



THE DANSHIP NEWS

A SEMI-ANNUAL EDITION OF DANAOS SHIPPING CO. LTD.

ISSUE #1, JUNE 2011

We are proud to have published the first issue of "The Danship News". It is our firm belief that the existence of this newspaper reflects our mutual sharing of the same values, visions and enthusiasm of being a part of the DANAOS team.

The idea was born in our effort to strengthen the corporate culture that exists in our offices and in our vessels. We worked on the content, having in mind that this newspaper is a means of internal communication between our shore-based and seagoing team. The values of teamwork, trust and respect have guided us in gathering important issues of our DANAOS family which will be shared semiannually. Various updates concerning legal and safety matters as well as ongoing training and security have been the core of our attention. In addition, issues of general interest and entertainment have been of exceptional importance to the overall context. Lastly and as part of the effort we all make in protecting our environment, we have decided to print this newspaper on recycled, eco-friendly paper.

We hope that you will embrace this corporate creative action and we are looking forward to receiving valuable feedback on this effort.

The Editorial Team



I must express my appreciation to the editing team for their initiative.

Danaos has grown from a small greek company to a multinational multicultural concern. Our success will be achieved only when we are able to integrate all the people in Danaos both onboard and ashore into **company people**.

I hope that this edition will provide a platform of communication between everyone in the Danaos family to appreciate and understand each other.

We look forward to all your contributions into this edition so that it becomes a true reflection of all our initiatives, activities but also concerns.

Keep up the Good work

Dr. John Coustas

President & Chief Executive Officer
Danaos Corporation

Congratulations. Our corporate newspaper is a very good step forward to enhance the inter-relations within our Company and develop our corporate culture.

We, the Management of Danaos, know very well that our company is as good as our people.

What is our corporate mission?

To provide World-Class Shipping and Leading Edge Expertise.

We must remain to be the prime choice of our Charterers by integrating a solid operational, technical and financial structure within our Corporation by committing to safety and environmental protection, thus, rewarding our shareholders and employees.

I am impressed with the inherent value created and communicated through the pages of this newspaper and I encourage the Editors to continue their good work with the same enthusiasm.

Iraklis Prokopakis

Senior Vice President & Chief Operating Officer
Danaos Corporation

Meet a member of our Board of Directors

Often called “The Father of the Euro”, Dr. Robert Mundell has been a member of Danaos Corporation’s Board of Directors since October 2006. He was born in 1932 in Kingston, Ontario, where he started his academic life in a one-room schoolhouse. He received his bachelor’s degree in 1953 from the University of British Columbia in Vancouver, with a joint major in economics and Slavonic studies. For his graduate work, he did a year at the University of Washington in Seattle, then a year at the Massachusetts Institute of Technology (MIT) and then a year at the London School of Economics, where he finished his Ph.D. thesis for MIT in 1956 on international capital movements. After that, he was a postdoctoral fellow for a year at the University of Chicago.



“Mundell chose his problems with uncommon –almost prophetic– accuracy in terms of predicting the future development of international monetary arrangements and capital markets”

Nobel Committee, 1999

Over the next two years, he taught at Stanford University and the Bologna Center of the School of Advanced International Studies of the John Hopkins University before joining, in 1961, the staff of the International Monetary Fund. From 1966 to 1971, he was a Professor of Economics at the University of Chicago and Editor of the Journal of Political Economy. Since 1974, he has been a professor in the Economics Department at Columbia University; since 2001, he has held Columbia's highest academic rank - University Professor.

He is an honorary Professor at 30 universities in China and an honorary Dean, President or Chairman of several research institutes. He has also set up some scholarships for students and has founded the “Best Young Economist” award. Additionally, The Mundell International University of Entrepreneurship in the Zhongguancun district of Beijing is named in his honor.

Professor Mundell has been an adviser to a number of international agencies and organizations including the United

Nations, the IMF, the World Bank, the European Commission, several governments in Latin America and Europe, the Federal Reserve Board, the U.S. Treasury and the Government of Canada. He has received a series of awards for his outstanding contributions to economic thinking, most notably the Nobel Memorial Prize in Economics for his analysis of monetary and fiscal policy under different exchange rate regimes and his analysis of optimum currency areas and the Guggenheim Fellowship in 1971.

He has written extensively on the history of the international monetary system and played a significant role in the founding of the euro. He has also written extensively on the “transition” economies and in 1997 he co-founded the Zagreb Journal of Economics.

His books include *The International Monetary System: Conflict and Reform* (Montreal: Private Planning Association of Canada 1965); *Man and Economics* (New York: McGraw-Hill 1968); *International Economics* (New York: Macmillan 1968); *Monetary Theory: Interest, Inflation and Growth in the World Economy* (Pacific Palisades, CA: Goodyear 1971); *The New International Monetary System* (ed. with J. J. Polak) (1977); *Monetary Agenda for the World Economy* (ed. with Jack Kemp) (1983); and co-edited the books: *Global Disequilibrium* (1990); *Debts, Deficits and Economic Performance* (1991); *Building the New Europe* (ed. with M. Baldassarri) (1992); *Inflation and Growth in China* (ed. with M. Guitian) (1996); and *The Euro as a Stabilizer in the International Monetary System* (ed. with A. Clesse) (2000).

When Professor Mundell isn’t in Manhattan, Beijing or travelling around the world, he and his family find refuge in the 12th century castle in Siena, Italy that he bought in 1969 for only \$20,000 as a hedge against inflation. It is there, that he can relax and enjoy the finer things in life, like art and music.

Chrysanthi Papagianni

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Distributed free

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Dr. John Coustas, President and CEO of Danaos Corporation, is the new President of the Hellenic Marine Environment Protection Association (HELMEPA)

I N T E R V I E W

Following the loss of Captain Vassilis Konstantakopoulos, former President of HELMEPA, Dr. John Coustas was elected President. Our President and CEO, was recently interviewed by Ms. Lisa Marelou, Chief Editor of the magazine "Naftika Chronika". The interview was published in the section "Environment" (issue 140-5/2011). Below is the interview on the role of HELMEPA in enhancing green development, protecting the global ecosystem and awakening public awareness in order to protect our seas.

An interview with Dr. John Coustas, President of HELMEPA, to Lisa Marelou

1. Firstly, does shipping still retain its title as the most efficient and environmentally friendly mode of transport, and if so, what are HELMEPA's actions in this direction?

Shipping transport produces less than a tenth of emissions per ton-mile than the next more efficient mode of transportation, which is rail. However, HELMEPA's role is primarily to educate both industry participants and the public on the requirements to protect the environment from marine pollution. We should not absolve our industry from environmental responsibilities purely because waterborne transport is the most environmentally friendly. Our role is to enhance industry and public awareness in order to protect our seas. There are numerous industry organizations which promote the cause for waterborne transport and of course, given the opportunity, we present the case ourselves.

2. Does the existing legislative and institutional framework dynamically promote the idea of green development in connection with maritime activity? Is there room for improvement in Greek shipping as far as this (green) shipping is concerned? What measures do you think should be taken in this direction?

The various legislations which are in force aim at reducing various types of gas emissions and preventing sea water pollution. It must be emphasized that legislation should be of a global nature and not localized. In the last few years we have seen numerous local regulations

being enacted which do not help the overall solution. Water moves in the oceans and the international community would be better served by applying global standards. Greek shipping is at the forefront of quality, and the latest technology is incorporated in all new ships. The massive investment of the Greek community in efficient new-buildings demonstrates our commitment to safer and cleaner oceans.

Furthermore, the mere existence of HELMEPA as a voluntary organization that trains and creates awareness on marine pollution in the industry as well as the Greek public is the best demonstration



Dr. John Coustas,
President & CEO of Danaos Corporation

of how important the environment is to the Greek shipping community.

We do not require more legislation, what is important though is that all environmental initiatives consider the big picture rather than trying to solve some local issues in ways that have negative global consequences.

3. In recent years, shipping has been targeted with regard to air pollution, particularly greenhouse gas emissions (carbon dioxide). The Greek position is against the inclusion of the shipping industry in the implementation of the European Emissions Trading Scheme (ETS), and in favor of imposing a levy on fuel and taking technical and operational measures to reduce greenhouse gas emissions by 15% -30%. Do you think the EU's position on ETS implementation will be applied at a regional level in the coming years and if so, how will this affect Greek shipping?

