



THE DANAOS SHIP NEWS

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

ISSUE #9, JUNE 2015

Danae C ex Niledutch Palanca renaming

M/V Niledutch Palanca, (2524 TEU–geared)
was renamed DANA E C on 8th of June 2015.



Break bulk cargo loaded on M/V HYUNDAI SMART

During her call at Rotterdam port on 24th of May 2015, 12 azimuth thrusters, which are used on offshore floating oil drills, were loaded on M/V Hyundai Smart.

Each thruster weighed 75 tons and was loaded on 18 flat racks inside the cargo hold at bay 54 & 62.

Operations Department





Message from the President & CEO

Dear Friends,

The first half of the year brought us a welcome recovery in the container chartering market but without a lot of excitement as it proved a bit short lived. The whole world is still trying to recover from the crisis and we experienced a considerable slowdown in China that affected trade to and from the Far East in general.

In Europe the problems have been exacerbated by the Greek problem and European growth has been adjusted downwards. This combined with the continued ordering of 18000+ teu vessels exacerbated the demand supply imbalance in the Europe Far East trade and spillover effects are seen in other trades as well.

For us in Greece of course the dominating news has been the bank closure and capital controls that render our operation somewhat cumbersome but for the time being we manage to overcome the problems.

There are a lot of rumours about companies moving out of Piraeus which are mostly unfounded. There are no indications that this government will make Greek controlled shipping less competitive and we are all exploring ways to help the country. The other issue with the Ukrainian conflict looks to be cooling down which is a relief for all our Ukrainian colleagues.

In the midst of all these economic and geopolitical problems we are continuously striving to make Danaos stable and prosperous which will be the result of our collective efforts.

I hope that in the next issue of this newspaper I will be able to report a better geopolitical environment.

With my Best Wishes

John Coustas



Message from the Senior Vice President & COO

Friends and Colleagues,

In this issue, I would like to comprehensively highlight the views of the Union of Greek Ship-owners regarding some of the fundamental challenges faced both by the Greek and International Shipping industry today.

- The Greek shipping community is determined to continue its presence in the country subject to maintenance of its long-lasting legal institutional framework.**
- In the context of the State Aid Guidelines, the Union of Greek Ship-owners (UGS) believes that the flag link requirement should be maintained alongside the criterion of commercial and strategic management. **Currently, the Greek flag fleet accounts for 25.43% of the EU flag fleet in dwt.**
- The compulsory application of the Basel III Agreement in the EU necessitates a fairer treatment of shipping mortgages as security for loans for reasons, *inter alia*, of the international competitiveness of EU shipping.
- Maritime cyber security awareness should be heightened in preparation for the possibility of attacks on ships ports and shipping offices.
- Shipping cannot be left alone to cope with large scale rescue operations of immigrants in the Mediterranean Sea.**
- A framework of laws allowing the introduction of private Maritime Schools remains a requirement of the shipping community in Greece.**
- A global MRV system is required for the IMO to better calculate global CO2 emissions from shipping and avoid the collection of misleading data regarding the real operations of ships or adopt regional measures serving non shipping purposes.
- There is need for the European Commission to assist in reaching international solutions regarding a possible insufficiency of fuels of 0.5% sulphur content to be used out of SECAs as of 1/1/2020.**
- A speedy and successful solution of outstanding issues of ship compliance will facilitate ratification of the BWM Convention.
- The shipping community expects that finalisation of the Global Based Standards verification process of the IMO in 2015 will assure appropriate shipbuilding standards for robust fit for purpose ships internationally.

Iraklis Prokopakis

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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, Sophia Ekonomou, Vassiliki Giannakou, Kostas Giotis, Ioannis Karatolios, Fotini Kiramariou, 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

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

Helmepa board of directors meets at Danaos Shipping

D A N A O S N E W S

On 29th April 2015 the Annual Meeting of the board of directors of HELMEPA took place at Danaos' premises in Piraeus. The meeting

was an opportunity for the members of the Board to also visit the simulator located at the HR+T dept.



MAN Diesel & Turbo Annual Meeting with Danaos Shipping Technical Department

D A N A O S N E W S



The Man Diesel & Turbo Annual Meeting with Danaos Shipping Technical Department took place in our Piraeus premises on the 23rd of April.

Being one of the leading engine makers in the shipping industry

and subsequently a major business partner of Danaos Shipping, the annual meeting with Man Diesel constitutes an important way for strengthening our excellent business cooperation and relationship by discussing all issues and topics related to the vessels managed by Danaos Shipping equipped with MAN main engines and generators.

Mr George Drossos- Head of Marine New Sales and Promotion and Mr Peter Nerenst- Operations Department Manager of MAN Diesel & Turbo Head office at Copenhagen elaborated in depth various technical matters such as electronic engines, service follow up and feedback exchange, operation of Low Sulfur Fuels etc.

Technical Department

Zoe Lappa-Papamatthaiou:

“In Shipping, creating new goals is a never ending task”

Article by Theano Kalapotharakou, ELNAVI
(Issue : July August '15)
Translated by Xara Tsochlas



Zoe Lappa-Papamatthaiou (Legal Director of Danaos Shipping) belongs to this rare group of people, for whom nothing negative can be said. Zoe is a wonderful person with a great mind, a bright soul, a restless spirit and a burning desire to create. To this she comments: “my desire is not for mere creation but for salvation. This is because people who don’t create something, cannot prosper, they don’t simply enjoy life quite as much. If you don’t create, life becomes meaningless at some point, and that is the misfortune many come to bear.”

-You have created and achieved many things in your life; do you feel accomplished with what you have succeeded?

“Life is not only about accomplishing things, one could compare it to a war that begins with a winning battle and ends with a losing one for all, without exceptions. The last battle can never be won, what remains after you lose it, is what you have created.”

-Is time both a creator and a destructor?

“I would say time is only a creator, when the heart and the soul remain pure, only the body decays.”

Talk to me about your first steps

I embarked on my career in shipping in 1988, my love for the sea, combined with my interest in business, were the defining factors that drove me towards that direction. I have always admired the business element of things, as my father was involved with the import/export trade and the international automobile industry; I was therefore immersed in a world of international trade, insurances and law from a very early age, sparking my interest to follow a career down the legal path, which is exactly what I did.

How did you begin your career?

I began working as soon as I returned from London, after obtaining my Masters in Maritime, Trade and European Law. The person

that introduced me to shipping was Mr. Ioannis Goulondris, and his exact words when we met were: “you will never have a dull moment”, as he sensed my restless spirit and desire to create, through my perpetual interest for innovation in the legal sector that had to do with the carriage of goods by sea.

How did you become involved with shipping and what was your childhood like?

