

New ladies joining the fleet

The trends of the global market are changing rapidly and the extended recession period of the container industry is continuing.

Danaos could not let the opportunity slip and as such added two new acquisitions to our fleet.

Our first acquisition joined our fleet in May. The M/V "AMALIA C", a 2,452 TEU, geared Container vessel built in 1998, was delivered in Singapore. With the delivery of the M/V "AMALIA C", Danaos is entering in a specific sector i.e. that of the geared feeder fleet, an area which has remained challenging, throughout the "dry spell" of the container industry.





Our second Lady, the M/V NILEDUTCH ZEBRA, a 2,526 TEU, 2001 built geared container vessel, joined our fleet in mid-June and was delivered in Rotterdam. Consequently, Danaos sold four of our fleet's older vessels (Henry, Independence, Pride, MV Honour) for demolition purposes and replaced them with new acquisitions, mainly coming form the second-hand S&P market.



Message from the President & CEO

Dear Colleagues,

We are now already post halfway through 2013 and we are still bracing ourselves for the turbulent time we are experiencing.

We are managing very conservatively our fleet and have started to invest in some smaller much younger vessels to substitute the eighties built vessels we sold for recap.

On the additional front we are actively engaged in research on the optimization of the fuel consumption on our existing fleet.

However this period was dominated by the loss of my father and founder of Danaos. He symbolized the aggressive and innovative entrepreneurial spirit that propelled Greece to the forefront of the shipping world.

May he live forever in our hearts.

John Coustas



Message from the Senior Vice President & COO

ΔΗΜΗΤΡΗΣ ΚΟΥΣΤΑΣ

Μας έφυγε ο "Πατέρας της Δαναός".

Ο κος. Δημήτρης θα παραμείνει ζωντανός στη μνήμη μας και κυρίως των παλαιοτέρων που είχαμε την τύχη να τον γνωρίζουμε και να τον ζήσουμε από κοντά ως τον "Πατέρα" όλων, εδώ στη Δαναός.

Δύο λόγια μόνο έχω να πω αποτίνοντας φόρο τιμής εκ μέρους μας:

"Μακάρι να είχαμε την ευκαιρία και το θάρρος να σου λέγαμε όλα αυτά που θα θέλαμε να σου πούμε."

"Μακάρι να μας δινόταν η δυνατότητα να κάνουμε όλα αυτά που θα μπορούσαμε να κάνουμε για εσένα και δεν κάναμε."

Καλό ταξίδι κ. Δημήτρη.

Ηρακλής Προκοπάκης

DIMITRIS COUSTAS

The "Father of Danaos", Mr. Dimitris Coustas has passed away.

Mr. Dimitris Coustas will remain alive in our memories, especially to those of us that used to know him many years ago as the "father" of all Danaos staff.

I would only say a couple of things as a tribute to his memory on behalf of us all:

"I wish we would have had the chance and the courage to tell you all the things we could have told you"

"I wish we still had the chance to do all these things that we could have done for you."

Have a peaceful trip Mr. Dimitris.

I. Prokopakis

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Danaos Founder Dimitris Coustas, father of Dr. John Coustas, President and CEO of Danaos Corporation, died on Tuesday June 18, 2013 at the age of 86.



Mr. Dimitris Coustas, founder of Danaos Shipping and father of Dr. John Coustas, the President and CEO of Danaos Corporation, passed away on Tuesday, June the 18th. He was married to Amalia with whom they had their son John and daughter Maria. The funeral was held today in Athens, in a private circle of family and close family friends.

Company founder Dimitris Coustas, born in 1927, began his carrier as an entrepreneur ashore, establishing a successful shoe factory that grew to 250 employees. In the early 1960s he was drawn to shipping at a time when many Greek ship-owners, including so-called "golden Greeks" such as Onassis and Niarchos, were riding the crest of a boom in post-war trade to expand their fleets.

In 1963 he bought his first ship, a 3,600 dwt single-deck freighter that was renamed Amalia in honor of his wife Amalia Coustas.

As early as the 1970s, Danaos took the step of ordering a newbuilding in Japan.

By 1975 the fleet had increased to five tweendeckers, ranging up to about 9,000 dwt in size.

Danaos Shipping Co. Ltd was introduced the following year, 1976.

By the year 1987 Mr. Dimitris Coustas appointed his son, Dr. John Coustas as Managing Director of Danaos and remained since as a non-executive President of the Company being active in the decision making and the activities of the group until the age of 82, when he retired in his country house at the seaside of Porto Rafti, outside Athens.

The Danaos family will always remember him for his unparalleled energy and invaluable contribution.

Maritime Labour Convention

Maritime Labour Convention, 2006 comes into force on August 20, 2013

On August 20, 2013, the International Maritime Labour Convention (MLC), 2006 will come into effect. MLC, 2006 has so far been ratified by 39 countries, a number that exceeds the minimum requirement of 30 member states, which was necessary for the convention to become mandatory.

Introduction

The International Maritime Labour Convention, which has been described as the fourth pillar of the legal-regulatory framework of shipping (the other three are the SOLAS, STCW, and MARPOL), establishes basic rights of seafarers, ensuring decent working and living conditions on the ship, labour, and social security. It also constitutes a means of harmonization of the various levels of work conditions of seafarers worldwide.

Structure - Certification

The convention is composed of two sections. The first consists of articles and regulations; the second one is the code which is divided into five titles. The five titles are:

Title 1 - Minimum requirements for seafarers to work on a ship

Title 2 - Conditions of employment

Title 3 - Accommodation, recreational facilities, food, and catering

Title 4 - Health protection, medical care, welfare, and social security protection Title 5 - Compliance and enforcement

The issuance of MLC certification will be determined after the successful inspection of the 14 areas listed in Title 5 takes place. In brief, these include:

1. Minimum age (Regulation 1.1)

• no persons under the age of 16 are allowed to work at sea

2. Medical certification (Regulation 1.2)

- seafarers will be required to hold a valid medical certificate issued by a duly qualified medical practitioner
- the certificate must note the state of a seafarer's hearing and sight, including colour vision (if applicable)

3. Qualifications of seafarers (Regulation 1.3)

• seafarers must be trained and qualified as

competent in their job role, with proper certification

• seafarers shall be given a training course for their own personal safety onboard ship before beginning work (onboard familiarisation)

4. Seafarers' employment agreements (Regulation 2.1)

• seafarers must sign and be in possession of their employment agreement

5. Use of any licensed or certified or regulated private recruitment and placement service (Regulation 1.4)

• private recruitment and placement services for seafarers are not to charge or impose fees on seafarers for obtaining employment

6. Hours of work or rest (Regulation 2.3)

- hours of work and rest to be clearly specified to seafarers
- details of hours of work and rest to be signed by the seafarer and retained onboard
- avoid disturbing seafarers' rest periods with drills



Minimum hours of rest

- a seafarer must have at least 10 hours of rest in any 24-hour period
- a seafarer must have at least 77 hours rest in any seven-day period

The hours of rest can be divided into no more than two periods, one of which must be at least six hours long. A seafarer must not work more than 14 hours without taking rest.

7. Manning levels for the ship (Regulation 2.7)

• manning levels onboard must be maintained as per the safe manning document issued by the flag state

8. Accommodation (Regulation 3.1)

• accommodation spaces to be clean and in a good state of repair

- accommodation to be sufficiently heated or air conditioned
- accommodation fixtures and fittings to include proper bedding, mattress, tables, and lamps
- sufficient ventilation
- suitably equipped laundry facilities



- sufficient natural and artificial light
- anti-mosquito facilities in place for malaria regions
- sanitary facilities to be hygienic, accessible, and comfortable
- cabins to have a bed, lamp, and table
- cabins to have a basin with hot and cold running water or a private bathroom
- master to conduct regular inspections of accommodation and retain records onboard

9. Onboard recreational facilities (Regulation 3.1)

- recreational facilities to be provided to seafarers, which may include:
- libraries books and movie DVDs
- gym to promote health and fitness

10. Food and catering (Regulation 3.2)

- plenty of quality food and water
- varied choice of meals, respecting religious considerations
- ship's galley to be kept in hygienic condition
- ship's cooks must be trained and qualified
- minimum cook's age is 18
- frequent inspections of ship's galley, and records kept





11. Health and safety, and accident prevention (Regulation 4.3)

- risk assessment system in place and fully utilised
- sufficient personal protective equipment and other safety equipment readily available
- develop health and safety policies
- accident reporting system in place
- analysis of accidents
- safety reporting system for hazards to health

12. Onboard medical care (Regulation 4.1)

- adequate health care facilities provided onboard and ashore
- seafarers able to have access to medical doctor without delay in port
- dental care if essential

13. Onboard complaint procedures (Regulation 5.1.5)

- onboard complaints system in operation
- complaints reviewed and action taken
- record made of complaints

14. Payment of wages (Regulation 2.2)

- wages to be paid at least monthly
- pay slip issued with statement of earnings and deductions
- seafarers able to transmit all or part of wages to family

Upon flag state approval of MLC 2006 compliance, the ship will be issued with:

- Maritime Labour Certificate
- Declaration of Maritime Labour Compliance (DMLC)

The DMLC is attached to the Maritime Labour Certificate and is completed by both the flag state and the shipowner. It consists of two parts:

• Part 1 establishes the national regulations, as ratified, and is issued by the

flag state. It must address the 14 items listed in the Maritime Labour Convention 2006.

