

SALVAGE MASTERS OF THE WORLD

TSAVLIRIS



All photos used in this brochure were taken on location with Tsavlis salvage teams. None have been touched up or reprocessed in any way.

Front Cover : Gold head of Alexander the Great adorned with a lionskin, Archaeological Museum of Berlin.

Page One : Detail from wall painting depicting vessels in convoy, Akrotiri settlement on Santorini (Thera), post-Cycladic period, BC 1550-1500.

Inside Back Cover : Figurehead on ship's prow carved on Rhodes altarpiece showing shipwreck found in Tiberius cave, Sperlonga, Italy, 1st century BC.

Back Cover : Gold plaque with incised representation of an 18-oared vessel with two rudder-boards, mast and sail, found in tomb at Sindos, near Thessaloniki, BC 1560.

After four years with an army, Alexander made himself Master of a power whose extent and speed of acquisition stand unequalled before or since. In 330 BC he had only to follow up his third crushing victory to be acknowledged ruler of lands that covered a million square miles. He had become many thousand times richer than anyone else in the world. He began as King of the Macedonians and confirmed himself as Master of the Greeks, Pharaoh of Egypt, and by conquest the King of Asia. But he had no intention of stopping. A year earlier, he had asked an oracle of the gods in the Libyan desert which deities he should honour when he reached the Outer Ocean. The ocean, he believed, was the edge of the world. Already, he aimed to conquer everything until the world ran out. The gods, he thought, were on his side. They had told him how they wished to be honoured when he reached the ends of the earth. When he asked them, he was all of twenty-five years old.

ROBIN LANE FOX, *The Search for Alexander*.

All excerpts from Arbitration Awards published in this brochure are taken from the texts of Awards handed down by arbitrators appointed by Lloyd's of London from its panel of Lloyd's Form arbitrators.

SALVAGE MASTERS OF THE WORLD
TSAVLIRIS PIRAEUS



They that go down to the sea in ships:
and occupy their business in great waters;
THE BOOK OF COMMON PRAYER.

The genuine masters of their craft - I say this confidently from my experience of ships - have thought of nothing but of doing their very best by the vessel under their charge.

JOSEPH CONRAD, *The Mirror of the Sea*.

Without doubt the most exciting and intriguing branch of maritime law is that dealing with salvage. This observation should not be at all surprising, for salvage embodies the great human interest story of eternity, viz. man's struggle against the elemental force of nature, a subject much beloved by fiction writers.

MARTIN J. NORRIS, *The Law of Salvage*.



My father will leave me nothing to do.

ALEXANDER THE GREAT.

THE FINE ART OF SALVAGE

MARINE SALVAGE is a fine art, calling for a gallant spirit and practical ingenuity allied to modern engineering and project planning skills. Not surprisingly, few today pursue it as their vocation on a full-time global basis.

The decision to become a professional salvor was however an easy one for Alexander G. Tsavliris, who founded the Tsavliris Group more than half a century ago. Following a Greek seafaring tradition which stretches back to the age of the triremes and beyond, he particularly admired the deeds of the salvage men, and before long had built up a strong maritime company which included the world's largest fleet of salvage tugs.

Over the decades Tsavliris has developed into a master of the salvor's craft, as shown by an outstanding record of success in all parts of the world, in all conditions. The Group's international activities embrace every service relating to marine salvage and towage, extending to complex wreck removals and partnering today's shipowner in fulfilling our obligation to protect the marine environment from pollution.

Our dedication is reflected in our investment in resources, which include our own fleet of powerful modern salvage tugs and our highly experienced office personnel, salvage teams and crews. Just as important as our state-of-the-art equipment and customer-oriented approach, however, is our genuine pride in doing our utmost for the casualty we are called upon to salvage.

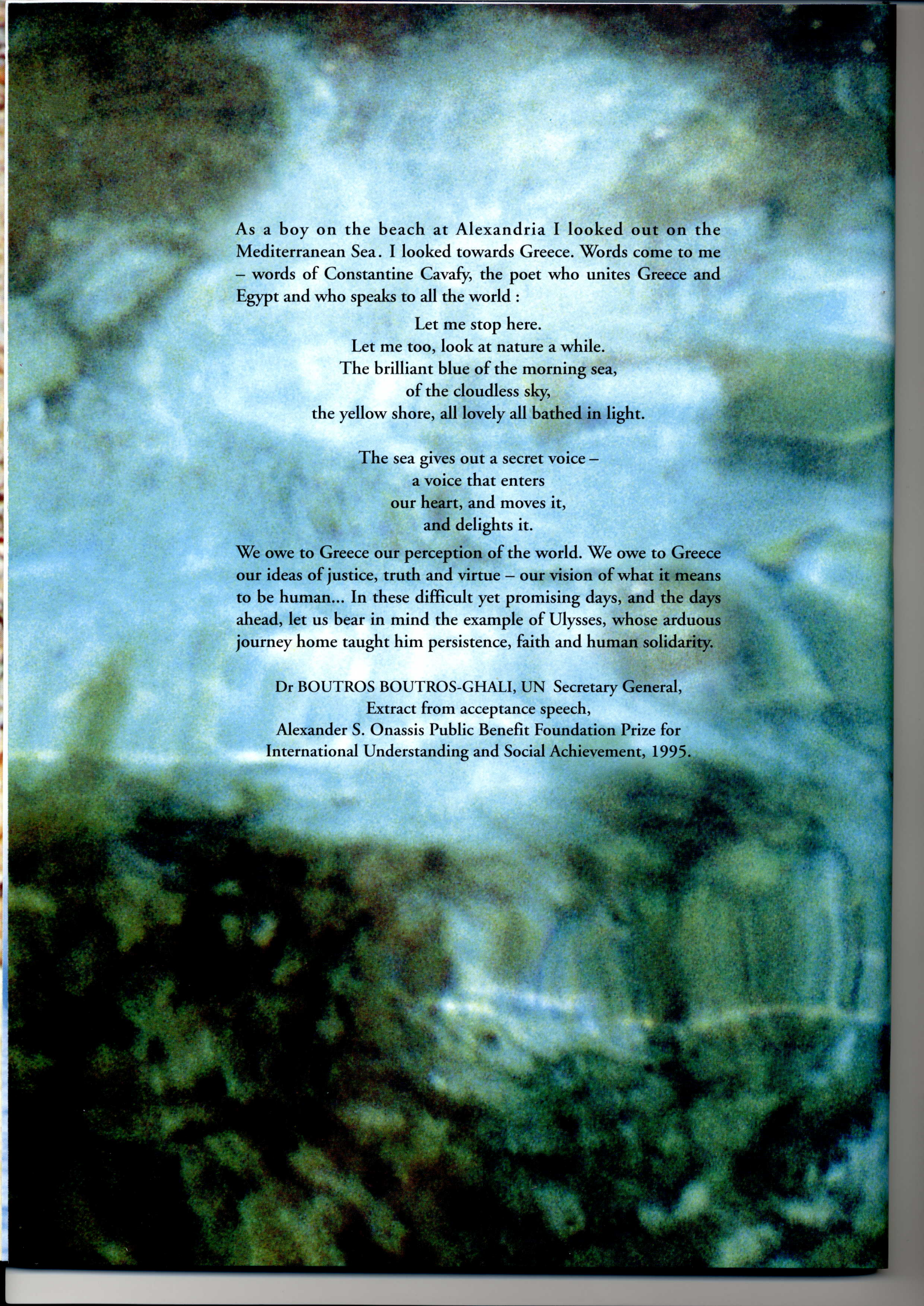
In these pages you will see how dozens of stricken vessels worldwide are each year entrusted to Tsavliris in order to obtain the best possible outcome. Today's shipowners, cargo interests and insurers can be as confident as ever that, by putting Tsavliris in charge, they are doing their very best to safeguard their valuable assets. For our part we express warm thanks to our customers around the world for their continued support.

THE CHAIRMAN, TSAVLIRIS GROUP.



Anyone can hold the helm when the sea is calm.

PUBLILIUS SYRUS.



