



# THE DANAOS NEWS

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

ISSUE #8, JANUARY 2015

## Two new ladies joining the Danaos Fleet



And the year ends with two new ladies joining the Danaos Fleet.

Due to the changes in the global market and the trends in the container sector, Danaos took the advantage and added two new acquisitions to our Fleet : the M/V Priority & the M/V Performance.

Both ladies joined our fleet in November. The M/V Priority,

a 6,402 TEU, which built in 2002, was delivered in Shanghai.

The second acquisition, the M/V Performance, a 6,402 TEU, which built in 2002, was delivered in Ningbo.

Hope our new ladies will successfully meet the expectations of our shore and vessel personnel.

We wish you all smooth Seas and safe Voyages.

*Operations Department*



## Message from the President & CEO

Dear Friends,

There is a consistent series of false dawns in the world economy in the last few years. So I don't want to predict another one at this stage. The world, apart from the U.S., is in very precarious stage. Europe cannot find its way out to growth and arguments about policy, have still not been resolved.

This of course effects the container market which struggles to absorb the new 18000 + TEU ships which became the new norm in the China – Europe Trade. We are carefully evaluating our participation in this new size, however the competition is driving charter rates so low that it is becoming prohibitive.

On the other hand this is teaching us that competitiveness is the key for survival and we must direct all our efforts into achieving a good service with a low cost. I trust we will all thrive to make Danaos the preferred choice for our clients and continue our successful trajectory.

I wish to all of you, health happiness and luck.

John Coustas



## Message from the Senior Vice President & COO

Dear Fellow Members of the Danaos Family,

A year full of great geopolitical disturbance, confusion and uncertainty is nearing towards the end.

I am afraid to say that as it looks at the moment 2015, will not be much different than 2014. I can only hope that I will be proven wrong by the circumstances in the future.

In the midst of this turmoil, Danaos is an Oasis of stability and security for all of us that are working together to provide support and prosperity for ourselves and our families.

It is therefore our duty and to the best of our interests, to preserve, with our hard work, the image of our company as one of the Best Container Charter Owners in the world.

Iraklis Prokopakis

Issue #8, H2/ 2014

Distributed free

### The Editorial Team

**Publisher:** Danaos Shipping Co. Ltd.

**Editor in Chief:** Capt. Elias Ladas

**Editors:** Michalis Alexiou, Eleni Anastasaki, Nikolaos Andreadis, Vassiliki Arsenopoulou, Spiridoula Dimitropoulou, Sofia Ekonomou, Vassiliki Giannakou, Kostas Giotis, Ioannis Karatolios, Fotini Kiramariou, Myrto Livadioti, Zoe Lappa-Papamatthaiou, Olga Papadogeorgaki, Georgia Pastra, Capt. Stelios Petronios, Efstratios Sapounadelis, Georgia Tsiona, Xara Tsochlas, Katerina Vassilopoulou, Capt. Evangelos Xydias

**Danaos Shipping Co. Ltd.'s office in Greece:** Akti Kondyli 14, Piraeus, Greece 185 45 – Tel: +30 210 4196400, E-mail: danship@danaos.gr

### *The newspaper is printed on recycled paper.*

The information, material and logo or names contained in this hand-out and any included documentation, belongs to Danaos Shipping Co. Ltd. or to other third parties quoted and referred therein, and may be further privileged, confidential or otherwise protected from disclosure and is intended solely for the use of the designated recipient(s), i.e. it is not intended for wide-spread use to the public. If the reader or recipient of this, is not the intended recipient, or an employee or agent of Danaos Shipping Co. Ltd., who is responsible for delivering it to the intended recipient, it is hereby declared and addressed to whom it may concern, that any whole or partial review, dissemination, distribution, copying or other use of this publication is strictly prohibited and all relevant legal rights derived from same are adequately reserved.

Design: Lygnou Androniki, Graphic Arts - 23, Salaminos str., Peristeri 121 32, Greece - mob. +30 6945 546936, e-mail: a-lygnou@otenet.gr

# VSTEP delivers Full Mission Bridge (FMB) simulator to Danaos Corporation

DANAOS NEWS



August 20th 2014– Danaos Corporation purchased a NAUTIS DNV Class A FMB Simulator and Instructor Station for training of its fleet members. The simulator was delivered and installed by VSTEP at Danaos Shipping Co. Ltd. headquarters in Piraeus, Greece.

The simulator purchased by Danaos Corporation included a NAUTIS DNV Class A FMB simulator with 240° horizontal field of view and an Instructor Station. It will be used to train navigation and manoeuvring with the container vessels of the Danaos fleet. For this purpose, new container vessels were developed and added to the simulator in addition to the existing container vessels in the simulator ship library.

Joost van Ree, VSTEP Sales Director: "We are glad that one of the largest container ship owners in the world has joined the VSTEP simulator family. Our FMB simulator allows Danaos personnel to train effectively using the cutting edge of maritime simulation in line with the high performance standard the shipping company is known for."

Danaos Corporation is a leading international owner of containerships, chartering vessels to many of the world's largest liner companies. With a fleet of 54 containerships, Danaos is among the largest containership charter owners in the world based on total TEU capacity. Danaos is

one of the largest US listed containership companies based on fleet size. Danaos is today domiciled in the Republic of the Marshall Islands, with operations conducted out of Greece.

VSTEP delivered the Class A simulator at Danaos' headquarters in Piraeus in Q3 2014 and provided simulator operator training for selected staff of Danaos.

## About VSTEP

VSTEP is a leading International developer of simulators and virtual training software. VSTEP has several core product lines, focusing on virtual incident training for first responders (RescueSim), maritime training solutions for the civilian & military maritime industry (NAUTIS), training simulators to prepare camera operators to identify suspect human behavior before a crime or terrorist attack takes place (EyeObserve) and Crowd Control Trainers providing police commanders and training managers with an effective training tool for crowd-related incidents and demonstrations (Crowd Control Trainer). [www.vstepsimulation.com](http://www.vstepsimulation.com)

*HR+T Department*

# AMVER Awards 2014

DANAOS NEWS

The 2014 AMVER Awards Ceremony took place on October 30th, 2014 and was once again successfully organized by the International PROPELLER CLUB of the United States, International Port of Piraeus in cooperation with the US Embassy and the USCG.

This year, 150 Greek based shipping companies were awarded and Danaos came second with 56 awards.

The Greek shipping minister Miltiadis Varvitsiotis, the US Ambassador

David Pearce, and leading USCG figures participated at this event.

The night ended with genuine smiles from everyone proving once again how members of the Greek shipping community have become one of their work.

*Sofia Economou  
Operations Department*



# Gas Exposure Terms: a useful guide

Occupational Exposure Limits (OELs) are typically set by competent national authorities and enforced by legislation to protect the occupational health and safety of those workers who may be exposed to chemicals in their workplace.

Many people are exposed to a variety of substances at work, eg chemicals, fumes, dusts etc, which can have a harmful effect on their health. If exposure to these hazardous substances is not properly controlled, it may cause ill health in a number of ways. The average exposure time in OEL lists is normally eight hours per day. OELs are usually based on the assumption that a worker can be exposed to a substance for a working life of 40 years with 200 working days per year.

**The Occupational exposure limit (OEL)** is the upper limit of the acceptable concentration of a hazardous substance in the workplace air for a particular material.

**The Threshold limit value (TLV)** of a chemical substance is a level to which it is believed a worker can be exposed day after day for a working lifetime without adverse health effects.

**The Time weight average (TWA)** is the average exposure over a specified period of time, usually a nominal eight hours. This means that, for limited periods, a worker may be exposed to concentrations higher than the OEL, so long as the average concentration over eight hours remains lower.

Exposure to a substance is an uptake into the body. The exposure routes are:

- By breathing fume, dust, gas or mist.
- By skin contact.
- By injection into the skin.
- By swallowing.

## Chemicals Onboard

All chemicals used onboard are of a blend of chemicals and each chemical substance contained in the blend can be found in the MSDS along with the OEL or TLV or TWA values. OEL/TLV/TWA concept is more or less the same, average exposure on the basis of an 8h/day, 40h/week work schedule.

### Example:

Carbon Remover MSDS section 8

8 Exposure controls/personal protection

8.1 Control parameters

- Dichlorotoluene (Mixed isomers) TLV (TWA) 150 mg/m<sup>3</sup> ( )

- xylene TLV (TWA) 22 mg/m<sup>3</sup> ( )

- Kerosine, unspecified TLV (TWA) 120 mg/m<sup>3</sup> ( )

- Naphtha (petroleum), hydrodesulfurized

heavy TLV (TWA) 275 mg/m<sup>3</sup> ( )

Means: For Dichlorotoluene (Mixed isomers) 150 mg/m<sup>3</sup> can be absorbed by the worker in 8 hrs per day or 40hrs per week for his working lifetime without adverse health effects.

