



# THE DANSHIP NEWS

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

ISSUE #3, JUNE 2012



**Message from the President & CEO on the occasion of the completion of the company's newbuilding program**

Dear All,

I am thrilled that the Herculean task of accomplishing our new building program has been completed. I would like to thank you and all departments for their help in achieving this goal.

Now we will enter a period of consolidation that I am sure will allow us all to streamline our operations and run our fleet efficiently and economically.

Growth was an excuse for many compromises we have made. Now these excuses are no longer valid and I would like to urge all of you to improve our results without the pressure from the new deliveries.

Thank you all again and keep up the good work during these difficult times

**Dr. John Coustas**

President & Chief Executive Officer  
Danaos Corporation

## M/V Hyundai Speed Naming Ceremony



The 13,100 TEU newbuilding HN S459, was named HYUNDAI Speed, in a traditional ceremony in Mokpo on May 18, 2012.

The Hyundai Speed is the fourth 13,100 TEU in a series of five 13,100 container vessels on order from Danaos with the last (HYUNDAI AMBITION) coming at the end of June.

*(continued on page 3)*

## Six new giant “ladies” join the Danaos fleet!



During the second quarter of 2012, we completed our extensive new-building program that has established Danaos as one of the largest and most reliable containership operating lessors in the world, with a 64 vessel fleet and a 363,049 TEU carrying capacity. Today, Danaos has one of the most modern fleets in the industry that includes some of the largest containerships in the world.

During the first half of 2012, we took delivery of six vessels, the Hyundai Together, on February 16, 2012, the CMA CGM Melisande, on February 28, 2012, the Hyundai Tenacity, on March 8, 2012, the Hyundai Smart, on May 3, 2012, the Hyundai Speed, on June 7, 2012 and the Hyundai Ambition, on June 29, 2012.

*(continued on page 4)*





Mr. Iraklis Prokopakis

# 2011: A very distinct year for Danaos and the Container Industry itself.

## THE COMPANY

Our fleet vessels increased from 50 at the end of 2010 (219,929 TEU capacity) to 59 at the end of 2011 representing 291,149 TEU capacity.

There was a 18% annual increase in the number of vessels and 33% annual increase in TEU capacity which was the largest ever annual increase in our Company's history.

Thanks to our solid organizational structure and the high level of the professional standards of our employees, our exclusive manager Danaos Shipping Co. Ltd easily absorbed the remarkable fleet growth, whilst the number of employees was only increased by 5 people, from 126 at the end of 2010 to 131 at the end of 2011.

The average age of our fleet was reduced from 10.7 years in 2010 to 7.4 in 2011 and the average size of fleet vessel increased from 4,308 TEU in 2010 to 4,680 TEU at 2011 and to 5,059 TEU in the 1Q of 2012.

The fleet unscheduled operating days were reduced to 0,1 days/vessel setting up a new record level in our history as a public company.

We had an average of about 1 Port State Control Inspection per vessel, with only 0,6 deficiencies per inspection, which again was a new record in our company's history.

Our Ship Manager was very productive this year, enhancing the programs of internal training schemes for our shore employees and our fleet crews. The new developments within the existing programs were the introduction of the Multicultural seminar for our crews – a unique program of its kind, which was enthusiastically received by the attending crews – and the “Know Your Vessel” computer added training manual, designed for the onboard training and appraisal of deck and engine officers with the introduction of a designated tutor onboard responsible for the specific training of each newly assigned officer.

With the initiative of its Human Resources & Training department, our Manager's employees participated in a fundraiser, which together with the support of our company, offered food, toys and psychological support to two foundations of abandoned children in Athens and Piraeus.

## THE INDUSTRY

The challenges that the Global Container Operators will have to meet in the future became clear in 2011.

Slow and Super Slow Steaming, in relation to fuel efficiency has now become the state of the art in the Container Industry.

Liner Companies, Independent Owners, Shipyards and Classification Societies have developed new ship designs of shorter and wider hulls optimized to achieve maximum fuel efficiency at a range of 18 to 22 knots instead of 22 to 24.5 knots, which was the trend in the previous decade.

Our R&D department has been engaged in a number of projects including Trim Optimization, Propeller and Rudder modifications and Engine retrofits, in order to develop and quantify a total solution to improve the fuel efficiency of our existing fleet with the objective function to minimize operating cost per TEU.

## OUR MISSION

We at Danaos are committed to our prime strategic objective in providing top class service to our customers by ensuring maximum fleet utilization time at a minimum fuel cost per TEU, always within a safe and environmentally friendly context.

In concluding, I would like to thank all of our Crews and Colleagues in this office for their contribution to maintain our firm commitment to our mission and our leadership in this Industry.

### Iraklis Prokopakis

Senior Vice President & Chief Operating Officer  
Danaos Corporation

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# M/V Hyundai Speed Naming Ceremony in Mokpo, Korea

DANAOS NEWS

(continued from page 1)

With an overall length of 366m, and powered by a HYUNDAI - B&W main engine, the HYUNDAI SPEED can operate at a service speed of around 25 knots. The



newbuilding vessel has a capacity for 800 40ft reefer containers on deck.

The Naming Ceremony was attended by our President and CEO, Dr. John Coustas, the Senior Vice President & COO, Mr. Iraklis Prokopakis and the Chief Financial Officer, Mr. Evangelos Chatzis.

The Sponsor ("Godmother") of the vessel was Mrs. Lee Tae Jin, spouse of President and CEO of Hyundai Merchant Marine, Mr. S.HLee.

representatives from Hyundai Merchant Marine, Hyundai Samho Heavy Industries, Hyundai Heavy Industries, RBS, Eurobank, Credit Suisse, Bright Cook & Co. Ltd, Rodskog Shipbrokers, Jshipping, and from the Classification societies, Det Norske Veritas and Germanischer Lloyd.

On May 17th a pre-naming dinner was hosted by Danaos. On the day of the Ceremony everything was ready, the vessel was decorated with flags and long rolls of



ribbon and the ceremony opened with the National Anthems of Greece and Korea. Following that, Mrs. Lee Tae Jin, cut the



hosted by the Yard followed as well as the exchange of gifts between Danaos and Hyundai Samho Heavy Industries. The



Also attending the event were the HR+T Manager, Capt. Elias Ladas, the Corporate Controller, Mr. Achilleas Tasioulas and



ribbon and broke a champagne bottle on the vessel's hull. A cocktail and lunch reception



ceremony ended with a speech given by the Sponsor.



We wish to thank Mr. Elias Rizos, Ms. Sung-Hee Lee and Mr. Stelios Markakis for their assistance in organizing the event.

Safe seas!

Chrysanthi Papagianni



# Six new giant “ladies” join the Danaos fleet!

DANAOS NEWS



(continued from page 1)

The Hyundai Together, the Hyundai Tenacity, the Hyundai Smart, the Hyundai Speed and the Hyundai Ambition built by Hyundai Samho Heavy Industries Co. Ltd, have a carrying capacity of 13,100 TEU, are 366 meters long, 48.2 meters wide and have a speed of 24.70 knots. All of them have been deployed on 12-year time charters.

The CMA CGM Melisande, built by Shanghai Jiangnan Changxing Heavy Industry has a carrying capacity of 8,530 TEU, is 335 meters long, 42.8 meters wide and has a speed of 25.80 knots.

Chrysanthi Papagianni



## Overhaul interval extended beyond 42,500h

DANAOS NEWS



'CSCL Europe'; one piston has achieved over 42,000h despite slow steaming and low oil feed

17 Feb 2012

ExxonMobil reports that its lubricant experts have been working together with engineers from Athens-based Danaos Shipping to extend a piston overhaul interval from 16,000 hours to 42,575 hours.

Trials were carried out on containership CSCL Europe's Doosan-MAN B&W 12-cylinder K98MC-C main engine, running with Mobilgard 570 cylinder oil, where an overhaul revealed that cylinder number 11 was in remarkably good condition, with a negligible liner wear rate, despite slow

steaming and low oil feed rate.

The vessel concerned is chartered to China Shipping Container Lines. Experts from Danaos Shipping and ExxonMobil systematically monitored the condition of the engine throughout the overhauling process. The results were said to be particularly significant because the containership has been slow steaming since 2009, averaging 15.6 knots with engine loads as low as 30% to 40%, and operating with a reduced cylinder oil feed rate.

