



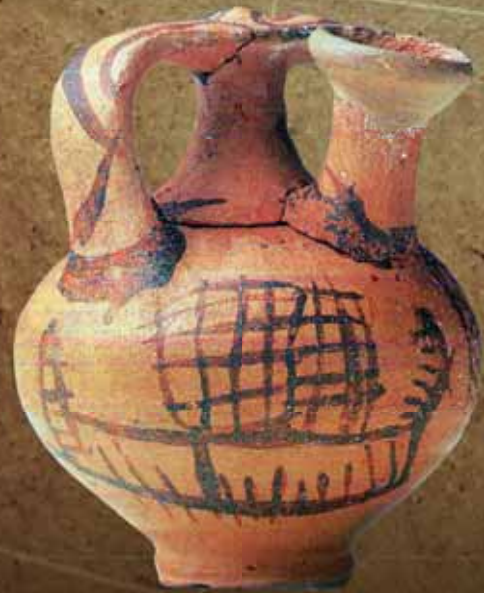
# TSAVLIRIS

SALVAGE MASTERS OF THE WORLD





Front cover photo: Marble fragment depicting ship commanded by Odysseus - Sperlonga, Italy



MAIN ANCIENT GREEK  
SEAPORT CITIES & COLONIES

- |    |            |    |                |
|----|------------|----|----------------|
| 1  | ATHINAI*   | 21 | EPIDAMNOS      |
| 2  | MEGARA*    | 22 | TARAS          |
| 3  | KORINTHOS* | 23 | METAPONTION    |
| 4  | SPARTA*    | 24 | SYBARIS        |
| 5  | AIGIALEIA* | 25 | KROTON         |
| 6  | CHALKIS*   | 26 | SYRAKOUSAI     |
| 7  | THERA*     | 27 | AKRAGAS        |
| 8  | NAXOS      | 28 | SELINUS        |
| 9  | MILITOS*   | 29 | HIMERA         |
| 10 | EPHESOS    | 30 | ELEA           |
| 11 | PHOKAIA*   | 31 | NEAPOLIS       |
| 12 | ABYDOS     | 32 | OLBIA          |
| 13 | BYZANTION  | 33 | ALALIE         |
| 14 | CHALCEDON  | 34 | NIKAIA         |
| 15 | HERACLEA   | 35 | ANTIPOLIS      |
| 16 | AMISOS     | 36 | MASSALIA       |
| 17 | APOLLONIA  | 37 | EMPORION       |
| 18 | ABDERA     | 38 | HEMEROSKOPEION |
| 19 | STAGEIRA   | 39 | KYRENE         |
| 20 | KERKYRA    | 40 | NAUKRATIS      |
- \*METROPOLIS

ANCIENT GREEK COLONISATION

IN ANCIENT GREEK TIMES, MORE THAN THIRTY GREEK CITY-STATES (METROPOLIS) FOUNDED HUNDREDS OF COASTAL COLONIES FROM THE SHORES OF THE IBERIAN PENINSULA TO THE BLACK SEA AND NORTH AFRICA. AS A CONSEQUENCE GREEK CIVILISATION, LANGUAGE AND TRADE INFLUENCED THE WHOLE MEDITERRANEAN AND BLACK SEA AREAS.





# TSAVLIRIS

SALVAGE MASTERS OF THE WORLD

## The Way Forward

MARINE SALVAGE, like many other time-honoured enterprises and trades, has undergone dramatic changes over the years. To quote the Greek philosopher Heraclitus: "Τα πάντα ρει" – everything changes. Many of these changes are within the lifetime of our family Group.

In 2014 we celebrated the centenary of the birth of our founding father, Alexander G. Tsavliris – a man with a humble background, a dream to fulfil and with few assets at the outset other than his work ethic and determination. During this same year he was inducted into the Greek Shipping Hall of Fame, which pays tribute to outstanding personalities in modern Greek shipping history. At the same time we celebrated our 75 years in shipping and finally the 50<sup>th</sup> anniversary of Tsavliris Salvage.

Our achievements along the way as well as our Group's longevity were recognised by the 2016 Capital Link Greek Shipping Leadership Award, presented at a touching ceremony in Athens. It was a reminder of times past when salvors were universally welcomed for performing a vital and often risky job and when it was more obvious than today that the profession was held in respect by the wider shipowning and insurance community.

We believe that it is now vital that the importance of supporting the professional salvor is more widely encouraged.

With the ever-increasing number of large vessels trading worldwide, and the complexity of their problems, the need for a properly-equipped marine salvage industry is clearer than ever. The shipping and insurance industries are fully aware of the need for renewal and improved technical capacity for salvors to respond to casualties such as a fully-laden VLCC or one of today's giant container vessels.

However the needs of today and tomorrow cannot be met unless salvors are encouraged to invest in new salvage tugs, special equipment and salvage teams/crews that are trained to meet these challenges.

While there is a consensus in favour of this view, stakeholders fiercely focused on cost reduction tend to forget it in practice. This culture is not conducive to acting in the longer-term interest, but we are hopeful that this will again change with time.

Salvage is now inextricable from protection of the marine environment and we are pleased to say that we have taken an active role both at a corporate and personal level, in order to keep our seas clean. It is our obligation to care for the world that our children, the next generation, will live in.

Previous experience may sometimes lead us to look back nostalgically to the past, but it is also an invaluable resource for us in meeting the challenges of today and tomorrow.

We will continue drawing on this reserve of knowledge to work together with all our friends and colleagues in our industry with as much zest, integrity and professionalism as ever in the years to come.