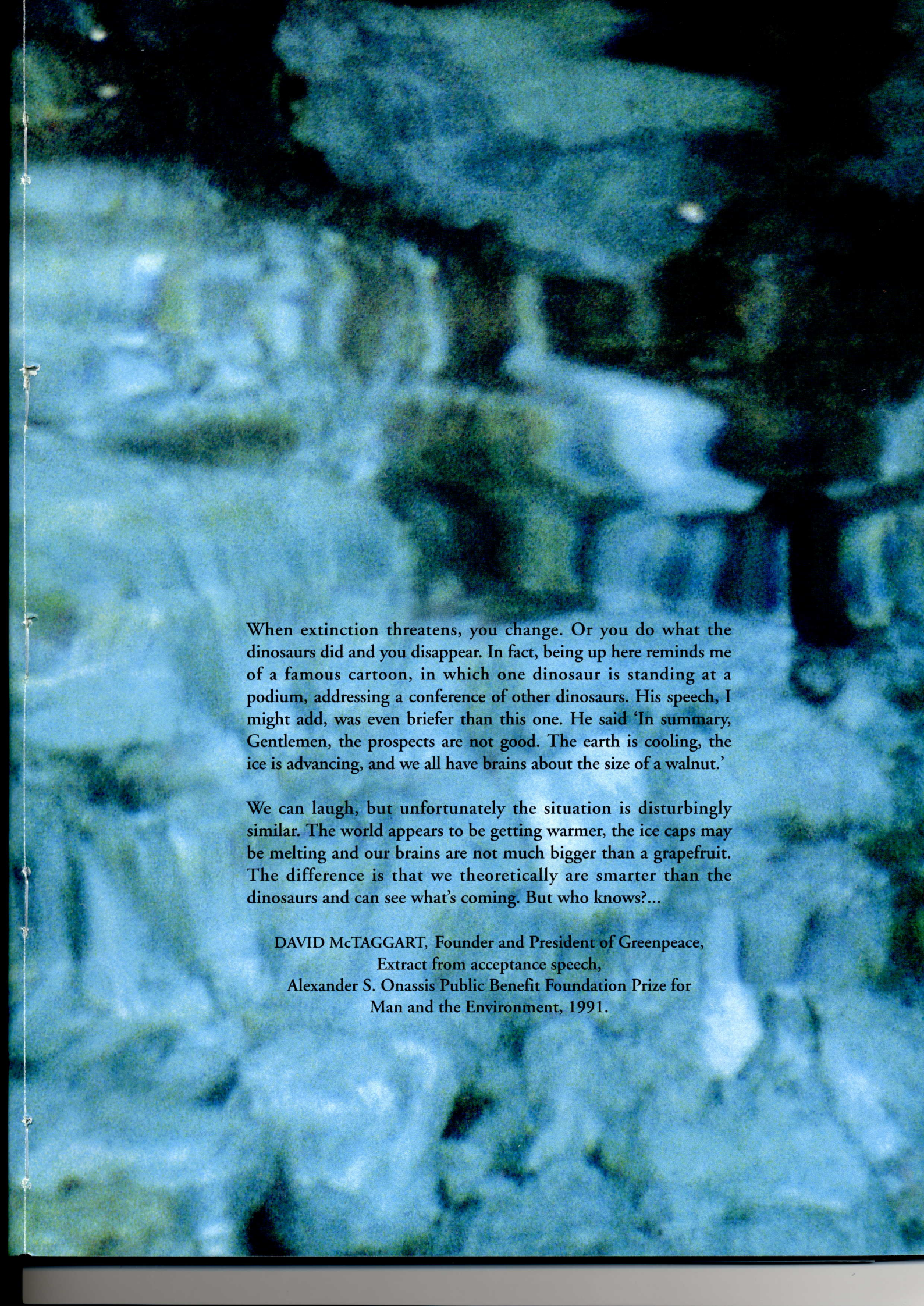
As a boy on the beach at Alexandria I looked out on the
Mediterranean Sea. I looked towards Greece. Words come to me
– words of Constantine Cavafy, the poet who unites Greece and
Egypt and who speaks to all the world :

Let me stop here.
Let me too, look at nature a while.
The brilliant blue of the morning sea,
of the cloudless sky,
the yellow shore, all lovely all bathed in light.

The sea gives out a secret voice –
a voice that enters
our heart, and moves it,
and delights it.

We owe to Greece our perception of the world. We owe to Greece
our ideas of justice, truth and virtue – our vision of what it means
to be human... In these difficult yet promising days, and the days
ahead, let us bear in mind the example of Ulysses, whose arduous
journey home taught him persistence, faith and human solidarity.

Dr BOUTROS BOUTROS-GHALI, UN Secretary General,
Extract from acceptance speech,
Alexander S. Onassis Public Benefit Foundation Prize for
International Understanding and Social Achievement, 1995.



When extinction threatens, you change. Or you do what the dinosaurs did and you disappear. In fact, being up here reminds me of a famous cartoon, in which one dinosaur is standing at a podium, addressing a conference of other dinosaurs. His speech, I might add, was even briefer than this one. He said 'In summary, Gentlemen, the prospects are not good. The earth is cooling, the ice is advancing, and we all have brains about the size of a walnut.'

We can laugh, but unfortunately the situation is disturbingly similar. The world appears to be getting warmer, the ice caps may be melting and our brains are not much bigger than a grapefruit. The difference is that we theoretically are smarter than the dinosaurs and can see what's coming. But who knows?...

DAVID McTAGGART, Founder and President of Greenpeace,
Extract from acceptance speech,
Alexander S. Onassis Public Benefit Foundation Prize for
Man and the Environment, 1991.



Every man will fail who,
though born a man,
proudly presumes to be
a superman.
SOPHOCLES.



THE WORLD'S MOST POWERFUL TUG

Fotiy Krylov / Tsavliris Giant

Power enough to take under 7-knot tow a fully laden half-million-ton oil tanker

Pumps able to drain dry an Olympic-size swimming pool in 30 minutes

Fire-fighting monitors deliver 3,000 tons/hr to a 120 metre head

Generators produce enough electric current to light a medium-sized town

Three tow winches with spare drums carry 15,000 metres of towing wire

Joy stick - dynamic positioning

Diving station supports underwater TV complex plus fitted and portable decompression chambers

One 3-ton and two 8-ton telescopic cranes

Oil spill spraying device and 450 metres oil-absorbent and floating oil booms

Helipad supports all-weather 24-hour helicopter operation with refuelling facility

Fully equipped surgery and three hospital wards

Airconditioned throughout for all-climate operation

Two separate self-contained engine rooms.

'The ultimate salvage machine'

'The tug is indeed an awesome instrument. With four engines, 250 tonnes bollard pull and 25,000 bhp she is obviously in a class of her own.'

DAVID W. STEEL QC

Equador Arbitration Award 30th July 1993.

Pictured : The Fotiy Krylov / Tsavliris Giant in fire-fighting mode with protective water curtain in operation.

Fotiy Krylov / Tsavlis Giant

40,000 ihp

Built 1989, Finland
BHP 25,000
Bollard Pull 250 tons
GT 5,250 tons
LOA 100 metres
Speed 20 knots
Range 20,000 miles
Endurance 2 months.

'The services were substantial and involved a range of skills, supplied both from the *Tsavlis Giant* and by a salvage officer and others flown out from Greece... She is a salvage vessel of truly exceptional power with an enormous range of salvage equipment. Of particular materiality to this case was the ability to supply and quickly put into operation pumps of massive size and power.'

JOHN FRANKLIN WILLMER QC
Ever Obtain Appeal Award 13th April 1995.



The world's largest, fastest and most powerful salvage tug is named after Rear-Admiral Fotiy Ivanovich Krylov (1896-1949), who headed Russia's department of special purpose underwater works (Epron) from 1932 to 1942, and who served until 1948 as head of the country's department for ship-raising, damage control and rescue works. The high professional standards set by Admiral Krylov throughout his career led to his being decorated with the Order of Lenin, three times with the Order of the Red Banner, and twice with the Order of the Red Star.

TSAVLIRIS provides clients with a unique 'one stop shop' for marine salvage, deepsea towage, ship & cargo preservation, vessel repair, wreck removal, firefighting, rescue at sea and pollution control. Tsavliris also provides offshore services to the oil industry including rig supply and towage.



