Aniara* a few miles to the East. It is possible that this service was the most valuable single service rendered during the whole of the salvage operation...’

MICHAEL N HOWARD QC
Aniara - Award, 12 June 2006

Train one, save many
-RNLI campaign slogan



‘Salvors’ Work Load’

It has been aptly said, that the best way to help Professional Salvors, is to give them more work.

A large number of cases creates an inventory of experience, limits idle time, generates much needed income for further investment and enables the Salvor to charge less on a per case basis.

Whilst it sounds like a win-win situation, the reality is that Professional Salvors are often avoided in favour of ‘cheap’ alternatives. The result is a low utilisation rate and lack of work, with Salvors ultimately minimising training and vacating salvage stations, leaving a vacuum.

Prompt action, even if it's not quite the right action, is preferable to masterly inaction

– *British Coastguard, Booklet circa 1920*



We cannot command Nature except by obeying her
– Francis Bacon



KIPEROUSA

The Tsavliris super tug Nikolay Chiker sailed (under LOF, June 2005) from her salvage station at Cape Town to the assistance of MV Kiperousa, a 25,400dwt log carrier laden with about 5,000 hardwood logs, stranded off East London, South Africa.

Tsavliris also deployed a heavy-lift Russian Mi26 helicopter to lift the logs off the casualty and transport them to a nearby farm, which had road access, rented by Tsavliris.

Ferocious weather and heavy swells hampered the services and after two months, and half-way through the operation, the vessel's P&I club decided to opt for a (perceived) cheaper method. The casualty eventually broke up and the remaining logs spilled into the sea.



JOB FAR FROM ROUTINE

“[Out] in the Atlantic, especially whenever the wind and swell were more than moderate, the work of tending the line on the towing deck was difficult and dangerous. Captain Pilipchuk spent the whole of the first week of the tow on the bridge of his tug. This demonstrates a high level of responsibility on his part as well as being further evidence, if any were needed, that the job was far from routine.”

MICHAEL N HOWARD QC
Caravos Horizon - Award, 5 April 2006



RESOURCEFULNESS IN OVERCOMING PROBLEM

‘[The] flotilla... experienced increasingly bad weather which reached severe gale conditions... those onboard the tug observed that one of the strands of the tow-wire had parted where it passed over the rail of the tug.

There were 6 strands in all, and the damage had been sustained because the protective sheath which was intended to shield the wire from this sort of event had been damaged in the course of the bad weather. Thirty metres of the tow wire was wound back on to the winch, so that the damaged part no longer bore any of the strain.

It also meant that the sheath was no longer in place. In order to prevent the wire fraying as it passed over the rail, the tugmaster had the wire wound in a further half a metre every four hours.

...this was a difficult tow, with just one tug, a substantial laden vessel and conditions which... were boisterous.

The way in which the tow wire was managed showed that those on the *Alexander 5* had planned the tow properly, were paying attention to ensure that it proceeded smoothly and that they showed resourcefulness in overcoming the problem when it occurred.’

MICHAEL N HOWARD QC
Johnny P - Award, 21 May 2007

The system of Nature, of which man is part,
tends to be self-balancing, self-adjusting, self-cleansing.
Not so with technology

– E.F. Schumacher, *Small is Beautiful*, 1973

MAJOR TOWAGE SERVICE

‘After the *Keymar* had refloated there remained a substantial service to perform. The Contractors needed to demonstrate to the relevant bodies that the ship was fit to be towed, which they did. They then set about towing her, with the use of one tug only, the largest, towards Piraeus. When the weather deteriorated, the flotilla took refuge off Sicily. In the end... they were... forced to make the last stage of the journey in rather adverse conditions. Ominous noises were heard from the *Keymar* which cannot have done much for the peace of mind of any of those involved. By the time the *Keymar* reached Piraeus, she had been towed over 900 miles. This was a major towage service in itself.’

MICHAEL N HOWARD QC
Keymar - Award, 9 February 2005



ONUS OF PROOF

‘... the Contractors do not have to prove on balance of probability that a danger would have materialised, only that the danger was one that was sufficiently likely to materialise to be worthy of being taken into account.’

BELINDA BUCKNALL QC
Ariel - Award, 25 October 2006



TUGMASTER PRUDENT AND IMAGINATIVE

‘Once the casualty had been located, the tugmaster prudently waited for daylight to make the connection. The size of the ship’s bitts presented a problem, so that the Contractors had to improvise a method of creating a connection using chains.

When the chains parted, the tugmaster was sufficiently imaginative to make alternative arrangements so as to use the intermediate size of chain in the first instance.

