



# THE DANSHIP NEWS

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

ISSUE #4, JANUARY 2013

## Danaos Corporation is a leading international owner of containerships

Danaos Corporation is a leading international owner of containerships, chartering vessels to many of the world's largest liner companies. We currently have a fleet of 64 containerships aggregating 363,049 TEU, making us among the largest containership charter owners in the world. We charter our containerships to a geographically diverse group of liner companies, including most of the largest ones globally. Such customers include Maersk, CMA-CGM, Yang Ming, China Shipping, Hanjin, ZIM, MSC, TS Lines and Hyundai Merchant Marine Co.

*(continued on page 4)*



## Coming together



*"Coming together is a beginning  
Sharing together is a progress  
Working together is a success"*

This famous saying embraced the atmosphere of the first Danaos Managerial Conference 2012. On Friday, the 14th of December 2012, we welcomed all the Managers from our offices in Greece, Ukraine, Russia, Tanzania, and Korea. The event took place at the Company's headquarters in Piraeus.

*(continued on page 3)*





## Message from the President & CEO

Dear Colleagues,

Another New Year has arrived and another hope comes along for prosperity to return to the world. I want to be optimistic that the worst is behind us but we need to keep fighting to see the upturn.

This is the first year after a long time that we don't have any newbuildings in the pipeline. It is time for consolidation and for concentration in making our ships better, more economical and above all safer.

Danaos will always look for new opportunities and in 2013 we will need to replace some of the older vessels with new ones. It is a good time to acquire newer ships of low prices to ensure that the Danaos fleet remains young and competitive.

But above all it is Danaos members' effort that will drive us in the forefront and ensure a prosperous future for all of us.

With my best wishes  
John Coustas



## Message from the Senior Vice President & COO

We are already walking the first days of 2013. I would like to express my best wishes and Season's Greetings to all of you and to your families.

2012, was the most contradictory year in the history of our company. On the one hand, we successfully completed our titanic new building program by taking delivery of the 5x13100 TEU Hyundai vessels. On the other hand, 2012 was the worst year ever for the charter rates, in the history of the container industry and we had to cold lay up, for our own account, 7 of our older tonnage. Due to our long term charter contracts however and the solid condition of our good charterers, we have managed to go through 2012 coming out even bigger and stronger.

2013, is expected to be equally difficult or even worse than 2012. It is our intention however, during 2013, to consolidate our fleet and most importantly to consolidate the pools of our crew and provide them with full stability and security through the long term planning program that Danaos will launch and introduce within 2013.

It is our ambition, to be in a position, to program our senior crew, at least, for two specific future assignments and to give them the option to know their future vessel's assignment, at any moment, at least for 8 to 12 months going forward.

Finally, I would like to repeat once more, that it is the vision of the Management of Danaos, to not be the third or second but the Number One independent container company in the world. We can only achieve this with your full commitment and support.

I wish you again, safe seas to our crew, best of happiness and prosperity to all of you and to your families.

Iraklis Prokopakis

# Editorial

Dear Readers,

There are three factors that play an astounding role when one begins a newspaper. The first is excitement, that exhilarating rush of adrenalin that pulses through our veins when we have a new idea to publish. The second is determination; fuelled by our excitement to bring that idea to life, the third is angst, where we begin to ask ourselves, can we do this? All of these factors combined, lead us to success, which in our case was "the fourth issue of THE DANSHIP NEWS". Nearly two years ago, we began this newspaper with a vision to unite land and sea, not knowing if that vision would ever be put on paper. We started off, in a conference room on the third floor of our Piraeus office, with a handful of heads, huddled together to

combine their thoughts and ideas. After a few rough drafts (and about a hundred cups of coffee) THE DANSHIP NEWS came to life and three issues later we are still standing strong. We would like to thank our Team and all of our Readers for their support and positive feedback, without your input we would not be able to publish our fourth issue today. We hope that you continue sharing your ideas with us, aiding our quest to bring the Danaos family members closer together. We wish you all the best for this festive season, stay strong and positive in 2013 and never lose hope.

*Sincerely,  
The Editorial Team*

Issue #4, H2/ 2012

Distributed free

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# Coming together

DANAOS NEWS



(continued from page 1)

Dr. John Coustas and Mr. Iraklis Prokopakis welcomed and greeted all participants. The agenda for the day included departmental presentations; thus, each department had the opportunity to present its people, roles, and responsibilities, and its influence over the entire Company. Afterwards, there was a workshop entitled, "Leadership in Times of Crisis", which highlighted the importance of our Company's strategy and vision and how these principles should guide the daily efforts of Danaos Shipping

Co. Ltd. In the evening, a dinner took place at the Yacht Club, which is located by the seaside of Piraeus. Everyone enjoyed great food and fine wine. At the conclusion of the



dinner, Dr. Coustas honored and thanked Mr. Issa Mattar Yusuf, for his 50 years of continuous outstanding service to Danaos

Shipping Company Limited onboard and ashore, and gifted him with a plaque.

It was the first time that such an event took place and it was an eventful opportunity for all of us to meet, discuss and share our views and prospects for a better cooperation amongst the DANAOS family.

We thank everyone for attending and we look forward to next year's conference.

HR+T Department

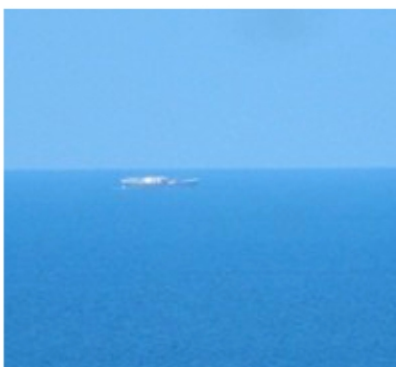


## Congratulations for Vigilance and Early Avoidance

DANAOS NEWS

On October 17, 2012, our managed vessel the "Hyundai Smart", under the command of Capt. Stylianos Piperidis, nearly experienced a piracy attack, during her passage from Spore to Suez in the Gulf of Aden and whilst transiting the International Recommended Transit Corridor. As per the Master's statement of fact, 5 fast moving boats manned with 5-6 crews each, attempted to approach our vessel. Immediately, the Master and crew reacted as per SSP and BMP 4 procedures and succeeded in escaping from probable boarding and eventual capture.

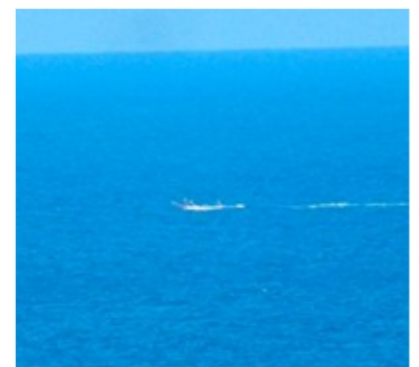
It is important to bear in mind that the identification of pirate skiffs, emphasizes the ongoing threat of piracy posed to vessels operating in the region. Furthermore, the sighting is an indication that despite low levels of piracy activity, Somali pirates remain both capable and aspirational.



Mother boat



Vessel's maneuvering



Skiffs



# Danaos Corporation is a leading inter

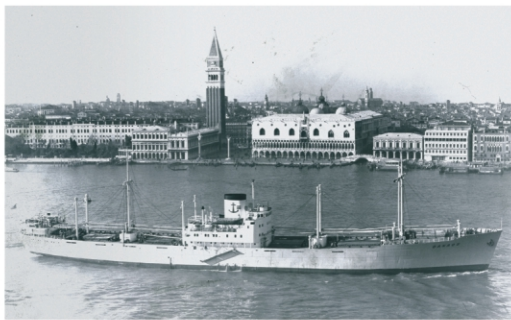
(continued from page 1)

Our containerships are deployed under multi-year, fixed-rate time charters that range from one to 18 years for vessels in our current fleet, which provides us with stable cash flows and high utilization rates.



A substantial part of our chartering operations is carried out through our Hamburg offices, while our two offices based in Ukraine assist our Crewing department with the task of globally coordinating manning of our vessels.

The Coustas family's involvement in the shipping industry began in the early 1960s, when Dimitris Coustas made his first investments in the vibrant Greek shipping sector. That period marked Greece's emergence as one of the world's maritime centers, as a number of shipping families



gained prominence in the post-World War II era. Greek shippers were to continue to dominate many of the world shipping markets through the end of the century and into the next.

By 1972, Coustas had gained nearly a decade of experience as a shipping investor. In that year, Coustas entered the shipping industry directly, founding Danaos Shipping. That company focused on providing services to the shipping market, and by 1975 had taken its first steps into the ship management sector, managing a fleet of five cargo ships. The following year, the company established a dedicated ship management company.

The Coustas family at first focused on the dry cargo market. Over the next decade,

Danaos Shipping followed the market, shifting its operations toward the management of multipurpose vessels. The company's own shipping operations remained relatively modest, with just three vessels under the company's control through the late 1980s. Yet Coustas's focus on services had by then extended to the software market. The increasing demand for onboard software capable of integrating ships' navigation and communications equipment had provided an opportunity for the Danaos group. Because the IT market had little experience in the maritime industry, shipping groups such as Danaos had been forced to develop their own software.