## Lower and Upper Explosive Limits for Flammable Gases and Vapors (LEL/UFL)

Before a fire or explosion can occur, three conditions must be met simultaneously. A fuel (ie. combustible gas) and oxygen (air) must exist in certain proportions, along with an ignition source, such as a spark or flame. The ratio of fuel and oxygen required varies with each combustible gas or vapor.

The minimum concentration of a particular combustible gas or va-

por necessary to support its combustion in air is defined as the Lower Explosive Limit (LEL) or Flammable limit (LFL). Below this level, the mixture is too "lean" to burn. The maximum concentration of a gas or vapor that will burn in air is defined as the Upper Explosive Limit (UEL) or Flammable limit (UFL). Above this level, the mixture is too "rich" to burn. Too little or too much gas mixture in the air will not ignite.

The range between the LEL and UEL is known as the flammable range for that gas or vapor.



The flammability range of most materials expands as temperature, pressure and container diameter increase.

## LFL Monitoring Range

Most flammable gases and vapors have an LFL between 1% and 10%. Let's consider hydrogen as an example: hydrogen has an LFL of 4% gas in air. Another way of saying this is: 4% hydrogen in air = 100% LFL hydrogen.

LFL sensors operate from 0 to 100% of the LFL range of flammable gases and vapors. It is important to note that LFL sensors cannot accurately monitor mixtures in the flammable range. In fact, most safety rules state that flammable mixtures be kept below 50% of the LFL. In our example, this means that the sensor at least should be capable of accurately monitoring from 0 to 2% hydrogen in air (0 to 50% LFL hydrogen).

The values shown in this table are valid only for the conditions under which they were determined (usually room temperature and atmospheric pressure using a 2 inch tube with spark ignition).

GAS	LEL	UEL
Acetone	2.6	13.0
Acetylene	2.5	100.0
Ammonia	15.0	28.0
Butane	1.8	8.4
Carbon Monoxide	12.5	74.0
Ethane	3.0	12.4
Gasoline	1.2	7.1
Heptane	1.1	6.7
Hydrogen	4.0	75.0
Hydrogen Sulfide	4.0	44.0
Methane	5.0	15.0
Propane	2.1	9.5

All concentrations are in percent (%) by volume.

Note that these limits are sometimes referred to as LFL (Lower Flammable Limit) and UFL (Upper Flammable Limit). These limits are empirically determined, and various authorities sometimes quote slightly different figures, based on slightly different experimental procedures.

Efstratios Sapounadelis  
SQE Department

# Enclosed Space Entry: a matter of life and death

ARTICLE

In view of SOLAS regulation (Chapter III, reg. 19), which will come into force on 1 January 2015 and will require crews on board vessels to take part in an enclosed space entry and rescue drill at least once every two months, may we take this opportunity to remind our readers of some basic yet crucial aspects of this operation.

As it is a matter of life and death, we do insist that our officers and crew are fully aware of and comply with the requirements when they are called to perform a task under enclosed space conditions.

Numerous fatal incidents have been recorded throughout the years in maritime community. These losses could have been averted if the right precautions had been taken or sufficient knowledge of the risk existed. And that's why it matters. It's life that matters.

## Defining an enclosed space

In order to define an enclosed space on board a ship you should have in mind the following three characteristics – any of which consists of an enclosed space:

- Limited openings for entry and exit
- Restricted natural ventilation
- Not designed to work inside on a routine basis

Example:

Boilers	Pressure vessels	Cargo holds
Cargo tanks	Ballast tanks	Double bottoms
Double hull spaces	Fuel oil tanks	Lube oil tanks
Sewage tanks	Pump-rooms	Compressor rooms
Cofferdams	Void spaces	Duct keels
Inter-barrier spaces	Engine crankcases	Main engine crank cases
CO <sub>2</sub> rooms	Thruster spaces	Chain lockers
Paint lockers	Battery lockers	Hollow spaces – e.g. masts
Fresh water tanks	Gas bottle storage lockers	
Spaces affected by chemical spill	Spaces affected by fire	

Source: The Standard Club

## Hazardous atmosphere

The main cause of incidents within enclosed spaces stems from hazardous atmosphere due to:

- Lack of oxygen to support human life or excess oxygen which may present a fire hazard. For this reason never use pure oxygen for ventilation.
- Flammable gas which may also increase the risk of explosion. For example if painting or cleaning is to be performed within an enclosed space, it should be noted that the paint or cleaning agents may produce solvent gas or other vapors that may be flammable and/or toxic.

“A man can live for:

- three weeks without food
- three days without water
- only three minutes without oxygen!

The acceptable range of oxygen inside an enclosed space is between 19.5% and 23.5%. Normal air contains 21% oxygen.”

Source: The Standard Club

- Toxic gas which may be fatal in certain concentrations.

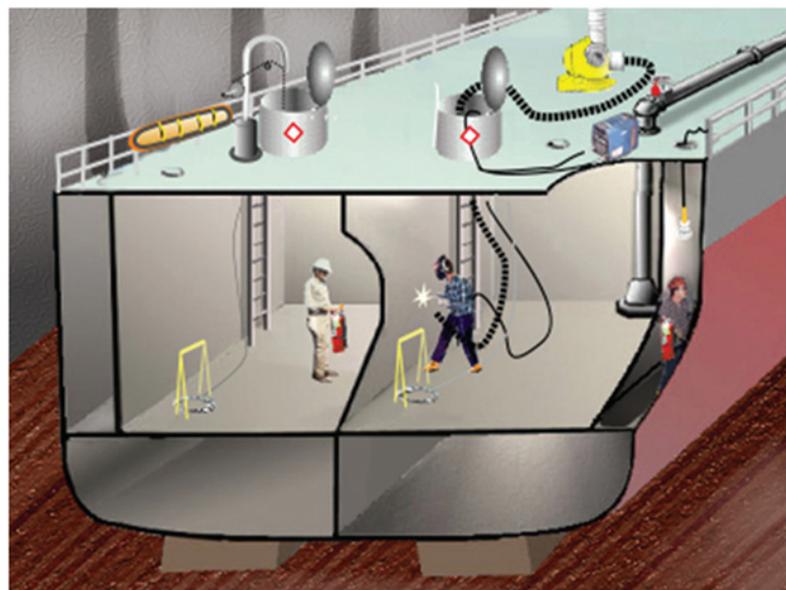
It is important to note that the oxygen level in an enclosed space can decrease because of work being carried out, such as welding, cutting, or brazing or it

can be decreased by chemical reactions like rusting or “oxidation” of bare steel surfaces (chain lockers, void spaces, ballast tanks), paint drying or through bacterial action.

## Precautionary measures to be taken

As an initial step a risk assessment should be carried out by the responsible officer and a pre-working meeting where all hazards associated and procedures to be followed will be explained to assigned personnel. Thereafter, you should ensure that space is emptied if necessary, checked for any adjacent holds and pipelines which could be dangerous and warning notices are posted. Allow sufficient time for the space to be thoroughly ventilated either naturally or mechanically. Prior to entry the atmosphere must be tested to check that oxygen levels are satisfactory and that flammable and/or toxic gases, where present, are within acceptable safe limits (several different terms are in use for expressing the maximum safe exposure limit including: Threshold Limit Value (TLV), Occupational Exposure Limit (OEL)).

Issue an “Enclosed Space Entry Permit” for a defined period; open ended permits are unacceptable. Should there be a change in conditions, particularly if the atmosphere in the space deteriorates, a gas detector alarm is heard or the ventilation arrangements fail, the permit is rendered invalid and everyone must leave the space immediately. Once the situation



has been rectified and confirmed safe, a new permit should be issued. Copies of the permits issued for the enclosed space entry should be filed accordingly. **It is important to note that personnel who will undertake enclosed space work should be actively involved in the issuance of enclosed space permits.**

Another essential arrangement includes the establishment of communication with those inside and also between the attendant at the entrance of the enclosed space and whoever is on watch on the bridge, in the cargo control room or in the engine room (as applicable). The space should be provided with adequate lighting and emergency rescue equipment be readily available at the entry point.

## Entering the enclosed space

When entering the enclosed space you should wear suitable Personal Protective Equipment (PPE) such as -but not limited to- overalls with high visibility reflective markings, safety boots, hard hat with chin strap, safety glasses or goggles, gloves, torch with a suitable strap so that it may be slung around the body to prevent it from being dropped or lost. In addition, you should ensure the space is suitably lightened and ventilated at all times and its atmosphere is tested at regular intervals. Ensure there is a regular communication with the attendant and always stay alert, and leave the space when requested or if you feel ill.

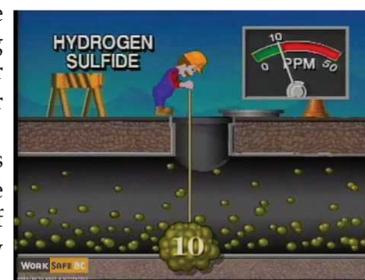
## On completion of the work

On completion of work you must ensure all equipment, materials and personnel are removed from the space and access is closed/secured to prevent unauthorized entry. Entry permit is closed.