Pictured :

*The InterOcean III self-elevating slot
type drilling platform in Egyptian waters
following a major towage by Tsavliris.*

'The services were well performed and wholly successful... The contractors are well-known, highly professional salvors. They have invested extensively in plant and equipment and have well-trained personnel on hand to handle any maritime disaster. Their commitment to salvage cannot be doubted... In addition they are willing to operate in high-risk areas... Their operations are to be encouraged.'

JOHN REEDER QC

Norasia Susan Arbitration Award 27th March 1995.

TSVLIRIS is the world's purest salvage-oriented company. More than 95% of our revenues are directly derived from Lloyd's Open Form operations, with an average of over 25 such operations undertaken each year. We have performed more than 1,000 LOFs, with better than a 95% success rate in terms of salving ships & cargoes and / or preventing marine pollution.



Pictured :
Salvage of reefer Carina, 600,000cft, laden with frozen potato chips, in Belgian waters, summer 1995.

Seafaring has always been a dangerous business; the surface of the sea is a uniquely corrosive and violent environment, unpredictable and ever-changing...

HOUSE OF LORDS,
Select Committee Report, February 1992.

'The seas were pounding against the casualty... the weather worsened to a full gale... Despite bad weather, at times up to gale force, a towage speed of 6 knots was achieved... there was a risk of the casualty breaking... had she still been aground on March 19 when there was a westerly gale force 9 she might have suffered further damage... in time such damage would lead to the break up of the casualty... Both the contractors and sub-contractors are well-known professional salvors. The contractors have tugs on salvage station and the sub-contractors incur much idle time...'

NIGEL J.M. TEARE QC

Nikitas Roussos Interim Arbitration Award, 21st March 1996.

TS AVLIRIS is one of the world's most active emergency response contractors, operates the largest fleet of dedicated ocean salvage tugs on station and offers more purpose-built units on permanent call around the globe than any other professional salvor. Although each salvage tug is itself a 'warehouse', we store large amounts of portable equipment ashore, containerised for airlifting out to casualties.



Pictured :

Salvage of bulk carrier Nikitas Roussos, 72,000dwt, in Danish waters, February 1995.



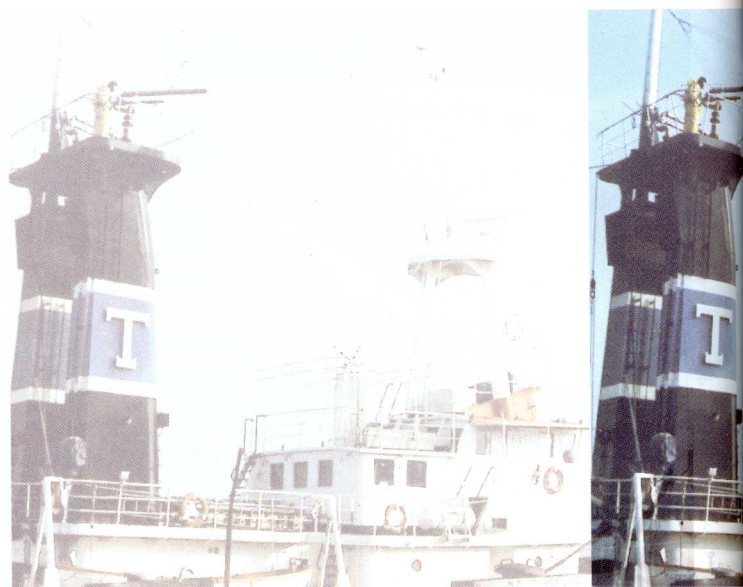
Pictured : Blazing tanker Nassia and resulting 'sea of fire'.

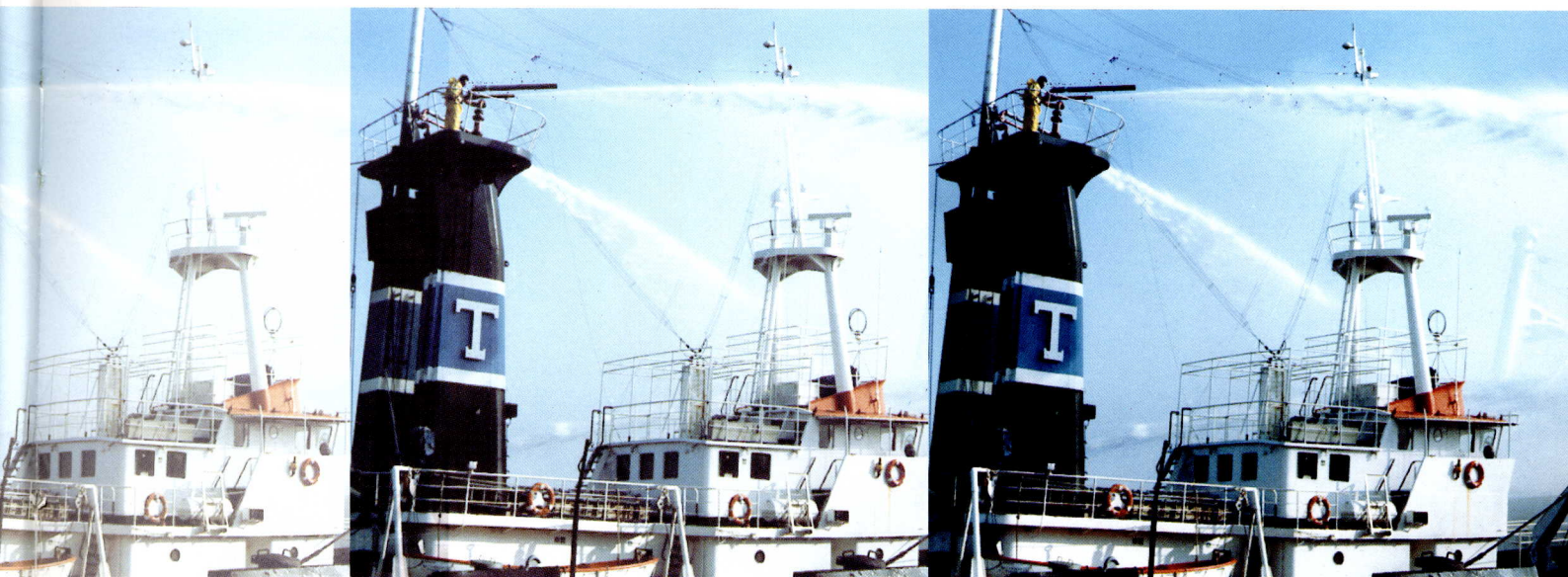
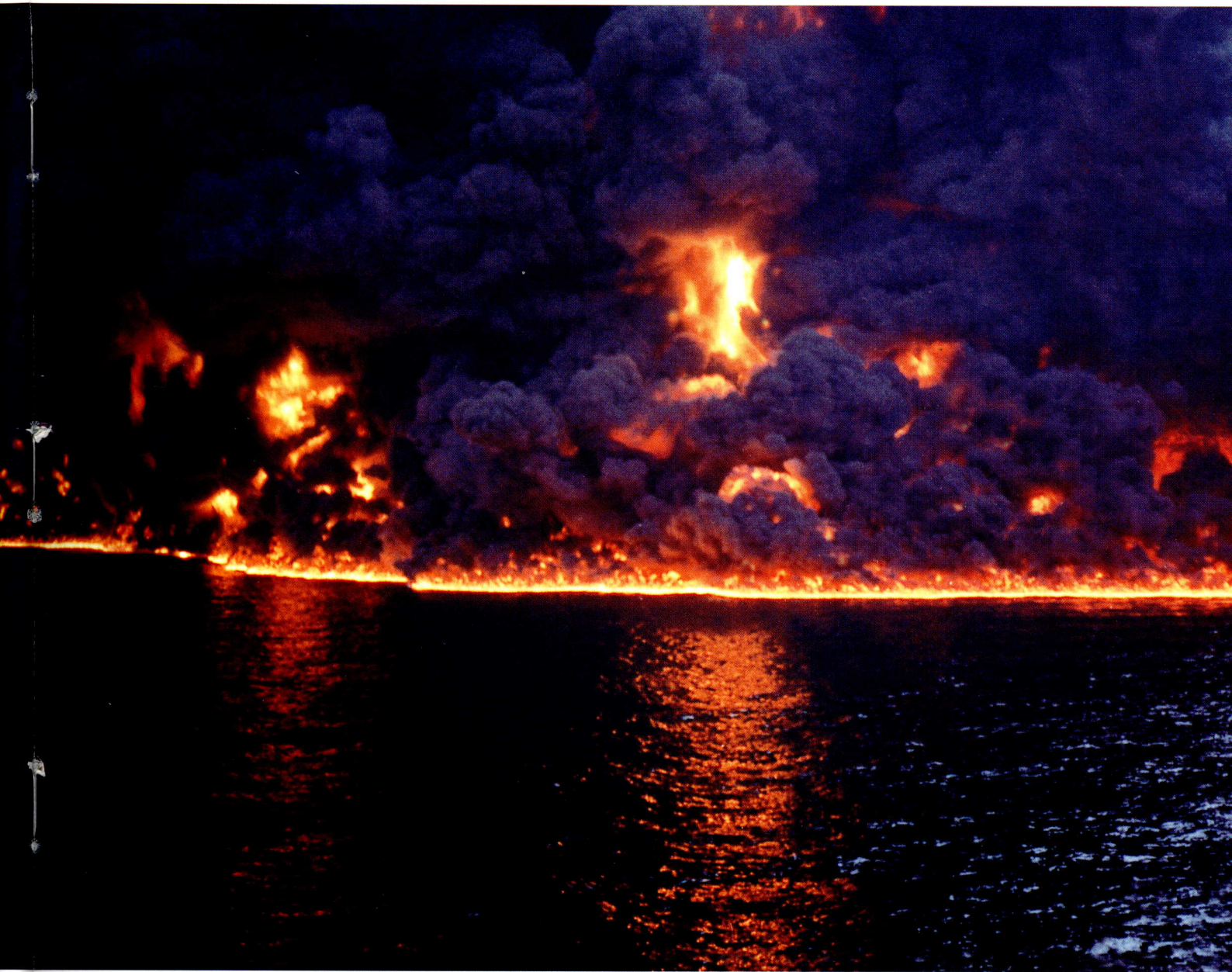
Megas Alexandros