*THE CHAIRMAN, TSAVLIRIS SALVAGE GROUP*





## THE FOUNDER

The Group's founder, Alexander G. Tsavliris, established his first company in London in 1939. After working in the UK Ministry of Transport during the Second World War, he founded Tsavliris (Shipping) Ltd and purchased his first ship, a 1,200 DWT Collier,

followed by larger general cargo vessels.

As a successful dry cargo shipowner, he returned to Greece in 1956, establishing Tsavliris (Hellas) Maritime Co Ltd. During the following years, the Group purchased a number of war-surplus Liberty ships and other second-hand freighters. By 1965 it had a substantial fleet of 17 ships.

The Group was already considered innovative in Greek shipping circles. In parallel, the Group diversified into the demanding sector of tugs and salvage operations. In 1964, Tsavliris (Salvage & Towage) Ltd was established and within five years it owned and operated 30 vessels.

The new entity offered reliable port tug services in Piraeus and other Greek ports as well as making an international reputation for itself as a leading salvage contractor, able to respond to emergencies all over the world. At one stage it was one of the largest registered tug owners worldwide.



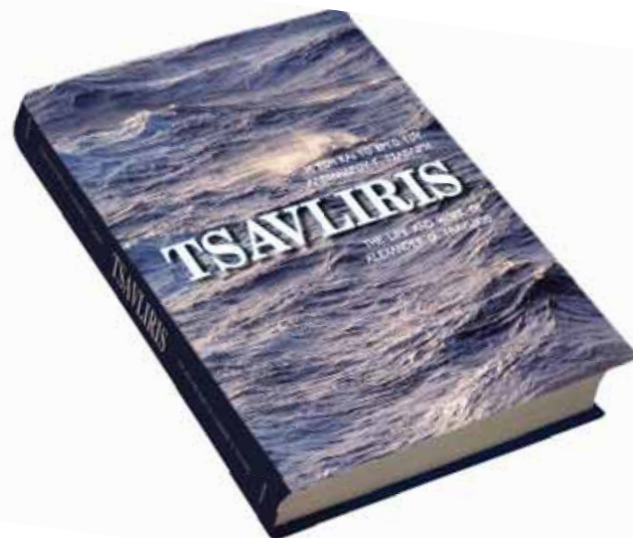
## HALL OF FAME ALEXANDER G. TSAVLIRIS

Alexander G. Tsavliris (1914-1973) was deservedly inducted in 2014 into the Greek Shipping Hall of Fame, an elite gathering of the most celebrated of Greece's shipping entrepreneurs.

He is recognised as one of the first shipowners who supported the development of Piraeus as a maritime centre. He became a leading owner of dry cargo ships and is mostly remembered for putting Greece on the international map for salvage operations. He never forgot his own humble origins and, during his lifetime, hundreds of people benefited from his quiet generosity.

[www.greekshippinghalloffame.org](http://www.greekshippinghalloffame.org)

## THE HISTORY OF TSAVLIRIS AND ITS FOUNDER



The Tsavliris Group has commissioned a publication on the story of Alexander G. Tsavliris, which includes his achievements as well as the evolution of the Group and the family business today.

In 2014 Tsavliris Salvage celebrated 100 years from the birth of the Group's founding father, Alexander G. Tsavliris; 75 years from the commencement of the first Tsavliris shipping company and 50 years from the foundation of Tsavliris Salvage in 1964.



The Tsavliris Cultural Foundation is dedicated to the spiritual and artistic creation of our times, in accordance with the vision of its Founders: Nicolas, George and Andreas Tsavliris. The Foundation was established in Cyprus in September 2015 to commemorate 100 years from the birth of the founding father of the Tsavliris Group, Alexander G. Tsavliris.

The aim of the Tsavliris Cultural Foundation is to support and promote education, culture and the arts. It focuses particularly on the creative work of individuals in the fields of literature, visual arts, music, theatre, history, archaeology, folk art and tradition.



## TSAVLIRIS BROTHERS RECEIVE MOST PRESTIGIOUS AWARD

The '2016 Capital Link Greek Shipping Leadership Award' was awarded to the three Tsavliris Brothers of the Tsavliris Salvage Group, in recognition of their unique and extensive contribution to Shipping and Greece and for their overall outstanding service to the maritime industry. The Capital Link's 7<sup>th</sup> Annual Greek Shipping Forum was held on 16 February 2016 in Athens. The Tsavliris Brothers were the fourth recipients to be awarded this most prestigious award. Previous recipients were Captain Panagiotis Tsakos, Pericles Panagopoulos and Lambros Varnavides.

## THE LLOYD'S LIST GREEK SHIPPING AWARDS TO TSAVLIRIS SALVAGE

Tsavliris Salvage Group received the highly coveted 'Safety & Environmental Award 2007' at the lavish Lloyd's List Greek Shipping Awards Ceremony in December 2007 in Athens. As a professional salvor, no greater recognition by the shipping community could be bestowed on the Tsavliris Group who pride themselves on both saving lives and protecting the environment against marine pollution.

The three brothers Nicolas, George and Andreas Tsavliris were all there to accept the award and, in their speech, they praised the salvage men who put their lives at risk to save others and keep the seas void of pollution wherever and whenever possible.

Tsavliris Salvage received a special award in recognition of their loyal support for sponsoring the Lloyd's List Greek Shipping Awards for 10 years. At a spectacular event in December 2014, the '10 Year Sponsorship' Award was received by the three Tsavliris Brothers. The 'Seafarer of the Year' Award is one which Tsavliris Salvage Group is honoured and proud to sponsor.



## TSAVLIRIS GROUP HONOURED WITH SHIPPING AWARD

Tsavliris Salvage Group received a special award from the Hellenic Institute of Marine Technology (ELINT) for its contribution to shipping and the cultural well being of Piraeus. In December 2005, in Athens, ELINT President, Byron Tomazos noted that as a salvor over the past 30 years, Tsavliris has undertaken thousands of salvage operations, some of them among the world's best known. He also noted the Group's involvement in bulk ship operation, environmental protection and maritime education.