Danaos saw the potential for creating a dedicated maritime software company.



Joined by John Coustas, son of the founder, who had earned a bachelor's degree in marine engineering, before going on to achieve a master's in computer science and a Ph.D. in computer controls, the company founded Danaos Management Consultants in 1987. By 1988 that company had released its first program, based on the DOS operating system. The software was successful, generating a strong client base of more than 50 customers by the beginning of the 1990s. Danaos Management



Consultants also became the pioneer for the Danaos group's international operations, opening a branch office in the United Kingdom in 1992, before moving into the United States.

Danaos Management Consultants' breakthrough came with the introduction of the Windows95 operating system and the

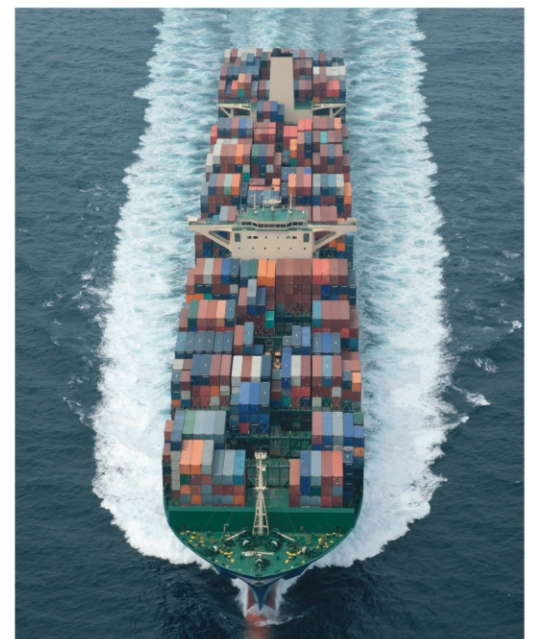
release of the company's first Windows-based software package. The launch of that program was timed to provide support for the newly enacted ISM shipping regulations, which came into effect in 1996. By making its program compatible for ISM code audit controls, Danaos Management Consultants' software quickly became indispensable throughout the shipping market, and by the end of the decade, the



company had emerged as a leader in the sector.

## Containership Specialist

Danaos Management Consultants remained just a small part of the growing Danaos shipping empire, however. In 1987, John Coustas took over as the group's chairman and CEO. The arrival of the new generation of family ownership marked the beginning of a new era of growth for the company. In particular, Coustas developed a new strategy of specializing the company's shipping operations into the



early 1990s. As a result, Danaos became one of the first in the Greek shipping industry to begin investing in the ownership of containerships. This market had been



# national owner of containerships

growing strongly over the past decade, due to major new trends in international trade. Among these was the global shift toward outsourced manufacturing, as companies in developed nations turned toward lower-wage markets to produce their goods. The result was a rapid increase in demand in the shipping market, especially in the container shipping market, which represented by far the most cost-effective means of shipping large quantities of goods over long distances.

Danaos acquired its first containership in 1984, and a second in 1987. Until 1993, however, Danaos had just three ships under



company acquired the Norasia Hamburg, built in 1989 with a TEU of nearly 4,000, as well as the YM Yantian (3,908 TEU). In that year, the company also acquired its first dry bulk vessel, named the Dimitris C. Other ships acquired through the end of the decade included the Eagle Express, the Kalamata, and MSC Noa in 1997, the Elbe, Milano, and Kimono in 1998, and the Henry in 1999. By then, Danaos had moved to regroup all of its chartering operations under a single holding company, registered in Liberia, in 1998.

Danaos launched the next major phase of its fleet buildup in 2000, when it placed orders for 12 newbuildings, for a total of more than 62,000 TEU. The first of those ships, a pair of



its control. At the time the company launched its first fleet expansion effort, focused on the acquisition of containerships, which were then placed under the management of Danaos Shipping. Instead of establishing itself as a liner company in its own right, which would have brought it into head-to-head competition with such shipping giants as Maersk, Hapag-Lloyd, and COSCO, among



others, Danaos opted to focus on containership chartering. As such, the company owned the vessels in its fleet, which were chartered out to the major liner companies for periods ranging from two years to as much as 18 years.

The company's ship acquisition effort took off toward the middle of the 1990s. The real breakthrough was with the Hanjin Block deal in 1996-1997. In 1996, for example, the



ultra-large containerships from Samsung Heavy Industries, were delivered by 2002. In that year, also, the company made the decision to expand its focus beyond the container market, and began acquiring five more dry bulk carriers, all of which had been built in the first half of the 1990s. By 2006, however, the company had decided to exit all six of these vessels, and instead seek more modern dry bulk carriers.

## Public Offering in 2006

Danaos reincorporated its chartering operations as Danaos Corporation, registered in the Marshall Islands, in 2005. This move was made ahead of the company's initial public offering (IPO). This was completed in October 2006 with a listing on the New York Stock Exchange. The public offering reduced the Coustas family's holding in the company to 80 percent, while raising more than \$200 million. The company used the proceeds of its IPO to pay down part of the debt incurred during its fleet expansion.

After more than 30 years of operation, this privately-owned corporation is well established in the shipping industry and proud to claim its name as one of its most valuable off balance sheet assets.

## Key Dates

**1963:** Dimitris Coustas establishes Roumeli Shipping

**1972:** Dimitris Coustas establishes Danaos Shipping Company Ltd. in Piraeus, Greece.

**1984:** Company acquires its first containership.

**1987:** John Coustas takes over as head of the company, and launches a strategy of investing in a containership market.

**1993:** Danaos launches its first containership fleet expansion.

**1998:** Containership operations are placed under a single holding company, Danaos Holdings.

**2004:** Move to new premises

**2006:** Danaos Holdings goes public on the New York Stock Exchange as Danaos Corporation; company launches its new fleet expansion.

Sources: [www.danaos.com](http://www.danaos.com) and [www.answers.com/topic/danaos-corporation](http://www.answers.com/topic/danaos-corporation)

Chrysanthi Papayianni  
Vasiliki Arsenopoulou





# Projects: Media - Internet Onboard

DANAOS NEWS

Piraeus 12 Dec 2012

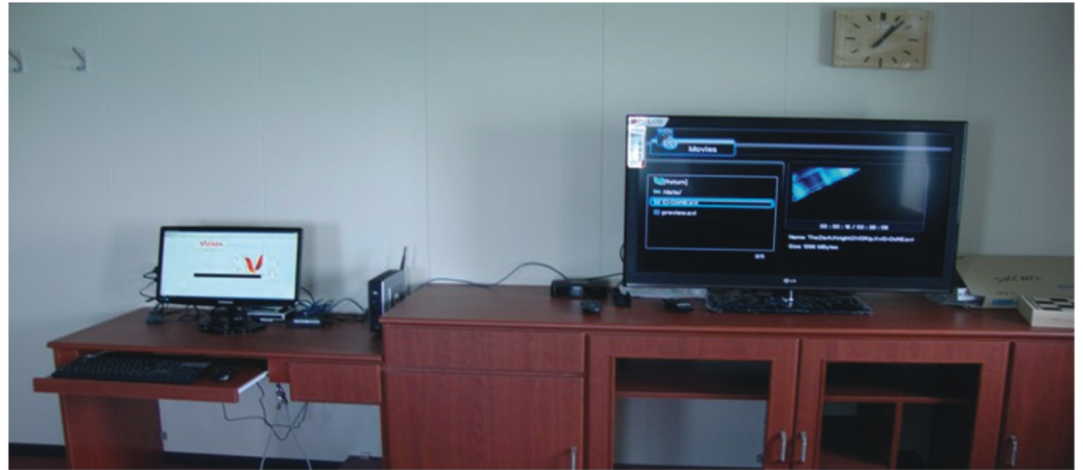
## Project "Media"

The IT dept successfully completed the "Media" project, by installing "Media Centres" onboard all vessels. An update of all movies is scheduled to take place within the first half of 2013.

## Project "Internet Onboard"

The project "Internet Onboard" is well on its way, with installations onboard 37 vessels so far providing access to the internet either through a Wi-Fi Internet Café or through network cables (connected to as many cabins as possible). Public computers have also been installed to the Officers and Crew Recreation Rooms for those that do not have personal Laptops.

