

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : **Monday 10-06-2002**



Operation Enduring Freedom



USS Vicksburg (CG-69) steams through the waters of the Arabian Gulf. Boarding teams from the Mayport, Fla., -based cruiser have been conducting Maritime Interception Operations (MIO) in the Arabian Gulf, checking merchant vessels for illegal cargo. MIO is a coalition effort that enforces United Nations Security Council Resolutions (UNSCR) imposed against Iraq. Unabated since August 1990, MIO, initiated in the wake of Iraq's invasion of Kuwait, continues to check merchant vessel traffic in Gulf

EVENTS, INCIDENTS & OPERATIONS



Saipem 7000 has completed the deepwater installation of the second line of the Blue Stream project, the gasline that will bring, at full capacity, 16 billion cubic meters of gas per year from Russia to Turkey.

Eni and Saipem announce that pipelay of the second and last of the two pipelines for the transport of gas from Russia to Turkey across the Black Sea, as part of the Blue Stream project, has been completed. Pipelaying vessel Saipem 7000 has completed deepwater installation activities commenced late February in the Russian part of the Black Sea. The first line was laid between October 2001 and February 2002, Saipem 7000 having crossed the Bosphorus Strait in August 2001. The two 24" diameter, 385 Km long pipelines have been laid at a record water depth of 2150m. Tie-in will be performed on the Turkish side in the next few weeks by Castoro 8, another vessel of the Saipem fleet.

Hydrotest and pre-commissioning activities are scheduled to be completed by end September for the first line and by year end for the second line.

The implementation of the Blue Stream project involves a US\$2.3 billion

investment. Advanced technology and high-quality materials enabled to successfully meet a number of exceptional challenges, including pipelaying at record water depth, the very difficult seabed conditions on both Turkish and Russian sides, and unfavorable weather conditions with winds exceeding 50 knots.



krijgt Koning Willem I prijs

SCHIEDAM (ANP) - Het hijs- en transportbedrijf Mammoet krijgt de Koning Willem I prijs 2002, onder meer wegens de berging van de Russische kernonderzeeër **Koersk** vorig jaar. Prins Willem-Alexander reikt de prijs woensdag 12 juni in Den Haag uit. De Koning Willem I Stichting kent de prijs jaarlijks toe aan een onderneming die onder meer opvalt door goed ondernemerschap en die een belangrijke bijdrage levert aan de economie en welvaart. „Mammoet heeft blijk gegeven van innovatief en creatief ondernemerschap. Door kennis, technologie en



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gedrevenheid werd de berging van de Koersk een geslaagde missie", aldus de jury onder leiding van president N. Wellink van De Nederlandsche Bank. Pluspunt is dat het bedrijf nieuwe kennis heeft gebruikt. „Bovendien straalt het bedrijf het geloof en vertrouwen uit dat het complexe werkzaamheden aankan. Wereldwijd zijn de afgelopen jaren grote projecten binnengehaald en succesvol uitgevoerd." Mammoet richt zich steeds meer op de maritieme sector. Samen met andere bedrijven werkt het momenteel aan een installatie voor hijskranen die worden ingezet voor windmolenprojecten op zee.

Royal Caribbean faces sexual assault suit

ROYAL Caribbean faces three lawsuits in the Miami-Dade Circuit Court in Florida, alleging that a chief officer and a ship's doctor sexually assaulted three female passengers during a four-night Caribbean cruise on the *Majesty of the Seas* in October last year. *The lawsuits seek damages of more than \$15,000 apiece, according to a report in the Miami Herald. The case involves a 33-year-old bride from north Florida and her 64-year-old mother and 34-year-old girlfriend, both from Pennsylvania. The bride is reported to have got married on the cruiseship on October 11 last year, the day after the alleged incident. The lawsuits allege that the chief officer "groped, grabbed and pressed himself" against two of the women and "forcibly kissed" the bride's mother during a bachelorette party in the ship's "On Your Toes" night-club.*

The girlfriend's lawsuit is said to include similar charges against the ship's doctor. The lawsuits suggest that chief officer and ship's doctor were both intoxicated at the time, and accuse Royal Caribbean of being negligent towards the safety of its passengers.