## Please remember:

- Many toxic gases and vapors are colourless and odorless. Deciding whether or not a toxic gas is present or if a space is safe for entry should never be determined by smell alone.

- Personnel responsible for using gas detectors should make sure they are thoroughly familiar with the type of detectors provided on board and how they operate.



## Danaos Safety Management System

Instructions on enclosed spaces are included in Fleet Instructions Manual, Chapter 4, §3 and official form for issuing Enclosed Space Entry Permit (SQE-26) is available for completion onboard. Furthermore, the two-month drills' interval has already been incorporated as a requirement into our system long time before it becomes mandatory.

References:

- 1-<https://www.osha.gov>
- 2-“Enclosed Space Entry”, Loss Prevention Bulletin, West of England P&I
- 3-“A Master's Guide to Enclosed Space Entry”, The Standard Club

Vassiliki Giannakou  
SQE Department

# Danaos Contribution to Technological innovation for the Global Maritime Industry

DANAOS NEWS

Following the demands of contemporary maritime industry, Danaos has developed a complete system using the latest tools technology can offer with the aim of ensuring economical, efficient and environmental friendly operation of ships. Being a prudent manager, Danaos is aware that nowadays benchmarking is not only dependent on traditional factors such as price and transit time, but also on environmental and socially responsible performance. Hence, emphasis is being put on research and development and technological innovation aiming at developing tools to monitor and optimize fuel efficiency, emissions control, energy management and bunkers control which constitute the key elements to tackle the two key problems of the shipping industry: high fuel bunker process and GHG emissions.

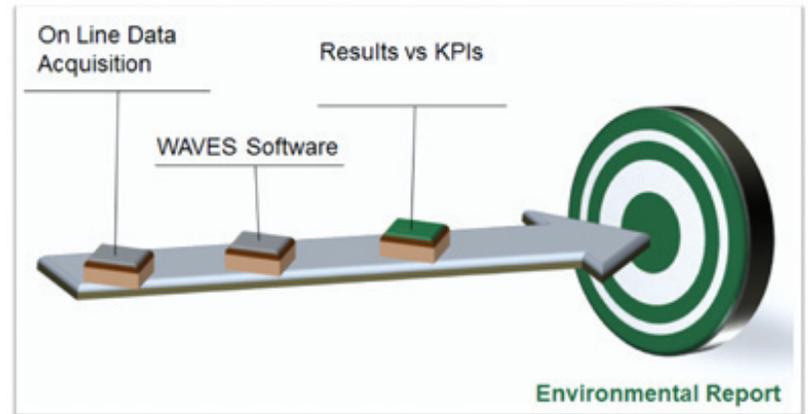
Efficiency enhancement should involve an integrated solution, combining operational measures and design improvements together with advanced performance monitoring and assessment tools. Danaos through its R&D department has been working on the accomplishment of this major task by:

**-Deploying an On line Data Acquisition System:** A system established onboard 24 Danaos vessels based on data transmission from sensors installed onboard, collecting data from various equipment, that are being processed by integrated algorithms in Danaos HQ server, that sets the foundation for a more sophisticated way of monitoring vessel's performance and assessing her efficient operation

**-Developing operational control systems** DASWAVES is the next step, an advanced decision making platform, combining on-line data acquisition with manual telegram entries, aiming at producing performance and efficiency KPIs, automatically controlled forms and evaluation reports.

The development of an on line data acquisition system with associated algorithms and the introduction of an advanced software smart platform providing the manager with accurate and close real-time control of all performance parameters is Danaos' way to move forward.

Technical Department



## External Audits

We are pleased to advise that the following vessels under our management have passed successfully 3rd-party ISM/ISPS audits for the period 16th May – 15th December 2014:

Vessel	Port	Non-Conformity	Observation
CMA CGM ATTILA	Hong Kong	NIL	NIL
CMA CGM SAMSON	New York	NIL	NIL
CMA CGM TANCREDI	Pusan	NIL	NIL
HANJIN CONSTANTZA	Long Beach	NIL	NIL
HANJIN GERMANY	Pusan	NIL	NIL
HYUNDAI SMART	Hamburg	NIL	NIL
HYUNDAI SPEED	Hamburg	NIL	2
OOCL NOVOROSSIYSK	Istanbul	NIL	NIL
ZIM LUANDA	Piraeus	NIL	NIL
ZIM MONACO	Genoa	NIL	2

The below have undergone successfully 3rd-party ISO 14001 audit:

Vessel	Port	Non-Conformity	Observation
CMA CGM NERVAL	Istanbul	NIL	NIL
CMA CGM RABELAIS	Istanbul	NIL	NIL
CMA CGM RACINE	Istanbul	NIL	NIL
HANJIN GREECE	Rotterdam	NIL	NIL
HYUNDAI TENACITY	Hamburg	NIL	NIL
HYUNDAI TOGETHER	Hamburg	NIL	1
ZIM LUANDA	Piraeus	NIL	NIL

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

Thank you for your continuous support.  
SQE Department

## Newly joined!

We welcome:

- **Mrs. Manto Metaxa**  
Personal Assistant to COO

- **Mrs. Gotsi Maria**  
IT Coordinator

- **Mrs. Filiou Anastasia**  
Assistant Internal Auditor

- **Mr. Konidaris Giorgos**  
Operator

- **Mrs. Papaioannou Ermioni**  
Technical Coordinator

- **Mr. Botsas Charalampos**  
Corporate Controller

# European Space Agency (ESA) to develop microsatellite for global monitoring of seafaring vessels

ARTICLE



The European Space Agency (ESA) has unveiled plans to enhance the identification and tracking of seafaring vessels anywhere on earth through satellites, by 2018.

The agency has signed a public-private partnership agreement to this effect with Luxembourg-based LuxSpace and Canada-based exactEarth for the development of a microsatellite.

ESA Telecommunications and Integrated Applications director Magali Vaissiere said: "This program is an excellent example of a public-private partnership, driven by industry, for the development and exploitation of a constellation of microsatellites."

The existing marine traffic control system, based on radio links, was

originally designed for collision prevention. It was later extended to tracking ships for pollution prevention, monitoring the movement of dangerous goods and performing routine surveillance over the sea.

However, the system is limited to only coastal areas with even near shore facing signal issues, the agency said.

"This agreement represents a major milestone in the development of a leading-edge maritime monitoring system for Europe."

The International Maritime Organization standards states that large vessels and passenger ships must be equipped with automatic identification system (AIS) equipment, which transmits information such as course, speed and position to other vessels and shore stations.

The horizontal range of AIS is limited to around 74km from shore due to the earth's curvature, making the transmitted information available only to the coastal zones.

In order to tackle such issues, ESA and the European Maritime Safety Agency are promoting the development of a 'SAT-AIS' program.

Under the deal, which has an option for a second satellite, LuxSpace will design and build phase-B2/CD of one SAT-AIS microsatellite, while exactEarth will be responsible for the mission definition, ground segment, launch and operation.

The new satellite is expected to track the vessel's position and transmit the information to ground stations for processing and distribution.

exactEarth president Peter Mabson said: "This agreement represents a major milestone in the development of a leading-edge maritime monitoring system for Europe, establishing the groundwork for long-term joint collaboration between ESA, LuxSpace and exactEarth".

*by Maritime Cyprus Administration*

## The Annual Forum of WISTA Hellas

DANAOS NEWS

The Annual Forum of WISTA Hellas (Women in Shipping and Trading Association) 2014 took place at the Metropolitan Hotel, Athens, Greece on 02nd December 2014 and the theme was: "Shipping Today... the key players' perspective".

Our Legal Director, Mrs. Zoe Lappa-Papamatthaiou was one of the guest speakers and addressed the challenges being faced within the legal and marine insurance framework of shipping.

She touched also and commented upon the crucial and fundamental role of the seafarer to every aspect of the maritime adventure but also emphasized the need for both continuous training, combined with perpetual love and passion for the sea trade, which kept carriage of goods by sea on top of the list for safe and punctual transportation.

The panel of speakers consisted of the C.E.O. of the National Bank of Greece, Mr. Alexandros Tourkolias, Mr. Marcos Vassilikos, Managing Director of Eurobulk Ltd., Mr. Anthony Argyropoulos, Managing Director of Seaborne Capital Advisors Ltd., Mr. Spyridon Zolotas, Area Manager of Greece and Cyprus of RINA Hellas, Mr. Fedon Tomazos, Managing Director of Cass Techncava Maritime, Mrs. Irene Notias, Purchasing Director of Prime Petroleum Services, Inc. and was moderated by Mrs. Popi Giannopoulou, Commercial Manager of Technomar Shipping Inc., whilst an opening address by video was given by Mr. Miltiadis Varvitsiotis, Minister of Shipping and the Aegean of the Hellenic Republic.



*Legal Department*

# Coast Clean-up day...our "green" tradition

DANAOS NEWS



Following our long held tradition of volunteering to clean up beaches in the beginning of autumn of each year, this year Danaos attended the HELMEPA Coastal Clean Day 2014 on 21st September 2014. That Sunday morning, members of the staff of Danaos gathered up at "Edem" beach in the Faliro area.