*Best Regards  
Nikos Andreadis*



## External Audits

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

Vessel	Port	Non Conformity	Observation
KALAMATA	Yokohama	-	2
CMA CGM SAMSON	New York	-	-
SNL COLOMBO	Busan	-	-
ZIM DALIAN	Novorossiysk	-	-
HYUNDAI TOGETHER	Singapore	-	1
CMA CGM MELISANDE	New York	-	-
HYUNDAI TENACITY	Singapore	-	1
ZIM LUANDA	Genoa	-	-
HYUNDAI SMART	Singapore	-	2
HYUNDAI SPEED	Singapore	-	-
HYUNDAI VLADIVOSTOK	Bangkok	-	-

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
CMA CGM MUSSET	Istanbul	-	-
CSCL AMERICA	Genoa	-	-

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

## Newly joined!

### We welcome:

- Ms. Dimitra Kyriakouli  
Assistant Operator
- Ms. Georgia Pastra  
HR+T Coordinator
- Ms. Martina Mpekiari  
Assistant Accountant
- Ms. Nikoleta Kastrisiou  
Technical Coordinator
- Mr. Dimitrios Chrysanthidis  
Assistant Supplies Operator
- Mr. Aristotelis Gkikas  
Supt. Eng / Assistant Fleet Manager
- Mr. Filippas Prokopakis  
Chartering and Business Development



Fifty-four (54) DANAOS managed vessels awarded for their participation to AMVER during the year 2011 in a ceremony held in Athens on the 23d of October 2012, by the INTERNATIONAL PROPELLER CLUB of the United States INTERNATIONAL PORT OF PIRAEUS.



**Captain E. Ladas**, DPA HR+T MANAGER of Danaos Shipping Co Ltd, received the 2012 Awards during this ceremony.

**AMVER (Automated Mutual-Assistance Vessel Rescue)**

#### Awards History

The Amver Awards Program was inaugurated in 1971 to recognize those vessels which regularly participate in the Amver system. Extremely

favorable response from the merchant shipping industry around the world to the idea of annual Amver awards has ensured the continuance of the program.

#### What is Amver?

Amver is a worldwide voluntary ship reporting system, operated by USCG, to promote safety of life at Sea. It is a unique computer-based system used by search and rescue Authorities to arrange assistance to person/s in distress. With Amver, rescue coordinators can identify participating ships in the area of distress and divert the best-suited ship or ships to respond. Participation in Amver is free, voluntary, and open

to merchant ships of all flags. Participation is generally limited to ships over 1000 gross tons, on a voyage of 24 hours or longer. The USCG created the Amver awards program as a special way to reward those vessels that remain on plot for at least 128 days of the year. Amver, sponsored by the United States Coast Guard, is a unique, computer-based, and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. With Amver, rescue coordinators can identify participating ships in

the area of distress and divert the best-suited ship or ships to respond.

**Amver's mission** is to quickly provide search and rescue authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress.



#### Award Materials

- Each company with a ship eligible for an award receives a Letter of Appreciation signed by the Commandant of the United States Coast Guard, placed in an attractive folder with the Amver logo on the front.
- A Certificate of Merit is produced for each individual ship, embellished with the year of the award, ship's name and call sign, number of total awards and the number of consecutive awards for that particular ship.
- The appropriate color pennant is forwarded to the ship on the following anniversary years:



**BLUE** pennant for a vessel completing its **first year** of participation and being honored for the first time.



**GOLD** pennant for a vessel completing **five consecutive years** of eligibility for an Amver award.



**PURPLE** pennant for a vessel completing **ten consecutive years** of eligibility for an Amver award.

#### Blue Pennant Danaos vessels for 2011

M/V HOPE M/V CMA CGM NERVAL  
M/V PRIDE M/V CMA CGM RACINE  
M/V HENRY M/V CMA CGM ATTILA  
M/V LOTUS M/V HYUNDAI PROGRESS

M/V HANJIN VERSAILLES  
M/V HANJIN ALGECIRAS  
M/V HANJIN COSTNTZA  
M/V HANJIN GERMANY  
M/V HANJIN ITALY  
M/V HANJIN GREECE

#### Gold Pennant Danaos vessels for 2011

M/V CSCL PUSAN  
M/V CSCL LE HAVRE  
M/V YM COLOMBO

The e-mail address of AMVER is [amvermsg@amver.org](mailto:amvermsg@amver.org)

# Always make the difference

As every year, this summer we were there to support our idea for a better tomorrow with cleaner beaches and seas around Attiki. Our team attended the HELMEPA Coastal Clean Day 2012 and cleaned a public coast in Varkiza on the 30th of September 2012. Every participant, even the younger ones, made an effort to keep the coast cleaner for all those enjoying the sea. It was an exciting experience for all and we are looking forward to the event throughout the upcoming years.



**ALWAYS TRY FOR A BETTER GREEN FUTURE!**

Georgia Pastra  
HR+T Department





# Navigational Safety & Passage Planning

D A N A O S N E W S

Throughout 2012, the Company has established a new procedure requiring the Master to make an assessment on navigational practices followed on board which is conveyed through the Navigational Self-assessment Checklist & Report form. Upon completing one month onboard, the Master should submit a subject form which contains a sufficient number of questions covering the areas of Charts & Publication Management, Navigational Equipment, GMDSS, Library, Document Control, Procedures, Practices and Responsibilities. Although these items were already checked during internal audits, the main purpose of setting this procedure was to give the Master a tool to assess his navigating officers the soonest after signing on in order to:

- Allocate any training needs or lack of knowledge among bridge officers and provide relevant tutoring
- Highlight any equipment defect that is critical to navigation
- Inform the office about any other pending items affecting navigation

All the issues addressed by the Master are being processed and attended to by the office's relevant departments.

Once more, we would like to stress that our concern is the safety of our seamen on board and not creating another paper checklist. Having said the above, you may find below some useful guidelines for the preparation and execution of Passage Planning (source: <http://www.cap250.com/wp-content/uploads/masternotes.pdf>), being one of the fundamental elements of navigation. Recently, the company's Voyage Planning form has been revised to be in line with SOLAS requirements and Industry Recommendations and Guidelines.

## Key points in Passage Planning

- The passage plan ensures that the bridge management team is fully aware of the vessel's intended voyage and of the contingency plans.
- The plan is from berth to berth and any changes to the intended voyage must be amended in the plan.
- The Master is overall responsible for the plan but may delegate the task of creating it to his navigating officers.
- The plan is consigned into a passage plan leaflet and always available on the bridge.

### 1) Appraisal

By consulting all relevant publications, all the potential dangers of the voyage are clearly identified. After considering existing routing schemes, environmental factors reporting systems and vessels traffic services, a clear indication of a safe route can be obtained. The passage planning should take into consideration:

- The condition and state of the vessel.
- Any special characteristics of the cargo.
- The provision of a competent and well-rested crew.
- Requirements for up-to-date certificates.
- Appropriate scale, accurate and up-to-date charts and publications.

### 2) Planning

Tracks can be laid on the chart from berth to berth indicating the predetermined margins of error. Danger areas are marked on the charts, as are points, which could be useful for navigation. In the



event of an emergency, contingency plans are also considered. The plan is approved by the Master prior to sailing and must be kept on board the vessel for 12 months. The detailed voyage or passage plan should include the following factors:

- The plotting of the intended route or track of the voyage or passage on appropriate scale charts.
- The main elements to ensure safety of life at sea (Safe speed, speed and course alterations, clearance under the keel, contingency plans)
- The details of the voyage or passage plan should be clearly marked and recorded.
- Each voyage or passage plan as well as the details of the plan should be approved by the ships' Master prior to the commencement of the voyage or passage.

### 3) Execution

Once the departure time is known, the estimated time of arrival at the destination can be found. ETA's at critical points in the plan can also be determined. Time of high water and clearer identification can be gained of the conditions the vessel is likely to face throughout the voyage. Factors which should be taken into account when executing the plan or deciding on any departure therefrom include:

- The reliability and condition of the vessel's navigational equipment;
- Estimated times of arrival at critical points for tide heights and flow, including squat;
- Meteorological conditions, (particularly in areas known to be affected by frequent periods of low visibility) as well as weather routing information;
- Daytime versus night-time passing of danger points, and any effect this may have on position fixing accuracy; and
- Traffic conditions, especially at navigational focal points.

### 4) Monitoring

The vessel progress is continually checked against the planned route. Any necessary deviations are amended in the plan and the bridge management team is advised. The navigational equipment is monitored and checked during passage and prior to departure. The plan should be available at all times on the bridge to allow officers of the navigational watch immediate access and reference to the details of the plan.

*SQE Department*



# Danaos Corporation receives the “Ship of the Year” Award at the Lloyd's List Greek Shipping Awards 2012

DANAOS NEWS

Danaos Corporation was presented the award for the "Ship of the Year" at the annually held Lloyd's List Greek Shipping Awards that took place in Athens on December 7, 2012. Danaos was awarded for vessel "Hyundai Ambition," which is a 13,100 TEU containership that was built at Hyundai Heavy Industries and delivered to the Company on June 29, 2012. Hyundai Ambition is the last of a series



of five 13,100 TEU container vessels delivered to Danaos Corporation this year and chartered to Hyundai Merchant Marine for 12 years. These vessels are the largest cellular containerships ever built and controlled by Greek interests.

Hyundai Ambition caught the judges' eye as the 'Ship of the Year' for numerous fuel efficiency features as well as its IT and communications systems, catering to better management and crew needs.