Since delivery in 2004, CSCL Europe has been lubricated with Mobilgard 570, which ExxonMobil claims can reduce piston wear and deposits and extend overhaul intervals in two-stroke diesel engines. The ship is equipped with MAN Diesel & Turbo's Alpha adaptive cylinder oil control (ACC), a system that controls the dosage of cylinder oil according to the amount of sulphur entering the cylinder with the fuel. Danaos Shipping uses ExxonMobil's cylinder condition monitoring (CCM) programme to detect changes in cylinder condition so that engineers can safely reduce feed rates without increasing wear.

ExxonMobil states that the ship's engineers gradually extended the overhaul period on successive pistons in the 12-cylinder engine. Overhauling started at 16,000 hours and continued at extended intervals based on the good condition of the pistons, rings and liners. In cylinder number 11, the overhaul was done at 42,575 hours. Fuel sulphur level averaged 2.62% throughout the period. Just before cylinder number 11 was overhauled, all monitoring parameters were within normal range, based on the results of scavenge air port inspections. A graph of liner wear rate over time shows that the rate in fact fell from a high of 0.02mm/1,000h to a rate at time of overhaul that was said to be negligible. "We operate a high-quality fleet of 56 container ships with a reputation for reliability and cost-efficiency," said Danaos Shipping's technical manager Dimitrios Vastarouchas. "We have seen that Mobilgard 570 can help significantly extend piston overhaul intervals and for us the benefits of this technical achievement are financial and environmental."

Source:

<http://www.motorship.com/Danaos POP>



# China's role in our company's growth

An article by the President & CEO of Danaos Corporation published in "South China Morning Post" on June 5, 2012

The past 20 years have seen the movement of seaborne goods grow dramatically. Globalisation, increased international trade in finished and semi-finished goods and just-in-time delivery demands continue to drive developments in the international transportation of goods. As an international provider of seaborne transport services, Danaos Corporation has developed into one of the world's largest containership charter owners. Celebrating its 40th anniversary this year, Danaos is continuing to stay the course in terms of business development and is building on its international reputation as a leader in global shipping.

Established by Dimitri Coustas, an experienced shipping investor, John Coustas, his son, took over as president and CEO in 1987. Since that time the company's fleet has grown from three multipurpose vessels to 64 containerships. Today, the company is listed on the New York Stock Exchange and John Coustas is confident of the company's future.

"With Danaos' large containership fleet, we are now well established in the international shipping industry. Since the 1980s, our direct strategy has focused on our strengths and today we benefit from having a significant competitive advantage. We use the latest design innovations and have developed a reputation for safety and reliability within the industry," Dr. Coustas says.

The company's hi-tech information systems were developed by Danaos' affiliate software house; Danaos Management Consultants, a recognised world leader in information technology solutions for shipping applications.

Danaos' ability to exploit market opportunities during periods of reduced demand and prices has led to profitable growth throughout the shipping cycle. Danaos has continuously chartered vessels to Maersk, CMA-CGM, Yang Ming, Hanjin, ZIM, MSC, SCI and Hyundai Merchant Marine, and to China Shipping Group and TS Lines.

With two new orders to be delivered this month, the fleet is expected to comprise of 64 containerships, placing the company among the world's top 10 containership charter owners.

Danaos has developed strong ties with China and the region. The company, over the course of the last year, has taken delivery of five, 8,530 TEU, containerships built at Shanghai Jiangnan Changxing Heavy Industry. These post panamax vessels are the largest containerships ever built in China. This symbolises Danaos' commitment to strengthening its ties with China while continuing to forge ahead within the global shipping industry.

"China continues to play an important role in our company from a shipbuilding, chartering and financing point of view. As China continues to develop as a competitive shipbuilding nation, we would like our co-operation with them to extend to building new designs which are eco-friendly and geared towards Green shipping,"

Dr. Coustas says.

**danaos**

## HELMEPA's Conference at Posidonia 2012 on State-of-the-Art Environmental Shipping

The extent to which current available technological and operational means can sustain an environmentally friendly shipping industry was explored at HELMEPA's Conference on State-of-the-Art Environmental Ship Design and Operation. Marking the Association's 30th Anniversary, this conference was organized to further spread the voluntary spirit of HELMEPA towards pollution prevention and safety at sea in the face of technological advancements.



**HELMEPA**

operation.

The main programme of the conference included presentations by Mr. Tor Svensen, DNV President Maritime, Oil & Gas, Prof. Harilaos Psaraftis from the National Technical University of Athens, Mr. Patrick Janssens, ABS Vice President LNG, Mr. Sun Bin Yim, SAMSUNG Heavy Industry, Naval Architecture, Assistant Manager and Member of the Project Planning Team, and Mr. Dimitris Vastarouhas, Technical Director and Deputy Chief Operation Officer of DANAOS Shipping.

The above experts presented key topics relevant to major environmental challenges confronting shipping today including ballast water treatment and exhaust gas emissions, while the issue of ship energy efficiency was given various dimensions ranging from innovative ship design, use of alternative propulsion fuels predominantly liquefied natural gas (LNG) and a series of promising operational measures such as slow steaming, engine optimization and propeller efficiency improvement.

The Secretary General of the Ministry of Development, Competitiveness and Shipping of Greece, N. Litinas, congratulated HELMEPA on its enduring role in promoting environmental awareness. This successful event was an opportunity for over 150 participants to grasp the complexities of environmental regulations and possible solutions for greener shipping.

Welcoming all those present, the Chairman of HELMEPA's Board of Directors, Dr. John Coustas, set the scene for the co-existence of an ever-progressive innovative shipping fleet with a protected marine environment by referring to the HELMEPA founders' precursory vision for the raising of environmental consciousness among seafarers and shipowners alike.

The Director General of HELMEPA, Mr. Dimitris Mitsatsos, in turn presented the evolution of HELMEPA through the Association's achievements over its 30 years in



From left to right Mr. S. B. Yim, Mr. P. Janssens, Dr. J. Coustas, Mr. D. Vastarouhas, Ms C. Prekezes HELMEPA's Executive Coordinator and Conference Coordinator



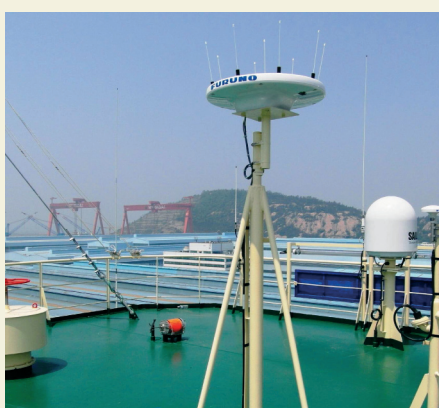
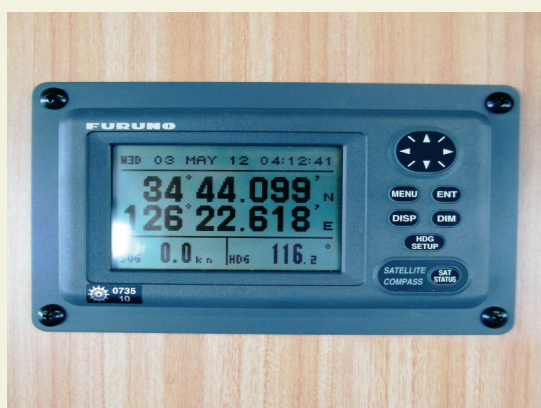
Piraeus 07 May, 2012

Dear All,

Please note that the first installation of Satellite Compass is completed on S458 (Hyundai Smart) with satisfactory results. Mentioned Compass operated by using 3 DGPS antennas with out any maintenance cost as is maintenance free. Additional to maker approval we have authorized from Liberia DNV & GL administration offices whenever any problem occurs on Main Gyro Compass the Vessel can operate with them and in this case it's not required to grant any exception. Will follow the installation on the other four Vessels.

Best Regards

Filippos Theodorou  
Electrical Manager



# Danaos to install broadband system on all its vessels

D A N A O S N E W S

Vizada and its partner SRH Marine Electronics have signed a 24-month agreement with Danaos Shipping Co. Ltd to equip the company's fleet of 63 vessels with a broadband communications system.

The agreement includes the provision of 1 GB of connectivity to the fleet over Inmarsat FleetBroadband terminals, to be managed via Vizada's XChange and Crew PC services.

SRH will provide the Thrane & Thrane Sailor FleetBroadband terminals, while Vizada will provide its XChange platform, a piece of hardware installed onboard offering a user interface that will allow Danaos IT managers or Captains to choose settings and configurations to make the best use of the FleetBroadband connectivity.