• Part 2 established by the shipowner to ensure measures are in place for compliance and continued monitoring. It must be approved by the competent national authority (or Class on behalf of the flag state) and meet requirements as established in Part 1 of the DMLC.

The certification will be subject to

revalidation every five years, with intermediate verifications of the compliance onboard, similar to the way that ISM 3rd-party audits are conducted. It will also form part of future port state control inspections.

Port State Control Inspection

Below are some examples of noncompliance leading to a ship's detention by PSC:

Title 1 Minimum age Reg A1.1	Under the age of 16 Detention	
Medical certificate Reg A1.2	No valid seafarer's medical certificate	Detention
Training/ Qualifications Reg. A1.3	No seafarer certification (COC)	Detention
	Seafarers working without completing onboard personal safety course (familiarization)	Detention
Title 2 Employment agreements Reg. A2.1	Not signed by the seafarer	Detention
Hours of work and rest Reg. A2.3	Maximum hours of work exceeded	Detention
Manning Levels Reg.A2.7	Inadequate manning levels, not complying with safe manning document	Detention
Accommodation and recreational facilities Reg. A3.1	Inadequate sanitary facilities or comfort	Detention
Food and catering Reg. A3.2	Insufficient food and water supplies	Detention
	Lack of varied meals and poor hygiene conditions	Detention
Medical care onboard ship and shore Reg. A4.1	Not allowed to visit doctors and dentists without delay at port	Detention

References:

1.http://www.ilo.org

2. http://www.standard-club.com

SQE Department

Intranet: the key to our mission

Danaos has established an Intranet, which is the generic term for a collection of private computer networks within the Company. The Intranet uses network technologies as a tool to facilitate communication between people, departments or work groups to improve the data sharing capability and overall knowledge base of the Company's employees. The most valuable and common use for the Intranet is sharing information within the Company. The Intranet currently provides easy access to the Company's latest organizational structure, policies and procedures, reports, and contact lists. Additionally, whenever

there is an update to these documents, the Company only has to create a new version and all employees who can connect to the Intranet have access to these updated documents. The Intranet is an important business, teaching, and learning tool that can improve workflow, increase productivity, and assist employees perform their tasks. It will support many of the activities undertaken by the Company and enhance the effectiveness and efficiency of these activities. The Intranet will also support the Company's information management needs and will provide a business framework for all departments by enabling the creation, management, and sharing of information and content

The Intranet is a simple and user-friendly tool. Employees can use the Intranet from any workstation with a Web browser that is connected to the local area network within the headquarters in Piraeus, Greece, as long as they agree and comply with the Intranet's Policy and Procedures and use the Intranet in an efficient, lawful, and ethical manner. And remember...your input is valuable...You are highly encouraged to share with the Intranet's administrators any new ideas, thoughts, and material you may have or any mistakes you may find.



Project: Alternative Maritime Power

Piraeus, April 4, 2013

Danaos' Electrical Department proudly announces the successful maiden AMP connection on M/V HANJIN GERMANY at the Port of Oakland.

After this connection, the Vessel can take power from ashore up to 7.8 MW without using any of her own Dgs.

This way, the vessel saves fuel, reduces air-pollution, and minimizes the running of DGs as during the operation of AMP, the vessel's DGs will remain stopped.

Thus far, we can use this equipment at the following CA Ports:

- 1. Los Angeles,
- 2. Long Beach, and
- 3. Oakland.

An additional note: it is the charterer's decision on which vessel will use / connect at every specific port.

It can be noted that we have installed the same equipment on the following vessels (however, the maiden connection is pending):

- 1. M/V HANJIN GREECE
- 2. M/V HANJIN ITALY
- 3. M/V HYUNDAI TENACITY
- 4. M/V HYUNDAI SPEED
- 5. M/V HYUNDAI SMART
- 6. M/V HYUNDAI AMBITION
- 7. M/V HYUNDAI TOGETHER

Electrical Department







External Audits

We are pleased to advise that the following vessels under our management have successfully passed 3rd-party ISM/ISPS audit for the period December 2012 May 24, 2013:

Vessel	Port	Non Conformity	Observation
HYUNDAI AMBITION	Singapore	1	NIL
YM SEATTLE	Shanghai	NIL	1
HYUNDAI STRIDE	Pusan	NIL	NIL
CSCL AMERICA	Genoa	NIL	NIL
HYUNDAI ADVANCE	Pusan	NIL	NIL
DERBY D	Alexandria	NIL	NIL
CSCL EUROPE	Hamburg	NIL	2
CMA CMG MOLIERE	Shanghai	NIL	NIL
HYUNDAI SPRINTER	Laem Chabang	NIL	NIL
YM VANCOUVER	Norfolk	NIL	4
YM SINGAPORE	Pusan	NIL	NIL
CSCL PUSAN	Shanghai	NIL	NIL
HYUNDAI FUTURE	Pusan	NIL	NIL
CSCL LE HAVRE	Shanghai	NIL	NIL
DEVA	Alexandria	NIL	NIL
CMA CGM MUSSET	Shanghai	NIL	NIL
CMA CGM NERVAL	Port Said	NIL	NIL

These findings are in the process of being evaluated so that corrective and preventive actions are decided to avoid re-occurrence.

CSCL Le Havre is the first vessel of our Fleet that has undergone the MLC audit successfully and found compliant to the MLC, 2006 at the port of Pusan.

We thank the Masters, Officers and Crew for their efforts in implementing the Danaos Safety Management System.

Newly joined!

We welcome:

- Mr. Eleftherios Keroglou Electrical Department Manager
- Ms. Georgia Tsiona
 Technical Secretary
- Mr. Dimitris Thomadakis Operator
- Mr. Nikolaos Fountos Assistant Supplies Operator
- Mr. Nikolaos Pontikas
 Assistant Crew Department Secretary

The Laros Project: an "on-line data acquisition and process system"

In association with PRISMA, Danaos takes another big innovative step in the shipping area with the "Laros Project", showing its involvement in the latest technological developments by trying to meet the shipping industry's demands and at the same time establishing its presence in the industry at an even higher level.

The "Laros Project" is an "on-line data acquisition and process system" that has become an invaluable tool, as it is able to contribute with massive data production and distribution to one common database accessible by onshore staff and crew at any time of the day. It has already been implemented onboard 8 Danaos vessels and it is about to be fully implemented within 2013. This system performs measurements per minute of various parameters onboard, data analysis aiming at correcting and effectively using all available theoretical and

experimental models, with the ultimate target being to take corrective action in order to improve energy efficiency on board.

The functions and effects of the "on-line data acquisition and process system" are summarized below:

- ··Continuous power and consumption measurement on board
- ·Uninterrupted weather, navigation and operation data collection
- Interpretation and analysis of data from a well trained statistics and performance monitoring team
- ·Effective bunkers control
- ·Advance superintendence with remote monitoring of operation parameters, alarms and functions
- Defence against charterers speed and consumption claims with actual evidence.
- ·Contributes to safer loading by auto transfer

load



loading conditions, trim evaluation and stowage pattern evaluation.

Although, in practice, like any complicated and demanding project, there are difficulties, such as perfect timplementation of the project from all involved parties.

Nevertheless, in an intense mood of team spirit the "Laros Project" will fulfill the expectations and pay off the risk and the collective work of both the onboard and onshore teams.

R & D Department

Danaos is reaping the benefits of global teamwork!

In today's global economy, every organization is striving to achieve cultural profit. Danaos aims to efficiently and effectively integrate as a global organization so that information can cross all cultural boundaries successfully. That is why it has already established three branch offices, in Russia, Ukraine, and Tanzania, which all cooperate with Piraeus' Crew Department on a daily basis.

Our goal is to learn how to recognize, understand, and respond appropriately to different behaviors and worldviews. Becoming "culturally agile" in this way can allow us to work within various cultural contexts to achieve our Pool, Retention, and Long-Term Planning targets, and will ultimately lead our company to be successful in competing markets.

This is why cultural agility needs to be part of the intuition of the entire organization.

Myrto Leivadioti CREW Department



New road traffic rules take effect in Ukraine

A new set of Road Traffic Rules were adopted on February 11, 2013 and were implemented on February 15, 2013 in Ukraine.

1) In order to reduce the risk of vehicular accidents on rural roads, the Road Traffic Rules are supplemented with a new requirement during the beginning of October and till the end of May, the vehicles shall run outside the urban area in daylight hours, with day running lights or dim lights on.