The vessel is fitted with an electronically controlled main engine in compliance with Tier II IMO Nox emissions standards and the phase II IMO EEDI INDEX, equipped with turbocharger cut-out measures, and is capable to super slow steam down to 10% of maximum engine load. It is equipped with an advanced performance monitoring system with online analysis for power measurement and multi-stations alarm monitoring controls. The vessel has undergone extensive trim optimization tests to enhance its performance and is coated with the latest silyl SPC coatings.

Hyundai Ambition also has state of the art IT, Communication and Entertainment Systems onboard, wired and wireless network offering Internet and Entertainment Systems to all crew cabins and messrooms, centralized video and music centre offering private selection of movies and music onboard, as well as satellite TV in the crew's public areas.

*Chrysanthi Papagianni*

## Crew Long Term Planning Software

DANAOS NEWS

The worldwide shortage of marine officers, both in number and competency, along with seafarers being multinational and multicultural, has made Crew Synthesis and Assignment a very complex problem. In order to optimize crew assignment, Danaos Corporation has envisaged a unique long term maritime planning and assignment software, which was implemented by Danaos Management Consultants and deployed by Danaos Shipping as an enrichment of its ORISMA (Operation Research In Ship Management) toolkit.

The Crew Long Term Planning (CLTP) software, aims to become a tool that will be able to assist in the process of assigning seafarers to vessels within a set of constraints, with the least amount of personnel, in the least amount of time. Its purpose is to suggest assignments for the positions of Senior Officers, for their next and after their next trips, taking into consideration a great set of parameters. Compared to other human resource management systems, maritime crewing is highly complex because of the particularities of the marine profession.

The CLTP software uses a great set of parameters as input, derived from Officers, Vessels and the Company. Some of the most

important parameters are the Officers' Availability, Evaluation, Suitability, Previous Experience, Vessels' Particulars, Flag, Movement as well as Senior Officers' Correlation. All of these variables, along with many others, have been analyzed and a formula was found in order for CLTP to attain the optimal solution.

The scope of CLTP is to assist in optimizing Crew Assignment, proposing the proper Officer for the proper vessel in the right time. The Crew Manager will be able to monitor the full map of the fleet regarding Senior Officers online, along with the effect of any changes to the whole fleet or to a selected group of vessels. The Senior Officers will be committed to specific dates for their next employment. Therefore, Danaos' Senior Officers can feel confident that their scheduling is compiled, taking into account their qualifications and needs and can rely on the periodicity of their employment along with job stability.

*Myrto Leivadioti  
Crew Department*



# Project: Sailor 90, Satellite TV World

DANAOS NEWS

Piraeus 1st Sept 2012

Danaos' Electrical department, is proud to announce, the successful completion of the first installation of the SAILOR 90 Satellite TV World, onboard the HYUNDAI TOGETHER.

The equipment was tested during the vessel's passage from Hamburg to Rotterdam and remained locked to the dedicate satellite at all times.

For your guidance during this voyage several satellites were available:

1. HOTBIRD
2. HELLAS SAT2
3. ASTRA 4A

On the above Satellites we can watch several Greek, English, Russian & Ukrainian free channels.

You can see a list with the parts of Sat-TV:

1. Antenna Unit,
2. Antenna Control unit along with their Power Supply Unit,
3. 4pcs Satellite Receivers enable us to choose which channel we like to watch on every TV individually. (on Master Office, Cheng Office, Officers & Crew Smoking Room).

During this project which remain under development we will install the same equipment on the following Vessels.

1. M/V HYUNDAI TENACITY
2. M/V HYUNDAI SPEED
3. M/V HYUNDAI SMART
4. M/V HYUNDAI AMBITION

*Best Regards*

*Filippos Theodorou*

*Electrical Department Manager*



## Article published in Ukranian Press

DANAOS NEWS

Danaos Shipping Co. Ltd. conducts advanced training for seamen. Training sessions are held regularly. The main goal of this education is to assist in the professional development of top-level officers.

The Company's meetings with seamen were conducted in Odessa Maritime Training Center from September 11-14, 2012. Captain Valeriy Pastushenko, Deep-sea Master and Director of the Company in Ukraine said, "We propose to participate in seminars to our seamen operating on ships owned by Danaos Company and to any other seamen. This is precisely why we conduct such meetings in Odessa Maritime Training Center, wherein anyone who feels like it may attend our seminars absolutely free of charge. The policy of our Company in this context is open and promotes Company's

rapprochement with its personnel".

Highly skilled trainers from the Company's main office are invited to conduct the sessions. Officers, mostly deep-sea masters, hold the seminars for seamen in English, explaining the nuances of the profession based on world practices and personal experience.

Captain Elias Ladas and Capt. Stelios Petronios from Greece attended the training in Odessa. Captain Elias Ladas believes that training sessions are very effective. He said, "We try to hold them twice a year in order to inform all officers about innovations and renovate their knowledge in professional sphere. Such practices place seamen in close quarters with the Company. We have an experience of similar meetings over the several years. Seamen always visit such

arrangements enthusiastically".

The main topics discussed during these sessions were the conduction of sea rescue operations in accordance with the international norms of IAMSAR, dangerous goods regulations, and peculiarities of communication of various nationalities onboard.

Captain Pastushenko said, "This seminar is designed for officers and deck crew. A seminar for engineers will be approximately in 2-3 weeks".

The attitude of the Company's Management demonstrates high professionalism, respect for its seamen, and readiness to invest in future staff.

[www.mtwtu.org.ua](http://www.mtwtu.org.ua)



# Getting up close and personal with our Operations Manager

I N T E R V I E W

Capt. George Kakouris is our Senior Operation Manager, he joined Danaos Shipping in 1996 as Chief Officer and has since then also served as Master. In 2000 he joined our SQE department as a Marine Supt. & Quality Officer. In 2005 he transferred to the Operation department as an Assistant Operation Manager, being responsible for the Bulk-Carriers fleet and a pool of containers. In 2010 he was promoted to Head of the Operation Dept, a position he holds to this day.

The Captain has a long experience in the container sector and is also a Master Mariner, he also holds a Master's degree in International Shipping from the University of Plymouth. He is a Member of the Nautical Institute and a Member of the International Shipbrokers Association.

He has two wonderful children (a daughter and son) and has been married to his lovely wife since 2005.

## 1. Captain, having worked both onboard and ashore, what are the difficulties a seafarer has to adapt to when working away from the sea?

The Experience gained all these years at sea is quite useful, not unique and can hardly be gained unless you have spent day after day on a navigation bridge, on deck or in cargo holds. Being a seaman is a very challenging activity. You are running all the "What if" scenarios not to mention **that every single decision of a prudent Master is a continuous "Risk Assessment"**. On the other hand, when you are operating vessels owned by one of the leading independent container companies -worldwide- there are certain challenges to be met and targets to be achieved, the resources however are quite significant ashore and can be utilized as you may deem necessary.

## 2. What are the differences and similarities when managing a vessel's crew as opposed to managing a departmental staff?

I can tell you that managing a vessel's crew is really interesting. It's challenging to motivate people from different countries with different cultures, literacy, seagoing experience, speech and skills. Professionalism is a common characteristic of seagoing and ashore personnel, however, the conditions and the working environment on board varies a lot. Someone could expect that working in the office is a rather routine job but I can assure you that this is not the case in a shipping office that operates a fleet of 64 vessels. **Our department staff is highly qualified, well educated and properly skilled**, they also enjoy long-term employment contracts whereas a ship's crew changes after a certain period of time. This creates a need of continuous familiarization and training demands, which if not accomplished can then put the safety of the crew, vessel and cargo at risk.

## 3. Could you describe how you handle a serious situation onboard, from the office?

We are all well aware that the Company has

established activities and responsibilities to ensure that we can respond to emergency situations at any hour of the day. The more familiar we are and well trained with these procedures, the better coordinated we can be when responding to a really "serious" accident.

Not to underestimate the other factors; **I reckon that effective communication is the A to Z critical element** when dealing with an onboard emergency situation. To elaborate, the Captain or his releaver has to report all the facts and events about the incident and avoid any assumptions which may mislead the Office Emergency Response Team. His professional assessment and opinion are more than welcome but this should be clearly communicated and clarified. The Captain should have a clear picture of the



Capt. George Kakouris

incident and its extent, keeping good records of the activities or instructions that he receives or gives to his response team. The emotional state of the crew and its -possible- effect is another factor of paramount importance for the proper handling of an accident and should be carefully considered by the Office personnel who make the primary contact with the vessel in danger.

## 4. It is evident that there is currently a global economic crisis, reflecting on the shipping industry as well. What is your opinion on this?

There is no doubt that the shipping industry has been affected from the fiscal crisis that most of the countries are facing. Especially the container sector has been vastly affected by this crisis, which has expanded to great economic zones such as the USA and EU. Forecasts from various financial analysts mention **that 2013 will be an extra year of pain for the ship-owners**. Nevertheless, DANAOS is a well-established Company and we have all put our efforts to build a solid business and pursue strong financial performance relative to the current market environment.