The vast majority of the shipping world and shipping industry organizations support a carbon tax system as an ETS is extremely complex and difficult to

administer in a global shipping environment where, for example, a Greek flagged vessel transports iron ore from Australia to China. However, what is most important is to apply a global system, as the implementation of a peripheral ETS or carbon tax within the EU only will only result in a competitive disadvantage for the European fleet and transport. It is already evident that recent legislation on Sulfur emissions will result in a significant cost for the European shortsea sector and in cargo shifting back on the road, which will be environmentally detrimental.

The IMO is the body best suited to enact

global legislation, and our efforts should focus on strengthening its role and on providing all the necessary support in this respect.

Such legislation should concentrate on technically achievable targets and on providing incentives for research and operational measures to limit emissions.

(May 2011, p.16-17// issue 140)



Charter Party Presentation

DANAOS NEWS

How the idea came up?

It is a general belief and a necessity that all our officers, especially those with the rank of Master and Chief Mate, continue their education and training, particularly in fields dealing with everyday matters such as those of the charter party and its terms (i.e. interpretation / application).

For this reason, the mentioned seminar did not only take place at the Danaos Head Office for Greek masters and officers, but also at the Danaos Ukraine and Danaos Russia offices.

During the seminar in Greece, two masters and two chief engineers were awarded for their long term contribution (of more than 10 years) to Danaos Shipping Co. Ltd.

Masters: Capt. Spyros Pavlopoulos, Capt. Vassilis Vasilikopoulos – **Chief Engineers:** Mr. Stylianos Kountemanis, Mr. Antonios Makris



Charterers visited us!



The French Ambassador in Ukraine, Mr. Jacques Faure visited m/v CMA CGM MUSSET in Odessa on December 1, 2010.
Master: Vladimir Seliverstov
Chief Officer: Sergiy Bushulyan



Mr. Nicolas Bernard of Hanjin Marine Operations Dept. visited m/v HANJIN GERMANY during vessel's call at Le Havre port on April 20, 2011.
Master: Loukas Konstantinidis
Chief Officer: Dimitrios Karamolegkos

Our newest branch in Korea!

DANAOS NEWS



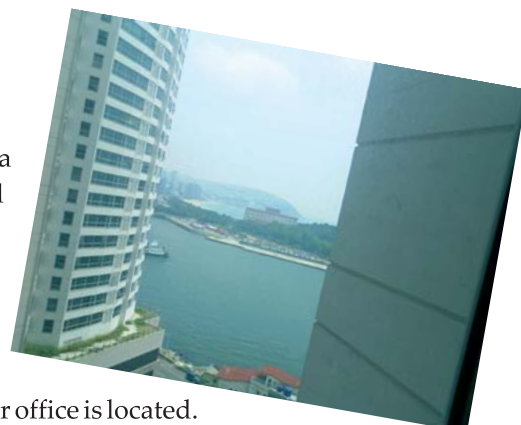
Danaos opened a new branch, the "Danaos Korea Branch", on May 2, 2011.

Our new office is located at 612-020 HANIL ORDEW 1623, U-DONG, BUSAN.

Our Overseas Site Manager, Mr. Stelios Markakis, with a team of experienced and qualified engineers, will offer full service and maintenance to DANAOS' vessels when calling this area.

We wish them every success in their new venture!!!

Photos providing an external view of the building where our office is located.



Newbuildings' naming ceremony

DANAOS NEWS



On March 29, 2011, the traditional naming ceremony of the vessels, HANJIN ITALY and HANJIN GREECE took place at the shipyard of Hyundai Samho Heavy Industries Co. Ltd. (HSHI). A pre-naming cocktail and a dinner accompanied by the music of the girl band "Fusion" was organized by the Danaos Site Office at Hyundai Samho (DSHI) the day before.

Markakis with his spouse Mrs. H.J. Lee and the Electrical Manager Mr. Filippou



Theodorou.

The ceremony began with awarding six members of DSHI as an appreciation of their excellent efforts. Cocktail and lunch parties followed as well as the traditional exchange of gifts between DANAOS and HSHI which was also included in the program's ceremony. The captains and

chief engineers received gifts from the sponsors of the vessels. DANAOS made a donation of \$ 10,000 to HSHI.

The vessels were blessed by a Korean Orthodox Priest. The ceremony ended with a speech given by the sponsors.

We wish the new vessels safe voyages! Kaloriziko – Kalotaxido!

We wish to thank Mr. Giannis Psilogiannopoulos as well as Mr. Stelios Markakis for their valuable assistance in organizing the event.

*Chelioudaki Popi
Technical Dept.*



The Ceremony was attended by our President and CEO Dr. John Coustas, former Vice President and CFO Mr. Dimitri J. Andritsoyiannis, Acting CFO Mr. Evangelos Chatzis, a Board Member of Danaos Corporation



Mr. Andrew B. Fogarty, the Sponsor of Hanjin Italy Mrs. Carolyn Fogarty, the Overseas Site Manager Mr. Stelios



Meet our people... at DANAOS' BRANCHES!

Danaos Shipping Co. Ltd. has established branch offices in three countries, Ukraine, Russia, and Tanzania. These branch offices' main task is to recruit seafarers from these countries in order to overcome the worldwide shortage of seafarers.

Danaos Ukraine

It was established in 1999 and consists of two offices, one in Odessa and one in Mariupol.

Odessa

Deribasovskaya Str., 14, Odessa, 65026 - Ukraine
Tel: +380 482 348-078 (3 lines), Fax: +380 482 347-947
E-mail: danukr@danaos.od.ua

Mariupol

Gagarina str., 3, Mariupol, 87510 - Ukraine
Tel: +380 629 470320, Fax: +380 629 474547
E-Mail: danaos@mrpl.dn.ua



Danaos Ukraine, Odessa staff



Danaos Ukraine, Mariupol staff

Danaos Russia

It was established in 2009 in St. Petersburg.

Korablestroiteley 30, Lit A, office 166H,
St. Petersburg, Russia
Tel: +7 812 305 49 40 (41) (42)
E-mail: danrus@danaos.ru



Danaos Russia staff

Danaos Zanzibar

It was established in 2007 in Zanzibar, Tanzania.

Vuga & Majestic Str.
Zakaria Building
(P.O. Box 3602)



Danaos Tanzania staff

Danaos Korea

Danaos opened its new branch in Korea on May 2, 2011 (the "Danaos Korea Branch").

612-020 Hanil Ordew 1623, U-Dong, Busan



Danaos Korea staff

Capt. Evangelos Xydias, Crew Dept.

More newbuildings in our fleet!

D A N A O S N E W S

Our current fleet of 55 containerships aggregating 257,029 TEUs ranks Danaos amongst the largest containership charter owners in the world based on total TEU capacity. During the first quarter of 2011, we took delivery and deployed two newly built containership vessels with an aggregate carrying capacity of 13,500 TEUs.

On January 26, 2011, the Company took delivery of the Hanjin Algeciras. The Hanjin Algeciras, built at Hanjin Heavy Industries & Construction Co. Ltd., has a carrying capacity of 3,400 TEUs, is 222.5 meters long, 32.2 meters wide and has a speed of 23 knots. The Hanjin Algeciras has commenced its 10-year time charter at a fixed charter rate immediately upon delivery.

On March 10, 2011, the Company took delivery of the newbuilding 10,100 TEUs vessel, the Hanjin Germany.

On April 6, 2011, the Company took delivery of the newbuilding 10,100 TEUs vessel, the Hanjin Italy.

The Hanjin Germany and the Hanjin Italy, built at Hyundai Samho Heavy Industries Co. Ltd., both have a carrying capacity of 10,100 TEUs, are 349 meters long, 45.6 meters wide and have a speed of 25.50 knots. Both Hanjin Germany



and Hanjin Italy have commenced their 12-year time charter at a fixed charter rate immediately upon delivery.

On April 15, 2011, the Company took delivery of the newbuilding 3,400 TEUs vessel, the Hanjin Constantza. The vessel has been deployed on a 10-year time charter with the same major liner company as Hanjin Italy.

On May 4, 2011, the Company took delivery of the newbuilding 10,100 TEUs vessel, the Hanjin Greece. The vessel has been deployed on a 12-year time charter with one of the world's major liner companies.