When the chain failed for the second time, the salvors made a wholly new arrangement, grinding out the Panama lead so that it could accommodate the 76mm chain, a job which was both labour intensive and one which could be performed by only a small minority of tugs.’

MICHAEL N HOWARD QC
Caravos Horizon - Award, 5 April 2006

Man is a complex being:
he makes deserts bloom and lakes die
– Gil Stern



‘Secured Compensation’

The salvage industry experiences a significant ‘bad debt’ ratio. Clients, property owners, insurers often walk away from their financial obligations. Unfortunately, this phenomenon does not always involve unscrupulous people, but respectable clients who are not properly insured. One of the reasons is the lack of mandatory liability insurance as opposed to discretionary indemnity insurance. Salvors require that the matter be redressed.



STENA TAY

Tsavliris was engaged (June-August 2006) by Total Nigeria to tow the drilling rig Stena Tay, a 'state of the art' rig capable of drilling to depths of over 8,000 metres, from Brownsville on the US Gulf to Port Harcourt in Nigeria.

The Tsavliris super tug Fotiy Krylov performed the two-month tow alone.



A RISK OF ARREST

‘The Contractors face the risk of having their craft and/or key personnel arrested or detained, sometimes for very long periods. The expense of supporting their craft and personnel and obtaining their release can be extremely high and during the period of arrest or detention the Contractors’ ability to respond to other casualties is reduced.’

BELINDA BUCKNALL QC
Grigoroussa I - Award, 9 September 2006

GRIGOROUSSA I

Tsavliris was engaged to salvage (under LOF, February 2006) the aframax tanker Grigoroussa I, 98,000dwt, laden with 94,000 tonnes of fuel oil, which had sustained heavy structural damages (and leaking), following a collision in the Suez Canal. The Tsavliris salvage tug Megas Alexandros was mobilised from Piraeus to her assistance, together with salvage STS transfer and anti-pollution equipment, Yokohama fenders and salvage teams. After considerable difficulties and delays, Tsavliris managed to carry out an STS transfer operation into a purpose chartered tanker, whereupon the cargo was on-carried to its destination. After temporary bottom repairs/patching, the casualty proceeded to Piraeus for permanent repairs. The entire operation lasted eight months!



WORLD CLASS PROFESSIONALS

‘The Contractors are one of the few salvage companies to keep salvage tugs on station without State support.... The policy of keeping tugs on station is costly... It is now a policy of considerable benefit to the maritime community because it enables a rapid response to be made to casualties that might otherwise have to wait for a considerable time for assistance, in some cases with disastrous consequences for the property at risk and/or the environment.’

BELINDA BUCKNALL QC
Grigoroussa I - Award, 9 September 2006



KEN EXPLORER

The Tsavlis salvage tug SB-408 proceeded from her salvage station at Sri Lanka to the assistance (under LOF, August 2004) of the craned bulk carrier Ken Explorer, 46,000dwt laden with 44,000 tonnes bulk copper concentrate, stranded on reefs in the Gulf of Khambhat, India. An array of subcontracted tugs, tanker barges and lightering vessels were deployed during an operation in which salvors, exposed to monsoon heavy swells, had to work in difficult conditions due to heavy swells. During the operation some 1,100 tonnes of heavy fuel oil and oily water were removed. The casualty sustained severe bottom and flooding damage. Cargo was discharged and transhipped to Gebel-Ali, UAE, where it could dry out. The salvage operation lasted four months.

Taking it all in all, a ship is the most honourable thing
a man has ever produced

– John Ruskin

SPECIALISED EQUIPMENT

‘The Contractors have invested heavily in specialised salvage equipment, maintained in their store by a dedicated team of employees, in readiness for shipment to whatever part of the world it may be needed.

Recent acquisitions are aimed at enabling the Contractors to respond effectively to cases where it may be necessary to remove bunkers or oil cargoes from sunken vessels and include an underwater drilling unit, an underwater cutting unit, a 35-tonne underwater lifting magnet, a hydraulic cargo pump and gate valves which can be attached to a ship’s hull underwater.’

BELINDA BUCKNALL QC
Grigoroussa I - Award, 9 September 2006





‘Inhospitable Coastal States’

A significant number of coastal states around the world are inhospitable. Casualties occurring in their territorial seas, or adjacent zones, requiring assistance are often looked upon as profit centres, opportunities to be taken advantage of. Some coastal states harbour terrorists, and pirates. In some cases, their naval forces operate in collusion with criminals.

The international community has not taken sufficient notice of the problem, which, in certain areas, has reached epidemic proportions. International law is not always supportive; nor is local law, if any. Military intervention, the use of lethal force by the naval powers of civilised nations, is much welcomed.