It was a bright, sunny day and while lots of people were still enjoying the sea, members of the Danaos team were combing the beach with their sleeves up, fully determined to fulfill their annual duty. By the end of the day, a large part of the seaside area had been pretty much left spotless with visitors now able to bathe under the early autumn sun in a litter-free environment.

It was as always an exciting experience for all the participants and especially for the children, since their meeting with representatives of

HELMEPA helped them to realize the importance of putting all their school knowledge about recycling and protection of the coastal & marine environment into action.

And that was not the end of it!

After a short break for coffee and refreshments, we visited a legendary battleship of the Greek Navy, now a floating museum. "Georgios Averof" is the world's only surviving heavily armored cruiser of the early 20th century, having received her name from the wealthy Greek benefactor George Averoff, who made her acquisition possible for the Greek Navy by paying a quite large amount. This battleship played a great role in the military history of Greece between 1911 and 1946. Averof was at that time the most modern and powerful ship. It was the ship which, under the command of the highly esteemed Captain Pavlos Kountouriotis, liberated most of the Greek islands that were under the Ottomans' occupation. She was towed to her permanent berth in Faliron Bay in 1985, operating now as a floating museum at Trocadero quay.

It was very exciting for all and especially for the young ones, that many of the compartments on the vessel were accessible to the visitors. A Navy Officer offered us all an executive tour, explaining the course of the ship's history from her construction until the Balkan and the World Wars, followed by a demonstration of the mostly impressive – certainly for the period of her sea service but today as well - armor and armament and also the use of every space and room onboard.

It was once again a wonderful experience and we hope to see you all again next year!

*Katerina Vassilopoulou  
HR+T Department*



# Children Art Competition

DANAOS EVENTS

On Christmas Eve, we proudly welcomed at our premises in Piraeus the Greek winners of the 4th Children Art Competition, as well as the rest of participants. In a festive atmosphere, full of play, laughter and joy and with the sound of the traditional Christmas Carols the children sang, while we delivered presents to them all!

In anticipation of the presents Santa Claus and the elves will bring quite

soon, we believe we made a very good start for our little friends...

We wish to all our children in Danaos family, this Christmas holiday season and the new coming year 2015 to be even better than the previous one and the presents they will get to be the best ever!!!

*Olga Papadogeorgaki  
HR+T Department*



# Tradewinds Marine Risk Forum 2014

DANAOS NEWS

Our Legal Director, Mrs. Zoe Lappa-Papamatthaiou, appeared as Panelist and Commentator at the Tradewinds Marine Risk Forum 2014 held at Eugenides Foundation in Athens on December the 04th 2014.

Mrs. Lappa-Papamatthaiou commented upon the need to establish qualification criteria and/or key-performance-indicators for P&I Clubs' world correspondents and a lively dialogue on the subject took place, which was both productive and enlightening vis-a-vis the enhancement of services and the control of costs falling within that premise.

She also commented on other speeches, regarding the Hull market, the P&I's overall performance and rates, especially in view of the 2015 renewal, as well as on the need to establish a Maritime Center in Piraeus, with regard to the provision of insurance services on all lines of business by main underwriters and brokers with a global presence.

*Legal Department*



# Danaos supports the University of the Aegean

DANAOS NEWS

DANAOS SHIPPING CO LTD supports the University of Aegean , and especially the department of Shipping, Trade and Transport and encourages their activities.

As a part of this support for another year our company awarded their top students.

On Thursday, November 28th, 2014 the General Manager of our company, Mr Efstathios Sfyris visited the University in order to present the award the top three students of the Department.

The first runner up was Mr Anastasios Ioannidis, a second year student, the second runner up was Mr Konstantinos Kitsos and the third was a graduate student Mr Grigorios-Konstantinos Serefias .

We appreciate the role of the University of Aegean in shipping education and we fully support them.

*Eleni Anastasaki  
Accounting Department*



# Danaos Managerial Conference 2014



The Danaos Managerial Conference 2014 took place in our Piraeus premises on Friday the 21st of November 2014. Once again, it was a great opportunity to catch up with our colleagues from all offices abroad and exchange thoughts and ideas of our teams' performance and ways to ease, enhance and cultivate communication amongst our offices and vessels.

Mr. Coustas and Mr. Prokopakis opened the event with a warm

welcome message. Afterwards, presentations by our representative offices took place. Each office presented their annual report, which comprised of statistical data on crew hiring, retention and training as well as proposals for the year ahead. After the lunch break, a workshop took place entitled "Communication across Cultures", explaining how and why it is important to communicate effectively and efficiently.



The day ended with a delicious dinner served at the Yacht Club of Greece, which is located in beautiful Microlimano: the most picturesque harbor in Piraeus with an idyllic atmosphere.

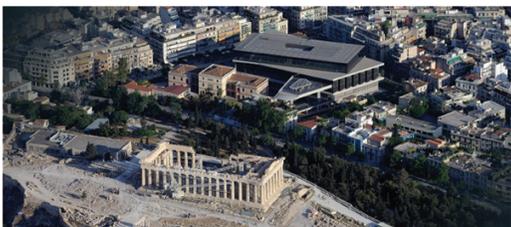


A tour of beautiful Athens was organized for the following day. On Saturday the 22nd of November 2014, we began the day with a sightseeing tour during which we had the opportunity to indulge in the history and culture of Athens. We also visited the Acropolis and the Museum of Acropolis. The tour was followed by a traditional lunch accompanied by Greek music, in a famous Greek restaurant in Thiseion, a neighborhood in

downtown Athens. We are very happy and proud to have been part of this year's Conference and we thank all the participants for their contribution and sharing of their ideas in this important Danaos team meeting. We look forward to seeing you all next year!

*HR+T Department*

## Few words on the history of the Acropolis Museum



The monuments of the Acropolis have withstood the ravages of past centuries, both of ancient times and those of the Middle Ages. Until the 17th century, foreign travellers visiting the monuments depicted the classical buildings as being intact. This remained the case until the middle of the same century, when the Propylaea was blown up while being used as a gunpowder store. Thirty years later, the Ottoman occupiers dismantled the neighbouring Temple of Athena Nike to use its materials to strengthen the fortification of the Acropolis. The most fatal year, however, for the Acropolis, was 1687, when many of the building's architectural members were blown into the air and fell in heaps around the Hill of the Acropolis, caused by a bomb from the Venetian forces. Foreign visitors to the Acropolis would search through the rubble and take fragments of the fallen sculptures as their souvenirs. It was in the 19th century that Lord Elgin removed intact architectural sculptures from the frieze, the metopes and the pediments of the building. In 1833, the Turkish garrison withdrew from

the Acropolis. Immediately after the founding of the Greek State, discussions about the construction of an Acropolis Museum on the Hill of the Acropolis began. In 1863, it was decided that the Museum be constructed on a site to the southeast of the Parthenon and foundations were laid on 30 December 1865. The building program for the Museum had provided that its height not surpasses the height of the stylobate of the Parthenon. With only 800 square meters of floor space, the building was rapidly shown to be inadequate to accommodate the findings from the large excavations on the Acropolis that began in 1886. A second museum was announced in 1888, the so-called Little Museum. Final changes occurred in 1946-1947 with the second Museum being demolished and the original being sizably extended. By the 1970s, the Museum could not cope satisfactorily with the large numbers of visitors passing through its doors. The inadequacy of the space frequently caused problems and downgraded the sense that the exhibition of the masterpieces from the Rock sought to achieve. The Acropolis Museum was firstly conceived by Constantinos Karamanlis in September 1976. He also selected the site, upon which the Museum was finally built, decades later. With his penetrating vision, C. Karamanlis defined the need and established the means for a new Museum equipped with all technical facilities for the conservation of the invaluable Greek ar-

tifacts, where eventually the Parthenon sculptures will be reunited. For these reasons, architectural competitions were conducted in 1976 and 1979, but without success. In 1989, Melina Mercouri, who as Minister of Culture inextricably identified her policies with the claim for the return of the Parthenon Marbles from the British Museum, initiated an international architectural competition. The results of this competition were annulled following the discovery of a large urban settlement on the Makriyianni site dating from Archaic to Early Christian Athens. This discovery now needed to be integrated into the New Museum that was to be built on this site. In the year 2000, the Organization for the Construction of the New Acropolis Museum announced an invitation to a new tender, which was realized in accord with the Directives of the European Union. It is this Tender that has come to fruition with the awarding of the design tender to Bernard Tschumi with Michael Photiadis and their associates and the completion of construction in 2007. Today, the new Acropolis Museum has a total area of 25,000 square meters, with exhibition space of over 14,000 square meters, ten times more than that of the old museum on the Hill of the Acropolis. The new Museum offers all the amenities expected in an international museum of the 21st century.