Furthermore, the Company has a contracted fleet of 10 additional containerships aggregating 105,650 TEUs with scheduled deliveries up to 2012.

Source:
<http://www.danaos.com>



What about Safety Culture?

ARTICLE

One of the common subjects in any safety reference is how to get people interested in safety. Apparently, not getting hurt is not enough motivation for people to be interested in safety. Working safely has to be a part of work ethic.

I have noticed from my studies and through



my carrier that promoting safety is still a big concern for many people. Safety slogans and other safety promotional ideas still rank very high.

However, it has been proven that all such safety promotions are basically useless. Unless you change the fundamental culture of the workplace, accidents will continue to happen and people will continue to get hurt no matter how many posters or safety banners are pinned up.

In order to create a safe working culture, we first need to consider why people get injured at work. Often injuries are caused by inattention to the job or by taking shortcuts. Then, we must consider why people take chances with their own safety either by not paying attention or by taking shortcuts.

I often see high ranked officers perceiving those who get hurt on the job as being lazy or not trying to do their job properly. Often, however, the exact opposite is true. These people want to do a good job, but due to their lack of skill or understanding of mechanical principles, they take un-

necessary risks. They may not realize the danger they are facing; they are simply trying to do the best job they can with minimal effort on their part.

People who get injured may also be unconsciously punishing themselves. If the work environment is oppressive and devoid of positive reinforcement, they may injure themselves in an unconscious effort to prove that they are working as hard as they can.

In order to create a safe working environment, we can begin by setting clear expectations on the work to be performed. By providing clear and detail work instructions that describe the safe and effective way of doing the job, the crew will be less inclined to experiment with potentially unsafe methods. Supervisors can play a huge role in ensuring that the crew will follow safe work procedures by observing their work. If the procedures need to be changed to match current practice, then the revisions need to be investigated and implemented without delay. The Crew should not be allowed to deviate from the prescribed safe and effective work



instructions.

Care must be taken by supervisors in order to not allow unsafe procedures either by actively supporting unsafe practices or by ignoring them. If safety shortcuts are allowed to become part of the routine, a safety culture cannot be established.

Efstratios Sapounadelis
SQE Dept.

Which ladies had face-lifts?

“Ym Seattle” was renamed “Taiwan Express” and was sublet to Hapag Lloyd.

“Jiangsu Dragon” was renamed “Elbe” and was redelivered from TCC to TSL.

“California Dragon” was sublet to MSC.

“Shenzhen Dragon” was renamed “Komodo” and was redelivered from TCC to MSC.

“Maersk Messologi” was renamed “Messologi” and was sublet to MSC.

“Bunga Raya Tiga” was renamed “Derby D” and was redelivered from MISC to Maersk.

Vicky Georgopoulou
Operations Dept.

Environmental Awareness



Our Company is well known for its strong sense of environmental awareness. We are making an important effort to cultivate this strong environmental culture and we often organize events addressed to all our personnel. In co-operation with HELMEPA (Hellenic Marine Environment Protection Association), we organized a Coastal Cleanup Day where we, along with our families and friends, cleaned the coast of Varkiza, a suburb of Athens. In addition and especially for our children, we organized an excursion to the exhibitions of HELMEPA where specialists informed the children about the sea's environment and life under the sea.

Newly Joined Team Members!

We welcomed:

VASILIKI ARSENOPOULOU,
Assistant Accountant
CAPT. CHRISTOS BARLIAKOS,
Assistant Operations Manager
STAMATINA MAVROU,
In-house Lawyer
LAMBRINI PETROU,
Operator
FILIPPOS PAPAPANAGIOTOU,
Supply Operator
MAGDALINI DIAMANTI,
Supply Operator
STYLIANOS KOSTAKIS,
Assistant Crewing Supervisor
CHRISTINA NTAKOU,
Legal Department Administrator
NICOLAOS ANREADIS,
IT onboard Coordinator
GEORGE KANAKAKIS,
Operator

We welcomed back from KOREA:

NIKOS MARINOS,
Assistant Fleet Manager (Fleet 4)
IOANNIS PSILOGIANNPOULOS,
Deputy Fleet Manager (Fleet 4)
SAVVAS TSOLAKIDIS,
Fleet Manager (Fleet 9)

Environment. The pollution of the environment has become a common issue all around the world. The protection and preservation of the environment is now, more than ever, a necessity for a better and qualitative life for us and our descendants. Each and everyone can contribute by his (or her) actions. We hope this article will intrigue you to change your daily hazardous habits or maintain your friendly ones.

We could live in a sustainable global environment, but we don't. The global marketplace revolves around money, and there is simply no money to be made out of a "sustainable business". People walk around with a voracious appetite for goods and



services that pollute our cities and clutter our landfills. Advertising screams to us twenty-four hours a day: "You must buy this product". It is no wonder that we have pollution problems (mercury laden fish, diapers, tires and plastics dumped across the coast line, acres of forest being destroyed, etc).

Don't get us wrong...there is nothing wrong with the system. The attitude of millions of people in our country, and billions across

the world, is the root of our problems. Our world is blessed with a temperate climate, blending colors from mountains, forests and islands and we should be able to enjoy that- but not at the expense of the environment.

By making our concern for the environment a priority, we will be motivated to take the necessary steps to leave a smaller ecological footprint. Most people don't understand how easy it is to implement a lot of the habits and routines that will help the environment. They can be very simple, cost effective, and contagious to those around us. Use our suggested tips or come up with your own- just make it a daily habit to treat our planet with respect.

By utilizing just some of the tips below, you can make a huge impact on the environment. Don't let anyone discourage you from trying to make this world a better place.

- Slow down your consumer craze.
- Replace all your regular light bulbs with energy saving bulbs.
- Move in to or make an energy efficient home.
- Use solar energy when and where it is possible.
- Put your outside lights on timers.
- Recycle your wastewater (also known as greywater) and use it for gardening or watering the lawn.
- Recycle your garbage (paper, cans, glass, plastic, batteries, etc.)
- Turn off the heat early during the Spring. If it gets too cold, dress a little warmer in the house.
- Wrap your hot water heater in an insulated blanket.
- Turn off your appliances when they are

not in use. Washing machines, dryers, microwaves, TVs, computers, etc. can all be unplugged to ensure they do not draw energy when not in use.

- Stop printing on paper and send an



email instead.

- Make your own fertilizer with a compost pile.
- Set your refrigerator temperature at 5 to 6 degrees Celsius and your freezer at -15 to -16 Celsius degrees.
- Install low flow shower heads.
- Start car pooling or taking mass transportation to work.
- Buy only products that can be re-used.
- Purchase only Energy Star™ appliances.
- Use safe and environmentally friendly cleaning solutions.
- If you have a lawn, buy a push reel mower and enjoy the exercise.
- Use natural methods of insect repellents instead of harmful chemicals.

You **can** make a difference, and your actions could inspire others to do the same.

SQE Dept.

Formalities required for the issuance of a Mexican visa for Ukrainian & Russian seafarers in order to join a vessel at Mexican ports

Visa-free entry to Mexico – The System of Electronic Signature

From November 1st 2010, Russian citizens received an electronic resolution for entry to Mexico without requiring a Mexican Visa. It is a free resolution that allows one to be in Mexico for 180 days as a tourist, for transit purposes and for some kinds of business travel. Russian citizens, who have a valid travel passport, can obtain such a resolution.

They should complete the form at (Acrobat Reader is necessary):

http://www.inm.gob.mx/index.php/page/Inicio_Autorizacion_Electronica/ru.html

After getting a positive result, one should print and submit the resolution when one has reserved a flight to Mexico. Upon entering

Mexico, one should complete the immigration form and present a printed copy of it and his (or her) travel passport to the Federal Agent of Immigration Service. The electronic permission is valid for 30 days which includes one entry to Mexico and which can last up to 180 days. In 2010, permissions were free.

In case permission is refused, one should apply to the Consulate of Mexico in the usual manner.

In case one needs a longer period of stay in Mexico or a working Visa, he (or she) should ask for a Visa of a 10 year period.

The same rules apply to Ukrainian and Brazilian citizens.

Danaos Shipping: Seafarers' professional competence is in our hands!

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Throughout its whole history «Danaos Shipping» has been constantly developing maritime transportation services and strengthening its reputation as a company that provides high-quality services to shipping companies and other charterers all over the world.