The sun, the moon and the stars would have disappeared long ago... had they happened to be within reach of predatory human hands

– Havelock Ellis,
The Dance of Life, 1923

SALVORS AT SIGNIFICANT RISK

The skill and efforts of the Contractors in preventing the casualty from going aground eliminating a high risk of a considerable quantity of IFO and MDO... being driven ashore in an inhabited area... The skill and efforts of those on board the *SB408* in making fast to the casualty on 3rd and 5th July were very considerable and were instrumental in eliminating the considerable risk of loss of all lives on board the casualty. The Contractors' personnel were at significant risk of personal injury or even death during the operation to make fast.

BELINDA BUCKNALL QC
Ariel - Award, 25 October 2006



‘ONE THAT GOT AWAY’

Unfortunately the world is littered with unwanted shipwrecks with very little being done about them. This would not be the case if shipowners and insurers acted more responsibly.

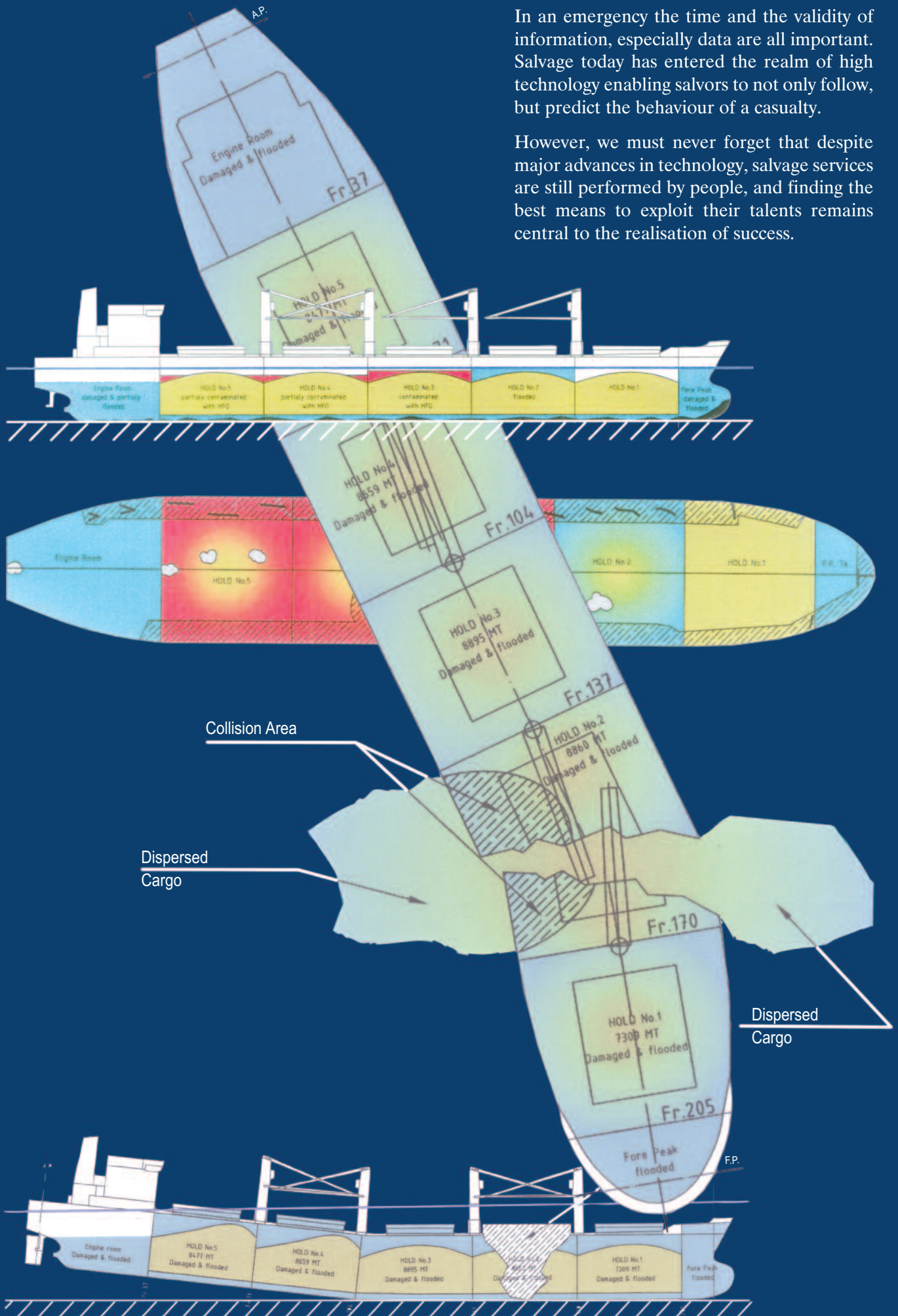


STAINLESS DOLPHIN

Tsavliris was engaged to salvage (under LOF, November 2005) the chemical/ product tanker Stainless Dolphin, 4,200dwt laden with 2,000 tonnes of sunflower oil in bulk, which had run aground north of Evia Island, Greece in the area of Glyfa. The Tsavliris salvage tug Megas Alexandros was sent from Piraeus to her assistance, together with antipollution equipment, divers and a salvage team. After transferring the cargo into a lightening tanker and dewatering, the casualty was successfully refloated and escorted to Stylida anchorage, where underwater repairs were performed, and was redelivered to owners.



However, we must never forget that despite major advances in technology, salvage services are still performed by people, and finding the best means to exploit their talents remains central to the realisation of success.





SEA DIAMOND

Tsavliris tug Megas Alexandros proceeded from her Piraeus salvage station (under LOF, 5 April 2007) to the assistance of cruise ship Sea Diamond, 22,500grt, which had become a casualty at Santorini Island, Greece. Unfortunately the casualty had sunk by the time the salvage tug arrived. Tsavliris is currently studying wreck removal and pollution neutralisation possibilities.



Tsavliris Salvage Group

*Sponsor and presenter
of the 'Seafarer
of the Year Award'*

The Tsavliris Salvage Group has sponsored the Seafarer Award for the Lloyd's List Greek Shipping Awards for three years.

In December 2007 Captain George Carras was chosen 'Greek Seafarer of the Year'.