SPIEGEL GROVE



The 100-foot salvage vessel *Lana Rose*, owned by Resolve Marine Group, lies off the overturned hull of the *Spiegel Grove* Friday, June 7, 2002. The Spiegel Grove is a retired Navy Landing Ship Dock that prematurely sunk and flipped May 17 in the Florida Keys National Marine Sanctuary. Salvage teams hope to rotate and fully sink the 510-foot Landing Ship Dock Monday, June 10

CASUALTY REPORTING

CLIPPER CHEYENNE (BAHAMAS)

London, Jun 5 -- Following received from Coastguard Dublin MRCC, timed 2108, UTC: **Titan Maritime Industries** have been appointed to salve ro/ro Clipper Cheyenne and a salvage plan is expected to be presented within the next 48 hours. In the meantime the vessel remains boomed. Local clean-up operations are continuing using skimmers. To date, approximately 6,000 gallons of 'clean' oil has been removed.

SEA CHARENTE (NETHERLANDS)

London, Jun 6 -- Ore Peene Ore, collision with general cargo Sea Charente: Following received from the managers of Peene Ore, dated Rostock today: Vessel is to be drydocked tomorrow. Extent of damage not fully known at the moment as damage is below waterline. (Note -- It was reported Peene Ore was to be drydocked at Blohm & Voss, Hamburg, for inspection.)

SILVER RAY (PANAMA)

London, Jun 6 -- Following received from the managers of vehicle Silver Ray, dated today: Due to the severity of the damage to the vessel, it has been declared a constructive total loss. Investigations are still under way at the port of Antwerp. Many of the vehicles on board were destroyed by the fire but understand some others were undamaged.

Scheepje roept hulp in



Afgelopen weekend zijn Rederij Noordgat en de reddingboot van Schiermonnikoog in actie gekomen op verzoek van de bemanning van het motorjacht 'Enterprise'.

Het 15 meter lange scheepje was onderweg van Flensburg naar Amsterdam, toen de bemanning rookontwikkeling waarnam. De reddingboot heeft de twee Nederlandse mannen van boord gehaald en

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naar Schiermonnikoog gebracht. De **Typhoon** van **Rederij Noordgat** heeft het schip, waarschijnlijk een voormalige patrouilleboot uit Oost-Duitsland, op sleeptouw genomen naar Terschelling. De brandblusmiddelen hoefden niet te worden gebruikt. Waarschijnlijk is de bedrading of de motor oververhit geraakt, maar alles werd tijdig uitgeschakeld door de bemanning.

SHIPYARD NEWS

De Schelde moet 4 miljoen euro terugbetalen



De scheepswerf Koninklijke Schelde Groep in Vlissingen moet 4 miljoen euro aan staatssteun terugbetalen. Dat heeft de Europese Commissie woensdag besloten. Bij de verkoop van het vroegere staatsbedrijf aan Damen Shipyards uit Gorinchem in 2000 werd in totaal 55,1 miljoen euro aan staatssteun gegeven. De aandelen van de Schelde waren voor 90 procent in handen van de Nederlandse staat en voor 10 procent in bezit van de provincie Zeeland. De Europese Commissie heeft onderzocht of de staatssteun door de beugel kon. De Schelde moet de 4 miljoen euro

terugbetalen, omdat het bedrijf **niet aan capaciteitsvermindering** heeft gedaan. **De Europese scheepswerven bouwen met elkaar te veel boten.** De Schelde is niet minder gaan bouwen en draagt dus bij aan de **overproductie**, aldus de Europese Commissie. Hoewel Brussel de Nederlandse steun grotendeels goedkeurt, is de achterliggende redenering volledig anders. Waar Den Haag het over de boeg van het nationaal belang gooide (De Schelde is hofleverancier van de marine), beoordeelde de Europese Commissie alles alsof het gewone 'staatssteun zou zijn. De Commissie heeft ook onderzocht of het overnamebedrag (een symbolische gulden) eigenlijk geen verborgen staatssteun is. **Maar na uitgebreid onderzoek komt Brussel tot de conclusie dat de werf destijds echt niet meer waard was.**

ROUTE, PORTS & SERVICES

Vuurwerkschip mag toch naar Rotterdam

Rederij neemt nog geen beslissing

ROTTERDAM - Rotterdam mag een schip met 22 ton netto explosief gewicht aan vuurwerk, de Trade Cosmos, toch binnenlaten. Dat is het een gevolg van een nieuwe beschikking van het ministerie van Verkeer en Waterstaat. Nieuw onderzoek van TNO Rijswijk heeft geleid tot veranderde inzichten over toelating van zeeschepen met de laagste vuurwerkklassen, aldus een woordvoerder van het Rotterdamse gemeentebestuur donderdag. Het schip was aanvankelijk de toegang geweigerd. De rederij beslist vrijdagochtend of het schip alsnog naar Rotterdam komt, of uitwijkt naar Antwerpen. Het schip ligt nu in het Britse Felixstowe. Als het schip Rotterdam overslaat, dan wordt in Antwerpen ook alle lading voor Rotterdam gelost, aldus een woordvoerder van rederijkantoor China Shipping.