My family travelled extensively due to my father’s business and that entailed a lot of seaborne travel, within Greece and abroad. It was also our key mode of transportation using it to reach the Greek islands during our vacation period. I am part islander myself, as my roots stem from Zakynthos (from my mother’s side), Thessaloniki and Constantinople (from my father’s side), and as such, I am greatly inspired just by looking at the sea. I have always loved the sea and hidden a small Ulysses within, so much so, that during my summers at the islands, I would talk with sailors and be fixated with the stories they would tell me about their travels. My love for the sea and for the law became as such beautifully entwined.

How much do you believe the surrounding environment can stunt the need for exploration?

The environment is our home and it’s built with material stemming from the very innovation that defines us. We have to respect it and protect it. Exploration never ceases, it goes hand in hand with creation and as such becomes the epitome of evolution. The one complements the other.

Do you ever think of the years that pass?

After approximately 30 years in the shipping industry, forging an innovative path next to people with an abundant love for Greece and seaborne trade as a global enterprise, admiring the great love sailors possess for their work and getting a taste of the beauty the shipping industry holds, I can say that I have lived a life full of great experiences and unparalleled creativity. I was very lucky and blessed to be able to have a great career and a fantastic family at the same time, with a loving husband who supported me in achieving my goals and two wonderful children that complete me 100%. Time is an ally for a creative thinker, if utilized correctly. I don’t carry any regrets and I hope the years that follow will be better for everyone, allowing all of us to understand the importance of hard work, effort, respect for each other and love. When you work within those pillars, your life evolves around the respect and love you have for those around you and for the career you serve, as such, time passes by wonderfully.

Have you become what you always dreamt of?

I have always dreamt of creating a beautiful family and at the same time become a useful professional and active citizen. To answer your question, yes I believe I have, each day I am allowed to live is a gift and I use it to im-

prove myself, become a better person and try and offer as much as I can back to the community and to society as a whole. I feel very deep love for people in general, I do believe in them and their good side, as such, I continue dreaming of a better world.

What drives you more, fame or money?

Neither. Money is the means for a dignified lifestyle, nothing more. Fame depends on where you expect to get it from. The smile of my children and the love and respect of my colleagues are more than enough for me.

Do you feel you owe to someone-on an emotional level?

Of course I do, I owe to my wonderful parents and greater family, to my husband, to my children, to my colleagues and to my friends. I would have never achieved any of this without their undivided love and support and the mere fact that I am constantly trying to improve myself and give back. The support of the shipping family, the trust and loyalty bestowed upon me by my clients and principals, have also played a fundamental role, both in my career and in my personal life.

Which stages defined both you and your company?

I am very proud of my company; it’s like my second family. The constant creative evolution in the container industry and the continuous effort to provide high quality service to our charterers are a key reflection. Our goals are inextricably aligned with the above characteristics and evolve analogously. We never stop trying to become better and more effective. Team work and spirit go hand in hand every minute of every day, non stop. The defining stages are not specific I would say, in my opinion success is not a given thing but a 24/7 race and each day we manage to make our customers and colleagues both on board and on shore happy and satisfied, is a good day for us. Standing strong together and perseverance is the key. We never lay back and we never take anything for granted.

What interests you and what are your future plans?

I am very interested in giving back to society as a whole, pass the torch through shipping and business world in general. I was recently elected Governor of the International Propeller Club of the United States, International Port of Piraeus, and was appointed Chairman of the Fundraising Committee and my wish is to see Piraeus become one of the largest shipping centers of the world, a title which is well deserved. As such, I hope that through the Club’s fundraising work, we will be able to steer young people towards a career in shipping, whether at sea or on shore and teach them to love and thereafter also offer their knowledge to this exceptional means of transportation of goods that combines safety, speed, security and unforgettable memories to those that use or work around it. We also hope to continue the work started by our predecessors in aid-

ing the socially vulnerable groups, shipping has always been next to people—that is where its strength lies—, from the love derived for the sea and from its sailors, to healthy business trade, combined with constant development based on respect for the environment and the individual. We also share the same aspirations at WISTA (Women in Shipping Trade Association), where my great lady-friends are doing an excellent job, not only giving back to women working in shipping but to our shipping community as a whole.

What do you want from life?

I wish to deliver a world to the next generation better than the one passed over to me.

Do you believe that genius resides in

wrong?

Not necessarily, I would say that right and wrong are both subjective and depend on the angle from which they are looked at. Genius could also be a great soul and there can be no wrong there.

Why do people grow up being afraid to cross their boundaries?

That happens because people in general are insecure in their own mortality. Once they become comfortable with themselves though, they can do miracles.

Do people come to this earth with certain skills or talents?

That is also subjective. If you provide people with the right incentives and place them in the

optimum environment, they can pleasantly surprise you.



Zoe Lappa-Papamathaiou
with her daughter Dafni

A message to our Seafarers

Dear Seafarer,

I promise no revelations, everything below is already known to you. The purpose of this compilation is to gather the common tips that will help you facilitate a successful career. Why so many seafarers fail in building their careers? How to evaluate the level of professionalism, which is critical in affecting the career path in shipping industry?

Your professional level could be assessed as the aggregate of your knowledge and experience multiplied by attitude:

Professionalism = (Knowledge + Experience) * Attitude

Let us now review each component:

Knowledge – consists of basic and professional education formal learning, facilitated by elementary/middle/high school, followed by higher/professional education in the university or academy. Every stage is important but probably the most important are the early school years, providing the necessary foundation for the upcoming professional education and career. This is the time in your life when your young mind can effortlessly “process” the vast amount of information with great speed. Do not ignore this miraculous ability – use it and try to enjoy the learning process. As my math teacher used to say: “Knowledge is what remains, when everything else is already forgotten”. The second issue is related to the whole formal learning routine, but also originates in elementary middlehigh school. Early years at school support the “multiple choice” approach, mimicking the IT techniques, which, in my view, impose limits to the development of critical thinking, while at the same time opening a window for “guessing” the correct answers. There is no clear boundary, separating related subjects – they always overlap. For example algebra, geometry, trigonometry, etc. represent one subject mathematics.

As a result – there are gaps in conventional subjects, affecting the foundation of solid professional knowledge in future.

Finally, the third issue is a commercial approach towards education, which, while presenting the educational institutions with great business opportunities, often gives students the illusion that everything is already paid for, thus there is no need for hard work as all is leading to graduation/degree anyway. As a result, some students are just making time in the educational system, awaiting culmination in the form of a degree, which in their view is a fair expectation. One can just imagine

the value these kinds of degree holders bring to the job market.

Identifying the aforementioned issues could pave the way to confronting and addressing them, thus contributing to success.

Experience – something that you gain on your own during your career. There are no specific recommendations, except for attempting to find an employer, reaching a good balance between salary/environment/professional development, facilitating career growth and everyday life. An average person spends up to 70% of his/her lifetime working, therefore, if any of those components are not satisfactory, work becomes a burden, affecting their whole life experience.

Try to always be up to date with professional training and take it seriously – just like your school or university studies.

If you are on the market to change jobs, remember a higher salary is not a bad idea, however, if you are comfortable at your current position, always evaluate whether it's really worth to dive into the unknown. There might be other growth opportunities with your current employer – just ask and show your willingness.