2) Over 20 new road signs were introduced, the road markings will consist of five colours: white, yellow, blue, orange and white-red. The purpose of these new additions is so that the Ukrainian road transport, will comply with European

standards.

3) According to the new rules, the road signs take priority over the road markings and shall not be hidden by any obstacles, even partially. In addition, the road signs shall be placed not higher that 6 m above road level and shall be in a good light at a distance of 100 m. If the sign is placed on the side of a double lane, it shall also appear on the traffic strip.

4) New terms are introduced within Road Traffic Rules such as: "grass lawn", "traffic island", "day running lights", "maneuvering", "traffic-controller" and "improved covering".

5) According to the new rules, night time is "from sunset to sunrise". Previously it was

mentioned as the period from dusk (30 minutes after sunset) till dawn (30 minutes before sunrise).

6) The clause providing that overtaking is allowed only leftwards in the direction of travel is eliminated from the rules.

7) Requirements when overtaking school busses are now much stricter. The drivers moving along the adjacent track are obliged to slow down and stop, if necessary, in order to prevent hitting the children disembarking from the bus.

DANAOS Ukraine Office

ISM Code History

What is ISM Code?

As the year 2012 came to its end, we could not oversee a very important anniversary; the ISM Code implementation on board containerships since July 1, 2002. One may argue that a decade is not so long a period for a new system to be evaluated, however, too much ink has been spent on issues emerged from the ISM Code requirements and the obligation of shipping companies to fully comply with these requirements. In a series of articles, we will present the provisions of the Code and its implications in the various aspects of the shipping operation.

Flashback

On the night of March 6, 1987, one of the worst accidents in modern history took place outside the Belgian port of Zeebrugge when the passenger/ car ferry *Herald of Free Enterprise* capsized with the loss of 193 lives. The judge who conducted the enquiry described the ferry's operating company as infected with "the disease of sloppiness at all levels." Perhaps the most outrageous example of deficient management is the fact that the vessel left port with its cargo doors open¹. Three years later (1990), the tragic fire on board *Scandinavian Star* revealed major deficiencies in managing emergencies and as a result of the fire, 158 people died (approximately one third of the people on board). Four years passed until 1994 when a repetition of "sloppiness" resulted in one of the greatest shipping disasters, the sinking of the cruise ferry *Estonia* costing 852 lives.

The above constitute some of the most serious accidents which along with those that had catastrophic environmental consequences forced IMO to adopt in 1993 the International Management Code for the Safe Operation of Ships and for Pollution Prevention (the ISM Code), which by 1998 became mandatory for passenger ships, oil tankers, chemical tankers, gas carriers, and bulk freight vessels, and since 2002 for other cargo vessels including containerships.

Scope of the ISM Code

The International Maritime Organization (IMO) official website states: "The Code establishes safety-management objectives and requires a safety management system (SMS) to be established by "the Company", which is defined as the shipowner or any person, such as the manager or bareboat charterer, who has assumed responsibility for operating the ship. The Company is then required to establish and implement a policy for achieving these objectives. This includes providing the necessary resources and shore-based support. Every company is expected "to designate a person or persons ashore having direct access to the highest level of management". The procedures required by the Code should be documented and compiled in a Safety Management Manual, a copy of which should be kept on board." In simple words:

A shipping company must establish a Safety Management System (SMS) based on the following principles:

- 1 "Say what you do!" Safety Management and procedures manuals, instructions, checklists, etc.
- 2 "Do what you say you do!" implement these instructions in Practice
- 3 "Show that you do what you say you do!"? ensure you have objective evidence of steps 1 and 2^3

ISM Code and Danaos Shipping

The ISM Code consists of: i) the preamble, ii) the Part A-Implementation, which includes the core provisions of the Code, and iii) the Part B-Certification & Verification. Below, we will present in brief how Danaos fulfils the twelve clauses of the Part A:

- 1. Danaos Shipping is a ship management company certified for operating containerships and has set up a documented Safety Management System for this purpose (Policy Manual, Chapter 1).
- 2. The Company declares its Safety & Environmental Policy through a written statement which is placed both on board and ashore and is

easily accessible to anyone who may concern(Policy Manual, Chapter 3).

3. The Company, being a well structured organisation, is divided into several departments according to the various aspects of the shipping

several departments according to the various aspects of the shipping operation and has defined specific tasks and responsibilities to each employee (both ashore and onboard), which are clearly described in the safety management manual (Policy manual, Chapter 4).

- 4. In connection with the above, a Designated Person has been assigned being the link with Top Management. Plasticized posters with the name and contact details of the DPA are placed onboard and relevant training is carried out so that everyone knows his role and contacts him directly in case of need (Policy manual, Chapter 4).
- 5. A Master has the overall responsibility and ultimate authority on the safety of his ship, crew, and cargo, which is distinctly expressed in the DSMS. Furthermore, the Company gives emphasis on the Master's Review of the SMS since the feedback from the people onboard who actually implement the safety system will help us improve (Policy manual, Chapter 4).
- 6. Danaos gives significant importance to the whole process which begins from the recruitment of the seafarers to their embarkation in regards to training and education. The Company provides pre-joining familiarization on the SMS so that seamen know well their tasks and duties when they go onboard. Additional training is carried out onboard and evaluation for any training needs is communicated to the office. The Company uses various training aids to complete its purpose: posters/ books, CBTs, "Know Your Vessel" training pack (Procedures Manual, Ch. 7, 8, 17).
- 7. SOLAS & Fire Training Manuals, SOPEP, Ballast Management, Garbage & Sewage Management Plans are placed onboard in order to be used for the proper operation of the vessels. The vessels which call at USA ports are provided with special plans (the Non-Tank Vessel Response Plan and the California Non-Tank Contingency Plan) for handling emergency situations in the US. Detailed instructions in navigation, cargo operations, and ship's performance are given in Procedures Manual. (Policy Manual, Ch.8 and Procedures Manual, Ch. 11, 12, 13, 15, 16, 19).
- 8. The Company has set up the Annual Drills Planning for the proper training of the onboard personnel in case of emergency. A separate manual the Emergency Procedures Manual- has been created for a quick and detailed review of the steps to be followed in an emergency. An Emergency Response Team consisting of key office personnel renders the necessary support to the vessel. Ship-to-shore drills are carried out in order to evaluate the readiness of all parts involved.
- 9. Danaos encourages the reporting of near-misses, but also requires the recording of all accidents and incidents for their proper investigation and adopts any necessary measures to avoid reoccurrence. All incidents are communicated to the Fleet at regular intervals for their knowledge and discussion during safety meetings (Policy Manual, Ch. 10, Procedures, Ch. 5).
- 10. Our Technical Department, through Planned Maintenance System and four-monthly superintendents' inspections onboard, attend for all matters requiring maintenance, repairs, overhauling, and targets in acquiring the most efficient performance of the ship. In the Company's SMS, there is a special section for the handling of all machinery parts that have been identified as critical for the vessels' safe operation (Policy Manual, Ch.11, Procedures Manual, Ch.14, 15).
- 11. Danaos' Safety Management Manuals and forms are processed (reviewed/ approved) through the ISM Administrator and sent onboard in electronic format. One hardcopy is also provided. All employees ashore and onboard- should have access and familiarize themselves with the Company's safety system. Any suggestion for improvement is always welcomed (Policy manual, Ch.17, Procedures Manual, Ch.1, 21).
- 12. The proper implementation and the detection of any deficiencies are managed through the internal audits (onboard and in office) carried out by SQE Superintendents. All findings are distributed to the Fleet at regular intervals. The results are summarized in the Annual Management Review and communicated to the Management for any decision making (Policy manual, Ch.16, Procedures Manual, Ch.2, 6).

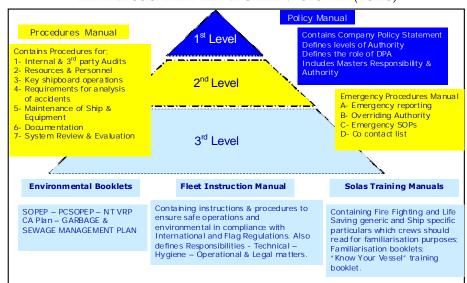
ISM Broad Primary Aims

- Adopt philosophy of safety culture at all levels
 - mission, right attitude, commitment, motivation
- Provide for safe practices
 - put procedures in place and record
 - ensure competence, training, equipment maintenance
 - strive for continuous improvement
 - monitor, audit, evaluate faults, prevent recurrence of faults
- Prevent accidents / protect the environment with
 - particular attention to Human element
 - man/equipment interface

So a Method Developed

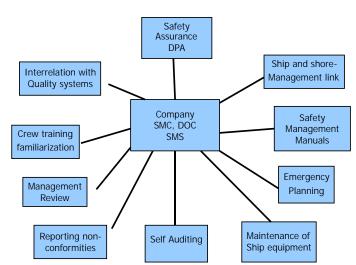
- To identify areas of risk
- To evaluate what things went wrong and their potential impact
- To develop procedures for risk control
 - safeguarding against identified risks
- To perform internal audits for continuous improvement
 - addressing the effect of human element in accidents
 - assessing what might still go wrong
 - ensuring, not just paper compliance

1. DANAOS SAFETY MANAGEMENT SYSTEM (DSMS)



2. STRUCTURE OF SMS IN PURSUING SAFETY

Source: The London Shipping Law Centre, seminar handouts.