## 5. What should be done in your opinion in order to motivate young people to take a closer look at shipping?

I believe that this might be the good 'side' effect of the crisis mentioned above. More and more people are foreseeing a better future by joining the Marine Academies, hence being Marine Officers. We do however need to make the best of

the selection of these young candidates who really have a long-term, some even **a life-term plan, for their professional occupation**, rather than the ones who are merely looking for a pastime.

I'll tell you a story that will help you understand my point of view. It was my second time serving onboard a ship, I was a deck cadet and had an engine cadet near my age serving onboard as well. He originated from a mountainous village and his family had a herd of cattle. From his first day onboard the only thing he could talk about was his "dream" his professional dream, which was perfect but had nothing to do with his career as an Engineer.

His great wish was to become a farmer and have a farm equipped with the best equipment and most modern facilities, his dream however, was quite expensive and the only way to financially support it would be through his earnings as a seaman. He had a very specific, might I even say, strategic life-plan about the farm. He would serve onboard vessels for a limited time, then disembark and use the income from his marine occupation as a financing tool for his "dream". He worked hard and saved enough money, when he turned 30 years old he quit and became a farmer. Nowadays, this is not a good example of how we can motivate young people to get into the shipping business.

## 6. What are the targets of your department for 2013?

In 2012 DANAOS successfully completed her NewBuilding Delivery Program and I expect 2013 to be a year of standardisation. In the Operation department, we will work to redefine the standards of our business and enhance our day-to-day operation. **We need to be more effective**. However the big project for this year will be the so called "NAVIGATION CENTER". We are aiming to create a real Navigation Center where we can control and extend the contact between our Head Office and the entire fleet operated by DANAOS Shipping.

## 7. Would you like to send a message to our seafarers?

Be strong, be safe and have vision, have faith, belief, courage and never give-up your efforts. It's hard to be a seaman but it's a privilege too. At the end of the day, all around the world, no matter if you are Greek, Russian, Ukrainian or Tanzanian, a US or a Chinese citizen, you all know Odysseus (Ulysses). He was a SEAMAN!

Have Sound & Safe Voyages.

Georgopoulou Vicky  
Ops Department



# "Anchors aweigh!"

ARTICLE

The ships that sail to Piraeus Port cross through the Saronic Gulf that surrounds the south of Attiki and the upper part of the north-east of Peloponnese. The Saronic Gulf hosts the beautiful islands of Salamis, Aegina, Poros and Methana which are the ideal destination for a one-day getaway from the noisy city.



Back in the 1960s, these islands, along with cosmopolite Hydra & Spetses, were on top of the tourists' choice for summer holidays. The boats that were sailing in this coastal line at the time, wrote their own history in the Saronic Gulf. Let's remember some of these old but memorable ladies

## Orange Sun/Portokalis Helios/Giorgis

She was built in 1959 in Hamburg, in JJ Sietas KG Schiffswerft GmbH & Co shipyard, with hull number 448, as ORANGE SUN. Her dimensions



were 61,80 x 9,53 x 3,20 m, her speed was of 14 knots or so and had a 600 passenger capacity. Initially, she was launched in the Copenhagen, Denmark line-Malmö, Sweden until 1960 when she was sold to the Panamanian Company Mary Ann Gully & M. Berns. During 1961, she was



purchased by several other Panamanian companies. In 1967 she arrived at Piraeus after she had been bought by Costas Spyrou Latsis Coast Lines of Greece, she was renamed PORTOKALIS HELIOS and launched in the Saronic Gulf line.

In 1972, without changing the name that made her famous, Aegean Shipping & Tourist Enterprises SA based in Piraeus, purchased the ship and a new journey in line Heraklion-Santorini began. Many years later, in 1997, the vessel was sold to Hydraiki Shipping Company,

she was renamed GIORGIS and was sailing on daily cruises around the islands of the Saronic Gulf.

## Saronis

The SARONIS began her trips in the Saronic Gulf in 1960. Her classic itinerary was Aegina, Methana, Poros, Hydra and Spetses and she stayed in this line for 11 years.

At the end of the summer of 1971 SARONIS left Saronic Gulf for another destination, that of Rhodes.



## Camelia

Camelia was the first passenger vessel, after the 2nd World War, which was built by Greek hands at the Tsoirntanidi -Anastasiadis shipyard in Perama in 1962. She travelled for 20 years in the Saronic Gulf. Later on in 1982, she could be found in Rhodes making day cruises to Symi-Panormitis.



## Aegina

The vessel Aegina, was loved so much by the old people of Aegina that they called her "AIGINAKI" (as a nickname). She was a small, flexible, high-speed passenger ship that served daily routes to Aegina. Many times she also performed voyages to Poros.

Her white figure was reflected in many of the



black and white films of the old Greek cinema with that of the "Holidays in Aegina" of 1956, having her literally co-starred next to Aliki Vougiouklakis.

In the early 80s she will say goodbye forever to

the Saronic Gulf. From 1984 with a new name, "Pythagoras", new colors and signals she connected Pythagorio of Samos island with Patmos, running daily cruises. She travelled also from Samos to Kusadasi in Turkey. In the beginning of December 2006 she was towed up to the scrapyard of Aliaga in Turkey where her long journey ended.

## Mache

1939, ROYAL ALBERT, yards Nobiskrug Rendsburg, 247 tons, 17.6 knots.



## Chara

1933-1976, Trondheim, Norway, the former URSVIK, 232 tons, 13.6 knots. The vessel came to Greece in 1958.

Both vessels served in the lines of the Saronic Gulf.

## Neraida

This vessel owned by G. Latsis (1939, 462 tons, 16.5 knots, the former LAURANA). She came from Italy to Malta in 1950 and launched in line Aegina, Methana, Poros, Hydra, Ermioni, Spetses since 8 June 1950. She traveled without interruption from 1950 until 15 September 1953 when she was withdrawn for 6 months to change



her engine from Fiat to MANN. Her voyages extended to Astros, Leonidio, Kyparissia, Gerakas and Monemvasia in Peloponnese. She continued to travel until 1970 when she started to perform daily cruises.

Photos and information collected from the following websites:

<http://www.koutouzis.gr/ploia-istoria.htm> ,  
<http://www.karavia.net/2010/08/palia-karavia.html>,  
<http://www.hydramysoul.blogspot.com/2011/05/19451970.html> ,

<http://aeginalive.blogspot.com/p/images-sent-yours.html> ,

<http://www.nautilia.gr>

Giannakou Vassiliki  
SQE Department



# Russians in Alaska

ARTICLE

"Some researchers believe that the first Russian settlement in Alaska was established in the 17th century. According to this hypothesis, in 1648 several koches of Semyon Dezhnyov's expedition were thrown to Alaska by a storm and founded this settlement. This hypothesis is based on the message of Chukchi geographer Nikolai Daurkin who had visited Alaska in 1764-1765 and reported about a village on the Kheuveren river, populated by "bearded men" who "pray to the icons". Some modern researchers associate Kheuveren with Koyuk River.

The Russian settlement of St. Paul's Harbor, Kodiak Island, occurred in 1814. It is usually assumed that the first European boat to reach Alaska was the St. Gabriel under the authority of the surveyor M. S. Gvozdev and assistant navigator I. Fyodorov on August 21, 1732 during the expedition of Siberian cossak A. F. Shestakov and Belorussian explorer D. I. Pavlutsky (1729-1735). Another European contact with Alaska occurred in 1741, when Vitus Bering led an expedition for the Russian Navy aboard the St. Peter. After his crew returned to Russia with sea otter pelts judged to be the finest fur in the world, small associations

of fur traders began to sail from the shores of Siberia towards the Aleutian islands. The first permanent European settlement was founded in 1784. Sitka, renamed New Archangel from 1804 to 1867, on Baranof Island in the Alexander Archipelago is what is now Southeast Alaska, became the capital of Russian America and remained the capital after the colony was transferred to the United States. The Russians never fully colonized Alaska, and the colony was never very profitable. William H. Seward, the United States Secretary of State, negotiated the Alaska Purchase (also known as Seward's Folly) with the Russians in 1867 for \$7.2 million. Alaska was loosely governed by the military initially, and was administered as a district starting in 1884, with a governor appointed by the President of the United States, as well as a district court headquartered in Sitka.

Miners and prospectors climb the Chilkoot Trail during the Klondike Gold Rush. For most of Alaska's first decade under the American flag, Sitka was the only community inhabited by American settlers. They organized a "provisional city government," which was Alaska's first city government, but not in a legal sense. Legislation allowing Alaskan

communities to legally incorporate as cities did not come about until 1900, and home rule for cities was extremely limited or unavailable until statehood took effect.

The large Eastern Orthodox (with 49 parishes and up to 50,000 followers) population is a result of early Russian colonization and missionary work among Alaska Natives. In 1795, the First Russian Orthodox Church was established in Kodiak. Inter-marriage with Alaskan Natives helped the Russian immigrants integrate into society. As a result, an increasing number of Russian Orthodox Churches gradually became established within Alaska.