The XChange system also includes web compression and filtering capabilities, and optimises connectivity switching features.

The Crew PC system which will also be installed onboard the vessels is a computer that comes preconfigured to match the communication needs of the Danaos crew.

This will include elements such as web browsing and options for chatting with loved ones ashore.

"In this difficult period, having a reliable cost effective solution onboard is vital for our business. As the IT manager of Danaos, I know that reliable ship-shore connectivity is the key for effective operations and crew well-being," said Vassilis Fotinias, IT manager, Danaos.

## External Audits

We are pleased to advise that the following vessels under our management have successfully passed 3rd-party ISM/ISPS audits for the period October- December, 2011 and January – April 2012:

Vessel	Port	Non Conformity	Observation
MESSOLOGI	New York	-	3
CMA CGM ATTILA	Hong Kong	-	-
HENRY	Durban	-	2
MYTILINI	La Spezia	-	2
KOMODO	Ambarli	-	-
ZIM MONACO	Shanghai	-	-
CMA CGM BIANCA	Qingdao	-	-
ZIM SAO PAULO	Singapore	1	3
ZIM KINGSTON	Novorossiysk	-	1
CMA CGM TANCREDI	Hong Kong	-	-

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

The below vessel has successfully undergone a 3rd-party ISO 14001 audit:

Vessel	Port	Non Conformity	Observation
ZIM LUANDA	Genoa	-	-

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

Source:

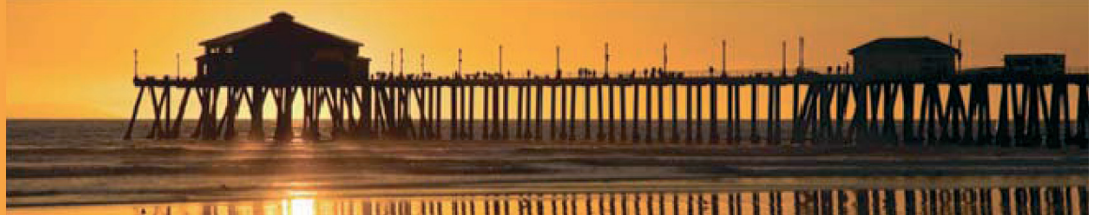
<http://www.thedigitalship.com/conferences/2006/displaynews.asp?NewsID=2148>



# Global success of DANAOS' Companies

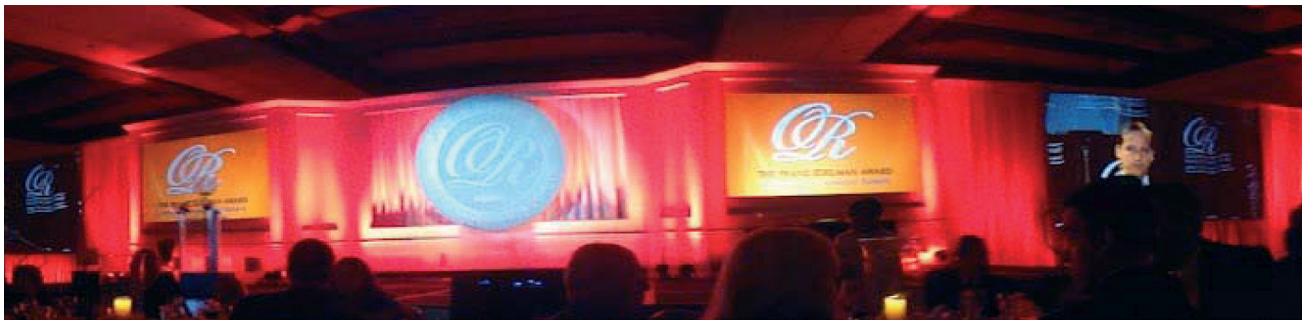
DANAOS NEWS

INFORMS CONFERENCE ON  
**BUSINESS ANALYTICS &  
OPERATIONS RESEARCH**  
*Applying Science to the Art of Business*



In the "Business analytics & operations research 2012 conference" in Huntington Beach/CA , INFORMS (The Institute for Operation Research and the Management Sciences) presented the "FRANZ EDELMAN FINALIST AWARD 2012" for achievement in the practice of operation research and the Management sciences to **Danaos Corporation** in recognition of the outstanding work "ORISMA: Operation research in Ship Management" .

After the presentation, the award, the highest distinction in operation research, was received by **Dr J. Coustas**. At the same time Takis Varelas and Sofia Archontaki received the prestigious Franz Edelman award academy on behalf of **Danaos Shipping** and **Danaos Management** accordingly.



For first time in the 40-years Edelman award history Greek companies achieve to be members of the prestigious Edelman academy.

E. Chatzis and E. Politi presented the ORISMA on behalf of Danaos Corporation and Danaos Shipping.

The authors: T. Varelas, S. Archontaki, I. Dimotikalis, I. Lazakis and O. Varelas were honored as Franz Edelman laureates: class 2012 as well.

## Meet a member of our Board of Directors



Mr. Myles R. Itkin has been a member of our Board of Directors since October 2006.

Mr. Itkin is Chairman of the Audit Committee and a Member of the Nomination and Governance Committee. Mr. Itkin now serves as Executive Vice President, Chief Financial Officer and Treasurer of Overseas Shipholding Group.

Prior to joining OSG, Mr. Itkin was employed by Alliance Capital Management L.P. as Senior vice President of Finance and, before that, by Northwest Airlines, Inc. as Vice President of Finance, directing financing, financial restructuring, and merger - acquisition and divestiture activities.

Mr. Itkin holds a Bachelor of Arts degree from Cornell University and a Master of Business Administration degree from New York University. Mr. Itkin is also a Member of the Board of Directors of the U.K. P&I Club.

Chrysanthi Papagianni



# Everything you need to know about Tsunamis

ARTICLE

## Tsunami (soo-NAH-mee)

Tsunamis (Japanese translation “harbor wave”) are waves with a great distance between crests, and are caused by any widespread, sudden movement of large volumes of water. The tsunami grows tall as the ocean shallows, such as in a harbor. In ancient Japan, the people often witnessed the wave rise directly out of the harbor and coined the term tsunami. Tsunamis are most prevalent in the Pacific Ocean, but are known to occur in all ocean basins.

## Tsunami Characteristics

A tsunami is a series of travelling ocean waves which are several hundred kilometres' in length, five to 60 minutes between crests, and can endanger coastlines for +25 hours. Often generated by large earthquakes in oceanic coastal regions, the rupture displaces the entire water column extending from the sea floor to the surface.

As the tsunami crosses the deep ocean, its length from crest to crest may be a hundred miles or more; height from trough to crest of only a few feet or less. It is not normally

noticed aboard ships in deep water, nor seen from the air. Tsunami speed is proportional to water depth; in deep water it exceeds 500 mph.

When a tsunami enters shallow water, its velocity diminishes as wave height increases. It is in these shallow waters that tsunamis become a threat to life and property, for they impact like a fast rising flood striking with devastating force. Rarely, they build up into a vertical wall of water or bore. Associated currents reaching up to 30 knots (26 mph) are one of the most destructive aspects.

Tsunami scientists are making great strides towards wave height prediction. New mathematical models in conjunction with sea level data allow Warning Centers to estimate approximate wave heights prior to arrival, thus assisting coastal communities to prepare.

## Tsunami Safety

⚠️ A strong earthquake felt in a low-lying coastal area is a natural warning of possible, immediate danger. Keep calm and quickly

move to higher ground away from the coast.

⚠️ All large earthquakes do not cause tsunamis, but many do. If the quake is located near or directly under the ocean, the probability of a tsunami increases. When you hear that an earthquake has occurred in the ocean or coastline regions, prepare for a tsunami emergency.

⚠️ Tsunamis can occur at any time, day or night. They can travel up rivers and streams that lead to the ocean.

⚠️ A tsunami is not a single wave, but a series of waves. Do not relax unless you are notified officially that the tsunami warning is over.

⚠️ Approaching tsunamis are sometimes heralded by noticeable rise or fall of coastal waters. This is nature's tsunami warning and should be heeded.

⚠️ Approaching large tsunamis are usually accompanied by a loud roar that sounds like a train or aircraft. If a tsunami arrives at night when you can not see the ocean, this is also nature's tsunami warning and should be heeded.

⚠️ A small tsunami at one beach can be a giant a few miles away. Do not let modest size of one make you lose respect for all.