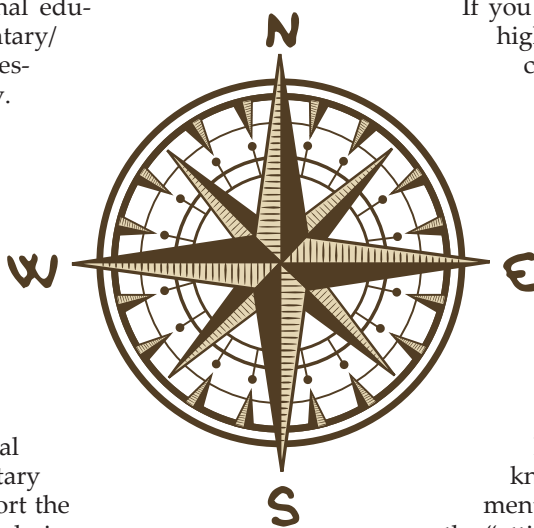
Attitude, according to the formula above, its probably one of the most important parameters, affecting career success, even purely mathematically – if it's approaching “zero”, the total would also be approaching “zero”, no matter how big your experience and knowledge are. In my career, I met numerous high caliber professionals, with solid theoretical knowledge, unable to adjust to any work environment and therefore failing to stay in any crew due to the “attitude” or rather lack of it.

Always obeying rules and regulations is a must, so is being cooperative and helpful with your superiors. Having said that, I am not calling for total submission – if you have any productive ideas, possibly contradicting the opinion or directive of your superiors – speak up, but be polite and always follow the internal rules of engagement.

In conclusion, I'd like to point out that I have been following these concepts and it has enormously helped me in my life and career. I hope that it might help you too.

Safe voyages and calm seas!

Best regards,
Capt.V.Pastushenko,
Director “Danaos Ukraine”



Internal seminar by ABS

DANAOS NEWS



In cooperation with our TECHNICAL and HR+T department an internal seminar by ABS was organized subjected "Derivation of Fuel Oil Consumption Reference Tables Under Actual Conditions for the Benefit of Ship Manager / Operator".

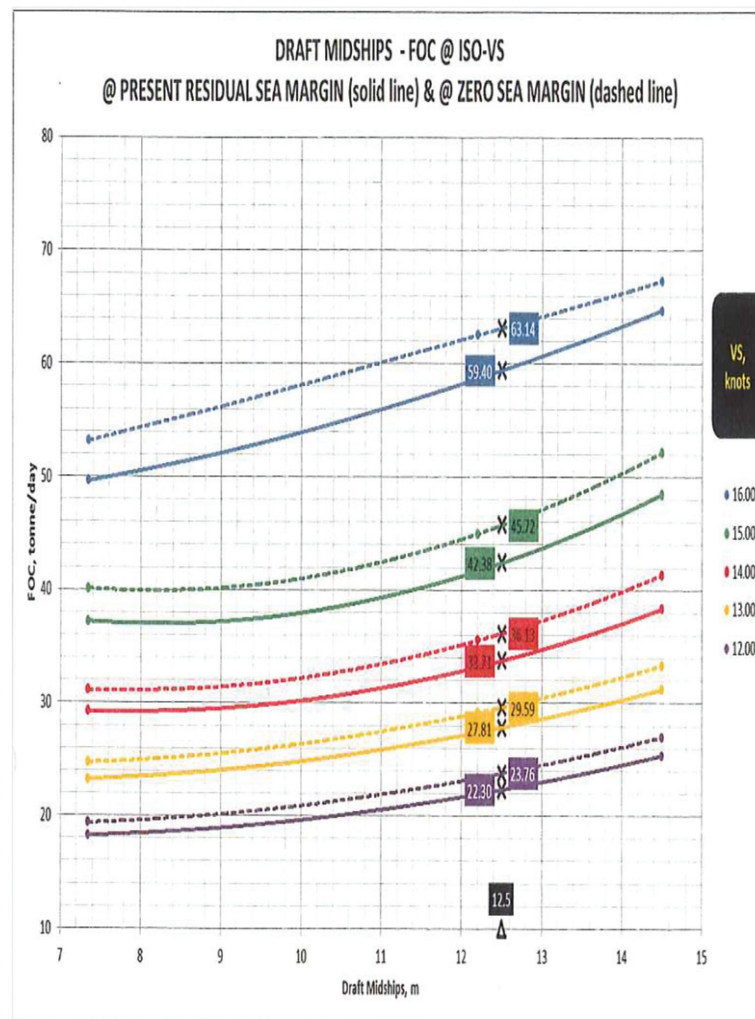
The seminar took place on the 19th of May 2015.

The items discussed, included subjects such as: Why are Speed-FOC reference values important for a Ship Manager/Operator and how are they used, Technical Specification, Model Tests, Power Margins, Residual Sea Margin, SFOC under actual conditions, FOC for any Residual Sea Margin, FOC for any Speed, FOC for any Mean Draft, ISO-FOCs, VB commands.

It was a very good seminar with an in depth analysis of the above matters.

Thank you for your participation!

HR+T 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 December 2014 – 15th May 2015:

Vessel	Port	Non-Conformity	Observation
CMA CGM BIANCA	New York	NIL	NIL
CMA CGM MOLIERE	Jebel Ali	NIL	NIL
PRIORITY	Taipei	NIL	NIL
PERFORMANCE	New York	NIL	NIL
CMA CGM MELISANDE	New York	NIL	NIL
HYUNDAI TENACITY	Hong Kong	NIL	NIL
SNL COLOMBO	Kaohsiung	NIL	2

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

Vessel	Port	Non-Conformity	Observation
HANJIN GERMANY	Genoa	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. Andrea Bohmanova-Kelaidi
Corporate Controller

- Mr. Gerasimos Chaidos
Assistant Supply Operator

Recycling of ships

ARTICLE

The development of the Hong Kong Convention

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention), was adopted at an IMO diplomatic conference in May 2009, attended by delegates of various countries.

The aim of the Convention is to ensure that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment.

The Hong Kong Convention intends to address all the issues around ship recycling, including the fact that ships sold for scrapping may contain environmentally hazardous substances such as asbestos, heavy metals, hydrocarbons, ozone-depleting substances and others. It also addresses concerns raised about the working and environmental conditions at many of the world's ship recycling locations.

Upon entry into force of the Hong Kong Convention, ships to be sent for recycling will be required to carry an inventory of hazardous materials, which will be specific to each ship. An appendix to the Convention provides a list of hazardous materials the installation or use of which is prohibited or restricted in shipyards, ship repair yards, and ships of Parties to the Convention. Ships will be required to have an initial survey to verify the inventory of hazardous materials, additional surveys during the life of the ship, and a final survey prior to recycling.