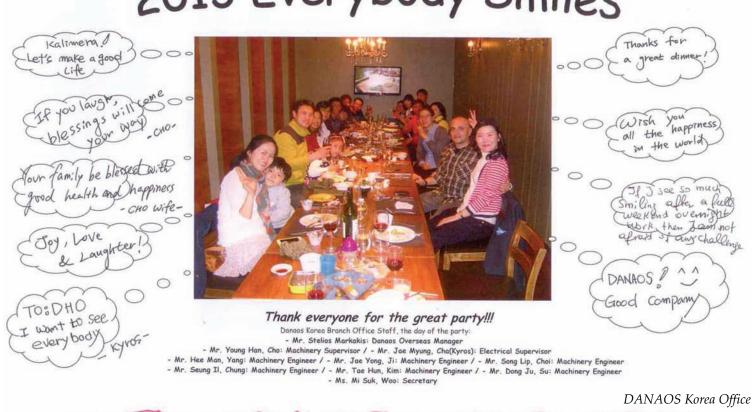


¹http://frvf-law.com/files/pub_ism.pdf

http://www.imo.org http://www.uio.no/studier/emner/jus/jus/marl5110/h11/undervisningsmateriale/ism_21sep.pdf

Vassiliki Giannakou SQE Department

2013 Everybody Smiles



Icebraker "Krassin"

DANAOS Seminars conducted in the famous icebreaker "Krassin" of St. Petersburg

Built in Great Britain in 1917, the icebreaker Krassin has had an eventful, but difficult career. Originally named Svyatogor, after a mythical Russian warrior, the ship has lived up to this name, in terms of her power and heroic

During the Allied Intervention in the White Sea in 1918, she was captured by the British Navy and was returned to Russian (i.e. Soviet) control only two years later. Then, having been renamed Krassin, as the most powerful icebreaker in the world; she rescued the Italian expedition led by Umberto Nobile, whose airship, Italia, had crashed on the ice while returning from the North Pole in 1928. Krassin also rescued many other ships and expeditions during her career.

During the Second World War the icebreaker Krassin provided part of the escort of convoy PQ-15, and today is the only survivor of the ships that participated in those tragic wartime convoys. She had played an important role in delivering war-material to the Soviet Union through ice-infested

In the mid-20th century Krassin was modernized and was made more powerful and her accommodations improved. Until 1971 she served in the Arctic, escorting freighters on the Northern Sea Route. She also served as a research vessel, pursuing research on Svalbard, Novaya Zemlya and elsewhere. (Source: http://www.krassin.ru/en/)

Today the legendary icebreaker Krassin is a floating museum. Thus in June 2013, the HR+T Dept of Danaos Shipping conducted four seminars for our Russian officers. În total 23 officers attended and participated in each of the following seminars:

1. FUEL MANAGEMENT - BUNKERING - SEEMP (MARPOL Req. Annex VI, Reg.22)

Topics

Fuel characteristics & new regulations Fuel management



(Freely Translated extract from an article published

In a small ceremony held at the P. Bakogiannis

auditorium, located within the Greek Ministry

of Public Order and Citizen Protection, Dr.

Coustas was awarded for his long-term

In his honorary speech towards Dr. Coustas,

Mr. Nikolaos Dendias (the Greek Minister of

Public Order and Citizen Protection)

mentioned that as a newly elected Minister, one

of the major issues I was asked to handle, was

the problem of illegal immigration. We all

knew that if we were not able to properly seal

off the Ebros River, illegal immigration would

never be dealt with properly. In fact it would be

like trying to fill a barrel of water that has holes

That is when the Greek Chief of Police, came up

with an idea to create operation ASPIDA¹. The

concept of this operation was to create a

potential shield around the Ebros itself. The

terrestrial area around the Ebros was already

protected, there was a fence and there were cameras but the actual aquatic area was

unguarded. The budget was non-existent and

in it, a perpetual task without result.

contribution to the Greek Police Force.

on www.portnet.gr, May 16, 2013)





this is where Dr. John Coustas stepped in.

Dr. Coustas' kind and selfless act to provide the Greek Police Force with inflatable speedboats, helped make the operation a success, shielding the Ebros river from illegal immigrants for good. He arranged everything in such a swift manner, giving us the necessary tool to achieve



our goal and a prime example of this is by viewing the statistics. On August 2, 2012, before we began our operation, 416 illegal immigrants entered the country through the Ebros River. Today, only 1 to 2 immigrants have managed to slip through.

Bunkering and commercial practice **SEEMP**

2. MANAGING DIVERSITY - MULTICULTURAL TEAMS **ONBOARD**

Topics

Culture: Its meaning, Challenges, Influence on our behavior Theoretical Background

Danaos survey and Result Analysis: Our Seafarers

Practical Guidance on Teamwork: Dos & Don'ts

Effective Communication: Its meaning and its Importance

Reporting, Improvements in the Vessel-Office Communication

3. THE HUMAN ELEMENT IN SHIPPING - Error generation -Command behaviour

Topics

The importance of human element in shipping **Understanding Human Error** Actual Accidents/Incidents Case Studies Investigation & Analysis

4. DAMAGE STABILITY-DAMAGE CONTROL

Intact Stability principles Dynamic Stability Phenomena in Sea Keeping Damage Stability for Containers

Damage Stability booklet & Damage Stability Plan definitions & Damage Stability software

Damage Control guidelines

Thank you all for your participation and always have Safe Seas!

HR+T Department



The Hellenic Police Force awards Dr. Coustas

I am very glad I had the opportunity to finally meet Dr. Coustas, from the bottom of my heart and on behalf of the Greek Prime Minister and the Government; I would like to thank him, not only for this particular donation but primarily because he has shown all of us that even during times of crisis, unadulterated patriotism still

The Greek Chief of Police, Lieutenant General, Nikolaos Papagiannopoulos, also gave a speech in Dr. Coustas' honour, mentioning that Dr. Coustas comes from an excellent generation of fellow citizens, who with their actions, are living proof that solidarity and selflessness have always been and always will be a part of this country.

Dr. Coutas' donation will be utilized on a daily basis to provide high quality services towards the country and its people, for this the Greek Police Force and all those Officers fighting against illegal immigration at the Ebros, will be eternally grateful.

Dr. Coustas we thank you once again.

ASPIDA means shield in Greek



Meet a member of our Board of Directors



George Economou has been a member of our board of directors since August 2010. Mr. Economou has over 33 years of experience in the maritime industry and has served as Chairman, President and Chief Executive Officer of Dryships Inc. since its incorporation in 2004. He successfully took Dryships Inc. public in February 2005 on NASDAQ under the trading symbol: DRYS. Mr. Economou has overseen Dryships' growth into the largest US-listed dry bulk company in fleet size and revenue and the second largest Panamax owner in the world. Mr. Economou is also the Chairman, President and Chief Executive Officer of DryShips' Nasdaqlisted subsidiary, Ocean Rig Inc., an owner and operator of offshore drilling rigs and drillships.

Between 1986 and 1991 he invested and participated in the formation of numerous individual shipping companies and in 1991 he founded Cardiff Marine Inc. Mr. Economou is a member of ABS Council, Intertanko Hellenic Shipping Forum and Lloyds Register Hellenic Advisory Committee. Mr. Economou is a graduate of the Massachusetts Institute of Technology and holds both a Bachelor of Science and a Master of Science degree in Naval Architecture and Marine Engineering and a Master of Science in Shipping and Shipbuilding Management.

Chrysanthi Papayianni

My unbelievable experience onboard the HMM Ambition & HMM Future

Ithough my trip/training took place onboard two vessels that differed in age, size, itinerary and crew characteristics, one thing both vessels had in common was the dedication of our seafarers, striving to provide excellent service to our Charterers, while utilizing valuable vessels of our good company DANAOS, in the best possible way.

Given that most of our ships are deployed on the Europe-Asia routes, these two vessels were carefully selected by Management for my onboard training and I must say that it was a once in a lifetime experience. This experience has made me look at shipping and our good company DANAOS from a very different perspective. Someone has to actually live the experience and the difficulties that our seafarers encounter, in order to understand what makes shipping different, special, unique and what makes our company thrive in all sorts of circumstances and conditions.

I joined the HMM Ambition in Hamburg, with my destination being Singapore (with stops at Rotterdam and Jeddah) and I have to admit that my first reaction when seeing the vessel was astonishment. Its size was overwhelming and when on board the vision of our company and our commitment to modern large vessels was evident. I was very excited about my trip and the experience that would follow but I was also a bit anxious to be on two different container ships for 45 days., travelling to the unknown. Although anxious, I prepared my self mentally had packed a very large suitcase, loaded my mind with positive energy and began my journey.