## TSAVLIRIS SALVAGE - MISSION STATEMENT

Tsavliris is one of the most active emergency response contractors for maritime casualties worldwide and the most frequent user of the LOF contract, having handled over 3,000 casualties. With tugs on permanent stations at strategic locations worldwide, the Group's international activities embrace every service relating to marine salvage and towage, extending to complex wreck removals and partnering today's shipowners in fulfilling their obligation to protect the marine environment from pollution. Tsavliris is committed to maintaining a modern global network for providing rapid assistance to shipping. This is achieved through the deployment of its own salvage assets as well as cooperation with regional and international salvage firms.



S/T  
**TSAVLIRIS  
UNITY**  
BHP 7,000  
BP 85 T



S/T  
**TSAVLIRIS  
HELLAS**  
BHP 9,600  
BP 121 T



S/T  
**GLOBAL  
SUCCESS I**  
(under  
management)  
BHP 13,500  
BP 189 T



S/T **MEGAS ALEXANDROS**  
BHP 6,200 - BP 73 T



S/T **HERMES**  
BHP 2,725 - BP 41 T



T/B **HERMES I**  
BHP 1,320 - BP 20 T

QC  
award

"The services were well-performed. The Contractor undertook the risk of liability ordinarily associated with sub-contracting an ocean going tug. The Contractor is a well-known, first class professional salvor. It has a proven track record, not merely in the performance of salvage operations on a worldwide basis but in investment in salvage equipment. It has also upgraded its salvage equipment with sophisticated buoyancy, pumping, anti-pollution and cargo offloading gear. Much of its equipment is palletised so as to be readily available for airlifting anywhere in the world. The Contractor also maintains a number of dedicated salvage tugs on station close to the busy shipping lanes. One such tug, the MEGAS ALEXANDROS, played a useful role in these services. Station keeping tugs provide a valuable service to the maritime industry in general. It is, however, an expensive exercise; the Contractor's experience shows that overall utilisation rates are low and idle time is high."

TIMOTHY BRENTON QC  
REINA CHRISTINA, Award 22 April 2013

QC  
award

"In terms of danger there was a real risk of the casualty grounding within 24 hours of the tug's arrival had she not been taken in tow. The services were prompt and well performed and conferred a valuable benefit. The Contractors are well-known first class professional salvors who have demonstrated a commendable commitment to salvage and to LOF over many years. The Tsavliris Group has a clear policy of maintaining tugs on salvage station, including in some of the world's busiest shipping lanes and have demonstrated their continuing commitment to investing in dedicated station keeping salvage tugs, notwithstanding the significant financial burden to which this gives rise with prolonged periods of idle time."

VASANTI SELVARATNAM QC  
CRILLON, Award 17 September 2015

QC  
award

"The Contractors are well-known first class professional salvors who need no introduction. They have performed many outstanding salvage services over the years and have made considerable investments in salvage craft, personnel and equipment."

LIONEL EDWARD PERSEY QC  
MEDEA K, Award 15 April 2015





■ Tsavlis Salvage provided salvage assistance to the Geared Bulk Carrier KATHERINE (GT 17,255 - DWT 28,711) laden with 26,400 tonnes of hot briquetted iron, following collision and inter-locking with Geared Bulk Carrier BARU SATU (GT 9,978 - DWT 16,190) laden with sugar, in the Kafirea Strait, Aegean Sea, Greece.

The Tsavlis S/T MEGAS ALEXANDROS towed the casualty to Neorion Shipyards at Syros Island. The two month salvage operation, performed in cooperation with other contractors, was completed successfully.



QC  
award

"Immobilisation until professionally assisted is a serious danger in its own right and the casualty certainly needed the assistance of a first class professional salvor. The theoretical dangers facing this casualty were very real and the arbitrator will give considerable weight to them. This was a lengthy and extremely well-performed service and I consider that the arbitrator will be much impressed with it. There was an immediate dispatch of the station-keeping tug MEGAS ALEXANDROS. She was engaged for 39 days in all. A considerable salvage team was mobilised, consisting of a salvage master, salvage engineers, a naval architect, salvage foreman, two salvage officers, six riggers, four divers and their supervisor..."

LIONEL PERSEY QC  
KATHERINE, Consultative Opinion  
4 April 2013







■ Tsavlis Salvage provided salvage and anti-pollution services to the Containership YUSUF CEPNIOGLU (GT 5,000 - DWT 7,000) laden with 200 containers. The vessel was wrecked (following grounding) on the north western coast of Mykonos Island, Aegean Sea, Greece.

Tsavlis Salvage and EPE initiated major clean-up efforts and pollution abatement services. Over 500 cubic metres of debris were collected in the following weeks. Furthermore, oil booms were positioned near the local power and desalination plants to prevent intakes clogging up.

The environmental ramifications to both marine life and the shorelines of Mykonos/Delos/Rhenia were highly significant - not least as it coincided with the Easter holidays and the start of the tourist season for one of the most visited islands in Greece. The salvage operation, in cooperation with other contractors, lasted three months.