⚠️ Sooner or later, tsunamis visit every coastline in the Pacific. All tsunamis - like hurricanes - are potentially dangerous even though they may not damage every coastline they strike.

⚠️ Never go down to the beach to watch for a tsunami! WHEN YOU CAN SEE THE WAVE YOU ARE TOO CLOSE TO ESCAPE. Tsunamis can move faster than a person can run!

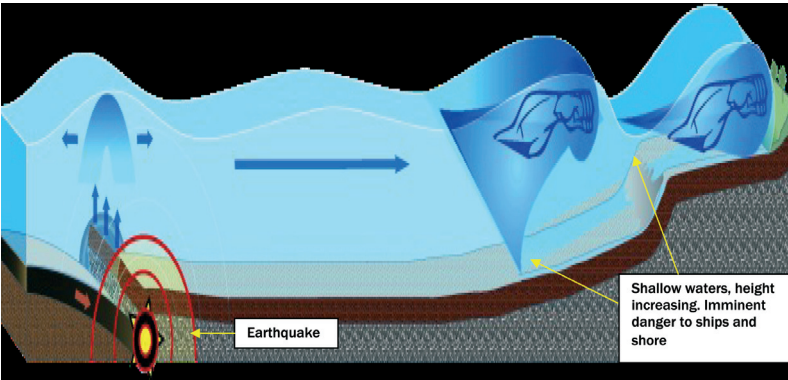
⚠️ Homes and other buildings located in low lying coastal areas are not safe. Do NOT stay in such buildings if there is a tsunami warning.

⚠️ The upper floors of high, multi-story, reinforced concrete hotels can provide refuge if there is no time to quickly move inland or to higher ground.

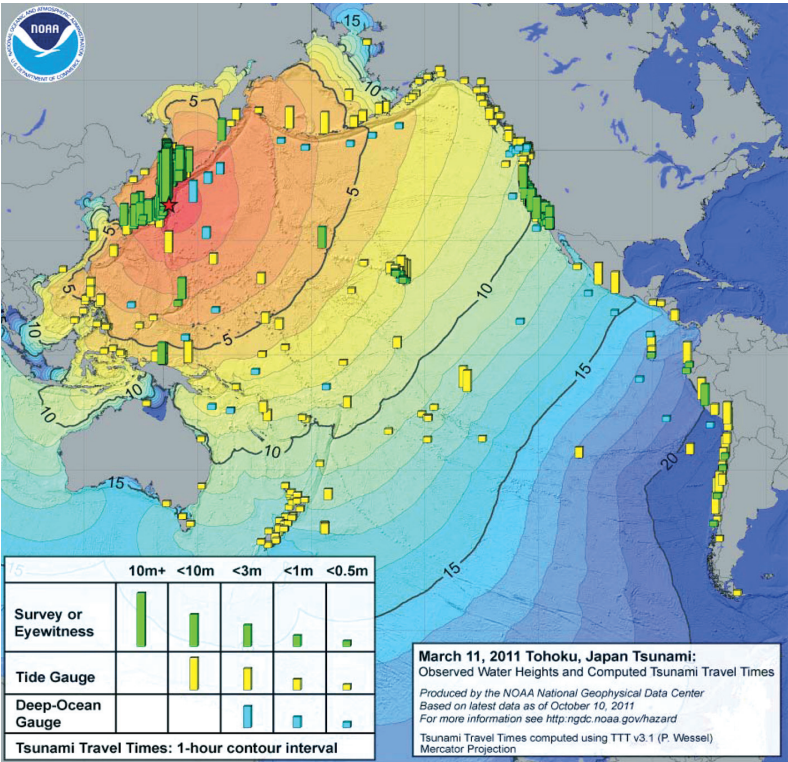
⚠️ If you are on a boat or ship and there is time, move your vessel to deeper water (at least 100 fathoms). If it is the case that there is concurrent severe weather, it may safer to leave the boat at the pier and physically move to higher ground.

⚠️ Damaging wave activity and unpredictable currents can effect harbor conditions for a period of time after the tsunami's initial impact. Be sure conditions are safe before you return your boat or ship to the harbor.

Typical Tsunami Wave development



Actual Japan 2011 Tsunami Travelling & Wave development



SQE Dept.

Source: <http://www.tsunami.noaa.gov/>



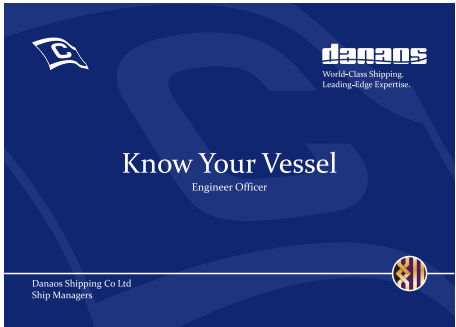
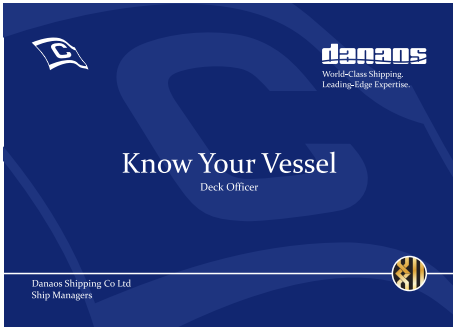
# “KNOW YOUR VESSEL” (KYV)

In March 2012 we were very happy to release Danaos' new project “KNOW YOUR VESSEL” (KYV) being the result of hard effort & cooperation amongst Danaos Shipping's associated departments (HR+T, Tech, Ops, SQE).

The purpose is to assist our Officers to make sure of their knowledge on Container ships – this knowledge is hence verified by company's representative. KYV also fulfils the new requirement of STCW about “Training Onboard”.

KYV gives particular emphasis to the following ranks:

- **Senior and Junior Deck & Engine Officers**,  
especially new junior officers
- **Existing Junior Officers aspiring** for Senior officer positions
- **Newly promoted Officers** or
- **Officers** which are **new** to the company



However, all Officers onboard, besides the Master and the Chief Engineer, will have to pass the relevant training & testing process eventually.

Upon completion of the training onboard, a Computer Based Assessment (CBA) test must be carried out (mandatory) for the relevant rank, upon successful completion of which (at least 70%) a CBA Attestation is issued. The candidate can take the assessment up to two more times during one embarkation contract, if he/she is not successful on their first attempt.

During the training period however, the trainee/candidate is free to run the “Self-Evaluation Test” (voluntary trial test) as many times as he/she wishes – a relevant “Self Training Tests” CD is attached to the KYV Training Record Book that the candidate gets prior to the commencement of the training process.

Upon successful completion of the CBA testing process, the candidate must take the test again, in the presence of the Company's Representative during his/her scheduled attendance onboard, in order to verify in situ the successful results.

Verification Records and CBA Attestations will be retained onboard (originals) and at the company's files of HR+T dept. (copies) for audit purposes and for re-assessment purposes.

“Know Your Vessel” Statistics Until now...	
Trained and Certified	175
Vessels "in progress"	47

K. A. Vassilopoulou  
HR+T Dept.

## Danaos Korea – 2012 New Year's Party

On January 25th, our employees at the Danaos Korea Branch, together with their families, had “A New Year's Party” in Pusan at a restaurant named “The Party”. Mr. Markakis, the Danaos Overseas Manager in a short pre-dinner speech, expressed his gratitude to all employees for their efforts and round the clock hard work. He highlighted the difficulties of the previous year and that their support toward the head office is very essential.

Mr. Markakis also shared his thoughts on the future outlook of the Danaos Korea Branch. A large buffet with a variety of food, (mostly Asian and fusion cuisine) graced the restaurant and whilst savoring the Eastern delicacies, the Danaos Korea team and their families continued their friendly banter and never stopped exchanging thoughts and ideas, trying their best though to avoid “work talk”.

This gathering not only helped strengthen the existing bond between the members of the Danaos Korea team but also helped provide their families with some insight on what it means to be a part of the Danaos family.

We hope that everybody had a good time and we would like to warmly thank everyone for the great party.

Danaos Korea Branch Office Staff, the day of the party:

- Mr. Stelios Markakis: Danaos Overseas Manager
- Mr. Young Han, Cho: Machinery Supervisor/ presently in Samho S456s
- Mr. Jae Myung, Cha(Kyros): Electrical Supervisor / presently in Samho S456s
- Mr. Hee Man, Yang: Machinery Engineer
- Mr. Tae Hun, Kim: Machinery Engineer
- Mr. Jae Yong, Ji: Machinery Engineer
- Ms. Mi Suk, Woo: Secretary





The "Posidonia exhibition" is an International Shipping Exhibition, with participating companies from all sectors of the shipping industry and has been held in Greece since 1969. For over forty years the Posidonia Exhibition has celebrated and reflected the power, influence and skills of Greek shipping globally.