Van de 22 ton vuurwerk is overigens vijf ton bestemd voor Nederland. Die zal dan over de weg naar

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Dronten gaan. Schepen met vuurwerk aan boord, of het nou bestemd is voor Nederland of niet, komen nagenoeg niet meer de Rotterdamse haven binnen. Sinds de ramp in Enschede gelden stringente regels, waardoor schepen uitwijken naar andere havens. Daardoor verliest Rotterdam ook andere lading uit dezelfde schepen. Eind mei werd de kwestie op de spits gedreven toen twee directieleden van havenbedrijf Uniport en de kapitein van het schip **Northern Dignity**, met aan boord 34 ton netto explosief gewicht aan vuurwerk bestemd voor Engeland, werden opgepakt.

De woordvoerder van China Shipping zei donderdag te hopen dat de afgifte van de beschikking, nadat hij eerder werd geweigerd, betekent dat het ook in de toekomst gemakkelijker wordt schepen met aan boord vuurwerk Rotterdam binnen te laten lopen. Ook Uniport-directeur Vervat hoopt dat het nu gemakkelijker gaat. Maar hij vindt wel dat er voortvarend aan gewerkt moet worden dat de regels voor Rotterdam hetzelfde zullen worden als voor andere Europese havens. Havenwethouder Van Sluis maakte woensdag bekend dat daarover op 17 juni in Den Haag wordt gesproken.

Boskalis scoops E30m Gothenburg dredging contract



DUTCH dredging group Boskalis Westminster said it had won an order worth more than Euros30m in Sweden.

Boskalis, the world's largest dredging company, won a contract from the Swedish Maritime Organisation to broaden and deepen the entrance channels to the ports of Gothenburg.

The "Safer Fairways to Gothenburg" project is due to be completed in February 2004.

Nieuwe radar op vuurtoren

NIEUW-HAAMSTEDE - Rijkswaterstaat Zeeland is gisteren begonnen met de vervanging van de negentien jaar oude radarinstallatie op de vuurtoren van Haamstede. De nieuwe apparatuur biedt niet alleen een scherper beeld van de omgeving, ook is het draaimechaniek nagenoeg geluidloos, aldus P. van Tilburg.

Met behulp van een kraan werd op goed zestig meter hoogte de oude antenne verwisseld en bijhorende mechanismen verwisseld voor moderne apparatuur. Van Tilburg, functioneel beheerder van de Schelde walradarketen waaronder ook de vuurtoren van Haamstede valt, verwacht dat de installatie uiterlijk in de eerste week van juli weer operationeel is. Tot die tijd wordt het gebied bestreken door de post Westkapelle en Ouddorp. In de praktijk zal dat tijdelijk een `minder nauwkeurig beeld` te zien geven, aldus Van Tilburg.

De vuurtoren van Haamstede is een onbemande post. De radarbeelden die daar worden opgepikt, gaan via een rechtstreekse lijn naar de vuurtoren in Ouddorp. De post Ouddorp wordt continu bemand en is onder meer belast met het uitlezen van de uit Haamstede doorgestuurde gegevens. De radarposten waken over een gebied van ieder zo'n veertig kilometer in het rond.

Met de modernisering is een investering gemoeid van goed een half miljoen euro, aldus Van Tilburg. In dat bedrag is eveneens een opknopbeurt van de werkplek Ouddorp opgenomen. De radar van Ouddorp wordt volgend jaar vervangen door een soortgelijk exemplaar als gisteren in Haamstede is aangebracht. De nieuwe apparatuur biedt volgens de functioneel beheerder een groter overzicht van de omgeving, omdat de ontvangst van de beelden nauwkeuriger is.

De antenne is speciaal ontwikkeld voor een walradarketen, terwijl het oude exemplaar specifiek voor begeleiding van de zeescheepvaart geschikt was.