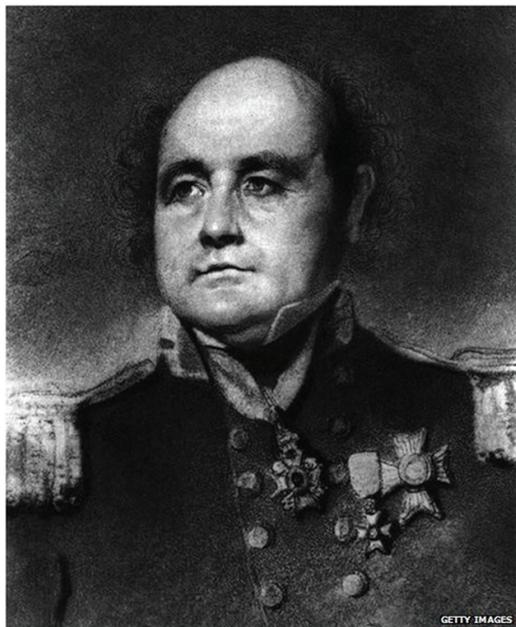
Source: <http://www.theacropolismuseum.gr/en>



# Sir John Franklin: Fabled Arctic ship found

ARTICLE

BBC's Alpa Patel: "The mission set sail in high spirits and hope but contact was lost two years later"



A neighbourhood in Winnipeg, Canada, is named Sir John Franklin

One of two British explorer ships that vanished in the Arctic more than 160 years ago has been found, Canada's prime minister says.

Stephen Harper said it was unclear which ship had been found, but photo evidence confirmed it was one of them.

Sir John Franklin led the two ships and 129 men in 1845 to chart the Northwest Passage in the Canadian Arctic.

The expedition's disappearance shortly after became one of the great mysteries of the age of Victorian exploration.

The Canadian government began searching for Franklin's ships in 2008 as part of a strategy to assert Canada's sovereignty over the Northwest Passage, which has recently become accessible to shipping because of melting Arctic ice.

Expedition sonar images from the waters of Victoria Strait, just off King William Island, clearly show the wreckage of a ship on the ocean floor.

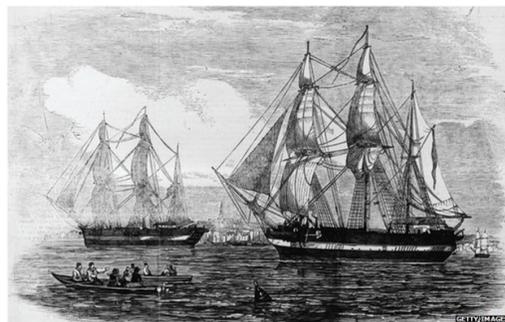
"I am delighted to announce that this year's



Sir John Franklin and his crew were captured in this 1847 painting by W Turner Smith called *The End In Sight*

Victoria Strait expedition has solved one of Canada's greatest mysteries, with the discovery of one of the two ships belonging to the Franklin Expedition," Prime Minister Stephen Harper said in a statement.

"Finding the first vessel will no doubt provide the momentum - or wind in our sails - necessary to locate its sister ship and find out even more about what happened to the Franklin Expedition's crew."

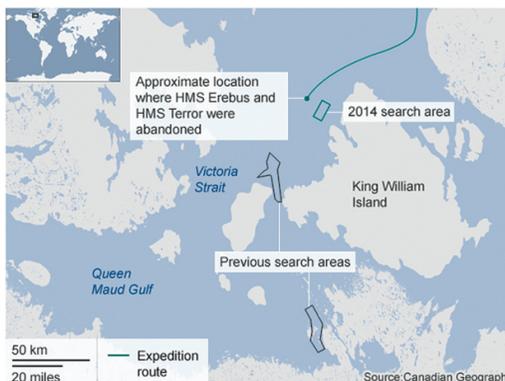


HMS Erebus and HMS Terror, as they appeared in *Illustrated London News*

The find has been described as "the biggest archaeological discovery the world has seen since the opening of Tutankhamun's tomb almost 100 years ago" by a British archaeologist, William Battersby, who has written extensively about the Lincolnshire explorer's expedition.

"From the images it is clear that a huge amount of evidence will be preserved from the expedition, possibly even including the remains of the men and maybe, just possibly, some of their photographs," he said.

The loss of HMS Erebus and HMS Terror, which was built in Topsham, Devon, prompt-



ed one of largest searches in history, running from 1848 to 1859.

The mystery has gripped people for generations, in part because no one knows for sure exactly what happened to the crew.

Experts believe the ships were lost when they became locked in the ice near King William Island and that the crews abandoned them in a hopeless bid to reach safety.

Reports at the time from local Inuits say the

men, desperate for food, resorted to cannibalism before they died.

Sir John Franklin's wife spearheaded an attempt to find him, launching five ships in search of her husband and even leaving cans of food on the ice in the desperate hope he would find them.

In total more than 50 expeditions joined the search.

Three bodies discovered over a century later in the 1980s were found to have a high lead content and to this day, many people believe the 129 crew members were poisoned by leaking lead in their poorly soldered tin cans.

More recent research suggests the canned food supplied to Franklin was not acidic enough for that to happen and the lead was more likely to have come from the internal pipe system on the ships.



HMCS Kingston has been involved in the search

The search resulted in the discovery of the Northwest Passage, which runs from the Atlantic to the Pacific through the Arctic archipelago.

The discovery of Franklin's vessels is considered one of the most sought-after prizes in ma-



Prime Minister Stephen Harper is looking to assert Canadian sovereignty over the northwest passage

rine archaeology.

A team of Canadian divers and archaeologists has been trying to find the ships since 2008.

Source BBC.com

Crew Department

# A mariners guide to whales in the northwest atlantic

ARTICLE

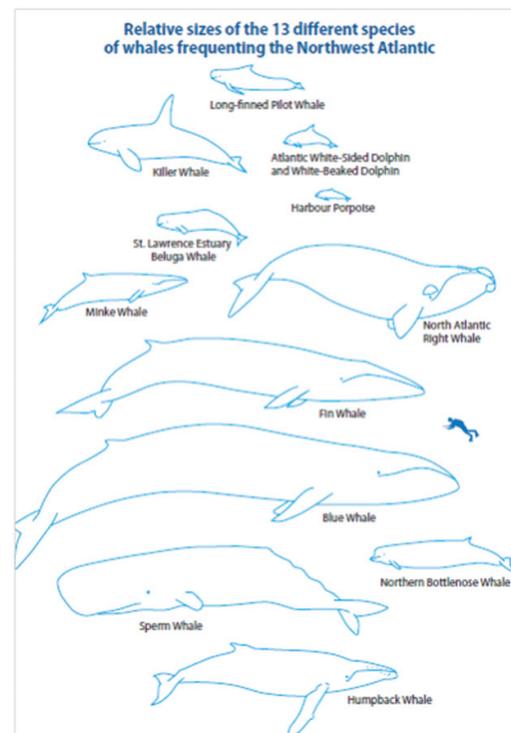
This past July, the Shipping Federation of Canada launched the "Mariner's Guide to Whales in the Northwest Atlantic", which was produced in collaboration with the Réseau d'observation de mammifères marins (ROMM). The main goal of the guide is to sensitize mariners to the risk of collisions between ships and whales. Moreover, it provides information on the various types of whales mariners may encounter while sailing in the Northwest Atlantic and identifies areas in which they should be particularly vigilant.

Undoubtedly, marine transportation is the most environmentally friendly means of moving goods. However, a large population of whales lives, breeds, migrates in the Northwest Atlantic; an area heavily congested by marine traffic where the risk of collision between vessels and whales is high. An already endangered species, the threat of the species' extinction is further exacerbated by the number of collisions taking place between seagoing vessels and whales. Vessels themselves are also severely affected by such incidents by sustaining damages to their hull, propellers, shafts and rudders causing a serious navigational concern coupled as well as service disruption. The main cause of collisions between ships and whales is the overlap between the shipping routes of the first with the natural habitat of the latter. Other factors include: a) adverse weather conditions (foggy weather, heavy rain, high waves limit the visibility of crew on bridge and so the risk of collision is increased),

b) vessel size (a longer vessel has more difficulty to change course to avoid a cetacean plus a limited near-bow visibility), c) ship speed (the risk increases significantly with speed), d) whale behavior-age-gender (it has been noted that most victims are often newborns, juveniles and pregnant whales usually swimming slowly or feeding, mating and giving birth), e) acoustical factors (whales are not able to detect a ship despite their engine-noise).

In order to reduce the risk of collision, a number of measures are usually taken which involve modification of shipping lanes, reduction of vessel speed, implementation of whale detection technology and appointment of dedicated watchmen. In the past IMO established the Bay of Fundy Traffic Separation Scheme to reduce the likelihood of collision between ships and Right whales. Reducing vessel speed increases the time of reaction against a possible strike with a whale. A relatively small reduction in speed has a significant impact on averting fatal strikes with whales. As for whale detectors, although there has been notable technological development in the field, their effectiveness still remains questionable. Lastly and although fraught with impracticality, a dedicated watchman at the front of the ship would be the most reliable way of collecting information of passer-by whales.