The Church of the Holy Ascension, located in Unalaska, Alaska, was built in 1826 by the Russian American Fur Company. It played a significant role in evangelizing the indigenous people in then-Russian Alaska. It was declared a National Historic Landmark in 1970. It was restored in 1998. The church is part of the Orthodox Church in America Diocese of Alaska."

Source: [www.wikipedia.com](http://www.wikipedia.com)

Danaos Russia Office

# Headache

ARTICLE



Nearly everyone has had a headache. While painful and annoying the majority of headaches does not indicate a serious disorder and in non-chronic cases may be relieved by medicines and/or changes in lifestyle.

The first recorded classification system that resembles the modern ones was published by Thomas Willis, in *De Cephalagia* in 1672 and in 1787 Christian Baur generally divided headaches to primary and secondary and defined 84 categories.

A headache or cephalalgia is pain anywhere in the region of the head or neck. It can be a symptom of a number of different conditions of the head and neck. Although the brain itself is not sensitive to pain because it lacks pain receptors, several areas of the head and neck sense pain. These include the extracranial arteries, large veins, nerves and muscles. There are over 200 types of headaches and the

causes range from harmless to life-threatening. However, a number of causes have been identified which fall into two general categories, tension headache and migraine headache.

## Tension Headache

This type of headache results from contraction of head and neck muscles. It is the most common form of headache and accounts for 70 per cent of headaches while can occur in everyone, mostly in adults and adolescents. Usually occurs in isolated incidents and possible causes are fatigue, poor posture, eye strain and tobacco and alcohol use.

In tension headache, pain is often felt in the generalized area of the head and neck, may be accompanied by muscle tightness in back neck and has short duration if treated in time.

## Migraine Headache

Migraine occurs when blood vessels of the head and neck constrict, resulting in a decrease in blood flow to the vessels. This type of headache is known to affect mostly women and usually is chronic. Possible causes are family history, stress, prolonged muscle tension, alcohol use, smoking, lack of sleep, and even certain food such as chocolate, nuts, food containing preservatives and artificial sweeteners.

Main characteristics of migraine are sensitivity to loud noises and light, dull and severe pain, feeling worse in one side of the head accompanied by other symptoms such as nausea, vomiting and visual disturbances.

Commonly lasts from a few hours to one or two days in some cases.

The description of the headache, together with findings on neurological examination, determines the need for further investigations and the most appropriate treatment.

Not all headaches require medical attention and most respond with painkillers such as paracetamol, aspirin or other simple analgesia.

Most people usually avail themselves to over-the-counter pain relievers and anti-inflammatory or self-treatment such as relaxation and sleep. However, for chronic headaches medical assistance is required.

## Attention!

If any of the below symptoms are present, your doctor should be contacted immediately:

- Sudden severe headache accompanied with nausea and vomiting
- Persistent and recurring headaches accompanied by memory problems, difficulty concentrating and tiredness.
- A high fever with neck stiffness (unable to bend the chin down to the chest)
- Persistent vision disturbances
- If you have a headache along with pain in the eye or ear.

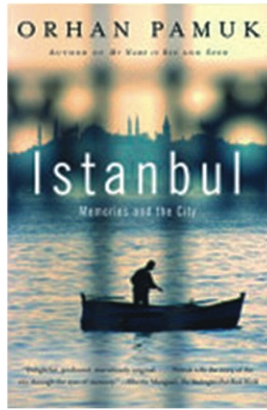
<http://www.netdoctor.co.uk/diseases/facts/headache.htm>

Dimitropoulou Spiridoula  
Supply Department



# "Istanbul" by Orhan Pamuk

BOOKS



Dear Colleagues,

In this edition of our newspaper I recommend reading Orhan Pamuk's "Istanbul".

Istanbul, or better, "Constantinople", as is its prime name, has for centuries been the designated intersection between the East and West.

As part of my origin (from my father's side) is from this magnificent city, I deeply feel the full richness in culture and history behind each corner and each street, all the way to the dark waters of the Bosphorus.

On the same token my feelings coincide with the author's, Orhan Pamuk, the latter as a native of the city, - who within a pervasive confusion over identity in reconciling the often conflicting sympathies of different cultures -, feels that there is an overwhelming sense of melancholy floating around the city like a veil over the sky above it. I also feel the same melancholy overwhelming me each time I visit this city, maybe it is the mixture of the Western and Eastern aura with the herbs, spices and aroma of the open markets, the church of Aghia Sofia still standing proud in the middle of the City, reminding all its visitors, how greatness can be achieved through architecture at its peak, combined with a deep religious feeling able to survive over the centuries of turmoil and controversy.

As a Turk, Pamuk knows what he is talking about in this intriguing memoir, as he himself is derived from Kemal Ataturk's revolution. He resists not to be caught up in the inherent

exoticism of the city but rather choosing to see a pragmatic juncture between past and present. The past is represented by the famous Ottoman Empire, a multilingual dynasty, whose heart once beat in Constantinople, the once dazzling capital for every given era, after being taken over by the Byzantines in 1453, that Tuesday on May 29th May, which the Greeks call "notorious day".

That famous empire though no longer exists, at least in the manner the people knew it in their minds, except in the surviving imperial mansions, mosques, marble fountains and luxurious waterside villas, now overtaken by modern "antiquaries" who boast of owning them. In Pamuk's view, the Ottoman past is a foreign country for the Turks. The present is rather the modern Turkish Republic, Western-style, homogenizing nation state, now mostly centred in Ankara, a thriving eastern village.

Pamuk spends much of the book somewhat mourning the change of the Empire to a new-world state that is now Turkey. From its own ruins, Constantinople shows "so poor and confused that it can never again dream of rising to its former heights of wealth, power and culture". Turkey has become a country which seeks a mere acceptance into the European Union, a target now deeply routed in people's hearts and minds like the "dream to come true".

Pamuk's memoirs are mainly of his parents' house, where the piano is intact and the porcelain is to show the wealth, whilst his recollection of his childhood is dominated by his parents' failed marriage within the spectrum of the public desolation of a "decadence" city, an "ex" empire Centrum. With every small detail and analysis, he recounts the city's European aspirations through writers as diverse as Flaubert, Nerval and Gautier, through Gide to Brodsky in combination with the work of other native Istanbul residents, like the novelist Tanpinar and the poet Yahya Kemal.

I think that Pamuk's major accomplishment in this book is to highlight the pure human damage affected by Ataturk's revolution combined with the most basic questions of human existence, like family, love, friendship, compassion, religion, jealousy and hatred, deep solitude, despair and the fear of death. He often wonders if he is

worthy of that valuable inheritance and if he can live-up-to-it. This alone provides a fascinating reading. The colours of the city blend with the aspirations of the author and the images created within the reader's mind are full of colours, scents and sentiments of all kinds...

I do hope the book will travel you "in situ" to this beautiful city!

A few words about the author (source Wikipedia):

**Ferit Orhan Pamuk** (generally known simply as **Orhan Pamuk**; born on 7 June 1952) is a Turkish novelist, screenwriter, academic and recipient of the 2006 Nobel Prize in Literature. One of Turkey's most prominent novelists,[1] his work has sold over eleven million books in sixty languages,[2] making him the country's best-selling writer.[3]

Born in Istanbul, Pamuk is Robert Yik-Fong Tam Professor in the Humanities at Columbia University, where he teaches comparative literature and writing.[4] His novels include *The White Castle*, *The Black Book*, *The New Life*, *My Name Is Red* and *Snow*.

As well as the Nobel Prize in Literature (the first Nobel Prize to be awarded to a Turkish citizen), Pamuk is the recipient of numerous other literary awards. *My Name Is Red* won the 2002 Prix du Meilleur Livre Étranger, 2002 Premio Grinzane Cavour and 2003 International IMPAC Dublin Literary Award.

The European Writers' Parliament came about as a result of a joint proposal by Pamuk and José Saramago.[5] In 2005, Pamuk was put on trial in Turkey after he made a statement regarding the Armenian Genocide and mass killing of Kurds in the Ottoman Empire. His intention, according to the author himself, had been to highlight issues relating to freedom of speech (or lack thereof) in the country of his birth. The ensuing controversy featured the burning of Pamuk's books at rallies. He has also been the target of assassination attempts.

Kind regards  
Zoe Lappa-Papamattheou  
Legal Director

## Little "Acts of Joy"

DANAOS NEWS



We were very proud to be able to continue our "Act of Joy" project this year. With the valuable help and generosity of all our personnel, as well as that of our Company, we participated in a charity bazaar and fundraiser, offering goods to the "Lyreio Children's Institution" (an Institution founded by dedicated nuns, who provide for children from infancy to adulthood) and to the "FRONTIDA" Association (an Association of Parents of Children with Special Needs).