10,000 ihp

Built 1974, Italy
BHP 6,200
Bollard Pull 80 tons
GT 638 tons
LOA 47 metres
Speed 18 knots
Range 12,000 miles
Endurance 2 months.

Following collision between the tanker *Nassia*, 133,000dwt, and the bulk carrier *Shipbroker*, 25,000dwt, in the Bosphorus channel, March 1994, the Tsavliris salvage tug *Megas Alexandros* was the first foreign tug on the scene of this major maritime disaster.





SB-408 Tsavliris Challenger 12,000 ihp

Built 1984, Finland
BHP 7,000
Bollard Pull 100 tons
GT 2,050 tons
LOA 70 metres
Speed 18 knots
Range 30,000 miles
Endurance 4 months.



The cry of gulls, and the deep sea swell
And the profit and loss.

T.S. ELIOT, *Death by Water*.

Pictured : The ULCC Serenity 400,000dwt , being serviced / towed by SB-408 / Tsavliris Challenger in Red Sea / Indian Ocean, January 1996. Other ULCCs recently handled have included the Arcadia, 350,000dwt towed by the Fotiy Krylov / Tsavliris Giant in the Atlantic, February 1996.

Pictured (right): Salvage of Cunard cruise ship Royal Viking Sun, Red Sea, April 1996.

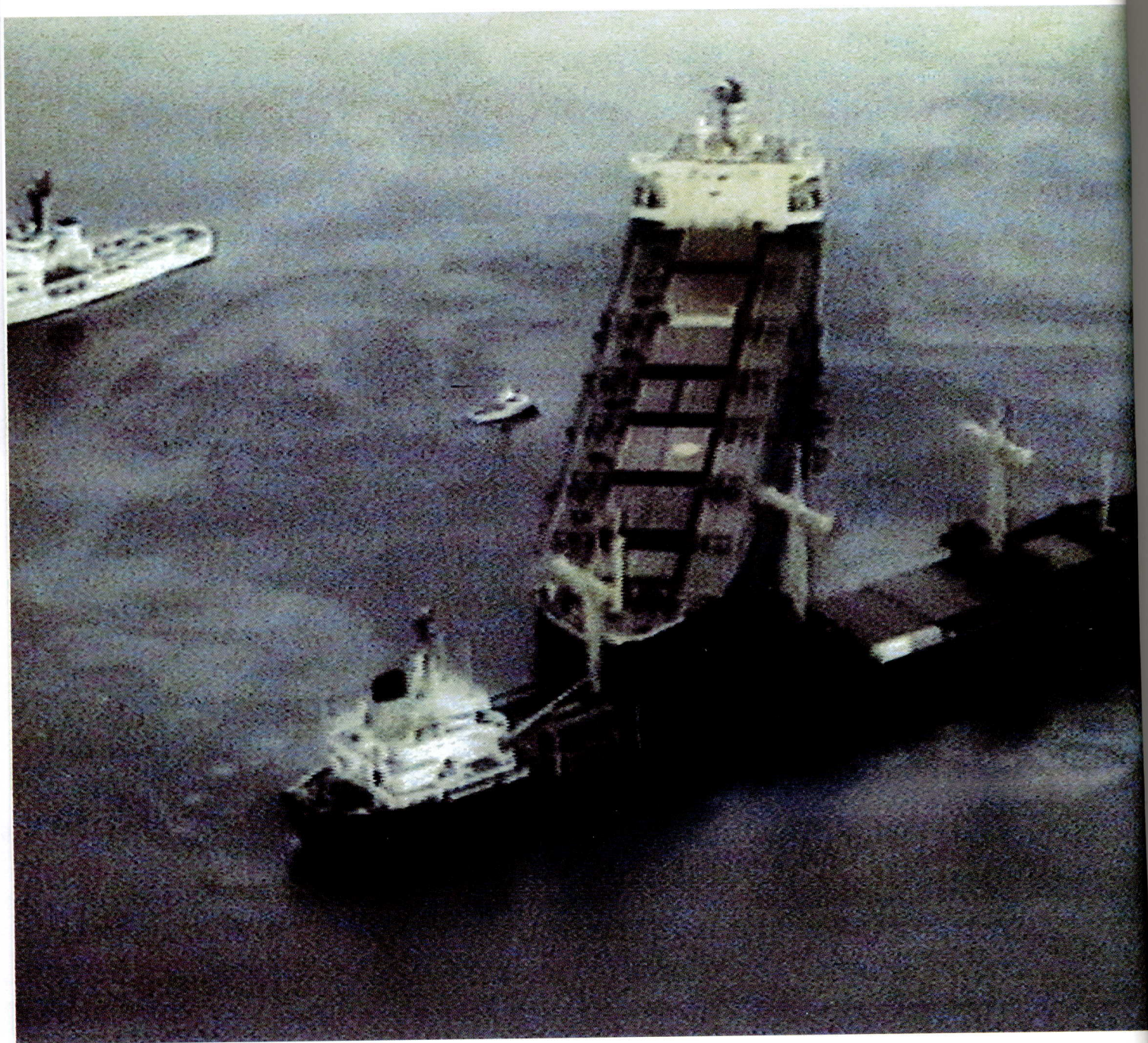


'Winds were storm force 10 from the north northwest with high seas and heavy swells. These were breaking over the vessel along its full length and the ship was pounding on the ground... The harbour master was most concerned about the risk of pollution if the vessel were to break up... and voiced the view that if the fuel oil were to escape it would be a "national disaster"... huge waves were entering No. 1 hold... unless the cargo were removed rapidly and the ship refloated as quickly as possible it was unlikely that she would survive... The gale force winds continued and the casualty was struck by large waves on her starboard side making her shake continuously... the situation was deteriorating rapidly... had the contractors not succeeded in removing the cargo and refloating the casualty I have no doubt that within a relatively short time no sensible prospect of ship and cargo being saved would have existed... These were lengthy, arduous and comprehensive services occupying some 53 days... The contractors, to their credit, were prepared to respond immediately to this casualty without the benefit of a detailed inspection and undertaking the risks associated with a 'no cure no pay' contract... The services were wholly successful and were carried out at considerable cost to these contractors with their out of pocket expenses being agreed in the sum of \$1,890,000. It is to their credit that they are able to provide this type of financing for the performance of complex services on a worldwide basis... This was a major casualty which would have stretched any professional salvor of world renown. From the evidence, the photographs and the video tapes one can only describe this as a world class first rate professional service.'