Ship recycling yards will be required to provide a "Ship Recycling Plan", specifying the manner in which each ship will be recycled, depending on its particulars and its inventory. Parties will be required to take effective measures to ensure that ship recycling facilities under their jurisdiction comply with the Convention.

Entry into force criteria

The Convention is open for accession by any State. It will enter into force

24 months after the date on which 15 States, representing 40 per cent of world merchant shipping by gross tonnage. Furthermore, the combined maximum annual ship recycling volume of those States must, during the preceding 10 years, constitute not less than 3 per cent of their combined merchant shipping tonnage.

Until today the Convention has been signed, subject to ratification or acceptance, by France, Italy, the Netherlands, Saint Kitts and Nevis and Turkey. Norway is the first nation to accede to Hong Kong Ship Recycling.

Why it is important

We read at the IMO's website: "In the process of recycling ships, virtually nothing goes to waste. The materials and equipment are almost entirely reused. Steel is reprocessed to become, for instance, reinforcing rods for use in the construction industry or as corner castings and hinges for containers. Ships' generators are reused ashore. Batteries

find their way into the local economy. Hydrocarbons on board become reclaimed oil products to be used as fuel in rolling mills or brick kilns. Light fittings find further use on land. Furthermore, new steel production from recycled steel requires only one third of the energy used for steel production from raw materials. Recycling thus makes a positive contribution to the global conservation of energy and resources and, in the process, employs a large, if predominantly unskilled, workforce. Properly handled, ship recycling is, without question, a "green" industry."

EU Regulation

The EU Regulation on Ship Recycling (EU SRR) was adopted on 22 October 2013 and entered into force on 30 December 2013. This Regulation was aimed at facilitating early ratification of the Hong Kong Convention 2009 - both within the EU and in other countries outside the EU - by applying controls to ships and ship recycling facilities on the basis of the Convention. Additionally, it aims to ensure that EU-flagged vessels must also be scrapped in an approved ship recycling facility.

The new EU Ship Recycling Regulation means that EU-flagged vessels of 500 GT and over will be required to carry an Inventory of Hazardous Materials (IHM). When calling at EU ports, vessels from non-EU countries will also be required to carry an IHM identifying all the hazardous materials on board. The IHM requirements are as follows:

- EU-flagged newbuildings are required to have a verified IHM on-board with a Statement of Compliance by 31 December 2015 (being the earliest) and by 31 December 2018 (the latest).
- Existing EU-flagged vessels are required to have a verified IHM on-board with a Statement of Compliance the latest by 31 December 2020 (or if the ship is to be recycled, the IHM should be on board from the date when the European list of ship recycling facilities is published, expected to be by the end of 2016).
- Non-EU-flagged vessels calling at EU ports are also required to have a verified IHM onboard with a Statement of Compliance the earliest by 31 December 2020.

Concluding

The Hong Kong Convention will concern the shipping industry in the future since it not only raises important issues for the appropriate disposal of ships when they come to their life-end but will also have a major interference in the way the whole industry operates and will definitely affect the sector's economic balance.

Vassiliki Giannakou
SQE Department

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- 1) <http://www.imo.org/pages/home.aspx>
- 2) <https://www.dnvgl.com/>



Discovering the Panama Canal

ARTICLE



The Panama Canal is a 77.1-kilometre (48 mile) ship canal in Panama that connects the Atlantic Ocean to the Pacific Ocean. To this day it is one of the largest and most difficult engineering projects ever undertaken. The Panama Canal shortcut greatly reduces the time for ships to travel between the Atlantic and Pacific Oceans, enabling them to avoid the lengthy, hazardous Cape Horn route around the southernmost tip of South America via the Drake Passage or Strait of Magellan. The canal cuts across the Isthmus of Panama and is a key conduit for international maritime trade. There are locks at each end to lift ships up to Gatun Lake, an artificial lake 26 mts (85 ft) above sea level. The current locks are 33.5 mts (110 ft) wide. A third, wider lane of locks is currently under construction and is due to open in 2016.

Early construction however, takes us back to 1881 when France began work on the canal, but had to stop because of engineering problems and high mortality due to disease, approximately 20,000 workers died. The United States took over the project in 1904, and took a decade to complete the canal, which was officially opened on August 15, 1914. It took the efforts of 56,300 workers to complete the canal, and it cost \$375 million. In the years after the canal opened, tensions increased between America and Panama over control of the canal and the surrounding Canal zone. Finally control of the canal was transferred peacefully to Panama in December 1999.

The canal's current annual revenue is \$2 billion. However the success of the Canal can be simply measured in terms of annual traffic, which has risen from about 1,000 ships in 1914, when the canal opened, to 15,000 vessels in 2008. The largest ships that can transit the canal today are called Panamax. It takes 20 to 30 hours to pass through the Panama Canal, and approximately 52 million gallons of fresh water from Gatun Lake are used each time.



Tolls for the canal are set by the Panama Canal Authority and are based on vessel type, size, and the type of cargo carried. For container ships, the toll is assessed on the ship's capacity expressed in TEUs. Effective May 1, 2009, this toll is \$72.00 USD per TEU. The toll is calculated differently for container ships carrying no cargo, this toll is \$57.60 USD per TEU. Most other types of vessel pay a toll per PC/UMS (Panama Canal/Universal Measurement System) net ton; this toll varies between \$3.76 USD per ton and \$3.90 USD per ton. As with container ships, a reduced toll is charged for freight ships with no cargo.

If the Canal were to shut down tomorrow the consequences would not be as catastrophic as they would have been fifty years ago. The increasingly long waiting times to enter the canal and the increasing size of container vessels have proven to be the Canal's biggest competitors. As a response the Panama Canal authority has begun works on a \$5.25 billion expansion project that will enable the canal to handle post-Panamax ships. The expanded canal will be able to handle cargo vessels carrying 14,000 TEUs, nearly three times the amount currently accommodated. However, while the new locks will be able to fit many modern ships, they still won't be super-sized enough for some vessels, such as Maersk's Triple E class ships, the planet's biggest container ships, which measure 194 feet wide and 1,312 feet long, with a capacity of 18,000 TEUs.

The American Society of Civil Engineers has named the Panama Canal one of the seven wonders of the modern world because it remains the shorter, faster, and safer route to the U.S. West Coast and to nations in and around the Pacific Ocean. It has allowed those places to become more integrated with the world economy.

*Kostas Giotis
Accounting Department*



The Suez Canal story



Egypt was the first country to dig a man-made canal across its lands to connect the Mediterranean Sea to the Red Sea via the branches of the River Nile. The first who dug it was Senausert III, Pharaoh of Egypt (1874 B.C.). This canal was abandoned to silting and reopened several times as follows:

- Canal of Sity I	1310	B.C.
- Canal of Nkhaw	610	B.C.
- Canal of Darius I	510	B.C.
- Canal of Ptolemy II	285	B.C.
- Canal of The Romans	117	A.C.
- Canal of Amir El-Moemeneen	640	A.D.