From April 7 to April 13 the «Danaos» company held in-house training

- **free** training course for seafarers at the Center for Training and Certification of Seafarers of Odessa National Maritime Academy. The training program included the following seminars: Meteo / heavy weather avoidance and Charter party peculiarities for Masters and Deck Officers and the RT-flex engines seminar for chief, second, third engineers and electricians.



Pastushenko Valery, Deep sea captain, Director of «Danaos Ukraine»

- The need for the organization of such training has become more apparent as our company grew stronger. Nowadays the «Danaos» Company accepts new generation vessels - with a fully automatic RT-Flex engine, which requires absolutely new knowledge in mechanical automated systems.

Typically, seafarers are trained abroad at the Wärtsilä bases, where the engine was developed using the previous Sulzer engine modifications, we were sending first groups of sailors of five to seven people abroad to South Korea. Also, we got to know that similar trainings are organized in Odessa, but they are quite expensive. We thought: why not our certified representatives come here and conduct such trainings free of charge for the seafarers who work on these engines?" This is a contribution of our company to the development of the seafarers' up-to-date knowledge about modern engines. At the same time we got the idea to organize other seminars as well. Thus, we formed a training unit: for Captains (Masters) - Charter party peculiarities, for mates - Meteo / heavy weather avoidance, and for the engineers and electricians - RT-flex engines.

Captain Ladas Ilias, Designated Person Ashore, representative of «Danaos Shipping»

- So, we decided to present a series of seminars for our seamen and other seafarers who are ready to attend seminars on specific topics that are not covered by teachers of the training centers.

We decided that we should update the skills of our seafarers, and began with the meteorology and navigation in poor weather, because over the past two years we have witnessed dramatic changes in climate and weather conditions have deteriorated considerably. In order to ensure safety, it is necessary to make sure that the crew is aware of how to use modern methods of weather forecasting.

We also organize a workshop on Charter party peculiarities, not on the legal framework, but on the errors that are often made.

We want to focus the seafarer's attention on the legality of a charter preparation to make sure that it is beneficial for the charterer, the company as well as for the seafarers.

We have independently elaborated all the seminars and conducted research together with the representatives of different departments.

We asked our seafarers to fill the questionnaire in order to know what they think about the seminars.

These seminars are unique, because other companies do not cover these very specific topics. Also, our workshops are free, and it does not matter for us whether tomorrow the seamen work with us or in another company, but until they work for us, we want to give them everything they need for reliable and efficient operation.



Popov Sergiy, Deep sea captain, Training Officer of «Danaos Ukraine»

- It is the first time that «Danaos» Company conducts training in this format.

As soon as it was decided to organize training, we contacted the training center at the Pastera str. and agreed about the courses.

It is for the first time that our Greek colleagues come in order to conduct training, and we hope that it is not the last time.

Seminar participants shared their impressions:

Mikhail, captain, attended Meteo / heavy weather avoidance course.

- Thanks to the company for the opportunity to gain additional knowledge. Technology does not stand still and we, the seamen, have to keep up with them, because knowledge and experience determine not only the demand for a seafarer as a specialist, but in many cases lives of the crew members depend on it.

Aleksandr, 2nd engineer, attended RT-flex engines course.

- I got a lot of useful information, particularly that new technologies offer us the opportunity to reduce fuel consumption and minimize

the costs of the main engine. New knowledge gained here is a step into the future.

Vitaliy, 2nd engineer, attended RT-flex engines course.

- I attended the seminar and found it to be very interesting and informative. I think in future such engines will have a lead, because they offer fuel saving as well as saving on metal in the construction process. I hope to get an opportunity to work with such engine. Thanks to the «Danaos» company for the seminar.

Sergey, senior mechanical engineer, attended RT-flex engines course.

- I continue to be under a huge impression - many thanks to the company. We were not taught in the academy about the things we learned here. And actually we have never encountered this. This is the future of the fleet.

Aleksandr, 4th mechanical engineer, attended RT-flex engines course.

- I liked this seminar, we got a lot of interesting information about innovations in engine production and maintenance technologies, about the automatic equipment which helps in work. Now you can use your computer to learn about the causes of failure and prevent their occurrence in the future.

Much of the information that we learned at the seminar has never been publicized. Plus, we compared the previous engine model with the new model which will replace the old one on vessels. We learned about the characteristics of the new engine, about how to service it.

The Administration of «Danaos Ukraine» is grateful to Professor Vitaliy Ponomarenko for his assistance in conducting the above courses.



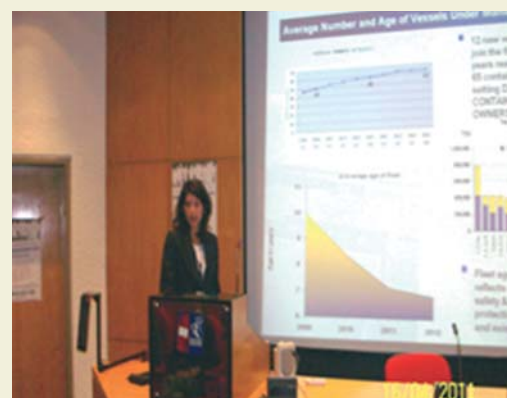
University students are our future asset!

We, at Danaos Shipping Co. Ltd., recognize the need for the students to be familiar with the working environment of a shipping company and its specific operations. For this reason, throughout the year, we have had many students visiting our premises in Piraeus, Greece. In cooperation with the University of Piraeus (Department of Maritime Studies) as well as with the AEN Aspropyrgou (Merchant Marine Academy), many students had the opportunity to attend our Company's presentation, discuss their own reflections directly with our Captains and exchange views on critical matters about the shipping sector. Moreover, this summer, like every year, and as part of our program



“Internships in Danaos,” we will have four (4) students (from the University of Piraeus and the Aegean University) working at our Company. Finally, Danaos Shipping Co. Ltd. attended the Career Fair 2011 organized by the Career Office of the University of Piraeus, and interviewed sixty five (65) students / candidates. We are proud to have been the only shipping company participating in this event and we have already booked our place for next year's fair!

Following our belief that students are our future asset, we will continue to cultivate this direct relationship and we hope, as each year passes, to welcome even more students.



*Olga Papadogeorgaki
HR+T Dept.*

Changes in the Greek taxation legislation

According to Law 3842/2010, Paragraph 2, Article 4, the tax rate on the wage of merchant marine officers has changed.

The withholding tax on wages of the merchant marine officers paid from 1/1/2010 to 30/04/2010 should be calculated with the old rate of 3%, but for their wages paid on 1/5/2010 and thereafter will have the new rate of 6%. Respectively, for wages paid from 1/1/2010 to 30/04/2010, the withholding tax rate will be 1%, while

wages, paid on 1/5/2010 and thereafter, the withholding tax rate will be 3%.

In view of the above, withholding statements should be provided as follows:

For marine officers who were either fired or retired by 30/04/2010, the earnings statement will indicate the amount of tax withheld at the rate of 3% or 1% depending on the case. Additional tax due will be at the beneficiaries' expense when they submit

their income tax return for the year 2011. The active officers will be provided with an earnings statement with the amount of wages and taxes withheld, from 1/1/2010 to 30/04/2010, at a rate of 3% or 1% respectively; and the wages and taxes that will be withheld, from 01/05/2010 to 31/12/2010, at the rates of 6% or 3% will depend on the case. The additional tax on wages from 01/01/2010 to 30/04/2010 will be applied to beneficiaries based on their 2011 tax return.

Eleni Anastasaki, Accounting Dept.

Charter Market Commentary

April appeared to be a frustrating time as whilst all tonnage fundamentals remained positive, growth in charter rates appeared to be somewhat restrained. Sentiment was soft and whilst demand was not booming, it was still at a very respectable level and many see expansion of demand as a realistic forward scenario. The slight softening of charter rates in April, especially in the larger size sectors, may be partially explained through the freight market, as spot freight rates for boxes on many routes continued to decline in April, although trends in early May support the expectation that they will recover going forward through the summer. Newbuild activity supports the longer

term view of sustained recovery in the containership market and prospective buyers now starting to capitalise on the reduced rates yards are offering. It is also worth mentioning that some owners may also take this opportunity to renew tonnage based on more modern designs. All in all, a bit of a melting pot, but it is expected that market fundamentals will ensure that some positive impetus is applied to the market in the remainder of the year.