JOHN REEDER QC

Nicol Arbitration Award 23rd February 1995.





'I have to have in mind the reputation, assets and potential of the Tsavliris salvage operation now and over the years... This organisation carries out salvage work on a world-wide basis... The financial means to carry out these operations has to be readily available. The organisation has invested in its fleet of tugs and in salvage equipment and has personnel with extensive experience and expertise. The Award must contain a significant element of encouragement.'

ALASTAIR STEWART-RICHARDSON QC
Agrari Arbitration Award 5th May 1994.

TSAVLIRIS, as an international salvor, is part of the vital first line of defence in fighting the environmental threat from marine casualties. Safety and protection of the environment are the watchwords in all Tsavliris shipboard and land-based training programmes. Many tanker owners name Tsavliris as their preferred salvage contractor in Vessel Response Plans approved by the U.S. Coast Guard following the coming into force of OPA 90. Tsavliris family members are proud to serve on the boards of the Hellenic Chamber of Shipping, the Hellenic Salvage & Tugowners Association, the Greek Shipping Co-operation Committee, the European Tugowners Association, the Hellenic Marine Environment Protection Association (Helmepa) and the Cyprus Marine Environment Protection Association (Cymepa) – and hold the presidencies of a number of these associations.

'The shipowners turned to these contractors... a recognition of their professional expertise and experience in salvage and of their ability to mount salvage operations far from their home base.'

JOHN FRANKLIN WILLMER QC
Jewel 1 Appeal Arbitration Award 24th March 1994.



'Full account must be taken of their professional status, their willingness to accept responsibility for mounting such an operation and the substantial funds required to finance the operation which would not be recoverable if success were not achieved... The encouragement of professional salvors is as important today as it has ever been.'

JOHN FRANKLIN WILLMER QC
Ati Appeal Arbitration Award 23rd January 1995.

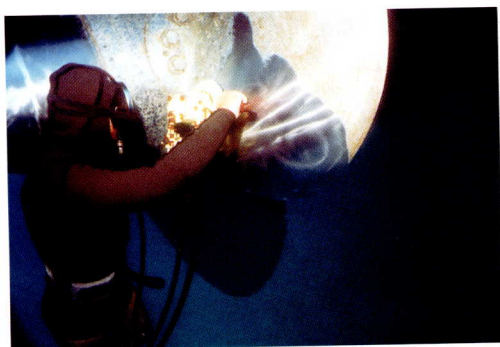
The Greeks took Troy because they never stopped trying.
THEOCRITUS.

Pictured : The bulk carrier Alexia, 60,000dwt, locked into the general cargo vessel Enif, 16,000dwt, following a collision in the US Gulf, July 1995. Tsavliris was contracted to salvage the Alexia, and participated in a substantial pollution prevention operation.



'The services... [were] performed successfully, promptly and efficiently. The contractors are well-known professional salvors operating from their headquarters in Piraeus. On this, as on many other occasions, they used a subcontracted tug to perform the services. Under the Lloyd's Form it was the contractors who had the responsibility for the salvage.'

GEOFFREY J.B.G. BRICE QC
Emanuel B Arbitration Award 9th March 1993.



'There was a risk of damage to the tug, and the master in undertaking the risk exhibited skill which averted the possible consequences of that risk... making fast in an 8 metre swell, no doubt a residual from the fierce weather, is the special merit of the service. The tug had come out promptly at speed in boisterous seas... The tow was awkward and needed careful watching in high cross seas... The considerable skill and determination exhibited in taking this casualty in tow... does mark this case with some distinction.'

RICHARD FREDERICK STONE QC
Igloo Star Appeal Award 27th October 1995.

'Few salvors nowadays keep salvage tugs on permanent salvage station and fewer still without some financial assistance from the state. This tug was on station close to one of the world's major shipping routes, a matter of particular value. The authorities of the neighbouring countries are not easy to deal with and difficulties can arise in their jurisdictions... Matters have not always run smoothly for them and they often incur financial losses on commercial difficulties arising out of their salvage operations.'

JOHN FRANKLIN WILLMER QC
Pa Mar Appeal Arbitration Award 17th August 1995.

Across the foaming waves, to and fro, the boat careered like a ball or tumbleweed blown on the autumn plains.
 HOMER, *The Odyssey*.

Danger can never be overcome without danger.
 ANCIENT GREEK WISDOM.

Pictured : Salvage of combination carrier Polydoros, 117,000dwt, an epic operation in the annals of salvage history. Begun February 1995, the transatlantic tow became a four and a half month battle to save this fire-damaged vessel and her cargo of 100,000 tons of coal. Due to sheering in harsh winter weather, the towing bridle repeatedly sawed through the bow plating of the Polydoros — photos opposite and overleaf, taken from wheelhouse of the Fotiy Krylov / Tsavliris Giant.





'These contractors are well known and highly professional salvors who operate from their base in Piraeus in the Eastern Mediterranean. However, they keep tugs on station at Djibouti and elsewhere and have considerable investment in salvage tugs and equipment. Their fleet has recently expanded by reason of joint venture agreements with Russian companies and they operate the largest salvage tug, to my knowledge, in the world... They have considerable contacts throughout the world... and are further prepared to go blind into a case where it may turn out the only recompense is under Article 14... their commitment to salvage is to be encouraged... these were well performed services to an immobilised casualty which was got to a port where the bulk of its cargo could be redelivered.'

JOHN REEDER QC

Chief A Interim Award 1st September 1995.

'These services were very competently performed... The *Apollon* is a well equipped salvage instrument of 70 tons bollard pull. She is kept on station ready to render salvage services.'

RICHARD FREDERICK STONE QC

Trust Arbitration Award 9th July 1992.

'The *Aegean Trader* was abandoned and indefinitely immobilised until assisted by a tug of considerable power. Left unattended [she] would have continued her drift towards the coast and grounded in the area of Cape Baconi on the reefs off that part of the coast... I approach the award on the basis that the salvaged property faced a grave risk of constructive total loss.'