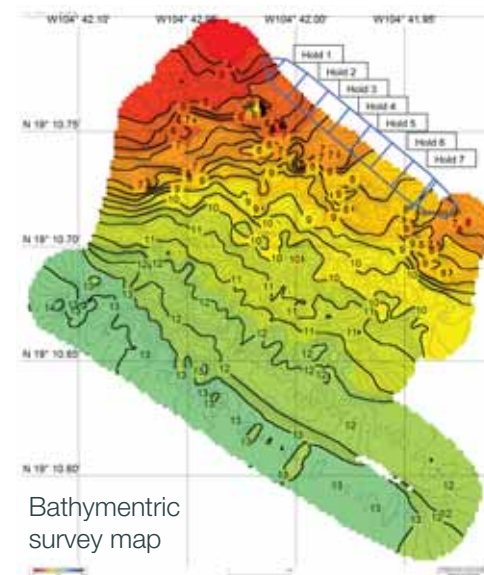






■ The Panamax Bulk Carrier LOS LLANITOS (GT 40,420 - DWT 71,731) grounded on rocky shore north of Manzanillo, Barra de Navidad, West Coast Mexico, during the passing hurricane Patricia - which was the strongest hurricane ever recorded in the western hemisphere. Tsavlis Salvage provided salvage assistance in cooperation with USA based partners Resolve Marine Group.

The operation to remove bunkers and pollutants lasted one month and was completed successfully. All necessary crafts and equipment were mobilised from the USA and Panama respectively. As the weather conditions did not allow any approach by sea, portable equipment and salvage personnel were transferred on board the casualty by local helicopter. About 500 tonnes of hydrocarbons were pumped out and transferred safely ashore.



■ The Geared Bulk Carrier INCE INEBOLU (GT 30,010 - DWT 52,380) in ballast, with about 1,500 tonnes of bunkers on board, grounded on rocks at south eastern Astypalaia Island, Aegean Sea, Greece during a voyage from Hodeidah, Yemen to Novorossiysk, Russia.

Tsavlis dispatched S/T MEGAS ALEXANDROS from her Piraeus salvage station with a salvage team and the necessary salvage and anti-pollution equipment. Following the transfer of bunkers from fuel oil tanks, deballasting and pumping out of seawater, the casualty was trimmed by the stern and subsequently refloated.

Temporary repairs were carried out and the casualty was escorted to Neorion Shipyard, Syros Island. The salvage operation, in cooperation with other contractors, lasting about one month, was entirely successful.

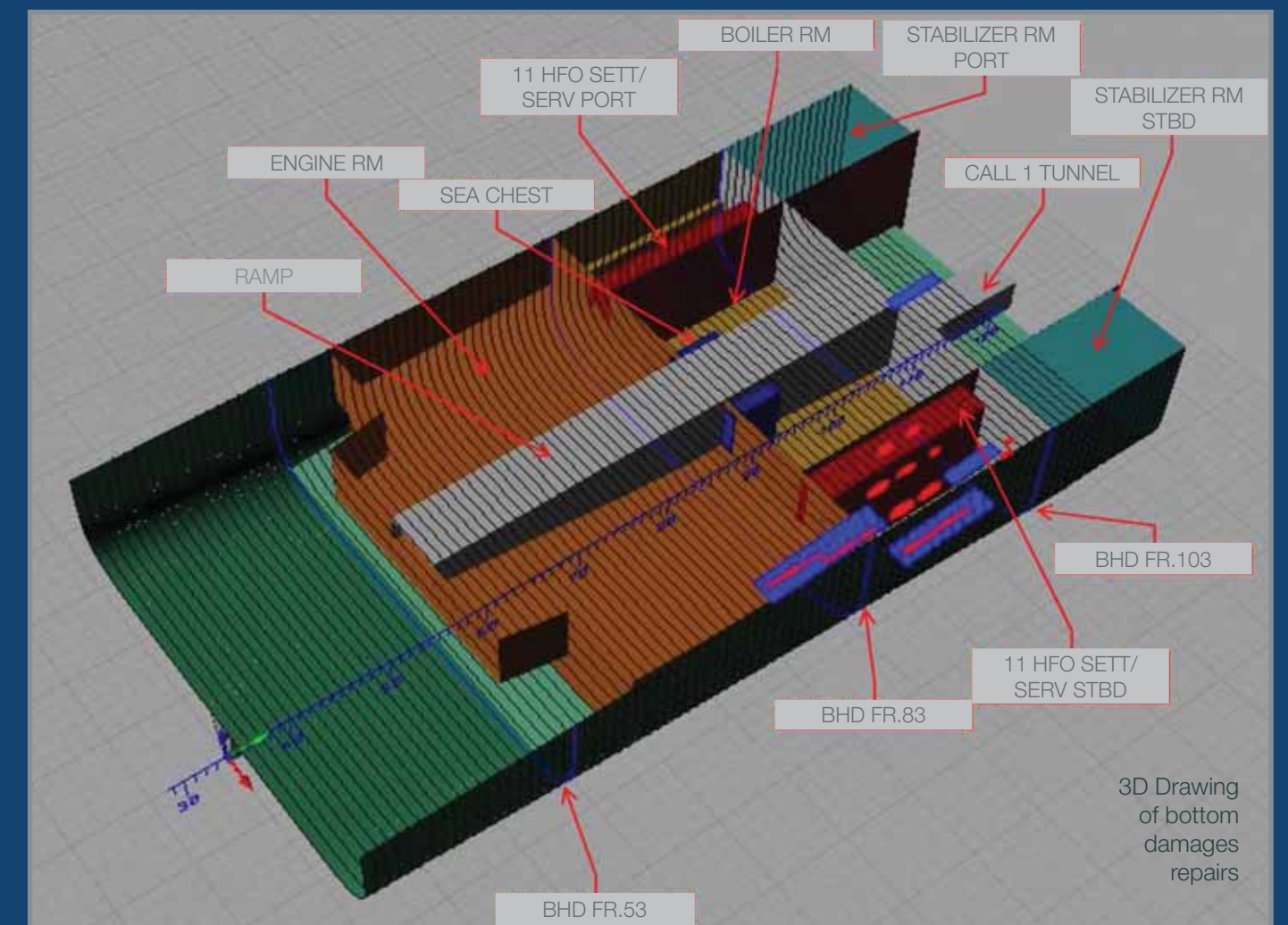






■ The large modern Pax/Ro Vessel EUROPALINK (GT 46,119 - DWT 9,653) collided with rocks off Peristeria Islet, north east Corfu island, Ionian Sea, Greece during a voyage from Patras to Ancona, Italy (via Igoumenitsa) with about 700 passengers, 70 crew members and 366 vehicles onboard. Tsavlis Salvage team and S/T MEGAS ALEXANDROS were mobilised from Piraeus while portable salvage equipment was dispatched onboard the Tsavlis S/T HERMES from Patras.