The guide has divided the area of the Northwest Atlantic into six sectors that are particularly busy by the shipping industry. It includes maps which show the areas where cetaceans



are most likely to be encountered (St. Lawrence Estuary, Gulf of St. Lawrence, Strait of Belle Isle, Cabot Strait, Nova Scotia Coast, Gulf of Maine and Bay of Fundy) and where interactions are most probable between April and October. It also presents the various species that are likely to be encountered in these waters.

In the end, getting a better understanding of these environmental issues will make us all more careful and protective about nature's creatures. As it is noted in the guide, "mariners should not assume that the whales will move out of the way on their own". So, awareness is the key to avoid injuring or in the worst scenario causing death to a whale. Complying with the national and international regulations is also crucial. There will be no harm done if occasional inspection of bulbous bow is made when sailing in these waters. Any finding should be reported to Danaos Operations department for further instructions.

Reference: "A Mariner's Guide to Whales in the Northwest Atlantic", <http://www.shipfed.ca/new/eng/index.htm>

SQE Department



## Danaos welcomes students from all over the world!!!

During the second semester of 2014, we had the pleasure of welcoming "on board" in our Piraeus premises, Greek and Foreign students from HSBA HAMBURG SCHOOL OF BUSINESS ADMINISTRATION as well as from UNIVERSITY OF SHANGHAI.

The students participated in a presentation of Danaos, a presentation of our software applications portfolio (services and solutions by Danaos Management Consultants S.A.), as well as in an overall discussion concerning amongst all, the Management of a Shipping Company and the financial environment it operates in.

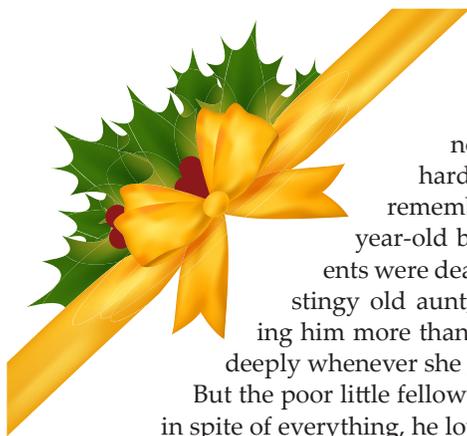
We believe that their visit was a good opportunity for them to evaluate the needs of the rapidly evolving, highly competitive and capital-intensive shipping industry and to become more familiar with the shipping industry's needs!

Georgia Pastra  
HR+T Department



# “Little Gretchen and the wooden shoe” by Elizabeth Harrison

ARTICLE



Once upon a time - so long ago that everybody has forgotten the date - in a city in the north of Europe - with such a hard name that nobody can ever remember it - there was a little seven-year-old boy named Wolff, whose parents were dead, who lived with a cross and stingy old aunt, who never thought of kissing him more than once a year and who sighed deeply whenever she gave him a bowlful of soup.

But the poor little fellow had such a sweet nature that in spite of everything, he loved the old woman, although he was terribly afraid of her and could never look at her ugly old face without shivering.

As this aunt of little Wolff was known to have a house of her own and an old woolen stocking full of gold, she had not dared to send the boy to a charity school; but, in order to get a reduction in the price, she had so wrangled with the master of the school, to which little Wolff finally went, that this bad man, vexed at having a pupil so poorly dressed and paying so little, often punished him unjustly, and even prejudiced his companions against him, so that the three boys, all sons of rich parents, made a drudge and laughing stock of the little fellow.

The poor little one was thus as wretched as a child could be and used to hide himself in corners to weep whenever Christmas time came.

It was the schoolmaster's custom to take all his pupils to the midnight mass on Christmas Eve, and to bring them home again afterward.

Now, as the winter this year was very bitter, and as heavy snow had been falling for several days, all the boys came well bundled up in warm clothes, with fur caps pulled over their ears, padded jackets, gloves and knitted mittens, and strong, thick-soled boots. Only little Wolff presented himself shivering in the poor clothes he used to wear both weekdays and Sundays and having on his feet only thin socks in heavy wooden shoes.

His naughty companions noticing his sad face and awkward appearance, made many jokes at his expense; but the little fellow was so busy blowing on his fingers, and was suffering so much with chilblains, that he took no notice of them. So the band of youngsters, walking two and two behind the master, started for the church.

It was pleasant in the church which was brilliant with lighted candles; and the boys excited by the warmth took advantage of the music of the choir and the organ to chatter among themselves in low tones. They bragged about the fun that was awaiting them at home. The mayor's son had seen, just before starting off, an immense goose ready stuffed and dressed for cooking. At the alderman's home there was a little pine-tree with branches laden down with oranges, sweets, and toys. And the lawyer's cook had put on her cap with such care as she never thought of taking unless she was expecting something very good!

Then they talked, too, of all that the Christ-Child was going to bring them, of all he was going to put in their shoes which, you might be sure, they would take good care to leave in the chimney place before going to bed; and the eyes of these little urchins, as lively as a cage of mice, were sparkling in advance over the joy they would have when they awoke in the morning and saw the pink bag full of sugar-plums, the little lead soldiers ranged in companies in their boxes, the menageries smelling of varnished wood, and the magnificent jumping-jacks in purple and tinsel.

Alas! Little Wolff knew by experience that his old miser of an aunt would send him to bed supperless, but, with childlike faith and certain of having been, all the year, as good and industrious as possible, he hoped that the Christ-Child would not forget him, and so he, too, planned to place his wooden shoes in good time in the fireplace.

Midnight mass over, the worshippers departed, eager for their fun, and the band of pupils always walking two and two, and following the teacher, left the church.

Now, in the porch and seated on a stone bench set in the niche of a painted arch, a child was sleeping - a child in a white woolen garment, but with his little feet bare, in spite of the cold. He was not a beggar, for

his garment was white and new, and near him on the floor was a bundle of carpenter's tools.

In the clear light of the stars, his face, with its closed eyes, shone with an expression of divine sweetness, and his long, curling, blond locks seemed to form a halo about his brow. But his little child's feet, made blue by the cold of this bitter December night, were pitiful to see!

The boys so well clothed for the winter weather passed by quite indifferent to the unknown child; several of them, sons of the notables of the town, however, cast on the vagabond looks in which could be read all the scorn of the rich for the poor, of the well-fed for the hungry.

But little Wolff, coming last out of the church, stopped, deeply touched, before the beautiful sleeping child.

“Oh, dear!” said the little fellow to himself, “this is frightful! This poor little one has no shoes and stockings in this bad weather - and, what is still worse, he has not even a wooden shoe to leave near him to-night while he sleeps, into which the little Christ-Child can put something good to soothe his misery.”

And carried away by his loving heart, Wolff drew the wooden shoe from his right foot, laid it down before the sleeping child, and, as best he could, sometimes hopping, sometimes limping with his sock wet by the snow, he went home to his aunt.

“Look at the good-for-nothing!” cried the old woman, full of wrath at the sight of the shoeless boy. “What have you done with your shoe, you little villain?”

Little Wolff did not know how to lie, so, although trembling with terror when he saw the rage of the old shrew, he tried to relate his adventure.

But the miserly old creature only burst into a frightful fit of laughter.

“Aha! So my young gentleman strips himself for the beggars. Aha! My young gentleman breaks his pair of shoes for a bare-foot! Here is something new, forsooth. Very well, since it is this way, I shall put the only shoe that is left into the chimney-place, and I'll answer for it that the Christ-Child will put in something to-night to beat you with in the morning! And you will have only a crust of bread and water to-morrow. And we shall see if the next time, you will be giving your shoes to the first vagabond that happens along.”

And the wicked woman having boxed the ears of the poor little fellow, made him climb up into the loft where he had his wretched cubby-hole.

Desolate, the child went to bed in the dark and soon fell asleep, but his pillow was wet with tears.

But behold! the next morning when the old woman, awakened early by the cold, went downstairs - oh, wonder of wonders - she saw the big chimney filled with shining toys, bags of magnificent bonbons, and riches of every sort, and standing out in front of all this treasure, was the right wooden shoe which the boy had given to the little vagabond, yes, and beside it, the one which she had placed in the chimney to hold the bunch of switches.

As little Wolff, attracted by the cries of his aunt, stood in an ecstasy of childish delight before the splendid Christmas gifts, shouts of laughter were heard outside. The woman and child ran out to see what all this meant, and behold! all the gossips of the town were standing around the public fountain. What could have happened? Oh, a most ridiculous and extraordinary thing! The children of the richest men in the town, whom their parents had planned to surprise with the most beautiful presents had found only switches in their shoes!

Then the old woman and the child thinking of all the riches in their chimney were filled with fear. But suddenly they saw the priest appear, his countenance full of astonishment. Just above the bench placed near the door of the church, in the very spot where, the night before, a child in a white garment and with bare feet, in spite of the cold, had rested his lovely head, the priest had found a circlet of gold imbedded in the old stones.