For five days in June 2012 the Greek market with its unique mix of serious business and legendary hospitality has welcomed leaders of the world's shipping industries and administrations.



Old and new Exhibitors found a greater level of promotional opportunities to display their latest technologies and services at this new Venue. The ship owners were looking for the best qualified products and systems to support their aims and ambitions for the next decade.

## Danaos Group of Companies ...

The Danaos Group with its participation this year through stand 2205, managed to navigate all guests through the "state of the art" Danaos Shipmanagent System.

The following new products and services were presented amongst others:

- Danaos Rule Compliance module aiming to remove the pressure of your executives and officers to meet statutory and corporate requirements.

- Danaos Web Enterprise Edition.
- Advanced solutions for Ship Energy Efficiency Management Planning and rest hours.
- Optimal Routing aiming to improve vessel utilisation and minimise bunker consumption and emission for the environment.
- The most complete range of maritime software covering all departments of a shipping company, i.e. accounting, supply, technical, operations, chartering, quality, etc.

The Posidonia exhibition can be referred to as the global marketplace for ship builders, suppliers of ships' equipment and shipping-related services, capturing the attention of technical and commercial executives from Greek and international companies in its busy exhibition halls.

This year the following countries represented at Posidonia:

Argentina, Australia, Austria, Bahamas, Bahrain, Bangladesh, Belgium, Belize, Brazil, British Virgin Islands, Bulgaria, Canada, Cayman Islands, Chile, China, Colombia, Croatia, Cyprus, Denmark, Dominican Republic, Estonia, F.Y.R.O.M., Finland, France, Germany, Ghana, Gibraltar, Greece, Hong Kong SAR, Iceland, India, Indonesia, Ireland, Isle of Man, Israel, Italy, Ivory Coast, Japan, Kenya, Kiribati, Republic of Korea, Kuwait, Latvia, Liberia, Liechtenstein, Lithuania, Malaysia, Malta, Marshall Islands, Mauritius, Mexico, Montenegro, Morocco, Netherlands Antilles, The Netherlands, New Zealand, Nigeria, Norway, Oman, Panama, Peru, Philippines, Poland, Portugal, Qatar,



Romania, Russia, Senegal, Serbia, Singapore, South Africa, Spain, Sweden, Switzerland, Taiwan, Thailand, Trinidad and Tobago, Tunisia, Turkey, Ukraine, United Arab Emirates, United Kingdom, Uruguay, USA, Vietnam.

Participating in Posidonia's highly popular sports events was the perfect start to the bustle of the show, providing great networking opportunities.

**The Posidonia Cup** yacht race provided an exciting launch to the Posidonia week. Organised by Posidonia Exhibitions in association with the Hellenic Offshore Racing Club, this was the sixth year of the event, once again exclusively sponsored by Lloyd's Register.

The five-a-side **Posidonia Shipsoccer Tournament** was hugely popular at Posidonia 2010, with 16 international teams competing in front of an enthusiastic crowd at the spectacular Karaiskakis Stadium. 2012 was the third year of this competition.

## Posidonia Sailing Cup - Danaos rides with the wind...

DANAOS NEWS

The Danaos Piraeus team, set sail again this year, competing in the 2012 Posidonia Sailing Cup. With high spirits, on June 1st, our team departed from the Mikrolimano dock onboard the Andromeda. It was a race against time but with Capt. Elias Ladas as the skipper and with our team showing true Danaos determination, we managed to overcome the triangle surrounding the Saronic Gulf and sail across the finishing line in 9th place. Congratulations to the TEAM!

*Dimitra Kyriakouli  
Member of the Danaos Sailing team*





# Interview with Danaos' Legal Director

I N T E R V I E W

## **What made you choose the legal profession and shipping orientation?**

I have always nourished a deep attraction for the sea which comes from my parents' side. My mother's roots are from the island of Zakynthos in the Ionian Sea, whilst my father's origin is from Thessaloniki and Constantinople. My father was a dynamic merchant with entrepreneurial activities in the automobile industry, whilst my great uncle was a Professor of Law at the Athens Law School. The combination of sea-trade and law science inspired me to study shipping law and become a lawyer specializing in Maritime Law, whilst I also combined this with studies in Industrial and Intellectual Property Law, European Union Law and Marine Insurance Law, all of which I perused during my UK post-graduate law studies at the University of London and following my graduation from Athens Law School. Shipping Law is my passion and I find it fascinating to provide my legal services to pioneering conglomerates, like our Danaos Company.

## **Which are the main drives of your commitment to the shipping industry?**

I have been in this industry for 24 consecutive years, since my graduation in London. The first words that I was told when I joined the industry by my recruiting mentor, Mr. John Goulandris (the then Chairman of the External Affairs Committee of the Union of Greek Shipowners), were that "you will never have a dull moment!". And how true were his words... I have enjoyed the extended experience that I have accumulated working in shipping, the challenging legal cases, the finite deadlines, the handling of complicated claims and during same I have come across all sorts of difficulties, but with the issues never being repetitive or routine in any respect. Each legal case has its own beauty, each claim has its own complexity and that is the fascinating thing about shipping. Great minds and spirits work together for a thriving business, which offers all of us, whether onboard or onshore, enormous job satisfaction, pride and vision for transportation of goods by sea (as is the plain term of shipping trade in the last 300 years and as used as a common terminology) from one part of the world to

the other. Can one ask for more excitement in his/her profession? I think not.

## **How do you combine work and family time-wise and given the amount of affairs handled by the legal and insurance/claims department of Danaos?**

I have always been committed to combine work with family. After having allowed around 5 years to establish myself in the industry as a legal professional, I embarked on a parallel effort to raise a family. I have had my two children simultaneously whilst holding managerial positions for shipmanagement



Mrs. Zoe Lappa-Papamattheou

companies, never stopped working more than a couple of weeks on my own initiative, but I have always been exerting every effort to give my family quality rather than quantity time. Needless to say that subject to no work emergencies, the weekends have always been fully devoted to my family so as to make-up for the lack of time during the working week. Such methodology has worked perfectly so far, with my children now being 18 and 13, both with strong personalities but mostly built-in with values and moral codes. Especially in the course of the last 10 years I have been with Danaos, I was blessed to have found a second family that supports me in every respect, so as to beautifully balance work and family life, which has contributed to satisfactory results in both fields.

## **What would you advise young people who wish to join the shipping industry?**

To love what they do. There is no chance of someone succeeding in this industry unless they carry a genuine love for shipping, sea and trade. They must be committed to a 24/7 service, especially if they chose the container segment, be

prepared to tackle complex issues in an international environment but the rewards are greater than the efforts, and this is for certain. They shall meet and become friends with people around the globe, shall come across challenges of extremely interesting complexity and shall, most of all, enjoy solid monetary conditions with a flair of diversification, multi-culture and international aura. Sea commerce is a fascinating field to work-in, filled with excitement and multi-tasking activities but it is definitely destined for people with love for the sea, vision for creativity and commitment to excellence.

## **What do you anticipate will be the challenges for the future?**

I believe that ship-design will evolve to levels we could not imagine some years ago, be focused to create fuel-saving and environmental-friendly carrying units, set to be providing a safer and healthier mean of transportation of goods, beautiful to see and easier to navigate, with technology enabling the electronic systems to enhance data preservation on board but with the human factor always playing the most important role. Our seafarers will adapt within their given commitment to modern sophisticated conditions but always subject to their internal strength, abilities and courage playing the major contributory role to the navigation and management of the ships. Port facilities will expand to allow the bigger vessels to call at them and alternative routings to given ones, like Panama and Suez, shall be explored, in order for the shipping community to provide an exhaust valve for the heavy traffic. Carriage of goods by sea has always been and shall always be the safer, faster and prettier (if I may say...) mean of transportation of large volumes of commodities worldwide.

## **Thank you for your time.**

I thank you for the opportunity to express my thoughts.



# Environmental awareness can save our earth's future

ARTICLE

Approximately 50,000 merchant ships sail the world's oceans today, transporting everything from food and fuel to construction materials, chemicals, and household items.

In 2003, around 6.1 billion tonnes of cargo was transported by sea, covering a collective distance of over 6 million kilometers.