Source:
Clarksons Shipping Intelligence Network

Health and allergies - What is it all about?

A R T I C L E

In 1906 the Austrian paediatrician Clemens von Pirquet came up with the term "ALLERGY" after observing particular symptoms that a number of his patients had, due to the body's response to various external factors – which are harmless to others.

Allergies are a major challenge for medicine in the 21st century. According to the National Institute of Allergy and Infectious Diseases in the United States, about 35,000,000 people suffer from allergies and 9,000,000 from asthma. In Greece, allergic rhinitis is common among 20% of the general population.



An allergy is any abnormal reaction of the human body to substances which, under normal circumstances, are harmless. These substances can enter the body by inhalation, ingestion and skin contact and are called allergens.

Allergens have been identified as household dust, mold and pollen from plants. There are also pet allergens and food allergens. The allergen enters the body and triggers some small white blood cells (lymphocytes) which in turn produce substances (allergic antibodies) that embody the cells. Substances released react to the various organs (eyes, skin, and lungs) and result in the apparent allergy symptoms that we know.

Household dust

Since 1964, it has been found that the major allergen originates from dust mites (scientifically known as *Dermatophagoides pteronyssinos* and *farinae*).

These microscopic organisms, only 1/3 mm in size, feed on the human body (dandruff) and their growth is favoured by high humidity and temperature. It has been estimated that 100 mg of dust corresponds to more than 3,000 mites.

Fungi

In everyday life, exposure to fungi is continuous with no seasonal distribution. It should be noted that fungal spores can be found in the air at concentrations 1,000 times greater than those of pollen.

Pollen

It is important to note that plants grown in large quantities attract a higher amount of insects and consequently produce large amount of pollen and are the most dangerous for those suffering from allergies. Some indication of this is the olive, pine, grass and ragweed.

Pet allergens

These allergens come from the skin and saliva of the dog and cat and may affect the human respiratory system.

Cat allergens, especially, remain in the air for several hours and cannot be eliminated immediately.

Allergies can occur at any age. Even babies can develop typical signs of allergy and it is a fact that occurs more frequently in children than in adults.

Early diagnosis and immediate treatment is essential, especially in the case of allergic rhinitis, which can lead to asthma and beyond that to serious health complications.

The causes of allergies can be discovered by clinical examinations, laboratory tests and allergy tests. Its treatment is to avoid allergens, in conjunction with medications and immunotherapy. We must emphasize that the available drugs control rather than treat allergic diseases. However, the control is quite effective, to the point where symptoms reach a minimum level.

The term immunotherapy is the gradual application of ever-increasing doses of specific allergen extracts. It is done at regular intervals and the results can be seen within the first 12 months of treatment and peak after 3-5 years. It has very good results in cases of allergic rhinitis, asthma and bee venom (in the latter case, the protection afforded reaches 100%).

We should mention that allergies can enhance emotions such as fear, anger and anxiety. These emotions may cause asthmatic crises and worsen a situation which is underlying. We cannot overlook allergies as the risk is too high. An allergic condition can be fatal; for example, an estimated 5,000 people die each year in the U.S.A.

As predisposition for allergy remains indefinite, it is difficult to talk about therapy. Its symptoms can be controlled entirely by prevention, medication and immunotherapy to the point where a patient can remain asymptomatic and is able to have a completely normal life.

Source:
<http://www.iatronet.gr>

Spiridoula Dimitropoulou
Supply Dept.

Interview with Crewing Manager Capt. A. Koutsoubas

I N T E R V I E W

What is generally your department's major criteria for crew selection (officers & ratings)?

Previous sea services on container vessels (and generally type of vessel), previous companies, personality and appropriate age according to our Company's policy.

On the other hand why should a seafarer select to work for Danaos?

Because we offer a permanent and steady job in a large, constantly evolving shipping company with high standards for rank development and promotions and excellent living conditions onboard our vessels.

There has been much talk lately about worldwide continuous degradation in crew quality standards. What is your opinion about this?

The Shipping Industry is actually much concerned nowadays about this phenomenon mainly because even though the attendance in maritime schools is satisfactory, the quality standards of the majority of students in these schools –with limited exceptions– can mainly be characterized as mediocre.

Captain, regarding the aforementioned average crew quality, you mentioned that, of course, there are exceptions. How does your office handle these cases?

I'll be very straight-forward. It is essential to support the vessel from the office for everything and I can tell you that the old vessel must be "run" by the office.

Has the rapid development of "Danaos Shipping" had an effect on the crew quality and how?

As a general rule, the stabilization of one company's fleet increases the quality of its crew, unlike the rapid increase of the

number of vessels within the company, which affects the crew's quality negatively.

What should be done in your opinion in order to motivate young people to consider seafaring as a long term profession?

This will be achieved by the institutionalization of their profession, the satisfactory payrolls, and the improvement of the quality of the living conditions onboard the vessels based on the current development of modern technologies and logical rotation time.



Capt. A. Koutsoubas,
Crewing Manager

Is the retention rate of our seafarers lower than expected? If so, which factors do you attribute to this fact?

I consider it satisfactory (regardless of seafarers' origin) based on Danaos' rapid fleet increase.

In Danaos, we already have the first woman officer o/b. What perspectives does this give to you as Crew Manager?

Unfortunately, I consider that the women's evolution as seafarers cannot be our Company's ultimate goal in the future, due to the unsatisfactory degree of female development in this field.

How do you deal with seafarers' problems

& complaints addressed to you and what in your opinion is their expectation from Danaos?

I personally try in every way possible to resolve the problems caused onboard the vessels, as addressed by the Captains and/or the Chief Engineers, always in the best appropriate, smooth, partial and humane way and by trying to avoid offending anybody's rights. In other words, the complaint received will be dealt with in such a way to satisfy both parties involved, which is actually what they expect from the office to do whatsoever.

What are the targets of your department for 2011?

We intend to increase our seafarers' pools and to rotate our crews with a view to heighten their improvement and familiarization within the fleets and to increase the crew quality. Also, we intend to provide all necessary manpower onboard our delivered newbuilding vessels.

Do you also intend to preserve the same crew nationalities onboard Danaos' vessels or to reduce or increase any nationality?

We intend to preserve and we WILL preserve the same crew nationalities onboard the vessels of our Company (existing & sub-delivered) and let us not forget that the Greek seafarers will always form the backbone of our Company's fleets. This is basically the reason we keep trying to pass the current technological evolution with the "Greek mentality" at our head office.

*Interviewed by K. A. Vassilopoulou
HR+ T Dept.*

Greece to abolish 7 Consulates General, 2 Consulates abroad

Monday, May 9, 2011

"Greece plans to abolish seven Consulate Generals and two Consulates abroad, as well as its permanent representation to the Western European Union (WEU), with three Presidential Decrees submitted for processing by the Council of State, it was made known on Sunday.

Under the Presidential Decrees, the Greek Consulates General in Brussels, London,

Paris, Hanover, Cologne, Leipzig and Naples and the Consulates in Nice and Durban will be abolished, while Consular offices will be established in three embassies; in Brussels with all of Belgium as its area of authority, in London with all of the UK as its area of authority and in Paris with all of France as its area of authority with the exception of the areas belonging to the regional authority of the Greek Consulate General in Marseilles.

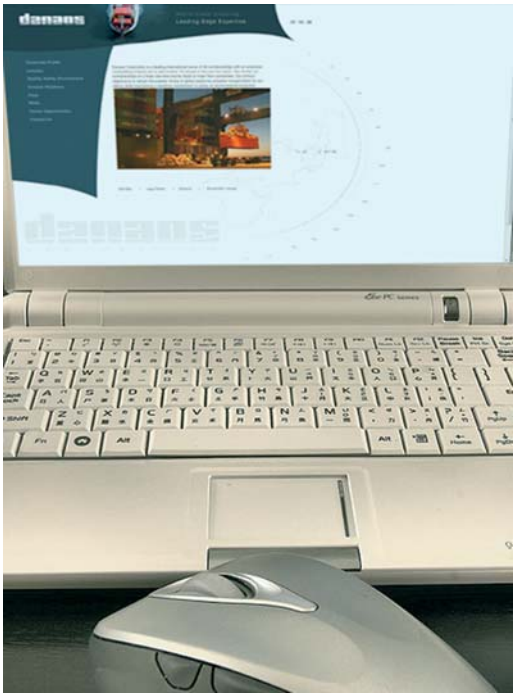
Also, regional authorities of Greece's consular authorities in Brazil, Germany, Italy, S. Africa and Serbia will be redistributed, while the composition of Greece's permanent representation to the European Union (Brussels) will also be re-determined."