I was warmly greeted onboard by members of the crew and taken to my cabin, which I must say was much better than I would have imagined. I was introduced to each crew member and eventually taken to the master (this process took place onboard both vessels). I have to stress that, at the time; I could have never imagined how much

knowledge I would gain on container shipping, through my interaction with the masters, the officers and the rest of the crew during my journeys.. It's true what people say in Greece, "if you haven't done something and seen it in real life then you don't know about it at all".



Mr. Filippos Prokopakis

Everyday, breakfast is served at 08.00, coffee and snacks are at 10.00, lunch at 12.00 and dinner at 17.00, which is something like a ritual. I was privileged enough to sit at the master's table with the senior officers and was assigned a fixed seat, I was therefore able to take part in conversations concerning shipping, exchange views on our company and listen to their opinions on day to day issues that arose.

During the working day, I was assigned to different tasks such as operations, navigation, safety, maintenance and therefore time passed quickly. It was the nights that were very long, the time difference and heavy weather were amongst the "culprits" that added to this. Usually at nights, I would watch a movie with the officers in their lounge and this again became kind of a ritual, definitely being the most relaxing time of the day. Its easy to say that the ships are huge but that depends from which perspective you are looking at

things. With 6 to 7 meter waves and 4 days of no sleep, I easily grasped the fact that life on board can be very difficult, since work goes

on despite the weather conditions, location or different time zones.

Looking back, there are numerous things one can remember from such a journey but I will have to stress that port approach, navigation, reactions in bad weather, precautions taken in the piracy area and the diligent approach to crew safety and ship maintenance during journeys and during port operations were really what made all the difference. It is only when joining a vessel, that one can understand how a large amount of goods can be transported among continents in a safe, fast, reliable way. I believe all of us here at DANAOS, clearly understand our task to provide an excellent service to our Charterers, which is the guarantee for our good company to continue to thrive in the future.

Last but not least I wish to thank all the crew members onboard the HMM Ambition and HMM Future for their hospitality, their determination to keep the Danaos vision alive and for all their help and efforts made in order to make my training a fantastic educational experience. Shipping might be a business after all but we all need to know and acknowledge that ships are being operated by people in all sorts of dangerous conditions, away from their loved ones, bringing cargo closer from one part of the world to another. This is what our company is good at and with the same kind of determination I encountered during my voyage, I am confident that our company will not only exist and thrive in the years to come but also lead the future.

> Filippos Prokopakis Chartering and Business Development Danaos Shipping Co Ltd

Safety practices in welding

Arc welding is a safe occupation when sufficient measures are taken to protect the welder from potential hazards. When these measures are overlooked or ignored, however, welders can encounter such dangers as electric shock, overexposure to fumes and gases, arc radiation, and fire and explosion; which may result in serious, or even fatal injuries.

Electric Shock Hazards

The hazard of electric shock is one of the most serious and immediate risks facing you as a welder. Contact with metal parts which are "electrically hot" can cause injury or death because of the effect of the shock upon your body or a fall which may result from your reaction to the shock. The electric shock hazard associated with arc welding may be divided into two categories which are quite different:

- -Primary Voltage Shock (i.e., 220, 440 volts); and
- -Secondary Voltage Shock (i.e., 20-100 volts).

The primary voltage shock is very hazardous because it is much greater voltage than the welder secondary voltage. You can receive a shock from the primary (input) voltage if you touch a lead inside the welder with the power to the welder "on" while you have your body or hand on the welder case or other grounded metal. You should never remove fixed panels from your welder; in fact, only a qualified electrician should repair your welder if it isn't working properly. Never ignore a blown fuse because it is a warning that something is wrong.

A **secondary voltage shock** occurs when you touch a part of the electrode circuit perhaps a bare spot on the electrode cable at the same time another part of your body is touching the metal upon which you're welding (work). To prevent secondary voltage shock, you must develop and use safe work habits.

- Wear **dry** gloves in good condition when welding.
- Do not touch the electrode or metal parts of the electrode holder with skin or wet clothing.
- Keep **dry** insulation between your body and the metal being welded or ground. Use plywood, rubber mats, or some other **dry** material
- Keep your welding cable and electrode holder in good condition. Repair or replace any damaged insulation.

Remember, a stick electrode is always "electrically hot" when the welder is on-treat it with respect.

Fumes and Gases

Because of the variables involved in fume and gas generation from arc welding, cutting and allied processes (such as the welding process and electrode, the base metal, coatings on the base metal, and other possible contaminants in the air), we'll have to treat the subject in a rather general way, lumping all but the more hazardous situations together. The precautions we describe will hold true for all arc welding processes.

The **fume plume** contains solid particles from the consumables, base metal, and base metal coating. For common mild steel arc welding, depending on the amount and length of exposure to these fumes, most immediate or short term effects are temporary, and include symptoms of burning eyes and skin, dizziness, nausea, and fever. For example, zinc fumes can cause metal fume fever, a temporary illness that is similar to the flu.

Long-term exposure to welding fumes can lead to siderosis (iron deposits in the lungs) and may affect pulmonary function. Bronchitis and some lung fibrosis have been reported.

Some consumables contain certain compounds in amounts which may require special ventilation irrespectively of use, indoor or outdoor. If Special Ventilation products are used outdoors, a respirator may be required. These Special Ventilation products can be identified by reading the labels on the package. There is one easy way to reduce the risk of exposure to hazardous fumes and gases: keep your head out of the fume plume!

If you start to feel uncomfortable, dizzy or nauseous, there is a possibility that you are being overexposed to fumes and gases, or suffering from oxygen deficiency. Stop welding and get some **fresh air** immediately. Notify your supervisor and co-workers so the situation can be corrected and other workers can avoid the hazard.

Arc Rays

It is essential that your eyes are protected from radiation exposure. Infrared radiation has been known to cause retinal burning and cataracts. And even a brief exposure to ultraviolet (UV) radiation can cause an eye burn known as "welder's flash." While this condition is not always apparent until several hours after exposure, it causes extreme discomfort, and can result in swelling, fluid excretion, and temporary blindness, prolonged exposure can lead to permanent injury of the eyes.

Other than simply not looking at an arc, the primary preventive measure you can take is to use the proper shade lens in your helmet.

Electric and Magnetic Fields

Electric current flowing through any conductor causes localized Electric and Magnetic Fields (EMF). Welding current creates EMF fields around welding cables and welding machines.

Exposure to EMF fields in welding may have other health effects which are now not known. All welders should use the following

procedures in order to minimize exposure to EMF fields from the welding circuit:

- Route the electrode and work cables together Secure them with tape when possible.
- Never coil the electrode lead around your body.
- Do not place your body between the electrode and work cables. If the electrode cable is on your right side, the work cable should also be on your right side.
- Do not work next to welding power source.

Fire Hazards

Because of the extreme temperatures associated with any arc welding process, you should always be aware of fire hazards.

The heat of the welding arc can reach temperatures of 3,000°C, but this heat in itself is not generally a fire hazard. The danger of fire actually results from the effects of this intense heat upon your work and in the form of **sparks** and molten metals.

Because these sparks and spatters can spray up to 10 meters from your work, it is very important to be sure the work is not in a place where are stowed IMDG cargoes or any combustible which it may ignite when heated. Particular care must be taken when welding or cutting in dusty locations. Fine dust particles may readily oxidize (burn) and without warning result in a flash fire or even an explosion when exposed to the welding arc or even sparks.

If you are not sure of the combustible or volatile nature of residue or dust in the work area, no welding or cutting should take place until a responsible person has inspected the area and given approval for the work.

Before you start welding, inspect the surface of your work, looking for flammable coatings or any unknown substances that would ignite when heated. Because of the extreme fire and explosion hazards inherent to welding around on or containers and piping that may have combustible materials, the safety practices in the Hot Work Permit form and the recommendations given by the C/E - C/O should be reviewed and followed.

Know where the fire alarms and fire extinguishers are located, and check the pressure gauges so you don't rely upon one that's empty. If there are none in the area, make sure that you have access to fire hoses, sand buckets, fire-resistant blankets, or other firefighting equipment. If you're welding within 10 meters or so of flammable materials, you should have a fire watcher to see where your sparks are flying, and to grab an extinguisher or alarm if needed. Both you and the fire watcher should wait for a half hour after all welding is finished to find and put out any smoldering fires that may have resulted from your welding.

As with other emergencies that may result

from welding accidents, the first rule is: don't panic. Depending on the size of the fire, sound the fire alarm to warn others, shut off your welder; try to extinguish it (if possible) or get to the emergency exits as quickly as possible.

The following subjects will be analyzed in the next newspaper edition: Welders Working in Confined Spaces, Personal Protective Equipment, Inspection and Maintenance of equipment.