After one decade almost 90% of all trade between countries is carried by ships. The interface of ships with the marine and air environments can lead to their potential pollution in the following ways:

From the release of oil and chemicals through accidental spills and operational discharges, transfer of invasive alien species through ballast water and on ship hulls, release of biocides from toxic chemicals used in antifouling paints, dumping of waste such as garbage and sewage, air pollution through the emission of sulphur dioxide, nitrogen oxides, and carbon dioxide and physical and other damage through the dropping of anchors, noise and wave disturbances, striking of whales and other marine mammals. Sub-standard ships and poor shipping practices are leading to massive marine pollution and damage; this though cannot solely be attributed to the Shipping Industry!

With more than half the world's population now living within 100 kilometres off the coast, it's not surprising that man made activities are taking their toll. The negative impact humans are having on the environment has increased along with the rapid growth in population, substantial developments in technology and significant changes in land use, excessive fishing, land and water pollution, air pollution and mutated species are affecting sea life, ocean acidification and causing climatic changes.



But how does that affect our life on Earth?

## Coral bleaching

One of the most visually dramatic effects of climate change is coral bleaching, a stress response caused by high water temperatures that can lead to coral death.

## Moving homes?

As the oceans warm, the location of the ideal water temperature may shift for many species.

## Altered Behaves lifestyles

Rising temperatures can directly affect the metabolism, life cycle, and behaviour of marine species.

## Rising sea levels

Global sea levels may rise by as much as 69cm during the next 100 years due to melting of glaciers and polar ice, and thermal expansion of warmer water.



## Stormy weather phenomena

Most scientists believe that global warming will herald a new era of extreme and unpredictable weather...

Hurricanes in the Caribbean and the United States. Extensive droughts in eastern Africa, Australia, southern Europe and parts of China and India.

Uncontrollable floods in many parts of the world, sometimes preceded by a long drought. The impacts of a warming world are scary enough when considered one by one. The view becomes much worse when one looks at them together. Unpredictable weather makes it very hard for farmers to plan from month to month and year to year.

## Heat waves

Cities like Athens, Chicago, Adelaide, Milan, New Delhi and Paris have sweltered under heat waves.

## Droughts

Extreme droughts have become regular features. Prolonged drought in Australia has

continued for years with very few interruptions, and recent droughts in the Amazon, the United States and southern and western Africa have made life extremely hard for people and wildlife.

## Floods

Major floods that used to happen only once in 100 years now take place every 10 or 20 years. Flooding can be disastrous. Houses can be destroyed, lives can be ruined, and wildlife threatened. Major flooding in the Philippines, and Pakistan demonstrate the toll that such events can have on people's lives.

## Tropical Cyclones/Hurricanes

Rising sea levels means that tropical cyclones and other extreme storms could result in much greater storm surges that will destroy coastal communities and ecosystems.

## Gulf stream

An increase in global temperatures and precipitation could add a lot more freshwater to the North Atlantic as glacial melt water flows into the ocean. Similar to events after the last ice age (10,000 years) this could again stop the Gulf Stream and drop temperatures in Europe by around 5 degrees C.

## El Niño and climate change

El Niño events have in recent years increased in frequency and are often not interrupted by La Niña events (the opposite of this particular climatic seesaw).

The Shipping Industry recognizes environmental protection as one of its highest priorities and that every effort should be made to conserve and protect the environment from marine, atmospheric and other forms of pollution

What about You?

Sources:  
[www.shipbusiness.com](http://www.shipbusiness.com)  
[www.wwf.org](http://www.wwf.org)  
[www.helmepa.gr](http://www.helmepa.gr)

## New arrivals at Danaos

We welcomed:

- Ms. Eleni Charalampi  
Accounting Assistant
- Ms. Myrto Livadioti  
Crew Long-Term Planner
- Ms. Georgia Pazarakioti  
Technical Coordinator



# A taste of Russia

## The Church of the Resurrection of Jesus Christ

ARTICLE

“The Church is prominently situated along the Griboedov Canal. The embankment at that point runs along either side of a canal. On March 13, 1881 (Julian date: March 1), as Tsar Alexander's carriage passed along the embankment, a grenade thrown by an anarchist conspirator exploded. The tsar, shaken but unhurt, got out of the carriage and started to remonstrate with the presumed culprit. A second conspirator took the chance to throw another bomb, killing himself and mortally wounding the tsar. The tsar, bleeding heavily, was taken back to the Winter Palace where he died a few hours later.

Its construction began in 1883 under Alexander III, as a memorial to his father, Alexander II. Work progressed slowly and was finally completed during the reign of Nicholas II in 1907. Funding was provided by the Imperial family with the support of many private donors.

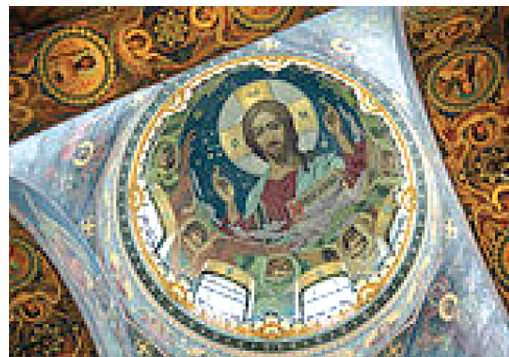
A temporary shrine was erected on the site of the attack while the project for a more permanent memorial was undertaken. It was decided that the section of the street where the assassination had taken place was to be enclosed within the walls of a church. The embankment was therefore extended out into the canal to allow the shrine to fit comfortably within the building and to provide space on the exterior wall for a memorial marking the spot where the assassination took place. Inside, an elaborate shrine was constructed on the exact place of Alexander's death, garnished with topaz, lazurite and other semi-precious stones. Amid such rich decoration,

the simple cobblestones on which the tsar's blood was spilled and which are exposed in the floor of the shrine provide a striking contrast

### Architecture

Architecturally, the Cathedral differs from St. Petersburg's other structures. The city's architecture is predominantly Baroque and Neoclassical, but the Savior on Blood harks back to medieval Russian architecture in the spirit of romantic nationalism. It intentionally resembles the 17th-century Yaroslavl churches and the celebrated St. Basil's Cathedral in Moscow.

The Church contains over 7500 square metres of mosaics—according to its restorers, more than any other church in the world. This record may be surpassed by the Cathedral Basilica of St. Louis, which houses 7700 square meters of mosaics. The interior was designed by some of the most celebrated Russian artists of the



day—including Viktor Vasnetsov, Mikhail Nesterov and Mikhail Vrubel — but the church's chief architect, Alfred Alexandrovich Parland, was relatively little-known (born in St. Petersburg in 1842 in a Baltic-German Lutheran family). Perhaps not surprisingly, the Church's construction ran well over budget, having been estimated at 3.6 million roubles but ending up costing over 4.6 million. The walls and ceilings inside the Church are completely covered in intricately detailed mosaics — the main pictures being biblical scenes or figures — but with very fine patterned borders setting off each picture.

### Russian Revolution of 1917

In the aftermath of the Russian Revolution, the church was ransacked and looted, badly damaging its interior. The Soviet government closed the church in the early 1930s. During the Second World War when many people were starving due to the Siege



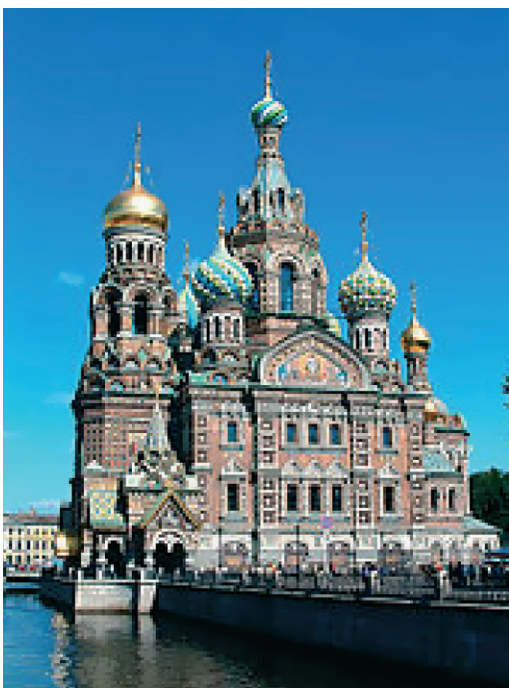
of Leningrad by Nazi German military forces, the church was used as a temporary morgue for those who died in combat and from starvation and illness. The church suffered significant damage. After the war, it was used as a warehouse for vegetables, leading to the sardonic name of Saviour on Potatoes.