Then, they all crossed themselves devoutly, perceiving that this beautiful sleeping child with the carpenter's tools had been Jesus of Nazareth himself, who had come back for one hour just as he had been when he used to work in the home of his parents; and reverently they bowed before this miracle, which the good God had done to reward the faith and the love of a little child.

# When hard work meets great results!!

ARTICLE

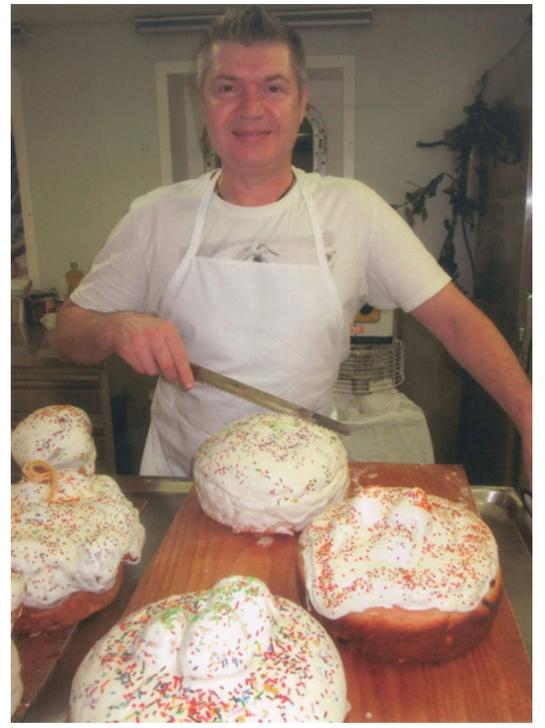
The following message along with the picture attachments, was sent by the *Ukraine Branch of Danaos*:

“Attached herewith you may see the way how one of the Ukrainian cook feeds the people.

All of us clearly understand how important the position of a cook on board a vessel is. Basically to build a special atmosphere you don't need much.”

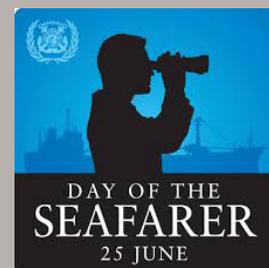
PS. This is our Cook **Kholod Youriy** onboard the m/v “Hanjin Santos”

BRAVO !!



## Poem for the Seafarer's day

*May come the day that i face the seas,  
my oldest friend, sun, stars and moon  
on my way, my vessel my treasure,  
long be the port but great be the pleasure  
of reaching it,  
I dream of myself on the bridge and bond with the waves,  
creatures of the water next to me,  
my boat, my cargo, my work, my honor....*



*Thank you Seafarers*

Devoted to the seafarer, the faithful custodian of our vision,  
Safe seas, safe travels, good luck till back home!

*Zoe Lappa - Papamatthaiou*

# Danaos goes to the theater

DANAOS EVENTS



On Sunday the 14th of December 2014, DANAOS staff, together with their children watched the famous musical "Shrek the musical" which took place at the National Theater of Greece.

We all took part in the adventures of Shrek and Donkey, as they set off on a quest to rescue beautiful Princess Fiona. Everyone, and especially our young children, were excited and had a great time.

HR+T Dept

## Another theater night!

DANAOS EVENTS



It was to our great pleasure that Danaos employees shared another theater night on Friday the 5th of December 2014 at "Emporikon" Theater in Athens.

**The Browning Version** is a play by Terence Rattigan, set in a typical English boys' college. This is one of his best plays and one of the best one-act plays ever written, a real tribute to human dignity.

Andrew Crocker-Harris is a classics teacher at the school. After eighteen years of teaching there, today is his last day before moving on to a much inferior position at another tuition center. The students speculate on why he is leav-

ing, but do not much care, since despite being academically brilliant, he is generally despised as being strict, stern and humourless. They have nicknamed him "The Crock". Even the school administrators treat him poorly regardless of his long tenure. Millie Crocker-Harris, his wife, is younger and vivacious and quite different from her husband. She no longer loves him but rather loves Frank Hunter, another teacher, yet despite having an affair with him, she knows he is not in love with her. On this last day, one student named Taplow, who does not hate Crocker-Harris but feels sorry for him, gives him a beloved book - a version by author Browning - as a small going-away gift. The gift brings about a series of actions which make Crocker-Harris reflect on his past, contemplate his future, and evaluate how he is going to finish his career at the school.

We hope that everyone enjoyed the play, since all the actors and especially the leading-actor D. Kataleifos offered a great performance to the audience.

HR+T department



## Our "Act of Joy" continues

This Christmas, with the valuable help of all our personnel and Danaos we participated in a fundraiser offering goods to the "SOS Children's Villages" and to the "Arc of the World". Both institutions support children aged 6 months to 16 years old.



# “Papa Panov’s Special Christmas” by Leo Tolstoy

ARTICLE



It was Christmas Eve and although it was still afternoon, lights had begun to appear in the shops and houses of the little Russian village, for the short winter day was nearly over. Excited children scurried indoors and now only muffled sounds of chatter and laughter escaped from closed shutters.

Old Papa Panov, the village shoemaker, stepped outside his shop to take one last look around. The sounds of happiness, the bright lights and the faint but delicious smells of Christmas cooking reminded him of past Christmas times when his wife had still been alive and his own children little. Now they had gone. His usually cheerful face, with the little laughter wrinkles behind the round steel spectacles, looked sad now. But he went back indoors with a firm step, put up the shutters and set a pot of coffee to heat on the charcoal stove. Then, with a sigh, he settled in his big armchair.

Papa Panov did not often read, but tonight he pulled down the big old family Bible and, slowly tracing the lines with one forefinger, he read again the Christmas story. He read how Mary and Joseph, tired by their journey to Bethlehem, found no room for them at the inn, so that Mary’s little baby was born in the cowshed.

“Oh, dear, oh, dear!” exclaimed Papa Panov, “if only they had come here! I would have given them my bed and I could have covered the baby with my patchwork quilt to keep him warm.”

He read on about the wise men who had come to see the baby Jesus, bringing him splendid gifts. Papa Panov’s face fell. “I have no gift that I could give him,” he thought sadly.

Then his face brightened. He put down the Bible, got up and stretched his long arms at the shelf high up in his little room. He took down a small, dusty box and opened it. Inside was a perfect pair of tiny leather shoes. Papa Panov smiled with satisfaction. Yes, they were as good as he had remembered—the best shoes he had ever made. “I should

give him those,” he decided, as he gently put them away and sat down again.

He was feeling tired now, and the further he read the sleeper he became. The print began to dance before his eyes so that he closed them, just for a minute. In no time at all Papa Panov was fast asleep.

And as he slept he dreamed. He dreamed that someone was in his room and he knew at once, as one does in dreams, who the person was. It was Jesus.

“You have been wishing that you could see me, Papa Panov,” he said kindly, “then look for me tomorrow. It will be Christmas Day and I will visit you. But look carefully, for I shall not tell you who I am.”

When at last Papa Panov awoke, the bells were ringing out and a thin light was filtering through the shutters. “Bless my soul!” said Papa Panov. “It’s Christmas Day!”

He stood up and stretched himself for he was rather stiff. Then his face filled with happiness as he remembered his dream. This would be a very special Christmas after all, for Jesus was coming to visit him. How would he look? Would he be a little baby, as at that first Christmas? Would he be a grown man, a carpenter- or the great King that he is, God’s Son? He must watch carefully the whole day through so that he recognized him however he came.

Papa Panov put on a special pot of coffee for his Christmas breakfast, took down the shutters and looked out of the window. The street was deserted, no one was stirring yet. No one except the road sweeper. He looked as miserable and dirty as ever, and well he might! Whoever wanted to work on Christmas Day - and in the raw cold and bitter freezing mist of such a morning?

Papa Panov opened the shop door, letting in a thin stream of cold air. “Come in!” he shouted across the street cheerily. “Come in and have some hot coffee to keep out the cold!”

The sweeper looked up, scarcely able to believe his ears. He was only too glad to put down his broom and come into the warm room. His old clothes steamed gently in the heat of the stove and he clasped both red

hands round the comforting warm mug as he drank.

Papa Panov watched him with satisfaction, but every now and then his eyes strayed to the window. It would never do to miss his special visitor.

“Expecting someone?” the sweeper asked at last. So Papa Panov told him about his dream.

“Well, I hope he comes,” the sweeper said, “you’ve given me a bit of Christmas cheer I never expected to have. I’d say you deserve to have your dream come true.” And he actually smiled.

When he had gone, Papa Panov put on cabbage soup for his dinner, then went to the door again, scanning the street. He saw no one. But he was mistaken. Someone was coming.

The girl walked so slowly and quietly, hugging the walls of shops and houses, that it was a while before he noticed her. She looked very tired and she was carrying something. As she drew nearer he could see that it was a baby, wrapped in a thin shawl. There was such sadness in her face and in the pinched little face of the baby, that Papa Panov’s heart went out to them.

“Won’t you come in,” he called, stepping outside to meet them. “You both need a warm by the fire and a rest.”