# Christmas Decorations worldwide

ARTICLE

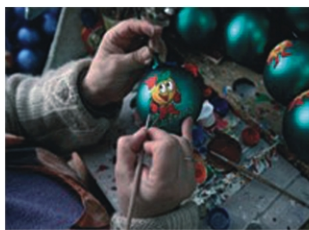
In **Russia**, many Christmas ornaments are hand made and hand painted on delicate wood and blown glass used not only on the Christmas tree, but also to beautify every room with traditional images of baby Christ and the Holy Family, keeping the true spirit of the season alive. Popular ornaments include angels, snowmen,



and of course Santa Claus. Many of the ornaments are uniquely Russian: the "matryoshkas" or the Snow Maiden of Russian literature. The magnificent onion-shaped domes of Russian Orthodox Churches' steeples are also very popular. Tchaikovsky's "The Nutcracker" will always be the traditional performance of the season and the nutcracker Christmas ornaments are a perfect reminder of this beloved classic ballet.

Influenced by the fabulous Faberge Easter eggs, some Russian ornaments are eggshell shaped and painted in detail with Grandfather Frost, angels, rabbits, and snow-covered dachas.

In **Ukraine**, Christmas is celebrated on January 7th according to the Gregorian calendar. In most parts of Ukraine, on Christmas Eve people create so-called 'Vertep' (means cave in ancient Greek). They show baby Jesus in a manger, Virgin Mary,



strangers offering their gifts, and the star of Bethlehem in the sky. These verteps are exhibited at public places, usually near or inside churches. At night candles are lit inside the verteps.

For Christmas Eve called 'Sviaty Vechir' (Holy Evening), people decorate Christmas trees in their houses - sometimes they are also called 'Novorichna Jalynka' (New Year's fir tree). Another tradition exists in some regions of Western Ukraine- to decorate the table with 'Didukh' - a sheaf of oats or wheat of special shape with four legs and numerous little bundles. It symbolizes prosperity for the next year.

St. Nicolas (Santa Claus) also called 'Did Moroz' is the most popular Christmas character and is supposed to bring some gifts under the Christmas tree. As Christmas approaches, people are busy buying gifts, making cookies, and decorating Christmas trees. Women are busy learning new recipes for the Christmas feast.

In **Tanzania** for the Christians (who are practically one third of the population), Christmas is an exceptional period of celebration. Three days before Christmas an African Christmas Hut (the traditional

Christmas Crib in the form of a small African hut) is prepared in the sanctuary of the church. On Christmas Eve, people decorate their Christmas trees at homes with stars, bells, lights, and mistletoes. The homes are decorated beautifully with pine branches. The children before going to bed hang stockings by their beds. The churches and the streets are decked with lights. Carols by candlelight on Christmas Eve are also popular.

On Christmas day, children wake up quickly and look for their gifts in the stockings. The people attend special services at church. People visit houses of relatives and friends, exchange gifts, and convey their good wishes. Homes in Tanzania celebrate Christmas by hosting Christmas feasts in the evening, comprising of pilau, chicken, red meat, chai and seafood dishes. In Greece, Christmas decorations are usually seen starting from the beginning of December and around St. Nicolas' day. Christmas trees are



decorated with glass, plastic or wooden coloured Christmas balls, bows, lights, stockings and all kinds of seasonal ornaments. However, the traditional Christmas decoration in the past (and still in many homes on Greek islands and provinces) included a wooden, handmade ship of medium or larger size decorated with lights and flags, which was usually placed beside a window or above the fireplace. Decorated ships are also placed outdoors in squares and public places.

In **Greece**, St. Basil's Day (New Year's Day) is a time for parties and gift giving as St. Basil is the Santa Claus of Greeks.



In **China**, the small number of Christians call Christmas, "Sheng Dan Jieh," which means Holy Birth Festival. They decorate their homes with evergreens, posters, and bright paper chains. Families put up a Christmas tree, called a "tree of



light," and decorate it with beautiful lanterns, flowers, and red paper chains that symbolize happiness. They cut out red pagodas to paste on the windows and they also light their houses with paper lanterns.

In the **US and England**, people decorate the traditional Christmas Tree at least one month before Christmas using colorful ornaments,



bows, and garlands. On Christmas Eve, they wrap presents, bake cookies, and hang stockings over the fireplace. Then everyone gathers around the tree as someone tells a classic holiday story, "A Christmas Carol".

In **Germany**, families prepare for Christmas throughout the cold month of December. Four Sundays before Christmas, they make an Advent wreath of pine branches that has four colored candles. They light a candle on the wreath each Sunday, sing Christmas songs, and eat Christmas cookies. In the weeks leading up to Christmas, homes are filled with the delightful smells of baking loaves of sweet bread, cakes filled with candied fruits, and spicy cookies called lebkuchen.

In **Mexico**, the weather is warm and mild during Christmas. People decorate their homes with lilies and evergreens. Family members cut intricate designs in brown paper bags to make lanterns, or farolitos. They place a candle inside and then set the farolitos along sidewalks, on windowsills, on rooftops and on outdoor walls to illuminate the community with the spirit of Christmas.

In **Sweden**, the Christmas festivities begin on December 13th with St. Lucia's Day, when the white dressed "Queen of Light" singing goes to every bedroom to serve coffee and treats to each member of the family. The whole family helps to select the Christmas tree just a day or two before Christmas.

**Merry Christmas to all, onboard and ashore, and may the New Year bring us happiness and joy!**

Katerina A. Vassilopoulou  
HR+T Department





The marathon is a long-distance running event with an official distance of 42.195 kilometers (26 miles and 385 yards) that is usually run as a road race. The event was instituted in commemoration of the fabled run of the Greek soldier Pheidippides, a messenger from the Battle of Marathon, to Athens.

The marathon was one of the original modern Olympic events in 1896, though the distance did not become standardized until 1921. More than 500 marathons are held throughout the world each year, with the vast majority of competitors being recreational athletes. Smaller marathons, such as the Stanley Marathon, can have just dozens of participants, while larger marathons can have tens of thousands of participants.

## History

The name Marathon comes from the legend of Pheidippides, a Greek messenger. The legend states that he was sent from the battlefield of Marathon to Athens to announce that the Persians had been defeated in the Battle of Marathon (in which he had just fought), which took place in August or September, 490 BC. It is said that he ran the entire distance without stopping and burst into the assembly, exclaiming "νενικηκαμεν" (nenikekamen), ("We won"), before collapsing and dying. The account of the run from Marathon to Athens first appears in Plutarch's On the Glory of Athens in the 1st century AD which quotes from Heraclides Ponticus's lost work, giving the runner's name as either Thersipus of Erchius or Eucles. Lucian of Samosata (2nd century AD) also gives the story but names the runner Philippides (not Pheidippides).

## Olympic marathon distances

Year	Distance (km)	Distance (miles)
1896	40.0	24.85
1900	40.26	25.02
1904	40.0	24.85
1906	41.86	26.22
1912	40.2	24.98
1920	42.75	26.56
1924 onward	42.195	26.22

The length of an Olympic marathon was not precisely fixed at first, but the marathon races in the first few Olympic Games were about 40 kilometers (25 mi), roughly the distance from Marathon to Athens by the longer, flatter route. The exact length depended on the route established for each venue.

[www.wikipedia.com](http://www.wikipedia.com)

## Danaos' participation

On the occasion of the 30th Classic Marathon 2012, which was held on Sunday November 11, 2012, we are very proud of our company's participation in the race. DANAOS' employees ran either 5km or 10km, in order to assist the ELEPAP organization. All of the participants enjoyed the Marathon race and we are all very satisfied with their performance.

Congratulations for the admirable participation of our employees!

Keep trying for a better future!

*HR+T Department*

# Christmas in Mexico

## ARTICLE

The celebrations in Mexico start from December 3rd. The first 9 days are dedicated to the Virgin of Guadalupe. She is the patroness of Mexico and there is a grand procession in her honor. On December 16th, the Christmas holidays begin. In Mexico, the holidays are called, "Posados" which mean "shelter" in the Spanish language. It symbolizes the shelter that found Virgin Mary and Joseph in Bethlehem



house, where they will stay and celebrate together. An essential feature of the festival is the piñata. This is a clay colored container, shaped as an eptagon star, filled with nuts and fruit. The star's seven radiuses symbolize the 7 deadly sins. The celebrations in Mexico end with Christmas Eve. Mexicans gather in their homes and dance traditional dances. Indeed, the main dish on the table is the...turkey!



just before the birth of Jesus. At this time, the ancient Aztecs celebrated the birth of Vitsliputli, the Sun of God. During Posados days, Mexico becomes a noisy procession, in which the main role is played by children dressed in costumes of Virgin Mary, Joseph, kings, magi, angels and animals. The procession starts from the church, where the participants, with colorful flowers and ribbons on their necks, are singing, Kini from house to house seeking refuge, including Virgin Mary with Joseph. Finally, the ceremony ends at the





# Danaos visits the Benaki Museum

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



On Saturday, November 22, 2012 the Danaos Piraeus personnel accompanied by their families, visited the Benaki Museum. The Museum ranks amongst the major institutions that have enriched the material assets of the Greek state.