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Zender en ontvanger op de toren worden volgende week afgestemd op de juiste frequenties. Dat gebeurt in samenwerking met de reddingsmaatschappij.

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

28 Jun 02	HNLMS Tjerk Hiddes	F 803	Amsterdam
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
09 Jul 02	HNLMS Tydeman	A 906	Amsterdam
12 Jul 02	HNLMS Van Amstel	F 831	Den Helder
12 Jul 02	HNLMS Abraham Van Der Hulst	F 832	Den Helder
12 Jul 02	FS Vulcain	M 611	Amsterdam
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen
21 Aug 02	HNLMS Jacob Van Heemskerck	F 812	Devonport
30 Aug 02	HNLMS Nautilus	A 853	Arnhem
06 Sep 02	HNLMS Tydeman	A 906	Rotterdam
06 Sep 02	HNLMS Harlingen	M 854	Rotterdam
06 Sep 02	HNLMS Maassluis	M 856	Rotterdam
06 Sep 02	HNLMS Rotterdam Cancelled	L 800	Rotterdam

AIRCRAFT / AIRPORT NEWS

HOLIDAY SEASON IS STARTED AGAIN.



Seen last week whilst enroute to southern Spain, a Dutch family going on holiday

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NORTHSEA WEATHER

THE SHIPPING FORECAST ISSUED BY THE MET OFFICE AT 1130 ON SUNDAY 09 JUNE 2002

THERE ARE WARNINGS OF GALES IN PLYMOUTH SOLE LUNDY FASTNET AND SHANNON

THE GENERAL SYNOPSIS AT 0700

ATLANTIC LOW JUST WEST OF ROCKALL 980 EXPECTED EAST ROCKALL 990 BY 0700 TOMORROW

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING NORTH UTSIRE SOUTH UTSIRE