Lastly, you must have someone outside the enclosure trained to handle emergencies, with rescue procedures and a means to disconnect power to your equipment and pull you out if danger arises. However experienced you are, do not attempt work of this nature without constant communication with the person outside the confined area. When welding within a confined area, problems which arise can immediately become very serious.



Working in Confined Spaces

When arc welding in a confined area, such as a boiler, tank, or in a hold of a ship, bear in mind that all the hazards associated with normal arc welding are amplified, so the precautions mentioned here are even more important. Per OSHA document 29 CFR 1910.146, a particular area is considered a confined space if it:

- 1) Is large enough and so configured that an employee can bodily enter and perform assigned work; and
- 2) Has limited or restricted means for entry or exit (for example, tanks, vessels, silos, storage bins, hoppers, vaults, and pits are spaces that may have limited means of entry.); and
- 3) Is not designed for continuous employee occupancy.

There is a greater danger that enough flammable gases may be present in the confined space to cause an explosion. The metal of the enclosure can become part of the welding circuit, so any metal you touch (the walls, floor, ceiling) is electrically "hot".

Welding fumes can accumulate more rapidly, with a higher concentration; gases can force out the **breathable air**, suffocating you in the process.

After an area has been deemed a confined space, the Enclosed Space Entry permit should be utilized and tests for the existence of the following atmospheric hazards are to be determined:

- 1) Test for oxygen
- 2) Test for combustible gases and vapors
- 3) Test for toxic gases and vapors

Make sure that there is adequate ventilation and exhaust (a respirator or an air-supplied respirator may be necessary depending on the application), and that there are no flammable coatings, liquids or gases nearby.

PERSONAL PROTECTIVE EQUIPMENT

Welders, like firemen, must wear clothing to protect them from being burned. Of all injuries to welders, burns are the most common due to sparks landing on bare skin. Welding arcs are very intense and can cause burns to skin and eyes with just a few minutes of exposure.

The actual gear varies with the job being performed, but generally **protective clothing** must allow freedom of movement while providing adequate coverage against burns from sparks, weld spatter, and arc radiation.

Because of its durability and resistance to fire, wool clothing is suggested over synthetics (which should never be worn because it melts when exposed to extreme heat) or cotton, unless it is specially treated for fire protection. If possible, keep your clothes clean of grease and oil, as these substances may ignite and burn uncontrollably in the presence of oxygen. Avoid rolling up your sleeves and pant-cuffs, because sparks or hot metal could deposit in the folds; also, wear your trousers outside your work boots, not tucked in, to keep particles from falling into your boots.

Heavy, flame-resistant gloves, such as leather, should **always** be worn to protect your hands from burns, cuts, and scratches. In addition, as long as they are dry and in good condition, they will offer some insulation against electric shock.

INSPECTION AND MAINTENANCE OF EOUIPMENT

Before starting any arc welding operation, you should make a **complete inspection** of your equipment. All it takes on your part is 5-10 minutes before you turn on your welder. Is that too much to spend in preventing injury to yourself or your co-workers?

To begin with:

- Have you read the issued by C/O relevant to work permits and do you understand the instructions? Be sure you have all permits you will need.
- Have you read the warnings and instructions on the equipment nameplates and decals as well as the consumables' labels and material safety data sheets?
- Are all the connections tight, including the earth ground?
- Are the electrode holder and welding cable well insulated and in good condition?
- Are the work area conditions such that normal safety precautions can be observed or must special equipment (i.e., ventilation, exhaust, or respirator, welding equipment, protective equipment, safety equipment) or procedures be used?
- Are the cables the right size for your job? Be sure any damaged cable insulation is repaired.
- Are they spread out and run neatly to prevent overheating?

Don't allow yourself to work in a hazardous situation without taking appropriate safety precautions. You have the most to lose if you get hurt.

GAS CYLINDERS

Because of the high pressure gas in cylinders, you must pay particularly close attention to their storage and use. Examine the cylinders as you did the rest of your equipment; check the cylinder label to make sure it is the correct shielding gas for the process, and that the regulators, hoses, and fittings are the right ones for that gas and pressure, and are in good condition.

Cylinders must be secured in an upright position, with the valve caps in place, in the designated storage area.

When in use, keep them out of traffic routes and flying sparks, with all hoses run neatly to the welding area. Never allow the electrode or other "electrically hot" parts of your welder to touch a cylinder.

Also, bear in mind that while you're paying attention to your work, other welders may be preoccupied with their own tasks and not watching where they're going. So be sure that there are protective screens in place, just in case somebody happens to be passing into your work area or walks into a shower of sparks or spatter.

Reference:

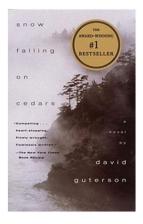
ANSI Z87.1, Practice for Occupational and Educational Eye and Face Protection, American National Standards Institute.

OSHA General Industry Standard 29 CFR 1910 Subpart Q. OSHA Hazard Communication Standard 29 CFR 1910.1200.

Efstratios Sapounadelis SQE

"Snow falling on cedars" by David Guterson

BOOKS



Dear Colleagues,

In this edition of our newspaper, I recommend for reading the book: Snow Falling on Cedars

Snow Falling on Cedars is a 1994 award-winning book written by the American author David Guterson.

Guterson, who was working as a teacher at the time, took the time to write the book in the early morning hours of each day over a ten-year period. Because of the unexpected huge success of the novel, however, he quit his full-time job and turned to a committed author, luckily for all us readers!

The plot takes place in a fictional island, called San Piedro, in a northern region of the state of the Washington coast line in 1954, and evolves around a weird murder case in which Kabuo Miyamoto, a Japanese-American, is accused of killing Carl Heine, a renounced and loved fisherman in the closed-boarder-like conservative community.

Most of the story unfolds in flashbacks, tying the connection and links of the various characters over the prior decades. Carl's body had been pulled from the sea, trapped in his own fishing net, on September 16, 1954. His watch, having been affected by water-ingress, appears to have stopped at 1:47. Then, we have the trial, which was held within December 1954 at a time that the weather was ferocious with severe snowstorm, occurring amidst major anti-Japanese feelings which were manifested after World-War II and prevailing circumstances and events, like the bombarding of the Pearl Harbor.

The whole case is covered from the journalist editor of the only local town's one-man-show

newspaper, the San Piedro Review, Ishmael Chambers, a World War II U.S. Marine veteran, who had lost an arm fighting the Japanese at the famous battle of Tarawa.

Ishmael full of hatred for the Japanese people simultaneously struggles with his love for Kabuo's wife, Hatsue, and his own conscience, constantly wondering and torturing his consciousness on whether Kabuo is truly innocent. Via a series of consecutive flashbacks, we -readers- learn that Ishmael had fallen in love with Hatsue when the two were high school mates just before the War and were secretly dating at the time.

The prosecution of Kabuo is headed by the town's local sheriff, Art Moran, and the public prosecutor, Alvin Hooks. Defending lawyer is the notorious, odd but experienced Nels Gudmondsson. We watch the parade of a number of witnesses, including Etta Heine, Carl's mother, who accuses Kabuo of brutally murdering her son driven from racist feelings, hatred and fanatical beliefs. Kabuo Miyamoto, who is a decorated war veteran, experiences profound prejudice because of his ancestry, following the Pearl Harbor event.

We see others also involved in the trial, like Horace Whaley, the town coroner, Ole Jurgensen, an elderly man who sells his strawberry field to Carl and which is contested in the trial as the land was originally owned by Carl Heine Sr. The Miyamotos lived in a house on the Heines' land and picked strawberries for Mr. Heine. Kabuo and Carl Heine Jr. were at the time very close friends growing-up. Kabuo's father subsequently approached Heine Sr. about him purchasing 7 acres of the strawberry farm but although Etta opposed the whole sale, eventually Carl Sr. agreed. The agreed payments were to be made over a ten-year period. However, and in a twist of fate, just before the last payment was made, the war erupted between inter-alia US and Japan following Pearl Harbor, and all islanders of Japanese origin were forced to relocate to internment camps. Hatsue and her family, ended-up in California. Under pressure exerted from her mother, poor Hatsue was forced to break-up with Ishmael through a mere "Dear John" letter and ended-up marrying Kabuo. Ishmael's last thoughts before fainting on a navy hospital ship, where his arm was

amputated at the Battle of Tarawa, were of anger towards Hatsue for her abandonment and treason of their love...

In 1944, Carl Sr. died due to a heart attack and Etta Heine sold the whole land to Jurgensen. When Kabuo did return after the war, he was extremely bitter towards Etta for reneging on the land sale. When Jurgensen suffered a stroke and decided to sell the farm, he was approached by Carl Heine Jr., hours before Kabuo arrived to try to buy the land back. During the trial, the disputed land is presented as a family feud and the true motive behind Carl's murder.