The Suez Canal is actually the first canal that directly links the Mediterranean Sea to the Red Sea. It was opened for navigation on the 17 th of November 1869 and Egypt nationalized the canal on the 26 th of July 1956. The Canal was closed five times; the last time was the most serious one since it lasted for 8 years. The Canal was then reopened for navigation on the 5 th of June 1975.

Today, the world is faced with a problem of globalization and worldwide trade system. This event links countries and societies so that more and more economies are now dependent on transportation of goods and services. Merging of cultures helps the integration of financial markets. The pathway between west and east gains more importance with those facts.

Although the latest generation of huge supertankers cannot traverse the canal fully-laden, it remains one of the world’s most important waterways. Around 8% of global sea-borne trade passes through the canal. The SuMed pipeline runs close to the canal, connecting the Ain Sukhna terminal on the Gulf of Suez to Sidi Kerir on the coast of the Mediterranean, and is just as important as the canal. SuMed transports oil, partly from very large tankers that need to offload some of their cargo before they can fit into the canal.

The strategic importance of the Suez Canal has prevailed through history, particularly because of the Middle Eastern oil trade and the Pacific Asian commercial trade. The journey from the Persian Gulf to the Northern European range is particularly impacted by the Suez Canal as a 21,000 km journey around Africa taking 24 days is reduced to a 12,000 km journey taking 14 days.

The Suez Canal allows ships travelling between the East and the West to avoid the long journey around the Cape of Good Hope cut-

ting routes by an average of 6,000 miles; it refers to reduced fuel payments for companies, transportation of products in fewer days and as a result aiding global economic growth. If we think that around 80% of the world’s trade is via waterways, it would be easier for us to imagine the affect the Suez Canal has to the economy. The canal, with saving distance, reduces the operational and fixed costs of companies as well as decreasing the number of days that transportation of products occur.

The Suez Canal assists the trade between developed and developing countries. Most of the developing countries are found in the Middle East and Asia. Therefore, developed European countries open up factories in countries with cheap labor and land. Europeans also look for ways to transport their products from ports in South Asia to Europe or the United States. The Suez Canal provides the road that developed countries need for their aim.

Moreover this Canal strengthens the power of Egypt in the world economy. With the taxes from the ships which use the Suez Canal, the Egyptian economy keeps growing day by day. The Suez Canal requires labor to fix the erosion in coasts and to defend the coast from other countries. The required labor force comes from the Egyptian society thus reducing the unemployment rate in the country.

The Suez Canal, with its history and importance, gives Egypt a strategic power to affect world trade by creating a road between developing and developed countries. It also gives companies the advantage of cheap transportation. The Suez Canal is the longest Canal project ever developed. It is an artificial Canal that combines the Mediterranean Sea with the Red Sea. It is beneficial for the world’s economy and empowers the globalization process.

Eleni Anastasaki
Accounting Department

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<http://www.suezcanal.gov.eg>
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CSS Code: Rules and Regulations

ARTICLE

Code of Safe Practice for Cargo Stowage and Securing (CSS Code) for Container Vessels and Other Vessels Equipped for Carriage of Containers

The amendment to the **Code of Safe Practice for Cargo Stowage and Securing** (CSS Code) Annex 14, "Guidance on Providing Safe Working Conditions for Securing of Containers on Deck", as set out in the annex of MSC.1/Circ.1352, was approved by the IMO in 2010 and revised in 2014 (MSC.1/Circ.1352/Rev.1).

Ships keel-laid on or after 1 January 2015: The IMO has not made the application of MSC.1/Circ.1352 mandatory, but it encourages ship owners, ship operators, shipmasters and crew to apply the annex in its entirety to container vessels and vessels equipped for carriage of containers.

Ships keel-laid before 1 January 2015 are, through MSC.1/Circ.1352, encouraged to apply sections 4.4, 7.1, 7.3 and 8, and to apply the principles in sections 6 and 7.2 so far as practical, on the understanding that existing ships will not be required to be enlarged or undergo other major structural modifications. For ships keel-laid before 1 January 2015, Classification

Societies most probably will implement the applicable sections as instructed by the flag administration.

FLAG STATE REQUIREMENTS

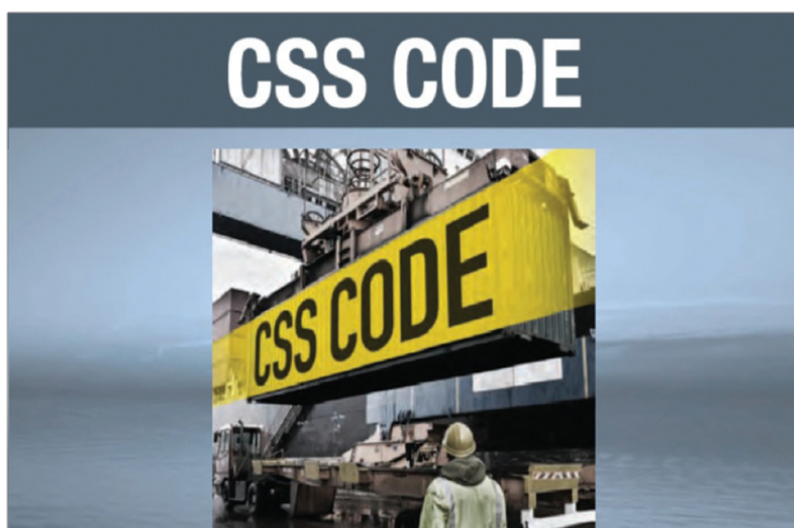
As of January 2015, the flag state administrations of Cyprus, Germany, Malta and the United Kingdom have issued circulars/ notes making MSC.1/Circ.1352 mandatory for container vessels and vessels equipped for the carriage of containers that sail under their flags. Please note that flag state administrations may interpret the requirements differently and this will be reflected in the implementation for the relevant ships.

ADDITIONAL INFORMATION

From 1 January 2015, owners shall be aware of the following risks relating to ships not in compliance with CSS Code Annex 14:

- Ships may be refused to call at ports where port state authorities require compliance with CSS Code Annex 14
- Ships may be subject to structural alterations in order to be in compliance with CSS Code Annex 14 when changing flag

Maritime Cyprus administration



Ideal X

ARTICLE

Did you know that..

The first successful containership was named Ideal X and was a converted mass-produced T-2 oil tanker.

On 26th of April 1956, the Ideal X departed from the Port of Newark in New Jersey with destination the port of Texas in Houston, where she arrived five days later.

She carried 58 35-foot (8 feet wide by 8 feet high) containers, along with a regular load of 15,000 tons of bulk petroleum.

It was just the beginning of the container ship revolution which extremely changed the shipping industry.

The lady carried containers until she went for recycling in Japan in 1964.

Operations Department



New In-house seminars

D A N A O S N E W S

Danaos HR+T dept have proudly released a series of new in-house seminars for both our Senior as well as our Junior Deck & Engine officers:

- “Company’s True stories Case Study-Accident Analysis (Methods to Approach Investigation and Accident Analysis-lessons Learned)” - duration: 2 days

The seminar was delivered by Capt. E. Ladas and Capt. S. Petronios to our Russian officers in St. Petersburg in April’15.