MAINLY SOUTHEASTERLY 4 OR 5, BUT VARIABLE 3 IN NORTH UTSIRE AT TIMES. RAIN LATER. GOOD BECOMING MODERATE

FORTIES CROMARTY FORTH TYNE DOGGER

SOUTHEASTERLY 4 OR 5, OCCASIONALLY 6. OCCASIONAL RAIN. MODERATE OR GOOD, OCCASIONALLY POOR

FISHER

SOUTHEASTERLY 4, OCCASIONALLY 5. RAIN LATER. MODERATE OR GOOD

GERMAN BIGHT

SOUTHEAST VEERING SOUTHWEST 3 OR 4. OCCASIONAL RAIN. MODERATE OR GOOD

HUMBER THAMES

SOUTH OR SOUTHWEST 5 OR 6. RAIN THEN SHOWERS. MODERATE OR GOOD

DOVER WIGHT PORTLAND

SOUTH VEERING SOUTHWEST 5 OR 6, OCCASIONALLY 7. RAIN THEN SHOWERS. MODERATE OR GOOD

PLYMOUTH

SOUTHWESTERLY 5 TO 7, OCCASIONALLY GALE 8. RAIN THEN SHOWERS. MODERATE OR GOOD

BISCAY

SOUTHWEST VEERING WEST 5 TO 7, DECREASING 4 IN SOUTH. RAIN OR SHOWERS. MODERATE OR GOOD

SOUTH FITZROY

WEST OR NORTHWEST 3 OR 4, OCCASIONALLY 5. RAIN LATER. GOOD BECOMING MODERATE OCCASIONALLY POOR

NORTH FITZROY

WEST OR SOUTHWEST 6 OR 7, PERHAPS GALE 8 LATER. RAIN OR SHOWERS. MODERATE OR GOOD

SOLE

WESTERLY 6 TO GALE 8, BECOMING VARIABLE 3 IN WEST. SQUALLY SHOWERS. MODERATE OR GOOD

LUNDY FASTNET

SOUTHWEST OR WEST 5 TO 7, OCCASIONALLY GALE 8. SHOWERS. MODERATE OR GOOD

IRISH SEA

SOUTH VEERING SOUTHWEST 5 OR 6, OCCASIONALLY 7 AT FIRST. SHOWERS. MODERATE OR GOOD

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SHANNON

WESTERLY 6 TO GALE 8, OCCASIONALLY SEVERE GALE 9, DECREASING 5 IN WEST. RAIN OR SHOWERS. MODERATE OR GOOD

ROCKALL

CYCLONIC 4 OR 5, OCCASIONALLY WESTERLY 6 OR 7 IN SOUTH. RAIN AT TIMES. MODERATE OR GOOD

MALIN

SOUTHEASTERLY 5 TO 7 BECOMING CYCLONIC 4 OR 5. RAIN AT TIMES. MODERATE OR GOOD

HEBRIDES BAILEY

SOUTHEAST OR EAST 5 OR 6, DECREASING 4 IN SOUTH. OCCASIONAL RAIN. MODERATE OR GOOD

FAIR ISLE FAEROES SOUTHEAST ICELAND

EAST OR SOUTHEAST 5 TO 7. RAIN AT TIMES. MODERATE OR GOOD, OCCASIONALLY POOR

.... TSAVLIRIS SPECIAL....

Tsavliris-owned and operated vessels



Tsavliris

Greece's Tsavliris Salvage Group has been the world's leading emergency response contractor for many years



Christopher Mayer: What has the Tsavliris Group been involved in so far this year?

Nicolas Tsavliris: On the basis of the number of contracts reported to Lloyd's, Tsavliris was contracted for 29 Lloyd's Open Form jobs in the course of last year, more than any other salvor. This was a reduction from the 50 contracts the group handled in 2000 — an industry record that will probably never be equalled — although the decrease in work was reflected throughout the salvage industry.

So far in 2002 the group's salvage work has kept pace with the level of activity in 2001. In the first four to five months of the year Tsavliris handled 13 LOF contracts — six cases of grounding, five of main engine failure and two fires. All were successfully performed and the casualties safely redelivered to their owners.

The volume of work so far this year suggests that Tsavliris remains the top emergency salvor in the market and at the same time confirms that the salvage sector as a whole continues to offer fewer jobs than the level of two years ago.

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Tsavliris has diversified into other activities in recent years, particularly in handling wreck removals, major ocean towages and offshore contracts which can partly offset any shortfall in the emergency response sector.

We are looking increasingly at such areas, although emergency response operations remains the group's core business.

CM: Does one job stand out?

NT: In terms of ingenuity the most noteworthy salvage job undertaken in the early part of 2002 was the salving of the 2,500 dwt tanker *Amaze*, which ran ashore in Spain in ballast in very bad weather in April. The tanker stranded on a beach in Golfo de Rosas, almost completely resting on dry land.

Extensive dredging was required — employing portable sand pumps near the vessel, a dredging barge in shallow waters and a dredger vessel in deeper waters — in order to create a channel from the shore to deep water.



Tsavliris' 10,000 hp salvage tug **Megas Alexandros** then pulled the casualty off the beach. After the successful refloating operation the tanker was towed to Piraeus for repairs.

Tsavliris performed a towage of epic proportions in early 2002, taking the half-finished Soviet-built aircraft carrier *Varyag* from the Aegean Sea to her new owners in China, on a voyage lasting 110 days. **Nikolay Chiker**, at 40,000 hp the world's largest, most powerful salvage tug, towed the 67,000 dwt Kuznetsov-class carrier a total of 15,200 nautical miles, consuming more than 4,000 tonnes of fuel during the operation.

CM: How does Tsavliris respond to changing legislation with regard to salvage, pollution and the environment? And is there any piece of legislation, or proposed legislation, which you feel strongly about?

NT: First and foremost Tsavliris is an emergency response contractor and the overwhelming majority of services are rendered under Lloyd's Open Form. The group is thus primarily concerned with the Salvage Convention, amendments and interpretation at arbitration.

The convention reflects an attempt to balance the interests of property owners and insurers on the one hand and salvors on the other as well as taking into account the need to protect the seas from pollution.

It, as well as third party reports and commentaries such as Lord Donaldson's report, consistently emphasises the importance of salvage and the key concept that remuneration for successful operations must encourage salvors to continue playing their valuable role.



Unfortunately, our experience in recent years has been that in practice awards for salvors have become discouraging. The wording of the convention, and in particular Article 14 which provides for special compensation for preventing or mitigating pollution when the conventional salvage fund is

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insufficient to cover a salvor's costs and provide an encouraging profit, has been severely tested by litigation and reinterpretation to the point where it now seems that the convention is insufficiently clear.