Ishmael's search of the maritime records at Point White lighthouse station astonishingly reveal that on the same night that Carl Heine died, a freighter, the SS "West Corona", had crossed the channel where Carl had been fishing at 1:42am, just five minutes before his watch had stopped. Ishmael realizes in horror that Carl was very likely to have been thrown overboard by the force of the freighter's wake and notwithstanding the deep bitterness he experiences in his heart, being Hatsue's dropped and abandoned lover, he decides to fight his own feelings and reveal the new fact. Then more evidence is collected in support of the conclusion that Carl had climbed the boat's mast to cut down a lantern, was knocked from the mast by the freighter's huge wake, hit his head and then fell into the sea. All the criminal charges against Kabuo Miyamoto were dismissed. Hatsue thanks Ishmael, whom she had avoided since marrying Kabuo, and Ishmael is finally able to let his love of Hatsue go...

Love, War, Mystery, Friendship, Coincidence (things are usually not as they appear...), Honesty, Regret, Justice, a ship and a boat (our beloved shipping everywhere...) all blend together into a beautiful, fascinating story. Enjoy the reading!

With my sincere wishes for an enjoyable booktravel,

Zoe Lappa-Papamatthaiou (Mrs.) Legal Director

Danaos goes to the theater



We are glad to inform you that on Sunday, April 7, 2013, employees of Danaos watched the play, **"O Giannakis"**, which took place at Neos Kosmos Theater.

Everyone, and especially children who also attended, were really excited. The show was really interesting even for younger and older people and everyone had a great time!!!

Georgia Pastra HR+T Department



Welcome to Kastellorizo

ARTICLE



Megisti Island is most popular with the name Kastellorizo. It is the most eastern part of Europe. This island is just 2 nautical miles away from the Turkish coast. Its official name is Megisti because it is the largest of a group of fourteen small islands, and is most famous for Ro.

The history of Kastellorizo is lost in the depth of the centuries. The first inhabitants were the Pelasgians as many of the finds and the destruction of the ancient wall prove.

The name Megisti was given to the island by the settler Megisteus. Later, it was called Kastellorizo from the Italian name "castello rosso," which means red castle because of the red-colored rock on which the castle was built.

The fate of Kastellorizo was the same as the rest of the Dodecanese.



After the fall of the Byzantine Empire, the island was captured by the Venetians and the Genoans and finally was sold to the Knights of Rhodes

In 1523, despite its powerful fortification, the island fell in the hands of the Turks. The inhabitants secured special privileges for as long as they were subjected to the sultan. After the Revolution of 1821, the island enjoyed great economic and commercial prosperity. The Kastellorizians kept a big commercial fleet, which was offered to the cause.

In 1830, according to the London Protocol, the island returned to



Turkish possession. In 1913, the islanders rebelled against the conquerors and in 1915, during World War I, Kastellorizo was taken by the French and they used it as a naval base.

In 1920, the French handed it over to the Italians who occupied it until the end of World War I. Kastellorizo was finally incorporated into Greece on March 7, 1948



together with the rest of the Dodecanese Islands. Kastellorizo is the most eastern island of the Aegean Sea. It has been inhabited since prehistoric ages. The Dorians, who inhabited the island, built the fortified acropolis near today's city as the remains indicate.

The mansions with the wooden balconies with sea view as well as the great churches' domes testify the past prosperity of the island. The photos in the archaeological museum show that there used to be a great number of houses. Most of them were destroyed by the bombings during World War II.

PLACES TO VISIT

Island of RO

Southwest of the island stands the small islet of Ro that one can visit with a chartered boat. Known for the Lady of Ro, the only inhabitant, which for decades was guarding the island and every morning flew the Greek flag.

Blue Cave

Of the rarest geological phenomena is the famous "Blue Grotto Cave" and is the most important reason for a tourist to visit Kastellorizo. It is the largest and most beautiful of the underwater caves in Greece, while considered one of the most beautiful in the Mediterranean. One who visits the cave may even see that seals live there. The cave is known worldwide for its rich stalactite decoration, illuminated by the reflection of rays presenting a spectacle unique in beauty and charm. Located at the southern point of the island, it has a length of 75m (internally), a width of 40m, and a height of 35m. Its entrance is at the height of a small boat.

Where to stay:
Mandraki Paradise
Poseidon Hotel Apartments



Vicky Georgopoulou OPS Department

American college visits our premises!

On Thursday, March 28, 2013, we had the pleasure to welcome "onboard" to our Piraeus premises, 17 Greek and foreign students from ALBA/DEREE College, University of Reading. The students participated in a Company's presentation as well as in an overall discussion concerning amongst all, the Management of a Shipping Company and the financial environment in which it operates. Lastly, the Academic Director of the program stated, "it was a very good opportunity for our students to evaluate the needs of the rapidly evolving, highly competitive, and capital-intensive shipping industry. Thank you!"

Olga Papadogeorgaki HR+T Department



"Career Day" at Piraeus University

ARTICLE



It was with great pleasure that Danaos participated for the second time in the "Career Day Forum 2013" held at the University of Piraeus on the 6th of March 2013, which was organized by the Department of Finance and Banking Management.

The Danaos speakers were:

- Mrs. Olga Papadogeorgaki Sociologist/HR Assistant
- Mrs. Katerina Vassilopoulou Naval Architect & Marine Engineer/Trainer
- Mrs. Martina Bekiari University of Piraeus graduate from the Department of Finance and Banking Management / Accounting Dept.

Students from both the Finance & Banking Management and from the Shipping Studies Department of Piraeus University participated in the forum, in order to be informed and also to exchange views and opinions in regards to the future candidate's profile for employment in the Shipping Industry and particularly in a big shipping company like Danaos.

Our presentation was focused upon Danaos' structure; a short description of each department outlining its main functions was given, as well as a brief outlook on the company's vision & views for the future. The open discussion with the students following our presentation was quite useful for all participants, including ourselves, since it raised and hopefully clarified issues like: how the situation in shipping companies is evolving in the current difficult period of economic crisis? What a shipping company would expect from a candidate? Should one necessarily have a Masters Degree in Shipping or Finance to pursue a career in a shipping company? How many internships in ours or any other shipping company help interns find a job sooner or even better be employed in the same company - Mrs. Bekiari was actually the living example, since she has been recently employed in Danaos right after her internship in our accounting dept. – as well as practical advice on how candidates should prepare their CV, how to behave during an interview and other queries posed by the participants.

It is well known that Danaos focuses much on young ambitious and devoted employees, who, with the proper guidance and training could soon become an asset to our company.

Katerina A. Vassilopoulou HR+T Department



Danaos' IT Department, is very glad to announce, that two months ago, it donated complete sets of computers (cpu - monitor - keyboard - mouse) along with some printers to a public high school in order to help provide an operational IT laboratory for students.

We have received a letter of thanks from the school, mentioning that our donation was a great assistance to them. They also mentioned that the laboratory is already operational and IT related courses have already started.

Nikos Andreadis IT Department



"Blood pressure" is the force of blood pushing against the walls of the arteries as the heart pumps blood.

High blood pressure (HBP) is a serious condition that can lead to very serious health problems.

Tens of thousands of patients worldwide have blood pressure that is high and uncontrolled, putting them at significantly increased risk.

The condition itself usually has no signs or symptoms. You can have it for years without knowing it. During this time, though, HBP can damage your heart, blood vessels, kidneys, and other parts of your body.

Knowing your blood pressure numbers is important, even when you're feeling fine!

Blood pressure is measured as systolic (sis-TOL-ik) and diastolic (di-ah-STOL-ik) pressures. "Systolic" refers to blood pressure when the heart beats while pumping blood. "Diastolic" refers to blood pressure when the heart is at rest between beats.

Blood pressure doesn't stay the same all the time. It lowers as you sleep and rises when you wake up. Also rises when you're excited,

nervous, or active.

Some medical problems such as chronic kidney disease, thyroid disease, and sleep apnea may cause blood pressure to rise. Some medicines also may raise your blood pressure (for example, corticosteroids).

In some women, birth control pills, pregnancy, or hormone therapy (HT) may cause blood pressure to rise.

High blood pressure (HBP) itself usually has no signs or symptoms. Rarely, headaches may occur.

If your blood pressure is normal, you have to try and keep it that way. If your blood pressure is too high, you must take steps to lower it.

When blood pressure stays high over time, it can damage the body. HBP can cause:

- The heart to get larger or weaker, which may lead to heart failure. This is a condition in which the heart can't pump enough blood to meet the body's needs.
- Aneyrismus (AN-u-risms) to form in blood vessels. An aneurysm is an abnormal bulge in the wall of an artery. Common spots for aneurysms are the main artery that carries blood from the heart to the body; the arteries in the brain, legs, and intestines; and the artery leading to the spleen.
- Blood vessels in the kidneys to narrow. This may cause kidney failure.
- Arteries throughout the body to narrow in some places, which limits blood flow (especially to the heart, brain, kidneys, and legs). This can cause a heart attack, stroke, kidney failure, or amputation of part of the leg.
- Blood vessels in the eyes to burst or bleed. This may lead to vision changes or

blindness.

If you don't have high blood pressure (HBP), you can take steps to prevent it. Healthy lifestyle habits can help you maintain normal blood pressure.