- MRM (Approved by Swedish Club) – duration: 3 days

- TRAIN the TRAINER (How to deliver efficient training onboard) – duration: 1 day

These seminars were delivered by Capt. E. Ladas and Capt. S. Petronios to our Ukrainian officers in Odessa in June’15.

We look forward to presenting all of our new seminars to the majority of our crew and receiving their valuable feedback.

*Katerina Vassilopoulou
HR+T Department*



Alba/Deree American College visits our premises!

Reality feeds us with knowledge and knowledge is life.

We strongly believe that students are our future assets and thus always try to give them the opportunity to visit our premises in order to familiarize them with the shipping world.

On March 31, 2015, we welcomed “on board”, forty Greek and Foreign students from ALBA/DEREE College, University of Reading.

The students exchanged views about the financial issues of the shipping sector with Danaos Corporation’s CFO, Mr. Evangelos Chatzis and had the opportunity to get a small taste of day to day operational matters, through a short presentation made by Ms. Sophia Economou of Danaos Shipping’s Operation Department.

*Georgia Pastra
HR+T Department*



US West Coast Port's Congestion

ARTICLE

One of the major issues that has dominated the last quarter of 2014 and the first quarter of 2015 and affected liner shipping operations was the great work slowdowns which container ships experienced in the ports of the West Coast because of the labor dispute which broke out between the dockers' unions and port employers. This situation resulted in large port congestions, delays to containerized cargo movement and triggered discussions again on the causes of port congestion.

Undoubtedly port congestion creates frustration among all members of the transportation community. From ships' side, congestion in California ports obliged vessels to stay at the anchorage for a long time and this meant that they had to consume LSMGO, drifting outside the 3 nautical miles limit -an area which is not subject to VGP rules and where vessels should arrive at California with empty sewage tanks. In addition, vessels had to manage bilge and sludge production prudently due to prolonged time at port.

However, port congestion is not a new phenomenon; ship delays in ports have always been an issue on which port/terminal managers would focus on dealing with them by improving productivity. But what are actually the causes of port congestion?

There have been discussions lately which attribute to port congestion to the increasing size of ships or vessel sharing alliances, still if we examine the situation closely we will discover that congestion is a multi-faceted issue with a significant grade of complexity and needs a tailor-made approach to solve specific problems arising in specific locations.

There are a number of factors that contribute to port congestions such as: unexpected surges in cargo volumes (latest example that of diversion of cargo from West Coast to East Coast ports), seasonal increase of demand (Chinese exporters pursued to ensure that cargo

would arrive in North America before the country's lunar new year festivities), inadequate infrastructure, shortages of various types of equipment (yard cranes, chassis, railcars, etc), low labor productivity, inefficient connections to rail and roadways, vessel operators' schedule reliability and efficient cargo stowage planning, adverse weather conditions (such as bad 2014 winter affecting North Atlantic ports). The above are only some of the reasons creating port congestion and simply present that the problem is not caused by a single factor but we should consider that it is rather a combination of factors that leads to port congestion.

Increasing vessels' size is a trend that exists since the invention of containerization and it is known to port authorities and port operators who in turn have proceeded to increase channel and berth depth and deploy higher cranes able to reach and serve the larger ships. Moreover, as long as larger ships handle cargo more efficiently -both in terms of economy and environmental impact- it is likely that they will continue to be used in future.

It is worth noting that West Coast ports of Los Angeles and Long Beach, despite the congestion they experienced due to labor disruptions, remained in the top 10 in berth productivity at 76 hourly container moves per vessel, and at 74 hourly container moves per vessel respectively, according to JOC-IHS Port Productivity report. This can be explained by the fact that these terminals are assigning more cranes to keep the ships moving and prepare for the next group of arrivals. Moreover, this demonstrates that the race between ports and terminals focus rather on productivity than fixed delays which are always there, no matter if 1,000 or 5,000 containers are going to be handled.

Concluding, port congestion is an issue that all concerned parties, commercial or governmental will have to manage and find solutions for its elimination or to be realists for its minimization since

there will always be factors beyond one's control that will create ships' delays at ports. For the ports themselves this is an excellent challenge to move forward and keep pace with the latest developments in the maritime sector and optimize their position within the supply chain.

Vassiliki Giannakou
SQE Department

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1. <http://www.worldshipping.org/>
2. <http://www.joc.com>
3. www.lloydslist.com



<http://www.polb.com/news/photos.asp>

The Inspection Regime of Paris MOU

ARTICLE

A brief look at the past

The Memorandum of Understanding on Port State Control was initially formed as an effort from the 14 member states who had signed the agreement in 1982 to set some standards on the ships which were calling their ports or sailing through their territorial waters. This initiative followed after a massive oil spill had occurred off the coast of Brittany (France) as a result of the grounding of the VLCC ‘Amoco Cadiz’ in 1978.

Today

Today the Paris MOU consists of 27 participating maritime Administrations and covers the waters of the European coastal States and the North Atlantic basin from North America to Europe. The current member States of the Paris MoU are: Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Slovenia, Spain, Sweden and the United Kingdom.

Paris MOU and EU maritime policy

Throughout the years EU has developed a legal framework focusing on maritime safety and aiming at eliminating substandard ships from EU waters. As a part of the process to enhance control measures in order to ensure that all ships approaching EU ports are in compliance with international safety standards the European Parliament and Council adopted Directive 2009/16/EC which requires the “New Inspection Regime” (NIR) of the Paris MoU to be applied in all the EU coastal states.

New Inspection Regime entered into force on 1 January 2011

The introduction of the new inspection regime reformed the port state control system by requiring an inspection of all ships making a stop-over in European ports. The previous obligation of each Member State to inspect 25% of the ships calling its ports is now replaced by an objective of 100% for the Community as a whole.

The Targeting System

A new targeting system is used to determine how often a ship is selected for inspection which relies on the ship risk profile and company performance.

The Ship Risk Profile classifies ships into one of three categories: **Low Risk Ships (LRS)**, **Standard Risk Ship (SRS)** and **High Risk Ships (HRS)**. It is based on the following criteria, using details of inspections of your ship in the Paris MoU area in the last 3 years:

- type and age of ship;
- number of deficiencies;
- number of detentions;
- performance of the flag of the ship;
- performance of the recognized organization(s); and
- performance of the company responsible for the ISM management;

This last element referring to the **Company’s performance** is based on a formula which takes into consideration the deficiencies and detentions in the last 36 months of the company’s fleet, using IMO company number. The company is compared to the average its own managed vessels inspected under the Paris MoU in order to determine the performance level. This will result in ranking the company as very low, low, medium or high. It goes without saying that any Refusal of Access (ban) of one of its ships will have a negative impact on the ranking of the company.