The substantial salvage services rendered on a 'round the clock' basis, included: environmental protection facilities on site, repairs internally and externally to ensure structural integrity and watertightness, pumping out all flooded spaces and arranging oily water treatment/disposal, washing down and preservation of all machinery affected by sea water and disposal of oily residues/pollutants to shore installations. The salvage operation, in cooperation with other contractors, lasting one month, was entirely successful.







■ The Product/Chemical Tanker FAIR AFRODITI (GT 12,756 - DWT 8,513) suffered significant damage following an explosion during tank cleaning while off Lome, Togo, West Africa. Severe structural damage was sustained, flooding of the engine room and cargo tanks occurred and the casualty listed about 18 degrees to port. The entire crew abandoned the casualty. The one month long salvage operation, which included removal of bunkers/pollutants and stabilising the casualty, was completed successfully.





■ The Geared Bulk Carrier GOODFAITH (GT 16,446 - DWT 27,308) grounded on rocky shore on the north west coast of Andros island, Aegean Sea, Greece in adverse weather conditions. The S/T MEGAS ALEXANDROS was mobilised from her Piraeus station to her assistance. All 22 crew members were rescued by Puma helicopters and by Special Forces from the shore. During the incident the vessel was on passage in ballast from Elefsis, Greece to Odessa, Ukraine. The salvage operation, performed in cooperation with other contractors, lasting over two months, focused on the removal of bunkers and pollutants.



■ The Passenger Cruise Vessel OCEAN COUNTESS (GT 16,800 - DWT 3,062) caught fire while laid up at Euboea Island, Greece. Tsavliris Salvage was called in to assist. The fire was extinguished, all bunkers/ lubricants were removed and the casualty was stabilised safely afloat.







■ Tsavlis rendered salvage services to the Capesize Bulk Carrier BET PRINCE (GT 82,830 - DWT 163,554) laden with 160,000 tonnes of iron ore, blacked out in distress, disabled about 100 miles south east of Zhoushan, China.

Following a one month salvage operation in extreme adverse weather conditions (typhoons), the casualty was safely delivered to her owners at Zhoushan, China.

QC  
award

"It is evident from the dramatic video footage that it would have been impossible for the tug to make fast to the casualty in the conditions that were being experienced. By 20.13 the wind was NE, F 10-11, and the tug approached the stern of the casualty but no connection was made. At 22.00 the casualty passed over the 20 m contour. At 24.00 the wind was still NE, F 10-11 and the tug was rolling up to 45°.

The eye of the typhoon passed 60 miles to the south of the casualty's position at about 02.00, at which time winds of NE, F 12 (75 kts) were being experienced. ...the casualty continued to drag...

The tug anchored close by. She had sustained a considerable amount of heavy weather damage during the storm. The casualty had herself also suffered some heavy weather damage and the anchor cables were found to be tangled.

The casualty had not just suffered an engine breakdown but was fully blacked out. I consider that there was a very real risk that her anchors would not have held and that the casualty would have run aground. Even if the anchors had held, then absent assistance, the casualty would inevitably have run aground when typhoon Haikui passed through on 7 and 8 August. She dragged her anchors in the relatively sheltered anchorage near Zhoushan.

This was a very well-performed, lengthy and comprehensive salvage service. The tow was by no means straightforward and was very efficiently performed by a substantial station-keeping salvage tug...

The Contractors are first class international professional salvors with a long and successful history. They have invested considerable amounts in tugs and equipment over the years..."

LIONEL PERSEY QC  
BET PRINCE, Award 6 June 2013



■ The Capesize Bulk Carrier CAPE ELISE (GT 88,800 - DWT 174,000) laden with 164,000 tonnes of coal, immobilised 200 miles west of the Irish coast. Tsavlis provided salvage assistance in gale force conditions over a period of about one month. The casualty was towed/steered to Firth of Clyde within Clydeport Harbour limits and was safely delivered at Inchgreen, Greenock, Scotland.

QC  
award

"These were well-performed services lasting 29 days in total to a vessel which had suffered extensive seawater ingress in a severe storm and this ingress had also contaminated the lubricating oil supply. The Contractors responded promptly to the vessel's plight and she was brought to her discharge port as quickly as was in fact possible. The Contractors are first class international professional salvors with a long and successful history who have the capability to provide complex and comprehensive salvage services on a worldwide basis and to fund the costs of such services. They are one of the most active emergency response contractors for maritime casualties worldwide. They have made considerable investment in tugs and equipment over the years, and they are one of the few salvors who continue to maintain a number of tugs on salvage stations. The Contractors draw particular attention to the financial risks inherent in performing sub-contracted services and this is one of the cases where the Contractors have incurred substantial out of pocket costs in performing the services. The Contractors are clearly deserving of encouragement."

ELISABETH BLACKBURN QC  
CAPE ELISE, Award 18 February 2015







■ The Geared Panamax Bulk Carrier LMZ ARIEL (GT 33,032 - DWT 57,000) laden with 50,000 tonnes steel slabs, sustained loss of propeller about 400 miles north east of Ponta de Madeira, Brazil. Tsavliris provided salvage assistance including sealing off of stern tube by divers. The casualty was subsequently towed to Freeport, Bahamas.