In Tsavlis's experience many arbitrators do heed the need to offer a decent profit to salvors. But in two key recent cases, those of the MSC Carla and the Castor, appeals have resulted in massive reductions in the amount of the awards. Tsavlis lost approximately \$4m from the initial MSC Carla award, and approximately \$2.5m in the Castor appeal.

In both cases, under the arbitration system, the fact that appeals succeeded also resulted in the salvor having to bear huge legal costs.



The wide disparity between the initial awards and the final awards on appeal is itself indicative of big differences of opinion within the learned Lloyd's Form arbitration community.

It was striking to us that in none of these decisions was there any disagreement between arbitrators about the exceptional merit and value of the salvage services rendered.

But the commercial result removes any incentive for the salvor to embark on physically and financially risky operations on a big scale.

In the wider legislative context of shipping, we remain disappointed that there is as yet still no equivalent of a "Green Card" for all ships in order to demonstrate whether a vessel is insured.

The law is unsatisfactory because insurers can prevaricate about an owner's status when it suits them and salvors do not have direct rights against the insurer.

In addition to this, Tsavlis strongly supports the International Salvage Union's position with regard to salvors' immunity from liability as well as the new draft bunker convention.

CM: Has your operating world changed since September 11?

NT: No.

CM: What does the Posidonia event mean to a company such as Tsavlis?

As an international salvor Tsavlis has traditionally been one of the few actual shipping companies to be an exhibitor at Posidonia. The event is mainly important for marketing products and services to the large Greek ship-ping community and to serve as a focus for relations between Greek shipping and the industry internationally.



We believe it is a good thing for the industry, although the hectic pace and heavy schedule of recent Posidonias perhaps means that some of the real benefits threaten to be obscured. This year for the first time in many years the group will not exhibit but will participate in other events.

CM: What is the current status of the Tsavlis fleet?

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NT: Our fleet includes the world's largest, most powerful and most sophisticated salvage tugs, **Fotiy Krylov** and **Nikolay Chiker**, models of which now stand in both the International Maritime Organisation headquarters and the Greenwich Maritime Museum.

In addition to our fleet, the group maintains a large inventory of all kinds of salvage equipment, from various pumps and power-generating devices to diving equipment, diving bell and decompression chamber, underwater magnet, anti-pollution chemicals, booms, preservation equipment and so on.

Recently our equipment was supplemented by acquiring all the cargo removal equipment that was used in the Erika operation.

Another development has been the recent purchase of a large (1,000 sq m) warehouse in Piraeus that will now serve as the company's main storage facility.

The Tsaviris Salvage Group has always employed in-house salvage masters, salvage engineers, naval architects, preservation and anti-pollution technicians, divers and experienced support staff as well as our salvage crews. In addition, we retain highly experienced independent salvage experts around the world.

CM: And what of the future for the Tsaviris Group?

NT: In general, although Tsaviris continues to enjoy the largest market share of any emergency response contractor, recent awards suggest to us that the present system is not working well enough to support a specialised salvage industry in the future.



Clearly, improving maritime safety is a factor that will squeeze the volume of business available to a salvor, but this is by no means the only source of business concern.

The committed professional salvor also faces unfair competition owing to short-sighted state interference in the market, for example through an increasing number of government-sponsored salvage stations that not only directly take away market share but also have the effect of cross-

subsidising the activities of a few companies to the detriment of competitors.

Powerful port tugs and offshore support vessels also capture a share of the market opportunistically and without necessarily offering the same level of expertise as a dedicated salvage tug and crew.

Present conditions make life hard for the few professional salvors who remain. Tsaviris is the only company that continues internationally in the traditional mould, with tugs on station.

Unfortunately, the job involves huge risks and large financial outlays. Even in cases of success the road to recouping costs and profitability is long. Gone are the days of friendly commercial arbitration when the maritime and insurance community was generally content to pay a fair reward for a job well done.

Increasingly, an over-litigious and legalistic approach has taken over, with the result that the salvor struggles to be adequately rewarded.

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In some such cases we fail to collect even the amount of the final award. Other cases such as the MSC Carlaand the Castor are seen by insurers as "victories", but we feel they are hollow ones as the end result is that they are putting the Lloyd's Form system and indeed salvage itself in danger.

In the long run, we believe the trend is not only harmful to us but is a case of insurers doing themselves a disservice as well.

Tsavliris pulls in right direction despite new salvage challenges



HAVE A LOOK AT THE FOLLOWING *SITES* FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>