It was his actions in April 2007 at the scene of the stricken cruise ship *Sea Diamond* at Santorini which were recognised, after his small ferry boat was instrumental in rescuing about 1,000 passengers and crew from the sinking vessel.

ACHIEVEMENT IN SAFETY & ENVIRONMENTAL PROTECTION

Sponsored by Lloyd's Register of Shipping



The Tsavlis Salvage Group made two visits to the podium during the Lloyd's List Greek Shipping Awards ceremony in December 2007, walking off with the highly coveted 'Safety & Environmental Award 2007' and

as the proud sponsor and presenter of the 'Seafarer of the Year Award' (see opposite page).

As a professional salvor, no greater honour by the shipping community could have been bestowed on the Group than recognition of its efforts to save lives and protect the environment.

The Tsavlis brothers were there to accept the award on behalf of the company and the salvage men who put their lives at risk to save others and keep the seas void of pollution wherever possible.

The awards committee was especially impressed by two specific cases that underlined a salvor's role: Experts recognised that refloating of the grounded bulker *Golden Sky* in the Baltic Sea was an impossible job, but Tsavlis tackled it successfully. In the *New Flame* case, the efforts of Tsavlis to prevent pollution from the grounded bulker drew congratulations from the Gibraltar Government.

Good environmental policy is identical to good economic policy. I defy you to show me an instance where it isn't. The problem is, polluters treat the planet as if it were a business in liquidation. And our children are going to pay for our joyride.

- Robert F Kennedy Jr.,
Author of Crimes Against Nature



• HELMEPA •



The Tsavlis Salvage Group has been an ardent supporter of HELMEPA (The Hellenic Marine Environment Protection Association) which recently marked 25 years of work, and of CYMEPA (The Cyprus Marine Environment Protection Association) which is 15 years old. Members of the Tsavlis family serve on the respective executive boards and currently hold the vice-chairmanship of HELMEPA and the chairmanship of CYMEPA.

Services Rendered

Tsavliris is the world's most active emergency response contractor, consistently performing more Lloyd's Open Form salvage services than any other company. In its lifetime, the Tsavliris Salvage Group has performed more than 1,500 salvage operations under LOF.

Between mid-April 2004 and end-April 2008, the period covered by this publication, Tsavliris undertook about 100 salvage operations, 70% of which were under Lloyd's Open Form.

Tsavliris also performed over 30 significant towage contracts worldwide, including high value drilling rigs and other offshore oil and gas industry structures.