QC  
award

"The services were commendably prompt. The tug is owned by professional salvors and was the closest tug. She was rapidly located, contracted and mobilised and arrived on the scene, following a run out of 1,690 nm from Aruba in weather that was on occasion boisterous, albeit well within the capabilities of the tug. The tow itself was of some considerable length - an initial tow of 1,222 nm to Port of Spain then a further tow of 1,413 nm to Freeport. During the tow, the casualty had a tendency to sheer. The speeds achieved are a testament to the capability of the tug rather than the simplicity of the job. The diving repair was done safely and effectively and was a prerequisite to undertaking the tow. The Tsavliris Group has a clear policy of maintaining tugs on salvage station, including in some of the world's busiest shipping lanes and have demonstrated their continuing commitment to investing in dedicated station keeping salvage tugs, notwithstanding the significant financial burden to which this gives rise with prolonged periods of idle time. The Contractors' commitment to salvage and risk taking in emergency rescue services is without doubt deserving of encouragement."

VASANTI SELVARATNAM QC  
LMZ ARIEL, Award 4 February 2015



QC  
award

"The Contractors are professional international contractors who possess a high commitment to salvage operations on a worldwide basis. They have the expertise and the ability to lay out in advance significant sums of their own money in order to salve property interests at risk, expending cash sums or committing to pay same on a 'no cure no pay' basis. Their network of contacts is excellent as demonstrated in this instance through their quick and immediate ability to arrange for a tug to assist the OCEAN GLORY and shows their ability to deliver solutions worldwide around the clock."

SIMON KVERNDAL QC  
OCEAN GLORY, Award 23 March 2015

■ The Tsavliris S/T MEGAS ALEXANDROS was mobilised from her Piraeus salvage station to the assistance of Motor Vessel OCEAN GLORY (GT 4,123 - DWT 6,036) fully laden with urea, immobilised due to mechanical failure 200 miles north west of Benghazi, Libya.

The S/T MEGAS ALEXANDROS towed the casualty to Piraeus, Greece.



■ Tsavliris Salvage were engaged to provide technical assistance to the Capesize Bulk Carrier NEW KATERINA (GT 85,590 - DWT 170,082) fully laden with iron ore, grounded at km 69 in the Suez Canal. Tsavliris Salvage provided technical consultancy/support including planning, surveillance and risk assessment.



■ The Panamax Bulk Carrier LIGARI (GT 38,800 - DWT 75,500) laden with 66,000 tonnes of corn, collided with Product Tanker DL SUNFLOWER (GT 28,500 - DWT 47,000), in Korea Strait, South of Busan. Tsavliris provided salvage assistance. The casualty was towed to Busan port anchorage where floating oil booms were deployed around the casualty. Divers patched/sealed crack by way of engine room. Tsavliris arranged onward towage to destination - China.







■ The Geared Bulk Carrier ACHILLEAS (GT 22,953 - DWT 35,458) laden with 26,250 tonnes of soya bean meal in bulk, was disabled following engine room fire about 350 miles south west of Las Palmas. The incident occurred whilst the vessel was en route from San Lorenzo, Argentina to Lattakia, Syria.

Tsavliris Salvage performed this major two month long salvage operation which ended successfully at Limassol, Cyprus.

QC  
award

"At 01.10 hours on 19 November the stopper parted. By this time the weather was very bad, with force 10 SW'ly winds and heavy rain. With wind waves from the south west and swell from the north east the sea was very rough and confused; wave heights were between 7 m and 10 m. The sea conditions were atrocious, described by the tug master as the worst he had ever seen. It appears that the storm was sufficiently serious to be given a name, hurricane Cleopatra.

MALEX was moving violently, pitching and rolling, with her propeller frequently coming out of the water. Her crew were all on standby. She suffered heavy weather damage. Meanwhile the casualty was rolling 25°- 30° each side.

Having lost his 'gob' rope the tug Master Capt Pantelis faced a desperate dilemma in these appalling conditions: let go the towline and risk fouling his propeller or maintain the connection without the control provided by the stopper and risk girting. The decision was made to try to hold on and ride out the weather but at 16.00 hours the towline parted. Once the line had parted the tug master sensibly allowed the remaining towline on the winch drum to run off into the sea to prevent fouling the propeller.

By now the casualty was some 15 miles from the islands of La Galite, off the Tunisian coast. Capt. Polychroniou was monitoring the situation and advised Capt. Pantelis that the seabed was sand for about a third of a mile to a mile off the coast and inshore from that it was rocky. It was decided to try to drop anchor and permission was requested from the Tunisian Coastguard; this was refused. Notwithstanding this refusal the casualty dropped her port anchor 6 shackles in the water at about 21.45 hours about half a mile from the coast; the anchor held, in sand, with the tugs standing by.

This was a significant service of its type... It involved an extremely lengthy tow of a laden bulk carrier undertaken in part by a station-keeping salvage tug. In the result the cargo was discharged at destination and the casualty then towed where the mortgagees wanted her, Limassol. Although beset by problems caused by an atrocious November storm, the services were entirely successful. This case contained many reminders - the loss of the tow in storms, threats of arrest by mortgagees, problems with provision of security - as to the risks run and additional expense incurred by professional salvors which Article 13.1(f)(g) require that I take into account when fixing an award with a view to encouraging salvage operations."