*Source:
<http://www.newpost.gr/post/44201/Greece-to-abolish-7-Consulates-General,-2-Consulates-abroad/>*

Internet onboard... it's finally coming true!

One of the most common queries of seafarers during training is whether vessels have internet access and/or when it will be available onboard Danaos' vessels. The good news is that we are planning to supply all vessels' Masters with **internet cards at a very low cost** (based on the volume purchased) for the crew – similar to

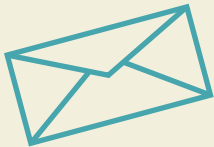
telephone cards. These internet cards are not restricted for use only in public areas (i.e. ship's office or recreational room), but can be used **privately in the cabins as well!** The first pilot-vessel to install such card-based internet is M/V Hanjin Greece and hopefully the rest of Danaos' vessels will follow very soon!



Onboard entertainment is coming too!

V-box entertainment kit, which has already been installed in several newly built vessels, will also be supplied onboard all of Danaos' vessels. Not only will it be installed in

recreational rooms, but also **in the crew cabins**, after necessary modifications and as applicable. Movies and music will be available for crew's selection!



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,
subjected "For the Danship News".

View from inside...



M/V Hanjin Italy in Hamburg

External Audits

We are pleased to advise that the following vessels under our Management have successfully passed the 3rd-party ISM/ISPS audit for the period January – April, 2011. No non-conformities during this period:

Vessel	Port	Non-Conformity	Observation
Hyundai Highway	Pusan	-	-
Independence	Durban	-	4
CMA CGM Racine	Hong Kong	-	-
CSCL Europe	Hamburg	-	2
Hanjin Versailles	Valparaiso	-	-

These findings are in the process of being evaluated in order for corrective and preventive actions to be decided, so that they may avoid re-occurrence.

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

Johnny Depp in “real life”!

ARTICLE

What would the first thought of a mainland be when hearing words like piracy, pirates and everything related to it? If we exclude the fact that the word piracy is also used to describe everything that is illegally traded (such as music CDs), then surely one's imagination would travel to



the long past. At one time when the pirates were commanding ships with sails and masts, the corsairs were dominating in the Mediterranean and the stories about legendary pirates were reflected in oral tradition and literature. All these images which count back hundreds of years have been conveyed to us through literature, historical research, even cinema. Indeed, is there any little hero who does not know Jack Sparrow and the Black Pearl?

Looking back in time, based on historical research, we can easily ascertain that the corsair and piracy are as old as ships at sea. But one would wonder are these two concepts different? What do we mean when we say privateer and who is pirate? The privateer or commando, who had been acting during the period between the 16th and 18th century, is a private person or ship authorized by a government by letters of marque to attack foreign shipping during wartime. Privateers held a significant contribution to the spoils of pillage. The pirate, on the other hand is a thief who works for his own account, he unlawfully attacks on what can be seized, looting in wartime and peace -ships of any nationality. During the historical period we look into, apart from the above two mentioned methods of pillage, there was a third form of snatching which was represented by the state navies of the predominant countries.

All these forces have acted having one target: the sovereignty at sea and trade. It is the era when countries such as England, France, Spain and Holland fight each other for the conquest of the maritime routes and sea superiority. Later on the English – French competition for the predominance of the oceans prevails on the foreground.

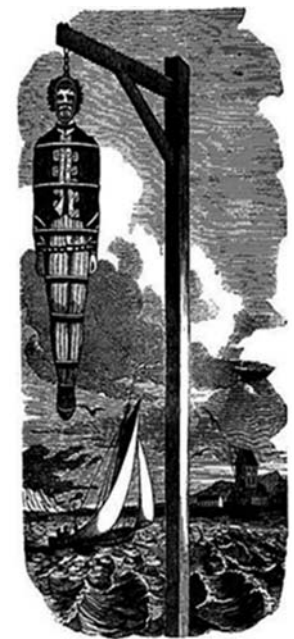
In modern times, the states do not make wars for supremacy at sea, or trade. The competition is expressed in terms of free market economy. There is an international institutional framework for maintaining world peace and stability. However for piracy, the practices remain the same: points of attack are the busiest or "weak" points of sea trade routes. In our times, the pirate booty may not contain treasures of gold and silver, spices, silks and jewellery, the trade ransom though brings some tens of millions of dollars per year. Furthermore, the vessels themselves and their cargoes which are being captured are worth billions of dollars.

The Indian Ocean where piracy activity nowadays is very intense had always been a passageway for Indian and Arab pirates who were operating in the areas between Eastern Africa, the Arabian Peninsula and India for centuries. The Indian Pirates, Maratha of the Malabar Coast in Western India, were able to control the whole coast from GOA to Mumbai in the first half of the 18th century. In addition to the local pirates, the European Pirates of the Caribbean -lack of any worthy pillage in Atlantic- came in this area and were established in Madagascar from where they continued their activities in the Indian Ocean.

The British sovereignty in the Indian Peninsula meant the end of all piracy operations. By the mid 18th century, the English Navy ruined the European pirates of Madagascar, defeated Maratha in India and since 1750, the English East India Company had been the most important economic and political power in India.

Captain William Kidd, the last British pirate

The legend of the British privateers and pirates of Jamaica in the Caribbean continued to the 17th century when the lack of booty in the Atlantic made them transfer their activities to the Indian Ocean. The British William Kidd was a successful businessman in New York and Privateer of the British in the Indian Ocean during the early 1690's. From commando operations, he quickly moved on to piracy in Madagascar. He was arrested by the British Navy in 1701. He was hanged on 23



May 1701, at 'Execution Dock', Wapping, in London. During the execution, the hangman's rope broke and Kidd was hanged on the second attempt. His body was gibbeted and left to hang in an iron cage over the River Thames at Tilbury Point as a warning to potential pirates for twenty years.

* References: 1) *History & Shipping (16th-20th Century)*, Harlaftis Gelina, 2) <http://en.wikipedia.org>

Vassiliki Giannakou
SQE Dept.

Quiz on Safety

Take under consideration all the safety parameters before answering true or false.

1. Workplace safety is only the responsibility of the person(s) wearing the risk management hat.

True ☐ False ☐

2. Any injury at work, no matter how small, must be reported immediately to the person's supervisor and receive first-aid attention.

True ☐ False ☐

3. Safety glasses, gloves, helmets, and safety shoes, although not a fashion statement, must be worn on the job if policy requires them.

True ☐ False ☐

4. People have different work styles. Staff members who work best with piles of materials around their areas are just as safe from accident and injury as neatniks.

True ☐ False ☐

5. Safety is just common sense. For example, there is no need to waste time training people not to put their hands in a running gear box.

True ☐ False ☐

6. A sloppy worker is only a danger to himself.

True ☐ False ☐

7. In a fire drill or fire, never use the elevator to exit the building.

True ☐ False ☐

8. Dress codes can decrease accidents and injuries.

True ☐ False ☐

9. No one needs instructions on how to use a ladder.

True ☐ False ☐

10. Employees need to be trained to lift heavy objects, which can cause serious injuries.

True ☐ False ☐

Check your answers on page 19, "Quiz Answers".

Efstratios Sapounadelis
SQE Dept.

St. Isaac of Dalmatia St. Petersburg

"The first St Isaac's temple was erected in 1707 on the orders of Peter I to honor the venerable St Isaac the Dalmation, the tsar's patron saint. The church was remodeled out of the drawing barn adjacent to the Admiralty. In this temple, the wedding ceremony of Emperor Peter I and Empress Ekaterina Alexeevna took place.



The second stone cathedral was erected by the architect G.I. Mattarnovy on the waterfront of the Neva River.

Construction of the third church began in the reign of Catharine II based on the design of Antonio Rinaldi and was completed by V.