We had the opportunity to visit the section of Greek Collections, which comprises many distinct categories totalling more than 40,000 items, illustrating the character of the Greek world through a spectacular historical panorama: from antiquity and the age of Roman domination to the medieval Byzantine period; from the fall of Constantinople (1453) and the centuries of the Frankish and Ottoman occupation, to the outbreak of the struggle for independence in 1821; and from the formation of the modern state of Greece

(1830) down to 1922, the year in which the Asia Minor disaster took place.

The tour guide also informed us about the traditional costumes around Greece, as well as the several different cultural fields that are connected with their origin and use. It was an educating experience for us all and we are greatly looking forward to

our next visit!

For additional information please visit [www.benaki.gr](http://www.benaki.gr)

*Olga Papadogeorgaki  
HR&T Department*



## Danaos' Sailing Team is here!

D A N A O S N E W S

After the Company's successful appearance in the 2012 Poseidonia Cup, Danaos' sailing team is here! Elias Rizos, our experienced skipper, is also here and back on our team.

### Welcome on board Elias...Rizos!

This year's crew is composed of: Captain Elias Ladas, Captain Stelios Petronios, Elias Rizos, Sotiris Pateromichelakis, Myrto Livadioti, Christina Ntakou, Dimitra Kyriakouli, Georgia Pastra, Vasiliki Arsenopoulou, Dora Kesisoglou and Zoe Theodosiadou. Our sailboat is a small lady named, "TROPAlA". Recently, we obtained her two-colored (blue and yellow) balloon sail which is necessary for racing.

On Sunday, November 18th, the sailing team participated in the 2012 Winter Cup race, "Lagousa". The race committee chose the route Faliro – Fleves – Faliro and the first start was around 11:00 hours. Although the result was not on our side, the captains and the crew enjoyed the entire trip arriving at the finish line at 17:38 hours. The team's schedule for this season includes training once a month. Elias Rizos suggests that the crew members improve their skills in all deck positions for better results. However, the most important thing for us is Danaos' team spirit. We are here!

*Dimitra Kyriakouli  
Operation Department*





# Danaos Mini Soccer

Dear Fellow Football lovers,

The Danaos Blues kicked off the 2012-2013 Shipping Mini Soccer season with a dynamic right foot, scoring two clean wins.

The well known team from YEN (The Greek Ministry of Mercantile Marine) stood no chance against the Blues, ending the match with a 7-2 win, clearly showing that Danaos means business.

Two interesting highlights of this match were, the new additions to the Team,

Iordanis Papazoglou (defence) and Fotis Fotinias (he does a little bit of everything), both have promised to contribute towards the Blues ultimate goal i.e. the “coveted title”.

The second match was a bit tougher, with the Blues going against the, “not so well known” but quite precarious team of BV (Bureau Veritas). The Blues started off a bit shyly, trying to ascertain their opponents' strength by giving them leeway and a few “free kicks”. The BV's took full advantage of that, taking over the

ball and leaving the Blues behind with a score of 0-1. That particular goal acted as a wake up call for the Blues, who turned on full power, leaving BV to “bite the dust” with a 5-2 win for the Blues.

A major factor this season is that we have a lot of “stock” on the bench, something we lacked during the past two seasons but that will hopefully give us strength to continue on the tough road ahead.

Let's paint the fields BLUE this year!



### 2012 - 2013 SEASON RESULTS

1	22-10-2012	19:00	1η	YEN (E.E.II.)-DANAOS	2-7
2	31-10-2012	19:00	2η	DANAOS-BV	5-2
3	06-11-2012	19:00	3η	EYRONAV-DANAOS	2-6
4	14-11-2012	20:00	4η	DANAOS-NEDA MARITIME	7-1
5	21-11-2012	19:00	5η	OW BUNKER-DANAOS	1-6
6	29-11-2012	20:00	6η	DANAOS-BERNHARD	3-1
7	04-12-2012	20:00	7η	MOORE STEPHENS-DANAOS	2-5
8	11-12-2012	20:00	8η	SKANDINAVIKO PRAKTOREIO-DANAOS	2-2
9	09-01-2013	20:00	9η	DANAOS-CHARTWORLD	-
10	16-01-2013	20:00	10η	DANAOS-N.O ΑΝΔΡΟΥ	-
11	21-01-2013	20:00	11η	DANAOS-PEROSEA	-
12	28-01-2013	19:00	12η	DANAOS-ΛΙΜΕΝΑΡΧΕΙΟ	-

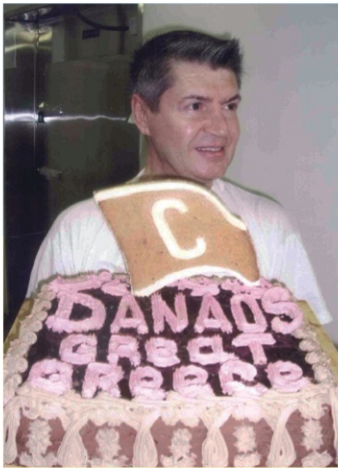
Regards from the Blues...  
The Danaos Mini Soccer Team

John Karatolios  
Tech Department

## Some thoughts for the new year to come!

“You don't stop laughing when you grow up, but you grow up when you stop laughing.”  
“Laugh as much as you breathe and love as long as you live.”  
“Nobody can go back and start a new beginning, but anyone can start today and make a new ending.”  
“An optimist laughs to forget, a pessimist forgets to laugh.”

(source: [www.thinkexist.com](http://www.thinkexist.com))  
Olga Papadogeorgaki  
HR+T Department



A special cake  
for special people  
by a special cook!  
From Danaos Ukraine Office



# Stewed lamp (Tsigariasto) - A Cretan recipe

## Ingredients

- 1 ½ kilos lamb (front part, not thigh)
- 2 cups of olive oil
- 1 glass of red wine
- Salt and pepper to season

Serves 4 to 6.



## Preparation

Thoroughly rinse the meat, chop and allow to rest in a bowl for 2-3 hours, so as to strain. Pour the olive oil in a pot and before it heats add the meat. Increase the heat and stir continuously, until the meat acquires a whitish colour and then add the wine, the salt and the pepper. Lower the temperature and cook the meat for 1½ -2 hours.

**Attention:** Please note that we do not add any water and that the meat is served almost dry and not with its juices.

**Serving suggestion:** fried potatoes

*Chelioudaki Popi  
Tech Department*

# Galaktoboureko

## Ingredients

- 300 gr leave pastry
- 150 gr butter (for the buttering of the leaves)
- 2 ltrs milk
- 200 gr sugar
- 4 eggs + 6 yolks
- 200 gr fine semolina
- 2 tbs butter
- 2 pcs Vanilla

## Syrup:

- 700 gr sugar
- ½ ltr water
- Lemon zest
- 1 wood cinnamon



Serves 4 to 6.

## Preparation

Butter a baking dish and spread out half of the fyllo pastry in it, buttering each sheet as you lay it on top of the other. Butter the remaining sheets in the same way and set them aside. If using fresh milk, boil it and then allow it to cool. Beat the eggs in your mixer with the extra yolks and sugar. Transfer the mixture to a saucepan and gradually add the milk and semolina. Simmer gently until the mixture thickens. Remove from the heat and add the 2tbs of butter. Pour the filling into the dish, over the fyllo pastry, and cover with the remaining buttered sheets. Score the pastry, so that the galatoboureko will cut easily into portions when cooked. Bake in the oven at 190° C for about 15 minutes and then reduce to 160° C and bake for a further 35 minutes. Meanwhile, make the syrup by boiling the water, sugar lemon zest and the piece of wooden cinnamon together. When you remove the galatoboureko from the oven, immediately pour the syrup (which should have cooled) over it.

*Chelioudaki Popi  
Tech Department*

# Recipe

## Ingredients

- Vegetable oil cooking spray
- Bittersweet, milk, or white chocolate, chopped, according to variation
- Toppings, according to variation



## Preparation

- Coat a 9-by-12 ½-inch rimmed baking sheet with cooking spray, and line with parchment, leaving an overhang on ends.
- Melt chocolate in a double boiler or a heatproof bowl set over a pan of simmering water, stirring. Pour into baking sheet, and spread in an even layer.
- Immediately sprinkle toppings over chocolate. Refrigerate until firm, about 1 hour. Peel off parchment and break bark into pieces.

## Cook's Note

Bark can be refrigerated for up to 3 days.

*Dimitropoulou Spiridoula  
Supply Department*



## 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](mailto:hr@danaos.com), with subject: "For the Danship News".



**danaos**



# *SEASONS GREETINGS*



*At Christmas time, the most treasured sentiment is being part of a compassionate family.*

*Therefore this festive season, rather than honour our valued partners with a token of our friendship, all of us at Danaos rejoice, as last year, in embracing the invaluable efforts of the ELEPAP Foundation, The Hellenic Society for the Protection and Rehabilitation of Disabled Children.*

*We hope you'll join us in this gift of support and affection.*