SIMON KVERNDAL QC  
ACHILLEAS, Award 30 September 2014



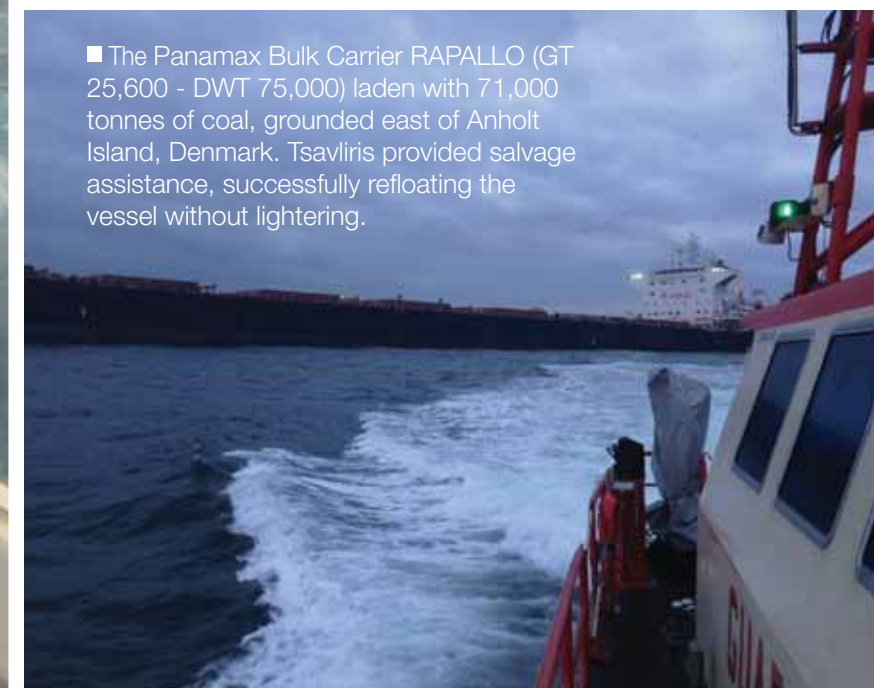
■ The S/T MEGAS ALEXANDROS provided salvage assistance to the Geared Bulk Carrier TEKTONEOS (GT 25,899 - 43,620 DWT) fully laden with 39,000 tonnes sulphur in bulk, following engine room fire, about 150 miles south west of Pylos, Greece. The services lasting about two weeks were entirely successful.

QC  
award

"The Contractors are very well-known first class international professional salvors who have demonstrated a commendable commitment to salvage over many years. Salvors are getting fewer salvage services and consequentially fewer awards in order to enable them to maintain their salvage capability. This was a case where prudence dictated that a professional salvor should assist and the casualty was very promptly provided with such assistance because of the Contractors' station-keeping policy. That assistance must be properly and generously rewarded to encourage salvage operations."

ELISABETH BLACKBURN QC  
TEKTONEOS, Award 15 June 2015

■ The Panamax Bulk Carrier RAPALLO (GT 25,600 - DWT 75,000) laden with 71,000 tonnes of coal, grounded east of Anholt Island, Denmark. Tsavliris provided salvage assistance, successfully refloating the vessel without lightering.







"...there was a very dangerous incident when one of the divers was sucked into a large crack whilst welding. It ripped his suit and cut his air supply... This was an extremely well-performed service to a casualty that was aground in an exposed position. The Contractors promptly dispatched a station-keeping salvage tug, an experienced salvage master and a well-qualified salvage team (including a naval architect) to the casualty."

SIR DAVID STEEL QC  
RIO GOLD, Appeal Award  
21 January 2015

■ The S/T TSAVLIRIS UNITY was dispatched from her Galle (Sri Lanka) salvage station, to the assistance of Geared Bulk Carrier RIO GOLD (GT 23,663 - DWT 39,695) laden with about 35,200 tonnes of cement clinker, grounded on hard rock off south east Prepara Island, Myanmar.

The adventurous operation which included temporary repairs and towage to Singapore ended successfully after a three month operation.



■ RoRo Cargo Ship SALOOS (GT 7,000 - DWT 4,400) laden with containers, capsized and sank off Cabinda, Angola. All containers from deck stow slipped off and the casualty was abandoned by crew. Tsavlis provided salvage assistance including retrieving a number of containers.



■ The S/T TSAVLIRIS HELLAS was dispatched from her permanent salvage station at Ponta Delgada, Azores, to the assistance of the yacht SMA SOLO SAILOR which had been abandoned by her crew, in heavy weather, about 150 miles north west off Azores.







■ The Geared Bulk Carrier NEW HUNTER (GT 25,531 - DWT 46,212) partly laden with 20,200 tonnes of fine alumina powder, grounded in the Suriname River fairway - South America, while on passage from Paranam to Baltimore. Tsavlis provided salvage assistance. The lightering-refloating-reloading operation lasted three weeks and ended successfully at Georgetown, Guyana.



■ The Containership HANJIN ITALY (GT 114,140 - DWT 122,960) laden with 4,500 containers, was involved in a significant collision with LNG AL GHARRAFA off Kusu Island, Singapore Straits. As a consequence the vessel sustained hull damages by way of cargo holds No 4 and 5 which in turn led to water ingress, some containers being damaged and others falling off the vessel and landing on the AL GHARRAFA. Tsavlis was engaged to project manage the anti-pollution services. The operation ended successfully.



■ The Aframax Tanker LADY M (GT 61,991 - DWT 115,418) laden with about 93,000 tonnes of low sulphur fuel oil, immobilised about 500 miles south of Azores due to a fire in the main electrical panel. The S/T TSAVLIRIS HELLAS was mobilised from her permanent salvage station at Ponta Delgada, Azores to her assistance and towed her to Las Palmas, Canary Islands.

Inert gas was supplied to the cargo tanks by a portable Inert Gas Generator while steam was supplied to the cargo tanks heating coils by a Steam Generator. The heavy portable equipment was airlifted from Holland to the Canary Islands by cargo plane. The operation lasted one month and was completed successfully.