Brenna in a simplified version under Paul I. The church appeared out of place in the grand surroundings of the northern capital and Emperor Alexander I announced a contest for the best design to rebuild it. Many celebrated



architects of the time applied, but they failed to fulfill the tsar's main wish – to retain the altar of the old church in the new one, in remembrance of the great ancestors. The tsar entrusted this task to Auguste Montferrand, a young French architect. His design for the church rebuilding

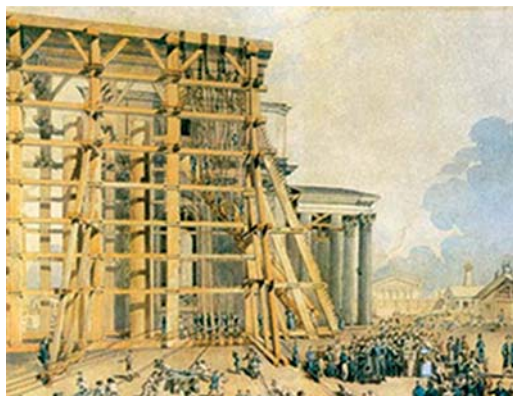
received the royal approval.

The grand structure as conceived by Montferrand required reliable solid foundations. To this end, pine piles were driven into the foundation site and then granite slabs and quarry stones were placed on top of them.



The Cathedral's four facades are decorated with porticos of monolithic granite pillars quarried at Pyuterlaks and then transported by water to the building site. The installation of the pillars caused admiration among the public – they were raised manually by means of wooden scaffolding. In the same way, the columns of the domed drum were brought up from ground level to a height of 43 meters.

The construction of St Isaac's spanned four decades and provided a testing ground for new



technologies, many of which were employed for the first time. These include: the railway, the light metal dome, and an extensive use of galvanoplastic technique for the interior decoration.

The opening and dedication ceremony for the Cathedral was held on May 30, 1858, attended by



Emperor Alexander II, members of the imperial family and the choir of 1,200 singers. St Isaac's became the principal cathedral church of Russia."

Source:

http://eng.cathedral.ru/istoriya_sozdaniya

Capt. Evagelos Xydias, Crew Dept.

Danaos' Sailing Team is back!

DANAOS NEWS

After the company's successful appearance in the 2009 racing season and the 2010 Poseidonia cup, the Danaos Sailing Team is back again. The initiative was taken by our Human Resource Manager, Captain Elias Ladas, to reunite old crew members, recruit new ones and make the Danaos Sailing Team a reality once again. Despite the absence of our experienced skipper, Elias Rizos and other experienced members, such as Dimitris Fygetakis and Ilias Xanthopoulos, this year's team will proudly represent the Company and keep the passion for sailing pulsating.

This season's main crew is composed of: Captain Elias Ladas, George Koulouris, Captain Stelios Petronios, Elena Ntagiagia, Xenia Prokopaki, Sotiris Pateromichelakis, and Kostas Giotis. There is also a second



crew composed of less experienced, but equally eager sailors. The crew composition is based on the availability of the main and second crew. This season's sail-boat is a 27-foot HUNTER named "TROPAIA" (the young lady who carried the trophy in the real Olympics). Despite its smaller size, the "TROPAIA" is a very agile sailboat that can be managed with ease and consequently allows all crew members to improve their skills in all deck positions.

The team schedule for this season includes practices during the weekends in the Saronikos Gulf, theoretical seminars, as well as participation in races. Thus far, the team has completed three practices and two theoretical seminars, and is preparing to participate in its first race. Unfortunately, a late delivery of the balloon type sail necessary for racing may keep the team away from the first race. Nevertheless, this minor setback will not dampen the team's spirit as preparations are under way for a weekend practice to the island of Aigina.

Most importantly, the purpose of the sailing team is to promote team spirit and to project Danaos' company spirit in the sailing community.



Kostas Giotis
Accounting Dept.

This year with the valuable help of all our personnel, together with the support of our company, we participated in a fundraiser and offered food, toys, clothes and books to four foundations of abandoned children. It was the beginning of an important "act of joy" created by all of us at DANAOS SHIPPING CO. LTD., which will continue in the future.

HR+T Dept.



Danaos Mini Soccer - again in the elite for 2011...

D A N A O S N E W S

For a fourth year in a row, the Danaos Mini Soccer team was ranked in the top 3 teams of the Greek Shipping Mini Soccer League.

The Greek Mini Soccer League was first organized in 2003 with participants from some of the biggest names in the shipping industry and continues to date, with great success.

Whilst in the earlier years, the Danaos Mini Soccer team, was ranked in the middle of the Second division. However, during the last four years, it has been "chasing" the big trophy in the First division, also known as the Superleague which is very close to the ultimate target, the Championship.

In 2008 and 2009, Danaos, also known as the "Blues", finished in the 3rd place of the Superleague. While in 2010, the team almost obtained the trophy by getting the same points as the Champion, but unfortunately

lost the title in a head-to-head goal difference.

Despite the absence of important players (the biggest being the lack of a goalkeeper throughout the year), Danaos' team entered the 2011 competition by having all odds against it. However, the team managed to be in 1st place until May 3rd when it lost the advance after a difficult game and will now finish in second or third place.

For 2012, the Danaos Mini Soccer team, which consists exclusively of Danaos employees, promises to turn the field blue.

Only time can tell...

"The Best is yet to come", Frank Sinatra, 1964

*Ioannis Karatolios
Technical Dept.*



The Danaos Mini Soccer Team



Do you wish to enjoy Greek food?



Soon, you will sense the aromas emanating from the delightful cuisine of Greece. Greek cuisine is well known for using its healthy local products such as olive oil, garlic, "feta" cheese, tomatoes, green vegetables, fresh fruits, yoghurt, honey, nuts, olives, fish and many other products which are combined to create a healthy dish.

Our recipe for this issue is "Lachanodolmades" (stuffed rolled cabbage), which is considered to be one of the most delicious and famous dishes in Greece.

Ingredients

- 1 big cabbage
- 500gr minced meat
- 250gr rice (Carolina)
- 1 bunch of green onions (chopped)
- 1-2 large dry onions (chopped)
- 1 bunch of dill (chopped)
- 1/2 bunch of fresh mint (chopped) or 1 tablespoon dried mint (chopped)
- 1/2 bunch of parsley (chopped)
- 1/2 teaspoon of oregano
- 1 cup of olive oil
- salt and pepper

Steps

- Take the cabbage and cut the stem in a conical shape with sharp knife to make a hole and then put it as it is in hot salted water to boil for 4'-5'.
- Then, remove the cabbage from the pot and separate the cabbage leaves one by one (keep some of the outer leaves, 2-3 leaves, to the side). Cut each cabbage leaf with a knife into two or three pieces by removing the thick stalk in the middle.

- In a large bowl, put the minced meat, rice (washed), onions (fresh and dried), mint, dill, parsley, oregano and half of the olive oil. Then, stir the mix well.
- Add 1 tablespoon of the mix in each cabbage leaf and roll the leaf by folding the sides inward to keep the filling in place.
- In a clean saucepan, put the remaining olive oil and lay the remaining cabbage leaves (the ones that you kept earlier to the side).
- On top of the leaves in the saucepan, place the rolled cabbage in layers.
- When all of the rolled cabbages have been placed in the saucepan, cover the top with a plate upside down in order to keep the rolled cabbages in place.
- Add water until covered and boil over medium heat for 35'-45'.
- Then check to see if the rice is cooked, and use a fork to see if the cabbage is very tender then the meal is done.
- Remove cabbage from heat, remove the plate, and pour in the egg-lemon sauce.
- Allow to cool for 5 minutes. This meal can be served with a yogurt garlic sauce.

Why I want to be a Captain...

Written by a ten year old schoolboy and published in the 1993 March Maritime Officer.



I want to be a captain when I grow up because it's a funny job and easy to do. Captains don't need much school education they just have to learn numbers so they can read the instruments. I guess they should be able to read maps so they won't get lost. Captains should be brave so they won't be scared if it's foggy and they can't see, or if a propeller falls off they should stay calm so they will know what to do. Captains have to have eyes to see through clouds and they can't be afraid of thunder or lightning because they are closer to them than we are. The salary that captains make is another thing I like. They make more money than they can spend. This is because most people think that captaining a ship is dangerous, except captains, because they know how easy it is. There isn't much I don't like,

except girls like captains and all the girls want to marry captains so they always have to chase them away so they won't bother them. I hope I don't get seasick because I get car sick and if I get seasick I could not be a captain and then I would have to go to work."