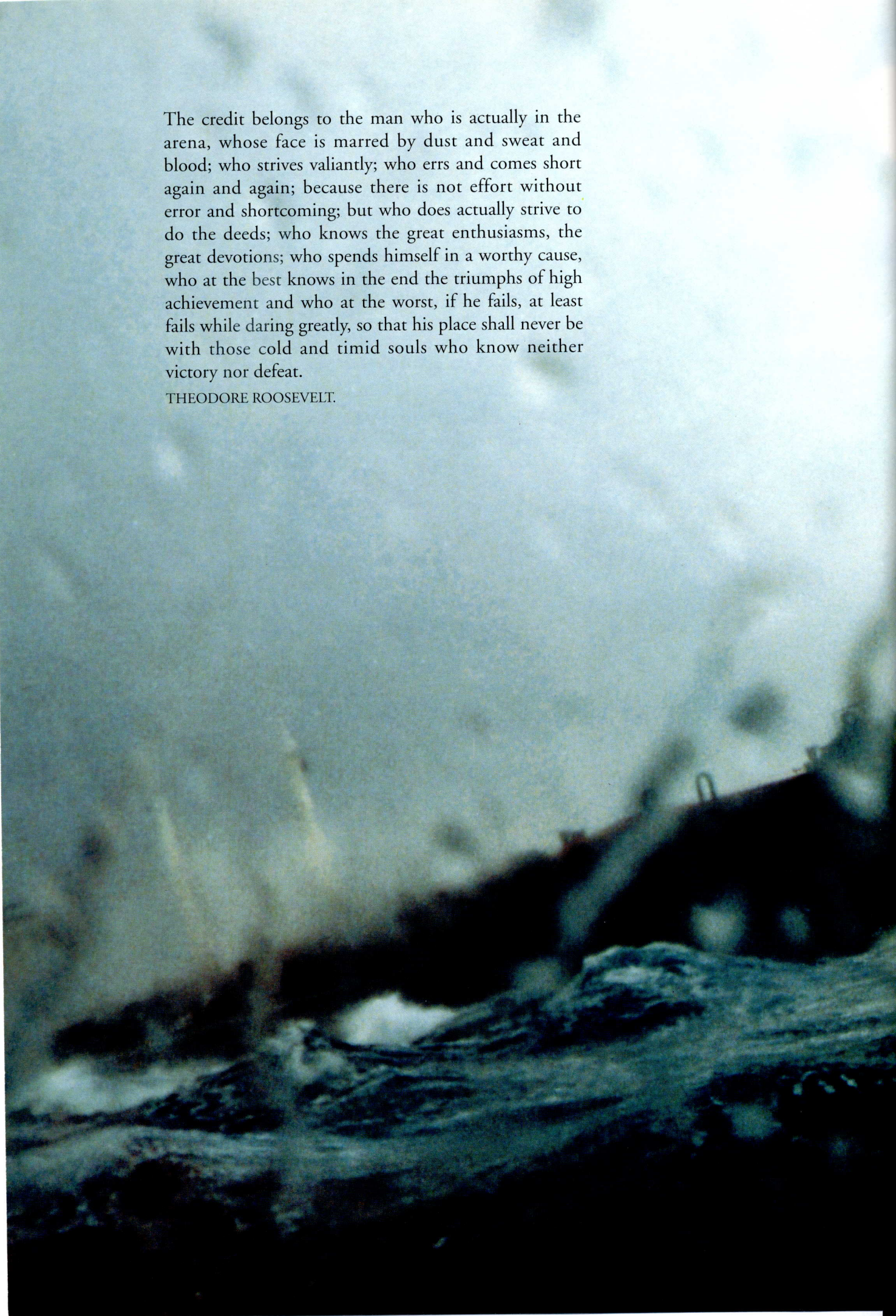
ALASTAIR STEWART-RICHARDSON QC

Aegean Trader Award 22nd December 1994.



The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again; because there is not effort without error and shortcoming; but who does actually strive to do the deeds; who knows the great enthusiasms, the great devotions; who spends himself in a worthy cause, who at the best knows in the end the triumphs of high achievement and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.

THEODORE ROOSEVELT.







'Despite the weather worsening to southerly wind, force 8, gusting 9, with waves breaking on the casualty's deck... the *Dignity* was refloated and towed into deeper water... the *Dignity* was in a parlous situation. She could not be refloated without first lightening and sealing forward or she would sink by the head... there was a serious possibility that the casualty would be moved so as to strike rocks further aft, resulting certainly in further damage and perhaps in constructive total loss of the ship and cargo... My findings as to danger and the need for some speed in carrying out essential work, and also the range and nature of the salvage services required, show the value to the maritime community of professional salvors willing and able to mount promptly a major salvage operation... Both the *Megas Alexandros* and the *Atlas* came from station... the operation was expertly coordinated by the contractor's salvage officers, who were also able to liaise with and satisfy authorities ashore who were concerned about possible environmental pollution... Both the *Atlas* and the *Megas Alexandros* sustained damage to their towing gear and both were at risk of sustaining damage by striking rocks during the operations... Clearly a substantial and encouraging award is merited.'

JOHN FRANKLIN WILLMER QC

Dignity Appeal Award 30th September 1994.

'The status of the contractors is well known. They are fully professional salvors, committed to salvage and with a substantial investment in salvage equipment and plant. The *Hermes* is kept on salvage station, ready to sail at short notice.'

BELINDA BUCKNALL QC

Eastcape Arbitration Award 27th October 1995.





Though they sink through the sea
they shall rise again ;

DYLAN THOMAS,
And death shall have no dominion.

'The contractor had paid or was committed to paying over US\$1 million... [and] in performing this task the contractor incurred further very heavy expenses... again their total cost exceeded US\$1 million... The contractor deserves encouragement through a generous award. He operates internationally and has the financial capacity to take the responsibility for a major casualty. He is in particular demand with a large number of shipowners operating throughout the world.'

RICHARD FREDERICK STONE QC
Atlas Pride Arbitration Award 6th February 1995.





'As a result of the collision and the flooding of No. 2 hold the mean sinkage of the *Brahms* was increased by about 2.63m. She went about 6m down by the head. It was common ground that she was immobilised and in need of professional salvage... her predicament was a serious one... The services were rendered promptly. In the end they were wholly successful. They lasted about 38 days. In the main subcontracted craft, equipment, materials and personnel were used at a cost of \$585,000. The contractors provided three salvage officers, a chief diver as well as a naval architect. They had to plan the salvage operation and marshall all that was needed. This involved a lot of organisation and liaison work, a commitment to expense and the undertaking of responsibility for the whole operation... All in all this was a major salvage operation requiring skill and expertise which was willingly and well performed.'

GEOFFREY J.B.G. BRICE QC

Brahms Arbitration Award 27th April 1993.

Enthusiasm is the mother of effort, and without it nothing great was ever accomplished.

RALPH WALDO EMERSON.

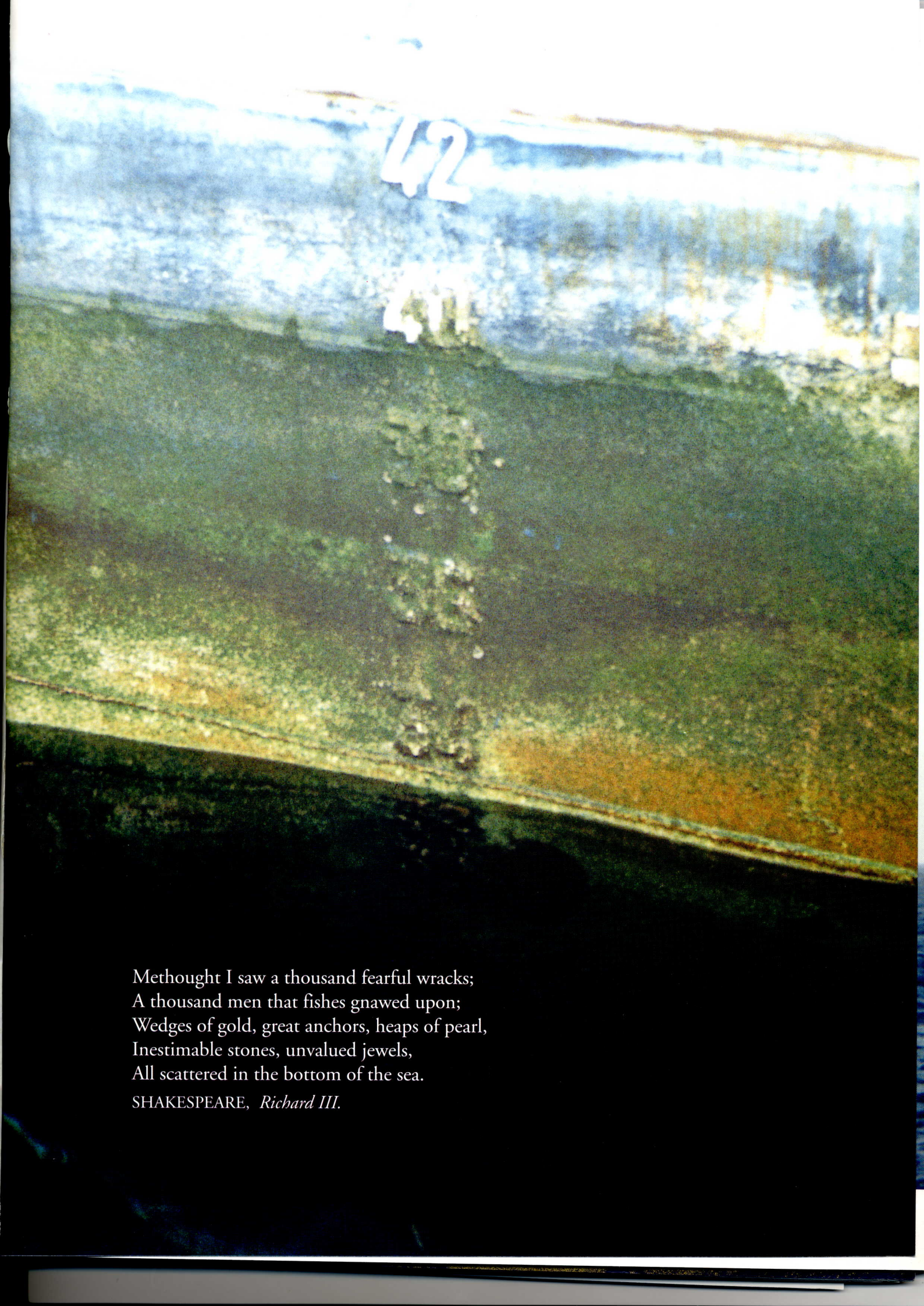
'These are well known professional salvors with a substantial commitment to salvage and a substantial investment in craft and equipment. Their commitment to salvage and the benefit it confers on the shipping community generally is to be encouraged.'