GREEK TERRITORIAL WATERS

RORO	ANIARA
T/B	ANTEY
CSH	ROBIN I
CSH	APOLLONIA STAR
CSH	LIDER TRABZON
RORO	ARION
CSH	MIKHAIL ISAKOVSKIY
CN	LUCY BORCHARD
CSH	ELANTA
MY	SURF
PASS	IERAPETRA
CSH	SEA HAWK II
TSH	STAINLESS DOLPHIN
MY	LIDA
MY	MYRA T
CSH	MOBBY DICK
PASS	SEA DIAMOND
TSH	SCF VALDAI
CSH	SEA AHMED
BC	JOHNNY P
BC	AKTI

MEDITERRANEAN SEA (excluding Greece)

BC	ELEFThERIA
BC	DIA P
BC	NEW FLAME
RORO	SOPHIA

BALTIC SEA / NORTH SEA

BC	CONRAD OLDENDORFF
BC	GOLDEN SKY
BC	ELEFThERIA
TSH	LISA
TSH	NAVKIOS
CSH	ATLANTIC PRIDE

Abbreviations:

BC	Bulk Carrier
REF	Reefer
CN	Container Ship
CSH	Cargo Ship
PASS	Passenger Ship
RORO	Roll On/Roll Off
TSH	Tanker Ship
MY	Motor Yacht
NAV	Naval Vessel
T/B	Tug Boat
BAR	Barge

ATLANTIC OCEAN / SOUTH AMERICA

BC	GENMAR SPYRIDON
BC	GENMAR TRUST
BC	MOUNT ATHOS
BC	FLORA S
CSH	EIFFEL PLANET
TSH	ATROPOS
CSH	ECO PRINCESS
BC	CARAVOS HORIZON
BC	ARION
CSH	KEVIN
CSH	KAPTAN NEVZAT KACAR
CSH	CLIPPER LIS
CSH	KHALED MUHIEDDINE
CSH	ROYAL RAY
CSH	SASANQUA
CSH	THOR IRENE
CSH	THEODOROS P
BC	CONGER
BC	NAPOLEON
BC	ATLANTIS CHARM
TSH	RADWAN
CN	CP VALOUR
CSH	STEEL TRADER
CSH	DILZA
BC	SETSUYO STAR
TSH	FAULTLESS
TSH	ASSOS
CSH	ARION
BC	VOUTAKOS
TSH	IRAN HUWAYZEH
BC	ASTRA SEA
MY	CALISO
TSH	ELEOUSA TRIKOUKIOTISA
BC	BARGARA

RIO PARANA / ARGENTINA

RORO	LAINÉ
BC	MED INTEGRITY
TSH	FIDELITY
BC	CHRISTY M
BC	DIMITROVSKY KOMSOMOL

INDIAN OCEAN

BC	OLYMPIC GALAXY
TSH	HUI LONG
BC	HALA
CSH	KIPEROUSA
BC	LONG HAI
BAR	SIKINOS & SKOPELOS III
CSH	ANTREAS
TSH	LLOYDIANA
T/B	SEA DIAMOND VII
BC	ARIEL
TSH	NOISELESS
BC	KEN EXPLORER
BC	GRACIA
BC	THOR IRENE
TSH	AGIA BARBARA

RED SEA / SUEZ CANAL

TSH	ANTONIS A
TSH	GRIGOROUSSA
NAV	SRN MAKKAH

MID EAST GULF

CSH	KYRIAKOS M
BC	ALTAIR
CN	JOLLY

PACIFIC OCEAN / CHINA SEA

BC	THIA CHRYSSOULA
BC	P. MOUZELIS
M/V	THRASYVOULOS V
BC	GILIAN
TSH	DOLLARD GAS

WORLDWIDE RAPID RESPONSE
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CARGO RECOVERY
SUB-SEA WORKS
OFFSHORE SUPPORT
POLLUTION CONTROL
CONTINGENCY PLANNING

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





*Nereid nymph riding dolphin – 5th century BC,
J. Paul Getty Museum, Malibu.*

And ye too, Nereids, sea-blue horde of ocean, to whom the glory
and the fortune of the second realm have fallen by lot... suffer me
to call you stars of the mighty deep! ... arise from the glassy caverns
of foam-encompassing Doris, and in peaceful rivalry swim around the bays
of Baiae and the shores where the hot springs abound; seek out the lofty
ship whereon Celer . . . rejoices to embark . . . Circle gracefully about
her on either side, and divide your duties: some stretch taut from the mast
the hempen rigging, some set the topsails and spread
the canvas to the zephyrs; let others place the benches, or let down into
the water the rudder that guides the curving bark; let there be some to
make the heavy sounding-lead explore the depths, and others to fasten the
skiff that will follow astern, and to dive down and drag the hooked anchor
from the depths, and one to control the tides and make the sea
flow eastward: let none of the sea-green sisterhood be without a task

- Publius Statius, Silvae



ΑΛΟΝ ΣΕΒΟΥ