### Modern times

In July 1970, management of the Church passed to Saint Isaac's Cathedral (then used as a highly profitable museum) and proceeds from the Cathedral were funneled back into restoring the Church. It was reopened in August 1997, after 27 years of restoration, but has not been reconsecrated and does not function as a full-time place of worship; it is a Museum of Mosaics. Even before the Revolution it never functioned as a public place of worship; having been dedicated exclusively to the memory of the assassinated tsar, the only services were panikhidas (memorial services). The Church is now one of the main tourist attractions in St. Petersburg”.

Source:

[http://en.wikipedia.org/wiki/Church\\_of\\_the\\_Savior\\_on\\_Blood](http://en.wikipedia.org/wiki/Church_of_the_Savior_on_Blood)





# Know your staff...!

## DANAOS UKRAINE

In this issue we go behind the scenes at our Danaos Ukraine offices in Odessa and Mariupol, to introduce you to the staff members that work hard on a daily basis to maintain the high standards of both offices and help welcome each seafarer to the Danaos family.



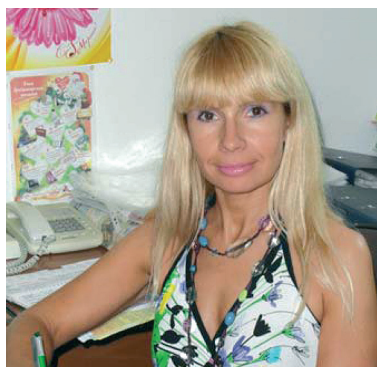
**Capt. Georgios Oikonomou**  
Greek Representative



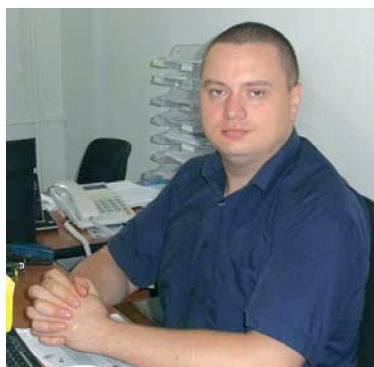
**Capt. Pastushenko Valeriy**  
Director



**Capt. Parkhomenko Sergiy**  
Training Officer



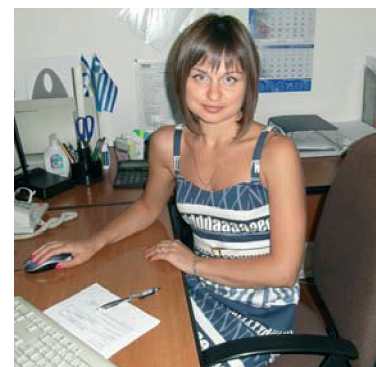
**Novikova Olesya**  
Chief Accountant



**Sergov Yuriy**  
Crewing Supervisor



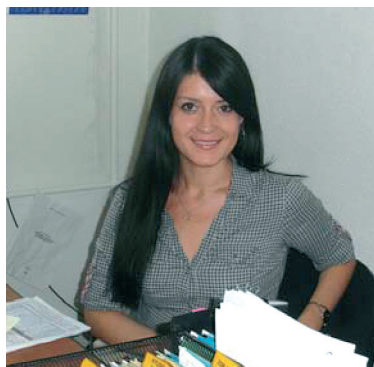
**Golovko Nataliya**  
Administrator



**Lebed Ekaterina**  
Assistant Accountant



**Loyko Olga**  
Secretary



**Oleynik Anna**  
Assistant Crewing Supervisor



**Kosyuga Inna**  
Secretary



**Kosyuga Lyudmila**  
Cleaner

## MARIUPOL



**Pinchuk Elena**  
Director of Separate Dept.



**Gontareva Anna**  
Administrator



**Kravets Ekaterina**  
Secretary



**Chekmak Victoriya**  
Secretary

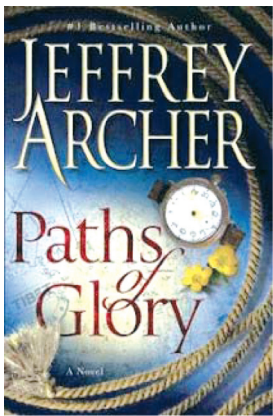


Dear Colleagues,

In this issue I recommend that you read the book "Paths of Glory" by Jeffrey Archer, which is based on a true story.

It is the story of George Mallory, a brave man and an inspired mountaineer (18 June 1886 – 8/9 June 1924), who took part in the first three British expeditions to Mount Everest in the early 1920s and who dreadfully perished on his third attempt.

George's body was only found in 1999 and it still remains a mystery as to whether he ever reached the summit, which makes the book and the plot around it an extremely fascinating read! In fact, George was last seen only six hundred feet from the top.



Story Summary from the book:

Some individuals in their souls carry dreams and goals that are of such a magnitude, that if they were to achieve them, their place in history would be guaranteed. The weird thing is what happens if there is such an individual carrying such a dream, but the evidence of its conclusion is not sufficient to substantiate it was ever achieved in the first place?

Paths of Glory, is the story of such a case. The book runs quickly and floats around sentiments of ambition, targets, commitment and excellence combined with down-to-earth emotions of love, companionship, friendship and endurance. It is up to the reader to decide whether George Mallory's name should be added to the list of historical legends that changed the world to what we know it to be today.

There is one phrase in the book that reads: 'He loved two women and the second one killed him' the second lady being Mount Everest...

The book starts with George Mallory and how, as early as a child, his natural talent for climbing emerged from climbing the school's walls. He was then married to the love of his life, his high school sweetheart, and was blessed with two daughters and a son. After his education was concluded, he accepted a school master position but his profound passion for climbing always

followed him throughout his life, till the latter was taken away from him by his "mountain lady". The novel also refers to the horrors of World War I and how the every-day life of common people was affected by it. The frequent sporadic references to the letters the couple exchanged during George's expeditions are beautiful to read, with his wife being a proud lady and a huge supporter of George's dream to concur Everest, albeit to the detriment of his own family and despite the issue whether Mallory ever reached the top or not, still remaining a mystery and a controversy. Whilst at the end, Archer made it clear as to what he felt the truth was.

Mallory's ultimate fate was unknown for 75 years, until his body was discovered in 1999 by an expedition that had set out to search for the climbers' remains. Whether or not Mallory and Irvine (his climbing partner) ever reached the summit before they died remains a subject of speculation and continuing research.

Enjoy the book!

Kind regards  
Zoe Lappa-Papammatheou  
Legal Director

Our children are the future  
Danaos Ukraine receives award for lending a helping hand

DANAOS NEWS

The Odessa District Government Administration, together with the Ukrainian Ministry of Foreign affairs, awarded our Danaos Ukraine office for its active participation in the collection of funds for disabled children at the 1st Charity Diplomatic Christmas Fair. The ceremony took place on December 10, 2011 and was organized by the Odessa Diplomatic Club.

By Danaos Ukraine Office

DIPLOMA

IS AWARDED

COMPANY "DANAOS UKRAINE"

For active part in collection of donation funds to assist disable children taking place on the 10 December 2011 by Odessa Diplomatic Club under patronage of Odessa District Government Administration and Representative of Ministry Of Foreign Affairs of Ukraine at Odessa, at the 1st Charity Diplomatic Christmas Fair.

Director Odessa Diplomatic Club      A.S. POPOV (Signature/Stamp)





# Danaos Mini Soccer – Still 1st before the last turn...

D A N A O S N E W S



Six months ago, almost half way through the 2012 Greek Shipping Soccer league year, Danaos was in first place, with 5 wins, 1 loss and a goal average of 34–14.

The scene in the upper ranks of the League has not changed a lot since then; the “Blues”

remain the top favorite for this year's title, with +2 points from the 2011 Champion N.O.A., three matches left to go.

Whilst this article is being written, the Danaos Blues are concentrating on their strategy in order to defeat the difficult Greek Coast Guard team (PSC) in two of the most important matches of the season (one match from the second round & one match pending from the first).

The PSC players, are fighting for second place (what they truly desire though is the highly coveted first place), our task therefore will not be an easy one, but the Blues will give their best performance in order to pass without “deficiencies” and bring the trophy back to Danaos for the first time since the

commencement of the Shipping Soccer League in 2003.