Inspection Frequency

The time window is set according to the ship risk profile:

- LRS** – Between 24-36 months after last inspection
- SRS** – Between 10-12 months after the last inspection
- HRS** – Between 5-6 months after the last inspection.

The time span for the next periodic inspection re-starts after any inspection in the Paris MOU region. When the time window opens, a ship becomes **Priority II** and **may** be selected for a periodic inspection. If the time window has passed a ship is **Priority I** and **will be inspected**.

Additional inspections are triggered by overriding or unexpected fac-

tors, depending on the severity of the occurrence, regardless of the time window.

Overriding is **Priority I** and **will** be inspected. Examples: collision, stranding or grounding en route; class withdrawn; operated in unsafe manner.

Unexpected is **Priority II** and **may** be inspected. Examples: reported by pilot, agent etc; certificates issued by recognized organization from whom recognition has been withdrawn; failure to comply with reporting requirements.

Types of Inspection				
Risk ship types are chemical tanker, gas carrier, oil tanker, bulk carrier and passenger ship.				
Category	Ship Risk Profile	Inspection Type		
		Initial	More detailed	Expanded
Periodic	High Risk Ship	NO	NO	YES
	Standard Risk Ship	YES	If clear grounds are found	If the ship is of a risk ship type and more than 12 years old
	Low Risk Ship			
Additional: overriding or unexpected factor	All	NO	YES	According to the professional judgement of the Port State Control Officer

Reporting Obligations

The master of a high risk ship (or bulk carrier, chemical tanker, gas carrier, passenger ship or oil tanker more than 12 years old) must notify the PSC authority of its arrival at the port or anchorage 72 hours in advance, or before departure if the intended voyage is less than 72 hours.

All ships must provide an arrival notification **at least 24 hours in advance**, or on departure if the intended voyage is less than 24 hours. The responsibility for complying with mandatory reporting requirements rests with the master. **Thus, this pre-arrival notification has to be reported to all ports in the Paris MoU region the vessel calls.**

Vessels are kindly requested before every call to a European port to send a message with similar format as the following to the local agent with clear request to forward it as required to the local PSC.

A draft message as follows:

Vessel Name: M/V Komodo
Call Sing: SVSK
IMO Number: 9001033
MMSI: 239558000
ETA Piraeus: 31/12/2011 15:00 hrs LT
ETD Piraeus: 01/12/2011 06:00 hrs LT
Total Persons on board: 26 Persons
Last PSC (Paris MoU): 09/07/2011 Valencia

Danaos Performance

With your continuous support we have reached the high level of performance which as you understand is very difficult to achieve but very easy to lose. We depend on the continuous support of our Masters, Officers and Crew.

References:

- 1) <https://www.parismou.org/>
- 2) <http://www.emsa.europa.eu/>
- 3) http://ec.europa.eu/transport/modes/maritime/safety/actions_en.htm
- 4) <http://www.ukpandi.com>
- 5) <https://www.bimco.org>

SQE Department

The Negotiation Workshop Presentation

DANAOS NEWS

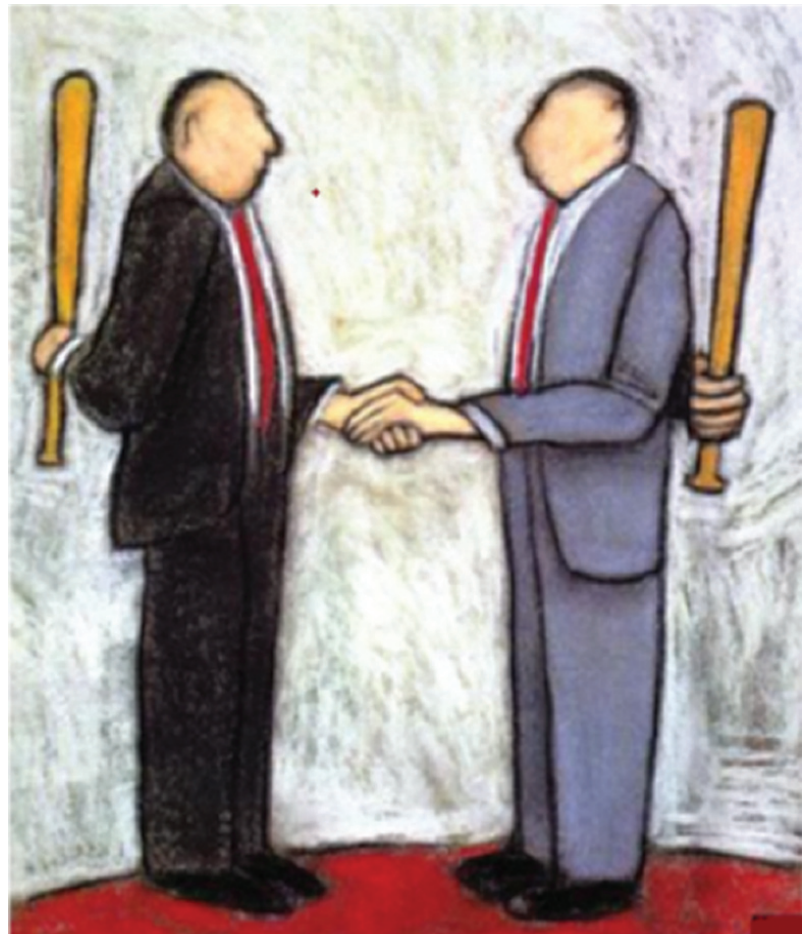
The 1st out of the 3 sessions of Negotiation Flow presentation was completed on Saturday the 4th of April at the premises of Danaos. It was presented and analyzed by the main initiator of the Negotiation workshop, our Deputy COO and Technical Director Mr Dimitris Vastarouchas. The presentation was open to all Danaos personnel as its main purpose was the sharing of knowledge.

The aim of the seminar was to present last year's negotiation workshop findings of Mr. Vastarouchas and his team as well as to share with those present, details of their experience. Being a holder of the Schraner Negotiation Institute's certificates on Negotiations on the Edge 1: "The 7 Principles" and Negotiations on the Edge 2: "Strategy & Tactics" and Negotiations on the Edge - Costly Mistakes, Mr. Vastarouchas' expertise in the field powered the Negotiation models and tactics analysis by him and his team.

The main concept of the subject seminar's 1st session was an introduction to the appropriate way that a Negotiation's flow should be executed aiming for the best possible result to be achieved by the party of interest involved. The Negotiation workshop was first launched in the summer of 2014 and constitutes an ongoing process it's application not only limited to one's career or business needs but in everyday life too. Mr. Vastarouchas' four-hour presentation kept the attendees' interest at high levels by the use of special material and audience interaction techniques used throughout the duration of the workshop.

Moving forward, the next session of the Negotiation seminar is scheduled for June 27 for a deeper understanding of the practical issues surrounding negotiations.