JOHN REEDER QC

Polydoros Arbitration Award 11th March 1994.



Pictured : Bulk carrier Brahms, 34,000dwt, following collision off Singapore with the containership Robin, 16,000dwt, July 1992. Photos show patching and rebuilding of external hull in way of No.2 hold during Tsavliris salvage operation.



Methought I saw a thousand fearful wracks;
A thousand men that fishes gnawed upon;
Wedges of gold, great anchors, heaps of pearl,
Inestimable stones, unvalued jewels,
All scattered in the bottom of the sea.

SHAKESPEARE, *Richard III.*



'The services provided were well organised, meritorious and a credit to all who took part... [Tsavliris] are first-class professional salvors. They are ready, willing and able to render this type of service... have much experience in carrying out this type of work. They are willing to take on the financial risks of complex salvage services under the terms of LOF ...'

GEOFFREY J.B.G. BRICE QC
Ati Arbitration Award 4th August 1994.

'This was a well executed fully professional service... The contractors are well known high class professional salvors... Their willingness to venture the necessarily large sums in subcontracted services is to their credit and of benefit to the maritime community.'

JOHN REEDER QC
Imperial Confidence Arbitration Award 20th January 1995.

'These contractors are professionals, with a commitment to providing salvage services, to the benefit of the maritime community at large. The fact that they work on 'no cure no pay' terms means that from time to time they incur substantial expense without a return...'

BELINDA BUCKNALL QC
Livezeni Arbitration Award 8th February 1995.

Pictured (above) : The fully laden tanker Thanassis A, 40,000dwt, broke in two in rough weather on a winter 1994 voyage in the China Sea. In a three-tug operation, controlled scuttling of the vessel was undertaken by Tsavliris.

Pictured (right) : Tsavliris was engaged to minimise pollution from the tanker Cosmas A, 27,000dwt, and if feasible to salvage the two halves of the vessel which blew apart in the China Sea, January 1994. Tugs were subcontracted to salvage the sections, but salvors, owners and insurers finally agreed to an orderly scuttling in a deep ocean trench off Lusan Island, the Philippines, to solidify cargo.

‘They make a substantial contribution to the shipping community in responding immediately to a casualty in a dangerous situation... Messrs Tsavlis are professional salvors with a high reputation for performing many successful salvages over many years... they are prepared to venture capital in funding salvage operations... Their commitment to salvage and their investment is to be encouraged.’

JOHN REEDER QC

Vergina Arbitration Award 20th October 1995.

‘In the present case... the sections were a danger to navigation, particularly the bows. The chances of stranding... cannot properly be excluded...[a] well performed service which was entirely successful. It involved... risk to those boarding or diving on the sections and in holding station close to in rough conditions while flooding the aft section. Finally the status of both the contractors and the subcontractors is high. The contractors are familiar with organising and financing services anywhere in the world and the sub-contractors have an international reputation.’

RICHARD FREDERICK STONE QC

Cosmas A Arbitration Award 25th May 1995.

The King shall have the wreck of the sea
throughout the realm, whale and great sturgeons.

Edict of EDWARD II, King of England.



Also pray for those who were in ships, and
Ended their voyage on the sand, in the sea's lips
Or in the dark throat which will not reject them
Or wherever cannot reach them the sound of the sea bell's
Perpetual angelus.

T.S. ELIOT, *Four Quartets, The Dry Salvages.*





Nothing in this world can take the place of persistence.
Talent will not; nothing is more common than
unsuccessful men of talent. Genius will not; unrewarded
genius is almost a proverb. Education will not; the
world is full of educated derelicts. Persistence and
determination alone are omnipotent.

CALVIN COOLIDGE.



'The *Leopard* made fast in difficult conditions and began a somewhat difficult tow to Aden... thereafter, she towed in monsoon conditions with rough seas and a heavy swell down the Gulf of Aden and across the Indian Ocean to Colombo. In the prevailing conditions the line parted but a fresh towage connection was made... Thereafter the *Leopard* towed the casualty in boisterous conditions towards Singapore. The tow line parted again and the tug had to make a fresh connection... total distance towed was 4,292 miles over a total period of 55 days.'

GEOFFREY J.B.G. BRICE QC

Pa Mar Arbitration Award 19th January 1995.

'There was indeed a grave risk of ship and cargo becoming a total loss... the prospects of successful alternative assistance were doubtful... These were lengthy services and the distances involved were exceptional. The overall total for the *Leopard* including her run out from the Cape Verde Islands and towing to and fro off first Recife and later Valencia was well over 6,000 miles... Recognition has also to be given to the high professional status of these contractors. The *Leopard* was on salvage station at the Cape Verde Islands. Few salvors keep such tugs in these days at places distant from their home base. The value of having such tugs available was exemplified in this case by the fact that no other tug was realistically available for the full service required... Awards for services such as those rendered in this case must be large if these and other professional salvors are to be encouraged to maintain the investment and incur the expense required.'

JOHN FRANKLIN WILLMER QC

Aegean Trader Appeal Arbitration Award 20th October 1995.

'There was not only the dangers inherent in boat-work in rough seas, but exceptional danger when the boarding party was fired upon by the military. The risk of being arrested and held to ransom when operating in [this area] is a matter taken into account... it is important to recognise and encourage salvors prepared to operate in areas of high risk.'

RICHARD FREDERICK STONE QC

Uniforce Arbitration Award 14th September 1994.

Leopard 10,000 ihp

Built 1978, Germany

BHP 6,000

Bollard pull 90 tons

GT 1,000 tons

LOA 63 metres

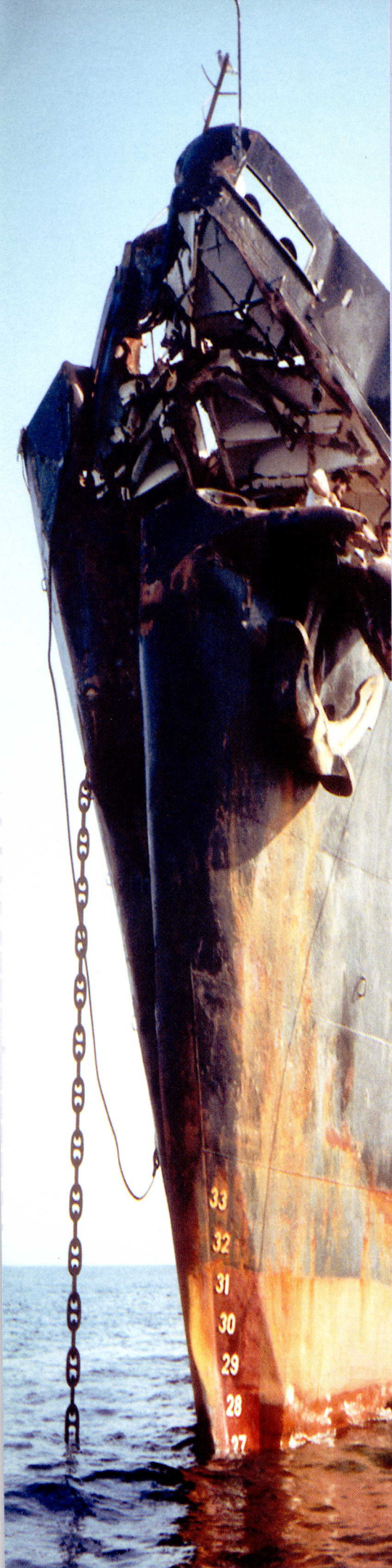
Speed 18 knots

Range 25,000 miles

Endurance 3 months.