- Follow a healthy diet. Limit the amount of sodium (salt) and alcohol that you consume.
- Be physically active. Routine physical activity can lower HBP and reduce your risk for other health problems.
- Maintain a healthy weight
- Quit smoking. Smoking can damage your blood vessels and raise your risk for HBP. Smoking also can worsen health problems related to HBP.
- Learn to manage and cope with stress. Learning how to manage stress, relax, and cope with problems can improve your emotional and physical health.
- Follow a healthy diet that focuses on plenty of fruits, vegetables, and, for children older than 4 years old, low-fat dairy products. A healthy diet also is low in saturated and trans fats and salt.
- Keep active for at least 1 to 2 hours per day. Limit screen time in front of the TV or computer to 2 hours per day at most.

If you combine healthy lifestyle habits, you can achieve even better results than taking single steps.

Many people who adopt these healthy lifestyle habits are able to prevent or delay HBP.

Make these habits part of a family health plan to help your children to adopt and maintain a healthy lifestyle for a better life!

> Spiridoula Dimitropoulou Supply Department

Because the "know how" could save your life!

An important seminar entitled "Medical & First Aid Seminar" was held by the Red Cross Organization on March 20th and March 21st 2013 at the Danaos Piraeus office, it was an opportunity for all of us to inform ourselves on subjects such as:

- 1) Injuries Bleeding
- 2) Bites Allergies poisoning
- 3) Injury of skeleton (Sprain Dislocation Fracture)
- 4) Burns Electric Epilepsy
- 5) Foreign Bodies Unconsciousness
- 6) Heart attacks CPR

All participants were provided with a CD including all the above issues and some bought the Book "First Aid" for their general use.



 $HR+T\ Department$

DANAOS MINI SOCCER

Winners of the Greek Shipping Soccer League 2012-2013

The end of the 2012-2013 Greek Shipping Soccer League found the "Blues" crowned Champions, which was their first win since they began playing in the League back in 2002-2003.

Back then, when the Danaos Soccer team was making its first steps in the lower divisions of the well known tournament, striving to reach the upper division, the main ingredients of the team were passion and love for the game, which all players strongly upheld, regardless of their match time.

These same ingredients are the ones that led the team to the Champions title this year.

Reminiscing the early 2012-2013

season, the Blue team started with 7 wins in a row. The very good start was followed by negative results at the end of the first round, which left the Danaos soccer team 8 points away from the first place.

The obvious distance from the title did not affect our players, who made a perfect



second round consisting only of wins, among which a 5-1 triumph against the Champion of the 2011-2012 year and won the Championship with 22-2-2 (winseven-losses) and a goal average of 120-43. For the 2013-2014 season, we promise to defend our title using the same formula which we have followed throughout the

years i.e. our love and support of the game. We wish you all a happy summer with Safe voyages!

With Blue Regards..

The Danaos Mini Soccer team

By John Karatolios Technical Department

Danaos' Sailing Team....goes racing!!!



Danaos' sailing team continues its training with its sailing boat, TROPAIA, to improve its efficiency in order to participate, decently, in the forthcoming races:

LAGOUSES sailing race (September 2013) KEA sailing race (September 2013) EIRINIS FILIAS sailing race (October 2013)

...and bring THE CUP!!!!

However, summer training will be freshened-up by swimming opportunities in the nearby islands.

Georgia Pastra Member of Danaos' Sailing Team

The cold blue sea





Photos received from HYUNDAI VLADIVOSTOK Captain Chernavin Sergey

Drunken' Chicken Fillets



Ingredients

- 500gr chicken fillets
- 400gr pasta (of your preference)
- 3 shots of ouzo (or wine)
- Olive oil
- Salt & pepper

For the sauce:

- 400gr drained yoghurt
- 3 spoons of mild mustard
- 1 small grated cucumber
- Salt & pepper
- Serves 4 to 6.

Preparation

First, wash the chicken fillets really well. Then, slice them and season them. In a non-stick pan, pour olive oil to sauté the fillets. Sauté the fillets until they turn golden brown and then, pour the ouzo and leave them to simmer at low temperature. As soon as they are ready, remove them from the fire and leave them for about ten minutes to cool.

In the meantime, boil the pasta and prepare the sauce. For the latter, in a bowl, pour the yoghurt, the mustard, the cucumber, the salt, and pepper and mix well. Pour the mixture in the pan with the fillets and mix them altogether.

Then, serve the "drunken" chicken fillets with the pasta.

Enjoy!!

Georgia Tsiona Technical Department

Tortilla with Tuna Salad

Ingredients

- 1 Tuna a lolio
- 1 fresh onion
- Parsley
- Some drops of fresh lemon juice
- ½ cucumber cut in small pieces
- Mayonnaise
- Fresh pepper
- Pinch of salt
- 6 tortillas

Preparation

Mix all the ingredients in a bowl and then spread them onto the tortillas. Then, wrap the tortillas and put them in the refrigerator for 15 minutes.



They may be served with potato chips, a mixed salad, and soft drinks!

Bon appetit!!!

Spiridoula Dimitropoulou Supply Department

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Watch your thoughts, they become words.
Watch your words, they become actions.
Watch your actions, they become habits.
Watch your habits, they become your character.
Watch your character, it becomes your destiny

www.goodreads.com

We are happy that our important "act of joy" continues.

With the support of our company, we offered goods to be distributed to 300

families in need.



We need you!

Please feel free to send us new ideas as well as articles and photos you might find interesting. Mail to: **hr@danaos.com**, with subject: "For the Danship News".

Ioannis Fokas (Juan de Fuca) The Great Greek Explorer of the Sea

By: Sotirios Georgiadis, Rear Admiral (Ret.) of the Hellenic Navy

oannis Fokas or also known as Apostolos Valerianos and most commonly referred to by his Spanish name, Juan de Fuca, was born in a Valeriano, a village of Cephalonia (which was a captive of the Venetian era at the time) in 1536 and died in approximately 1602. He was the fourth son of Emmanuel Fokas or also known as Foka Valerianos and his routes stemmed from Constantinople.



He explored the West Coast of North America, whilst in the service of the King of Spain and is best known for his discovery of the Strait which leads to the port of Vancouver, lying between Vancouver Island and Washington State in the USA, also holding his name.

Ioannis Fokas left home at a very young age and worked as a Pilot for the Spanish Fleet in the West Indies. In 1587, during one of his trips to the Philippines, his vessel the Santa Anna was taken captive by the English, as such, losing all of his savings and the cargo, which was worth around 60.000 duckets. He managed to free himself a short while later and in 1588 travelled to Mexico, then known as New Spain, where the Viceroy, Luis de Velasco, gave him a small Caravel and ordered him to explore the West Coast of North America, in order to find the legendary Straits of Anian (Estrecho de Anian), which supposedly joined the Atlantic with the Pacific Ocean.

In his first attempt, in 1592, his crew mutinied which resulted in his return to Acapulco, whilst on his second attempt, he headed North and thought that he had actually found the Strait towards the Atlantic, located between the 47th and 48th geographical Parallel. He returned to Acapulco, and waited two years to receive his reward for his findings but to no avail. In 1594, he left for Spain, anticipating that he would finally be rewarded by the King of Spain but he received nothing from the Spanish throne and saddened decided to leave for his homeland.

On his journey towards Cephalonia, he passed through Florence

and met one John Douglass, to whom he recounted his expeditions to. Douglass gave him a letter of reference and sent him to find Michael Lok or Locke, a wealthy merchant and English

Consul, who happened to be in Venice at the time. Fokas related his expeditions to Lok as well and asked him to mediate with England, on order for the latter to provide him with two ships to continue his expeditions.

Lok tried to come into contact with the British Government, asking for 100 pounds to transfer Fokas to England but the response was hindering and Fokas left for Cephalonia. Lok, who in the meantime had lost touch with Fokas, assumed that the elderly Fokas had died and as such did not continue.

The story of Fokas was first published in 1625, by Samuel Purchas in his collection of travel stories, Hakluytus Psthumus or Purchas His Pilgrims- Containing a History of the World in Sea Voyages and Land Travels by Englishmen and Others. In 1787, an English Captain, Charles Barkley, recognizing the Strait between Vancouver Island and Washington State as the one described by Fokas, confirmed the Greek Explorer's findings and named the passage the Strait of Juan de Fuca.

Till this day, the Strait of Juan de Fuca is mentioned in all universal maps, honouring in that way the Greek Explorer who discovered it. The Greek Explorer Fokas, who is considered as being equal to the likes of Cortez and Balboa, at a time where shipping was still in its primal stage, overcame all obstacles and performed a great feat for seamanship and for this he was honoured across the Globe.

Fokas, confirmed the Odyssean gift held by all Greek seamen, for bold and dangerous explorations, persevering to achieve his goal against all odds and adversities that he may come across throughout his journey and his life. Unfortunately, Ioannis Fokas, is non-existent in Greece.