The young mother let him shepherd her indoors and to the comfort of the armchair. She gave a big sigh of relief.

“I’ll warm some milk for the baby,” Papa Panov said, “I’ve had children of my own- I can feed her for you.” He took the milk from the stove and carefully fed the baby from a spoon, warming her tiny feet by the stove at the same time.

“She needs shoes,” the cobbler said.

But the girl replied, “I can’t afford shoes, I’ve got no husband to bring home money. I’m on my way to the next village to get work.”

Sudden thought flashed through Papa Panov’s mind. He remembered the little shoes he had looked at last night. But he had been keeping those for Jesus. He looked again at the cold little feet and made up his mind.



## Tolstoy Leo (9 September [O.S. 28 August] 1828 – 20 November [O.S. 7 November] 1910)

Leo Nikolayevich Tolstoy, also known as Leo Tolstoy, was a Russian novelist, short story writer, essayist, playwright and philosopher who primarily wrote novels and short stories. Tolstoy was a master of realistic fiction and is widely considered one of the greatest novelists of all time. He is best known for two long novels, *War and Peace* (1869) and *Anna Karenina* (1877). Tolstoy first achieved literary acclaim in his 20s with his semi-autobiographical trilogy of novels, *Childhood*, *Boyhood*, and *Youth* (1852–1856) and *Sevastopol Sketches* (1855), based on his experiences in the Crimean War. His fiction output also includes two additional novels, dozens of short stories, and several famous novellas, including *The Death of Ivan Ilyich*, *Family Happiness*, and *Hadji Murad*. In addition to novels and short stories, he also wrote plays and philosophical essays on Christianity, nonviolent resistance, art and pacifism.

# 2014 Hellenic Company Sport Games

DANAOS NEWS

This October, the basketball team of Danaos participated in the Hellenic Company Sport Games, which were held at the Peace and Friendship Stadium (S.E.F) during the weekend of 3-5 October, achieving an amazing win



the team being awarded the GOLDEN CUP as a result!!!

The team competed against other "strong" basketball teams but with the common Danaos spirit and the excellent performance of our Danaos players the team excelled and won the CUP!!!

We are also proud of our football team, which, although did not succeed in coming first, they did their best as always!

Thank you all for your participation and for an excellent performance!!!

*Georgia Pastra  
HR+T Department*



# The "Original Athens Marathon" breaks all records! We were there!

DANAOS NEWS



the running community in Greece and abroad was not comparable to anything in the past. In total, 35,000 runners and their 55,000 friends and family members enjoyed an exceptional race.

Runners of the Danaos team ran either the 5km or 10km races, in support of the children of the ELEPAP organization. We had a great time and we are proud to be part of this unique experience!

Looking forward to the next race!

*Olga Papadogeorgaki  
HR+T Department*

The number of participating runners in the 32nd Athens Marathon was unprecedented. The success of the event and its recognition in

## Our Christmas Tree in DANAOS Building



## Hyundai Speed

DANAOS NEWS



During sea passage on 26/08/2014 15:30 It from Rotterdam to Hamburg we had flying visitors.

The Netherland Coast Guard Search and Rescue Team requested permission to perform a drill with a helicopter for training purpose on our vessel.





# Turkey wellington by Jamie Oliver

<http://www.jamieoliver.com/recipes/turkey-recipes/turkey-wellington/>

## Ingredients:

- 1.6 kg turkey breast, skin off, preferably higher welfare
- sea salt and freshly ground black pepper
- olive oil
- 1 large bunch fresh thyme, leaves picked
- 1 x 340 g jar cranberry jam
- 25 g dried porcini mushrooms
- 6 rashers quality smoked streaky bacon, thinly sliced
- 3 sprigs fresh rosemary
- 600 g mixed mushrooms, chopped
- 1 turkey leg
- 1 carrot, roughly chopped
- 1 leek, trimmed and roughly chopped
- 1 onion, peeled and roughly chopped
- 2 heaped tablespoons plain flour, plus extra for dusting
- 1 tablespoon balsamic vinegar
- 1 knob unsalted butter
- 2 x 500 g packets all butter puff pastry, chilled
- 1 large free-range egg, beaten

## Method:

Preheat the oven to 180°C/350°F/gas 4. Place the turkey breast upside-down on a board. Gently slice into the natural join of the breast muscle to open it out and make a sort of pocket. Season well and drizzle with olive oil. Sprinkle over half the thyme leaves, then spread over an even layer of cranberry jam, pushing it into all the nooks and crannies. Fold it back into shape to seal the mixture inside – swiss roll-style – and push a few cocktail sticks into the seam to keep it together. Transfer the turkey to a roasting tray, season the outside with the remaining thyme leaves, a good pinch of salt and pepper and a drizzle of olive oil. Rub it all over, cover in tin foil and roast in the hot oven for 60 to 70 minutes, or until just cooked through – using a thermometer, you want it to be 72°C at the thickest point.

Meanwhile, soak the porcini in a dish of just-boiled water. After 5 minutes, stir with a fork so any bits of grit sink to the bottom. Add the bacon to a large frying pan with a splash of oil on a medium heat and fry for 5 to 10 minutes, or until beautifully golden and super crispy. Strip in the leaves from 2 rosemary sprigs for the last 30 seconds or so. Remove everything from the pan with a slotted spoon and set aside, leaving the bacon fat behind. Add the fresh mushrooms to the pan with a pinch of salt and pepper. Drain and chop the porcini, saving the water, then stir into the pan. Add a splash of the water, avoiding the grit, then cook for around 10 to 15 minutes, or until the pan starts to sizzle again and the mushrooms are golden, soft and sticky with caramelly edges.

To make the gravy, cut the thigh off the turkey leg and slash into it slightly. Throw the leg and thigh into a pot along with the carrot, leek and onion. Stir in the flour, add a good pinch of salt and pepper and 2 litres of boiling water. Add a heaped tablespoon of cranberry jam, the balsamic vinegar and remaining rosemary sprig. Bring back to the boil, then reduce to a simmer for around 2 hours, or until thick. Strain it through a sieve and reheat before serving.

When the mushroom pan is dry, add a knob of butter and toss to coat. Tip the mushrooms into the food processor and whiz until you get a good mixture of smooth and chunky. Leave to cool. Once the turkey breast and stuffing have cooled, you can get on with assembling the wellington.

Dust a clean surface with flour, then roll out each packet of puff pastry to the size of a shoe box (one will be the base, one the lid – roll the lid ever so slightly bigger). Line a large roasting tray with greaseproof paper, dust with flour, then add the smaller piece of pastry. Spread half of the mushroom stuffing onto the middle of the base to cover an area the same size as your turkey breast. Remove the cocktail sticks, then place the turkey breast on top and spread the remaining stuffing over the top packing it all in and smoothing it out so that the whole breast is covered. Sprinkle with the crispy bacon and rosemary, then brush the edges of the pastry with beaten egg. Lay the second sheet of pastry over the top, gently mold it round the shape of the breast, pushing all the air out and seal together. Trim the edges to around 4cm, then pull, twist, tuck and pinch in the pastry (like in the picture).

Brush the whole thing with beaten egg then all the hard work's done. Leave it uncovered in the fridge overnight until you're ready to cook. On Christmas day, cook at 180°/350°F/gas 4 for 50 to 60 minutes, or until risen, puffy and beautifully golden and the turkey is piping hot throughout. Remove from the oven and leave to cool for around 10 minutes before carving. Serve carved into 2.5cm with the gravy and all the usual. Christmas in a mouthful.



## Lebkuchen

### Ingredients:

- 250g plain flour
- 85g ground almonds
- 2 tsp ground ginger
- 1 tsp ground cinnamon
- ½ tsp bicarbonate of soda
- 200ml clear honey
- 1 lemon, finely grated zest
- 85g butter
- pinch each ground cloves, grated nutmeg and black pepper
- 1 tsp baking powder

### For the icing

- 100g icing sugar
- 1 egg white, beaten

## Method:

1. Tip the dry ingredients into a large bowl. Heat the honey and butter in a pan over a low heat until the butter melts, then pour into the flour mixture along with the lemon zest. Mix well until the dough is combined and fairly solid. Cover and leave to cool.

2. Heat oven to 180C/fan160C/gas 4. Using your hands, roll dough into about 30 balls, each 3cm wide, then flatten each one slightly into a disk. Divide the biscuits between two baking trays lined with baking parchment, leaving room for them to expand. Bake for 15 mins, then cool on a wire rack.

3. To ice the biscuits, mix together the icing sugar, egg white and 1-2 tbsp water to form a smooth, runny icing. Dip the top of each biscuit in the icing and spread with the back of a knife. Leave to dry out in a warm

Enjoy!

Georgia Tsiona  
Technical 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."



# Seasons Greetings



**ELEPAP**

steps forward  
for the child with disability

Every star that falls is a child's wish.  
Make each star shine and the children's wishes come true!



Merry Christmas & a Happy New Year from the Children of ELEPAP

**danaos**

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.