# TSAVLIRIS OPERATIONS WORLDWIDE

## 2012

(from 3 June)

- 01 SY HARVEST 3
- 02 MV VERA
- 03 MV FARUK KAAH
- 04 LPG DP ORION
- 05 BC BET PRINCE
- 06 BC SEA ORCHID
- 07 BC DELOS RANGER
- 08 MV EVERTON
- 09 PT LIQUID SILVER

## 2013

- 10 BC RBD ITALIA
- 11 MV TERRY TRES
- 12 CT MAKO
- 13 CT VARKAN MARMARA
- 14 BC RIO GOLD
- 15 BC NAVIOS MAGELLAN
- 16 MV OCEAN GLORY
- 17 BC KATHERINE
- 18 BC CARMEN SILVA
- 19 MY LEVERAGE
- 20 LPG GAS TEXIANA
- 21 MV HAGEN
- 22 MV SILA
- 23 BC AGHIA MARINA
- 24 BC ACHILLEAS
- 25 PG OCEAN COUNTESS
- 26 CN HANJIN ITALY

## 2014

- 27 BC CASSIOPEIA STAR
- 28 BC LIGARI
- 29 MV PYTHIA
- 30 BC CAPE ELISE
- 31 MV LUCA
- 32 BC RAPALLO
- 33 CN YUSUF CEPNIOGLU
- 34 BC LMZ ARIEL
- 35 BC ELYTIS
- 36 RO RO SALOOS
- 37 BC TEKTONEOS
- 38 MT UNIVERSAL BRAVE
- 39 BC GOLDENSTAR
- 40 CN CRILLON
- 41 BC INCE INEBOLU
- 42 RO PAX EUROPALINK
- 43 MV SUNFLOWER E
- 44 MV ZEUS 1
- 45 DREDGER TIANDAO
- 46 MV MALMO

## 2015

- 47 MV LADY GAIA
- 48 MV ANDROMEDA S
- 49 BC GOODFAITH
- 50 CT FT ODIN
- 51 CN MONTEVIDEO EXPRESS
- 52 MT LADY M
- 53 BC NAVIOS KYPROS
- 54 BC AMBER L
- 55 MT FAIR AFRODITI
- 56 BC CAPE ELISE
- 57 CT ELKA GLORY
- 58 BC NEW HUNTER
- 59 BC LOS LLANITOS
- 60 SY SMA SOLO SAILOR
- 61 MV MINOAN GRACE

## 2016

(up to 30 April)

- 62 MV OCEAN GLORY
- 63 MT KRITI AMBER
- 64 BC ALKIMOS HERACLES
- 65 BC NEW KATERINA







# TSAVLIRIS

SALVAGE MASTERS OF THE WORLD

## TSAVLIRIS SALVAGE GROUP

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## WORLDWIDE SERVICES

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



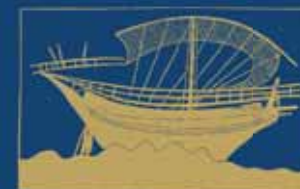
THEY WERE NO FUGITIVES WHO SANG THAT TERRIFYING  
PAEAN, BUT HELLENES CHARGING WITH COURAGEOUS HEARTS  
TO BATTLE. THE LOUD TRUMPET FLAMED ALONG THEIR RANKS.  
AT ONCE THEIR FROTHY OARS MOVED WITH A SINGLE PULSE,  
BEATING THE SALT WAVES TO THE BOSUN'S CHANT; AND SOON  
THEIR WHOLE FLEET HOVE CLEAR INTO VIEW; THEIR RIGHT WING FIRST,  
IN PRECISE ORDER, NEXT THEIR WHOLE ARRAY CAME ON,  
AND AT THAT INSTANT A GREAT SHOUT BEAT ON OUR EARS:  
'FORWARD YOU SONS OF HELLAS! SET YOUR COUNTRY FREE!  
SET FREE YOUR SONS, YOUR WIVES, TOMBS OF YOUR ANCESTORS,  
AND TEMPLES OF YOUR GODS. ALL IS AT STAKE: NOW FIGHT!'

AESCHYLUS "THE PERSIANS"

Ἡροδότου Ἀλικαρνησέος ἱστορίας ἀπόδειξις ἦδε, ὡς μήτε τὰ γενόμενα ἐξ ἀνθρώπων τῷ χρόνῳ ἐξίτηλα γένηται, μήτε ἔργα μεγάλα τε καὶ θωμάστα, τὰ μὲν Ἕλλησι, τὰ δὲ βαρβάροισι ἀποδεχθέντα, ἀκλεᾶ γένηται, τὰ τε ἄλλα καὶ δι' ἣν αἰτίην ἐπολέμησαν ἀλλήλοισι.

THIS IS THE SHOWING-FORTH OF THE INQUIRY OF HERODOTUS OF HALICARNASSUS,  
SO THAT NEITHER WHAT HAS COME TO BE FROM MAN IN TIME MIGHT BECOME FADED,  
NOR THAT GREAT AND WONDROUS DEEDS, THOSE SHOWN FORTH BY GREEKS AND THOSE BY  
BARBARIANS, MIGHT BE WITHOUT THEIR GLORY; AND TOGETHER WITH ALL THIS,  
ALSO THROUGH WHAT CAUSE THEY WARRED WITH EACH OTHER.

HERODOTUS







“τὸ πᾶν γὰρ ἡμῖν τοῦ πολέμου φέρουσι αἱ νῆες”

ΘΕΜΙΣΤΟΚΛΗΣ

‘IN THIS WAR, EVERYTHING DEPENDS ON THE FLEET’

THEMISTOCLES

NAVAL BATTLE OF SALAMIS, 480 BC