Considering the recent results in the UEFA Champions League Final, it seems that 2012 will be a Blue year..!

Our warmest wishes for Safe Seas and a Happy Summer to you & your families!

*Regards from the Blues...  
The Danaos Mini Soccer Team*

*John Karatolios  
Tech Department*

## Sixty boats join Spetses’ 2nd Classic Yacht Race

A R T I C L E



Between the 21st and 24th of June 2012, some of the most renowned classic yachts and caiques in Greece raced at the 2nd Classic Yacht Race 2012 against a backdrop of the straits of the Peloponnese and Spetses island (central Greece). The gathering, organized by the Yacht Club of Greece, consisted of sixty boats, from multimillion dollar vintage yachts to sea-scouts lateen whalers. First in the vintage yachts category was the Navissa – also the oldest boat in the regatta, built in 1907.

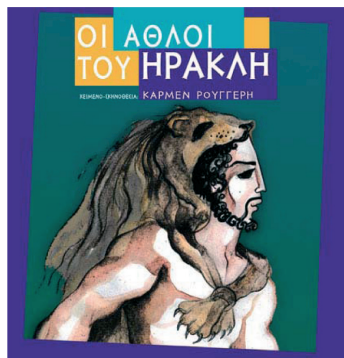
In second place came the famous Candida, the most beautiful yacht in the regatta and chasing its heels was the yawl Glara Mara. First in the lateens category was the sea-scouts boat “KYMOTHOE”. The view of all these beauties parading-racing in the foamy waters was magnificent. It was a three day spectacular dream that transferred you to another century. It was the appropriate event to honor the age old Greek Seamanship tradition!





# Danaos goes to the theatre

D A N A O S E V E N T S



The "Labours of Hercules", took place at the Carmen Rouggeri theatre on April 22, 2012. Ms. Carmen Rouggeri, a well known Greek actress and playwright, carefully adapted, Peisander's epic poem to a beautifully choreographed children's play.

The play was attended by employees of the Danaos office in Piraeus together with their children and enjoyed by all.



HR&T Department

# Danaos helps children learn the right way to recycle

D A N A O S N E W S

DANAOS Shipping Co. Ltd, in cooperation with the Experiential Education from the Scouts, informs and sensitizes, children from the "Hellenic Association fighting Juvenile Diabetes" and the "Hatzipaterio Institute K.A.S.P." about recycling.

On April 29, 2012, at the Scouts Experiential Education Center in Ilion, 25 children with their parents and tutors from the "Hellenic Association Fighting Juvenile Diabetes", participated in



## At the Hatzipaterio Institute:

On May 2, 2012, experienced puppeteers, in coordination with Mrs. Despoina Xasilidi, the representative of the Scouts Experiential Education Center, visited 25 children at the Hatzipaterio Institute (K.A.S.P) (Spastic Children Rehabilitation Center) and together with their capable and welcoming staff implemented part of the program

interactive activities related to "Recycling". The purpose of the program was to Enhance the children's environmental awareness and introduce them to the natural resources utilized by them during their daily activities.

The children, parents and coordinators from all agencies (S.E.P., PEAND, and DANAOS), felt exhilarated after the beautiful experience they had and from the useful information they learned during the program.



adapted to the specificities of the children at the Institute.

The children's pleasant smiles and great willingness for participation will forever remain in the hearts of all who were there that day.

HR&T Department

# Danaos helps... lift some weights!

D A N A O S N E W S

After many years, the spirit of the Olympic Games, returned to Tanzania, gracefully welcomed by The Zanzibar Weightlifting Association, home to the National Tanzanian Weightlifting Team. With a donation from Danaos and the strong hands of its Seafarers who volunteered to help with the renovations, the Association's gym was recently restored to its former glory. Tanzania's history with the Olympics goes back many years. In 1964, Tanzania participated with a four man team in the Athletics division but won

no medals. In 1980 during the Olympics in Moscow, the country boasted two Silver medals from Filbert Bayi 3000m steeplechase and Suleiman Bayi (Men's 5000m). At the 2008 Beijing Olympic Games, Tanzania sent an Athletics and Swimming team, no medals were won but Fabiano Joseph finished ninth in the men's 10,000m.

Capt. Stelios Petronios  
HR&T Department





# Rafting Blues...

DANAOS EVENTS



On Saturday, May 12th, 12 bustling members of the Danaos Piraeus office and their families undertook a daring task of rafting in the Evinos River (a 92km long river in Western Greece flowing into the Gulf of Patras). With brave smiles they geared up in their blue suits and yellow helmets and with true “Danaos” spirit, completed a 10 km trail from Poro's bridge to Chani Bania Bridge.



The one day excursion was highly enjoyed by all and with their feet safely on dry land; the “rafting Blues” proceeded to a nearby restaurant for a tasteful conclusion to an exciting day.



HR&T Department

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

## Randall J. Hartman / Will Shortz ©New York Times

### Across

1. More meanspirited  
6. Elvis moved his, famously  
10. Cole \_\_\_\_  
14. Now, in Spain  
15. Gaelic  
16. George W. Bush's alma mater  
17. Big name in weight loss  
19. Sound preceding crackle and pop  
20. Mornings, for short  
21. "There \_\_\_\_ the neighborhood!"  
22. Genetic anomaly  
24. Inning divisions  
25. Withered  
26. "Take my wife ... please!" comedian  
31. Lumps of Clay?  
32. Quote  
33. "I do," at the altar  
35. Chancellor von Bismarck  
36. "Hyperion" poet  
38. Baseball's Ruth  
39. Poe's "The Murders in the \_\_\_\_ Morgue"  
40. Unload, as stock  
41. Took a stab at  
42. "Big" director, 1988  
46. Sounds of pleasure  
47. Singer Redding  
48. Color of Duke Ellington's "Mood"  
51. Its slogan is "Where America's Day Begins"  
52. Little lie  
55. Medicine bottle  
56. Real-life comic played in film by Dustin Hoffman  
59. Feed the kitty  
60. "Heavens to Betsy!"

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61. Furniture polish scent  
62. Requirement  
63. Scatters, as seed  
64. Happening  
11. Glamorous actress Turner  
12. Broadway's \_\_\_\_ Jay Lerner  
13. Cried  
18. 1950's French president René  
23. Press on  
24. Cognizant of  
25. Business attire  
26. Try to get money from, slangily  
27. Cosmetician Lauder  
28. Florida citrus city  
29. Be of use to  
30. Prestigious prize  
31. Supporting  
34. Join in holy matrimony  
36. Peepers' places  
37. Shade trees  
38. Playtex products  
40. Glitch  
41. Sewing aid  
43. Caught in the act  
44. Doctors make them in hospitals  
45. Not leave  
48. \_\_\_\_ the Terrible  
49. Number dialed before two ones  
50. July 4, 1776, e.g.  
51. Chew (on)  
52. Show anger  
53. Bit of Windows dressing?  
54. Not straight  
57. Freudian topic  
58. Gun, as an engine



# The best potato salad recipe



## Ingredients

- 6 Cups of Pealed Boiled Potatoes
- 1/2 Teaspoon of Fine Ground Table Salt
- 3 Hard Boiled Eggs
- 1 Cup of Hellmann's Real Mayonnaise
- 3 Tablespoons of Tabasco Red Pepper Sauce
- 1/2 Teaspoon of Ground Black Pepper

## Directions

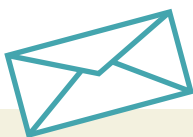
To get started please take out a large boiling pot, then fill it with water and add a pinch of table salt. Set the pot on your stove, and heat the water over high heat. Once the water reaches a full rolling boil, add in your peeled boiled potatoes. Let the potatoes cook for about twenty minutes, or until they become tender. Next drain out the water from the pot, and then cut your boiled potatoes into cubed chunks. Place the prepared potatoes into a large sealable bowl. Next boil your eggs, remove the egg shells, and then chop them up. Place the chopped eggs into the bowl containing the potatoes. Next add into the bowl the fine ground table salt, real mayonnaise, Tabasco red pepper sauce, and ground black pepper. Vigorously stir the salad until you have a nice even distribution of ingredients. Lastly place a lid on the salad bowl, and then slide the dish into the refrigerator to chill for two hours. Chilling the salad is a required step, as this will give the salad time to flavor blend. That wraps up this easy recipe, we hope that you enjoyed it.

## It was a heavy winter, so...



*Photo by M/V Zim Kingston at Novorossiysk port 27th Feb'12*

## let's have a good summer!



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