Source:
<http://www.mercantilemarine.org/showthread.php?4639-Why-I-want-to-be-a-Captain-by-10-year-old-boy>

Are they getting on your nerves?

Three easy ways to avoid stress

- Set priorities. The hierarchy of obligations will help the way you manage your time.
- Identify the situations that stress you. It's good to be able to recognize those situations that cause you stress and anxiety and to take preventive measures in order to minimise their effect as much as possible.
- Coffee, alcohol and smoking increase stress. Try to reduce these as much as possible.

Olga Papadogeorgaki, HR+T Dept.



Quiz Answers (page 16)

- Correct Answer: False.** Workplace safety is everyone's responsibility. It is best to establish a safety culture through policies, procedures, training and supervision.
- Correct Answer: True.** Serious conditions often arise from small injuries if they are not cared for at once.
- Correct Answer: True.** Personal protective equipment is meant to protect workers from specific hazards associated with their job responsibilities. Policies, procedures, training and supervision all contribute to the safe use of PPEs.
- Correct Answer: False.** Slips, trips and falls are the most frequent cause of accident and injury in the workplace. Staff should be encouraged to maintain a neat work area for safety reasons.
- Correct Answer: False.** One person's common sense is not necessarily the same as another's. The entity should identify its expectations for safe workplace procedures through policies, checklists, training and supervision.
- Correct Answer: False.** Co-workers' behavior affects the safety of fellow workers.
- Correct Answer: True.** Always use the stairs. Most stairways are fire resistant and present barriers to smoke if the doors are kept closed. Unsealed elevator shafts can act as a chimney drawing the smoke into them.
- Correct Answer: True.** Dress for success in the workplace by wearing the appropriate personal protective equipment. Other safe practices include: not wearing dangling jewelry, tying back long hair or wearing it under a cap, wearing closed-toe shoes and not wearing flowing garments.
- Correct Answer: False.** Load, height, angle, maintenance, and repair all need to be considered before safely stepping on a ladder.
- Correct Answer: True.** Failing to lift objects of any weight properly can result in injury. Small, light loads (i.e., stacks of files, boxes of computer paper, books) can wreak havoc on their backs, necks, and shoulders if they use their bodies incorrectly when they lift them.

Sweeten your life...

Cheesecake

Ingredients

- 500 gr. cream cheese
**alternatively you can use yogurt mixed with a cup of jelly (cherry)*
400 gr. cream
1 packet of biscuits
250 gr. butter
400 gr. cherry jam



Steps

- Stir the cream with a mixer until it thickens.
- Add cheese and stir.
- Leave the mixture in the refrigerator for 2 hours.
- Melt the butter.
- Crush the biscuits into powder and mix it with the melted butter.
- Spread the mixture in a tart pan with a diameter of 30 cm and leave in the refrigerator for 1 hour, add the mixture of cream cheese and at the end spread the jam on top.
- Leave in the fridge for another 2 hours and serve.

Good luck!

		3			8			5
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	2			5			4	
7		6						
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	7	4				5	1	
							4	7
	1				2			6
			9	4			8	5
				6		1		3

Instructions: Fill the grid so that every row, every column and every 3x3 box contains the numbers 1 to 9.

Seamanship is the art of operating ships. It involves knowledge of a variety of topics and development of specialised skills, including navigation and international maritime law, weather, meteorology and forecasting, watch standing, ship-handling and small boat handling, operation of deck equipment, anchors and cables, rope work and line handling, communications, engines, execution of evolutions (such as towing, cargo handling equipment, dangerous cargoes and cargo stowage), dealing with emergencies, survival at sea, search and rescue, and fire fighting. The degree of knowledge needed within these areas depends on the nature of the work and the type of vessel employed by a mariner.

However, the practice of good seamanship should be the goal of all.

At the beginning of their career, seamen have to learn thousands of entirely new things. They probably find it hard to assign relative importance to the new information they learn. The importance of these skills and knowledge will become more obvious to them the longer they are at sea. This is true because the most important things will be emphasized in their day-to-day living. If they're not assigned, i.e. to the deck work, they may think that seamanship is not important. Well, they're wrong!

Seamanship ties every member of the ship and company together. Every seaman from O.S. to Master must be certified with a degree of proficiency in the art of seamanship. The fact that one may later become an electrician or even a cook doesn't change the fact that he (or she) was first a seaman and then a technician or galley personnel. **Everyone onboard is responsible for the safety of the ship.** In this way, a good ship has crewmembers in every rank and function who would always do their job, take initiative and act in every situation in the way that is considered to be a good seaman. In such a ship there would never be a chain of circumstances caused by the human element which could accumulate into a dangerous situation resulting in a catastrophe. On a ship, the human element can provide a weather eye for difficulties ahead, a calm, unruffled response to stressful situations and those indefinable qualities that define good seamanship. Otherwise, the human element can be frail, lack in competence, ability and concentration. People remain a basic component with all their strengths and weaknesses. They can either cause a disaster or prevent it.

Good seamanship is a matter of attitude, and it is a matter of culture handed down through generations as we read in the article "Some

Thoughts on the Human Element in Shipping" by **Captain J. Arne Sandevärn.**

In a ship sailing with minimum crew there is little time and few opportunities for passing knowledge from the older to the younger, and this again is not in line with good seamanship. So, education and training that does not stand on the cultural base is part of the human element problem. In a modern ship, the seaman has little opportunity to gather hands-



on experiences under real conditions. The modern bridge and engine room control equipment cause new problems of ergonomic nature. The person on watch has to overlook and carefully watch a number of counters, instruments and displays all at the same time and all the time. He can only use his eyes and no other senses. In older times, most of the body's senses were at work such as seeing, hearing, smelling and touching and always together with a gut-feeling developed and strengthened only through first-hand experience.

Today it's a given: stunning improvements in GPS receivers, navigational equipment and other technology have made seamen decidedly less willing to master the rules of navigation. They reason: why spend time learning how to read charts, take fixes and plot courses when pushing a few buttons on your chart plotter will give you everything you need instantly?

Also, technology takeover has spread to weather-watching too. Only a few years ago, seamen were expected to be familiar with cloud formations, high and low pressure areas and frontal patterns. These days, they just head for the Internet, call up a forecast and rely to their weather routing program or chart facsimile to warn them of impending storms. The deck officer is placed in a completely enclosed navigation bridge where he cannot feel the pressure of the wind, its whining and the sounds of breaking seas. Watching counters, radar and computer displays, the officer on watch can control the ship's movements through the environment as presented by the control instruments.

However, no one can reply on what happens if

equipment fails...

Following Captain J. Arne Sandevärn again, the conclusion is:

The ship is navigating in a representation of the real world and not in the real world itself. What if the computer systems break down?

Lee Chesneau, a former government and private sector forecaster who now conducts weather courses for mariners and boaters, says such computer-driven forecasts are based on raw data that haven't been refined by human meteorologists who can review several models and factor in local developments, their own experience and their judgment.

As a result, **Chesneau says**, the reliability of the computer-driven forecasts isn't as high as in those in which the cyber-models have been vetted by professional forecasters. In such cases, "the computer is doing the decision-making," he cautions, and it may prove misleading. "Which are you going to believe," he asks, "—a computer or a human?" The possibility that the technology will fail isn't the only risk in relying entirely on gadgetry, but also from the fact that the ship officers are not trained to handle the ship in various situations and circumstances, but to handle the instruments that represent the ship, the sea and traffic around.

Just as with navigation, you need to ask yourself how you'd find your way if your navigational instrument failed or your vessel lost electrical power.

Good seamanship is a matter of personal responsibility.

Working in the modern environment creates a false feeling of security, and that situation is worsened if the persons in question have never experienced work in direct contact with and under influence from mechanical and weather related forces.

The modern sailor lives in a virtual reality world, while the old sailor was dealing and acting with reality. After all, shipping has been going on for centuries and the sea remains the same. Therefore, professional seafarers of all nations are speaking the same language.

References:

—US Navy Seamanship manual

—The Nautical Institute "Alert" article "some thoughts on the Human Element in Shipping"

—Madmariner.com/seamanship

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