Pictured (left): Abandoned by her crew and succumbing to heavy weather off the Azores in December 1995, the bulk carrier Mount Olympus, 55,000dwt, was redelivered to her owners at Setubal, Portugal following a demanding two-tug 21-day salvage operation.





Whosoever commands the sea
commands the trade;
whosoever commands the trade of
the world commands the riches
of the world and
consequently the world itself.
SIR WALTER RALEIGH.

As for the exact thoughts in
Alexander's mind, I am neither able
nor concerned to guess them, but this
I think I can state, that nothing
common or mean would have been
his intention; he would not have
remained content with any of his
conquests, not even if he had added
the British Isles to Europe; he would
always have searched beyond for
something unknown, and if there had
been no other competition, he would
have competed against himself.

ARRIAN, *Alexander's Expedition*.

One must not tie a ship
to a single anchor,
nor life to a single hope.
EPICTETUS.

- ▲ SALVAGE STATIONS
MAINTAINED PERMANENTLY,
SEASONALLY OR PERIODICALLY
DURING THE LAST 30 YEARS
- SALVAGE OPERATIONS
PERFORMED UNDER LLOYD'S
OPEN FORM IN THE LAST 4 YEARS



Man did not weave the web of life.
He is merely a strand in it.
Whatever he does to the web,
He does to himself.
INDIAN CHIEF SEATTLE.

1. MARIKA STRAVELAKIS
2. DORY
3. ADAMAS
4. ALEXIA
5. NICOL
6. ANAX
7. ANASTASIA
8. POLYDOROS
9. CAPTAIN SARANTIS
10. MOUNT OLYMPUS
11. EMANUEL B
12. ENARXIS
13. CHIEF A
14. FOCOMAR
15. CRESCENCE
16. FRIO CAPRICORN
17. EUROLADY
18. ILION
19. FLAG WILLIAMS
20. ST. ANDREAS
21. UNITY
22. FRONISIS
23. FISCO
24. DEFI
25. VERGINA
26. MAKEDONICOS
27. AEGEAN TRADER
28. SAN EVANS
29. DIMITRAKIS
30. AMILLA
31. LIVEZENI

32. ATLANTIC PRIDE
33. SPIGA
34. FORUM AKASAKA
35. ARCTIC
36. MELOI
37. IGLOO LION
38. CLIPPER AMETHYST
39. JENNIFER JANE
40. CARINA
41. NIKITAS ROUSSOS
42. ST. ANDREAS
43. IGLOO STAR
44. IONIAN KING
45. EASTCAPE
46. ALSENA
47. ALMA ATA
48. LIPARIT BAY
49. RAFAELLO
50. GEROI CHERNOMORYA
51. NEPTUNE SUN
52. DIGNITY
53. Y MARKELLA
54. ELINA
55. WORLD NAVIGATOR
56. CATAMARAN I
57. COPACABANA REEFER
58. IONIAN EXPRESS
59. IONIAN GALAXY
60. LARGO BAY
61. BAGHEERA
62. GELI P

63. EVER OBTAIN
64. ALBATROS
65. AQUILA II
66. CATAMARAN MANTO
67. MALIBU
68. NORASIA SUSAN
69. SERENITY
70. SOFRANO
71. UNIFORCE
72. HELLINICOS
73. ASSOS BAY
74. ATI
75. PA MAR
76. FLYING FALCON
77. KAVO MATAPAS
78. SIR KHAN
79. LUIS
80. TASKENT
81. MADISON
82. IMPERIAL CONFIDENCE
83. JEWEL I
84. AGRARI
85. IONIAN SEA
86. COSMAS A
87. THANASSIS A
88. EQUADOR
89. RADWAN
90. BRAHMS
91. FANTASY
92. ANDRIOTISSA

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10 Akti Poseidonos
185 31 Piraeus
Greece

Telephone: (01) 4221000
A.O.H.: (0295) 41579, (01) 3240077
Telefax: (01) 4221008
Telex: 21 2677 TSAV GR
Telegrams: SALVETOW PIRAEUS
e-mail: tsavliris@hol.gr

TSAVLIRIS (HELLAS) MARITIME CORPORATION S.A.

10 Akti Poseidonos
185 31 Piraeus
Greece

Telephone: (01) 4225200
A.O.H.: (01) 4823839
Telefax: (01) 4221408
Telex: 21 2338 TSAV GR
Telegrams: TSAVLICO PIRAEUS

TSAVLIRIS (SHIPPING) LIMITED

Rodwell House
100 Middlesex Street
London E1 7HJ
United Kingdom

Telephone: (171) 3776634
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THE PROFESSIONAL CHOICE

And if you are young, the longing for the sea
will run through your veins; out of its love
the wave will say a word to you; it will water
your love with a secret fragrance.

C.P. CAVAFY, *Voice from the Sea.*

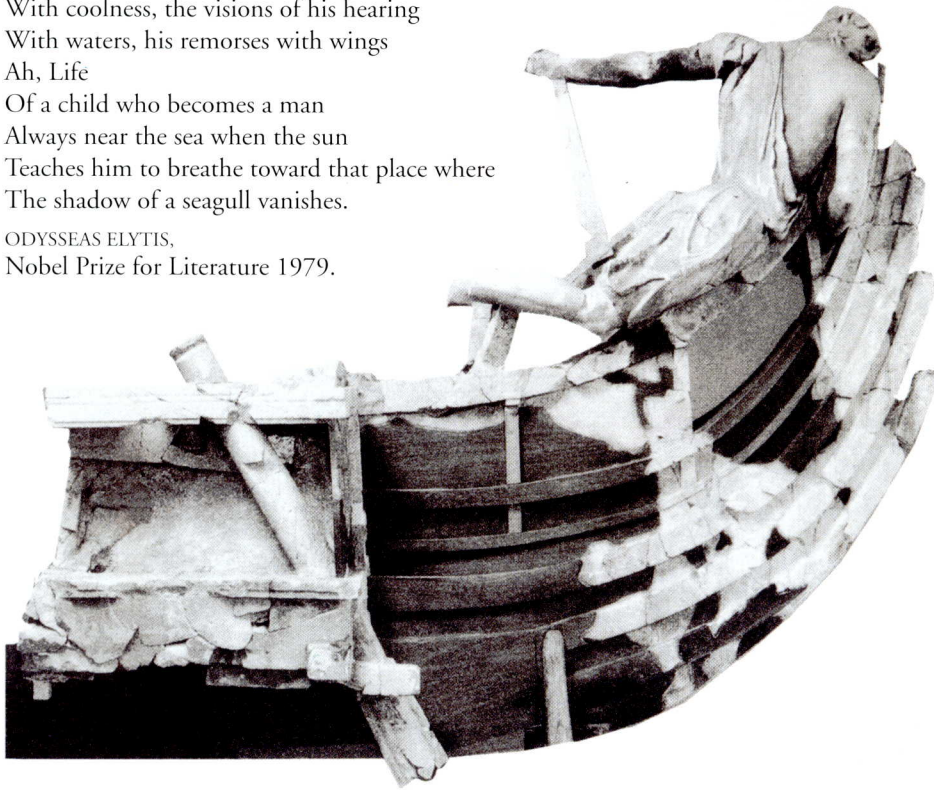


ANNIVERSARY

... even the weariest river
winds somewhere safe to sea.

I brought my life this far
To this spot that struggles
Always near the sea
Youth on rocks, breast
To breast against the wind
Where a man may go
Who is nothing else but a man
Summing up his green moments
With coolness, the visions of his hearing
With waters, his remorse with wings
Ah, Life
Of a child who becomes a man
Always near the sea when the sun
Teaches him to breathe toward that place where
The shadow of a seagull vanishes.

ODYSSEAS ELYTIS,
Nobel Prize for Literature 1979.



I should be glad to come back to life for
a little while after my death to discover how
men read these present events then. If now
they praise and welcome them do not be
surprised; they think, every one of them,
that this is a fine bait to catch my goodwill.

ALEXANDER THE GREAT.



ΕΥΧΗΝ ΟΔΥΣΣΕΙ