*Georgia Tsiona
Technical Department*

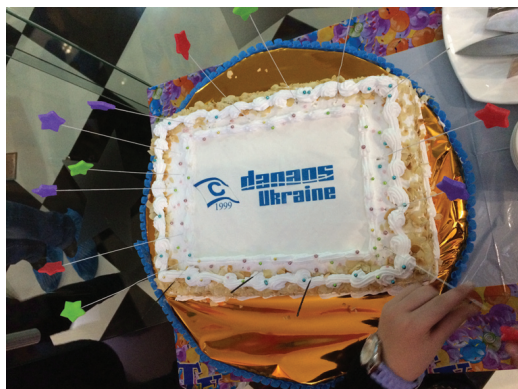


Danaos Ukraine: Children's party

DANAOS EVENTS

The Danaos Ukraine Seafarers party has become somewhat of a tradition since the first one four years ago. This year though, we decided to make some changes and host the party for the children

of our seafarers. We believe that our little friends need some happy memories amidst the difficult situation in Ukraine and that is what we want to achieve this year.



“Tifinar”: A book presentation by Mr. Dimitris Vastarouchas at Public on 15/2/2015 (Athens Branch)

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



The “Tifinar” presentation took place at Public Stores in the Suntagma square, where the writer and our Danaos Deputy COO and Technical Director, Mr. Dimitris Vastarouchas introduced the 3rd part of his novel-trilogy called “The ninth house” following the 1st part “The Pakoua traces” and the 2nd one “The Genesis of Nasi”.

The presentation started at 20:00 and Danaos’ employees as well as Mr. Vastarouchas’ family and friends were there to support the writer in this very special moment of his 1st professional writing attempt which is now complete with the last part of this trilogy. In this part, the starring characters of the novel, Anna, Alex and Apostolos, having been through a lot of difficulties, have finally managed to finish their adventurous journey and eventually reveal the riddle.

Unlike the typical process of a book presentation, the writer preferred to give a rather personal tone to his presentation by making a

spontaneous speech outlining the key points of the trilogy’s writing process.

Mr. Vastarouchas referred to the difficulties he faced in order to finish his novel and especially “Tifinar”, due to his work overload. He mentioned the circumstances under which he was writing in order to keep up with his task and complete his novel, such as during his business trips’ flights and early in the morning before coming to the office, giving a great example that time limitations are manageable and undertaking activities alongside work is actually feasible, when it comes to one exploring self-expression. In order to escape from daily routine and the problems surrounding it.

Following the reading of some extracts of the novel, the writer illustrated how his wanderlust constituted his core inspiration to write an adventure about a hidden riddle, in places all

around the world that the writer has experienced himself. He also indicated the contribution of important persons in his life to the process and finally the completion of his novel.

Thereafter, Mr. Dimitris Vastarouchas signed the audience’s books, where he made a personal inscription for each one of his guests as he has established doing since the first part of the “The ninth house”. He also gave a copy of his poetry collection named “Lady of Joy” to the female audience.

Lastly, we would like to wish good sales for “Tifinar” with the hope that despite the pressure that all professionals working in the Maritime Industry face on a daily basis, there will be more art expressions coming from our Shipping sector.

Georgia Tsiona
Technical Department



Editors Note

There was a printing error in our previous supplement “The best present” (8th Issue of the Danship News- published January ‘15).

We are therefore reprinting Ms. Evanthia Kallergis letter in this issue.

The best gift I have ever received

When I was younger, I was sweet and playful, being an only child I had everything I could possibly desire but even with all that there was always something missing, something all my friends had but I didn’t.... a sibling!

I begged my mom and dad to bring me a little brother or sister and they agreed with me. I waited and waited and waited and then one day my parents told me that they were expecting the stork that would bring us the baby. I was a bit puzzled at first with the story about the stork but after a while I realized that the baby was actually in my mommy’s tummy. After 100 years (well mom said it was more like 9 months) on a sunny March day my little brother finally came into this world.

When my mom and dad brought him home, I kissed him on the cheek and I told him “welcome home little brother” and that’s when I realized that this tiny little being I was looking at would always be my guardian and my friend. My wish had finally come true! This was the best day of my life and by far the best gift I had ever received.

Ps. I wish you all a Merry Christmas filled with joy and happiness.

Evanthia Kallergi, 10.5 years old

Danaos goes to the theater

DANAOS EVENTS



The Caucasian Chalk Circle

On March, 20th 2015, Danaos' employees shared another theater night at the famous "Pallas" theater in the centre of Athens. "The Caucasian Chalk Circle" is a play by the German modernist playwright Bertolt Brecht. An example of Brecht's epic theatre, the play is a parable about a peasant girl who rescues a baby and becomes a better mother than its wealthy natural parents. The Caucasian Chalk Circle, a play consist-

ing of a prologue and five scenes by Bertolt Brecht, first produced in English in 1948 and in German as Der kaukasische Kreidekreis in 1949. The work is based on the German writer Klabund's play Der Kreidekreis (1924), itself a translation and adaptation of a Chinese play from the Yuan dynasty (1206-1368). Brecht's play is set within the context of a dispute over land claimed by two communes in the Soviet Union after World War

II. The main action of the play consists of a parable that is performed to celebrate the decision in the dispute. The parable, set during a feudal insurrection in the 13th century, concerns the struggle of two women over the custody of a child. The dispute between the governor's wife, who abandoned the child during the insurrection, and the young servant who saved the child and cared for him is settled by an eccentric judge who places the child in a chalk circle and declares that whichever woman can pull him from the circle will be granted custody. When the servant, not wanting to harm the child, lets the governor's wife have him, she is awarded the child, having demonstrated greater love than the natural mother.

It was another great theater night and we hope that everyone enjoyed the play!

Olga Papadogeorgaki
HR+T Department



Bottle Cap Collection

DANAOS NEWS

Danaos Shipping collects bottle caps in order to support the action of "Collect Bottle Caps and Share Smiles".

The target is to collect as many bottle caps as possible so as to raise the number of 10.000 caps in order to buy a wheelchair for a person in need. This action is being led by the Union of Lifeguards and Rescuers of Rhodes.

The cap collection is still ongoing at our offices in Piraeus, the next delivery to Rhodes has been scheduled for September 2015.

HR+T Department



ΙΔΡΥΜΑ
η παιδική στέγη

Our important "Act of Joy" continues.

With the valuable help of our personnel, as well as that of our Company, we participated in a fundraiser, offering goods to the «Children's Home» foundation. «Children's Home» has been offering its services to citizens for 81 years to date.

Each year, it welcomes and accommodates 450 children in its four model homes.

Destination for this summer : Ikaria, Greece

ARTICLE

The island of Ikaria in Greece is famous for its amazing beaches and laid back atmosphere. Ikaria is probably one of the most beautiful Greek islands. Totally off the beaten track, many beaches in Ikaria are used for naturism and camping.

Although not a very touristic island, you can get basically everything there: water sports, nightlife, shops and car rentals. The people on the island live off fishing and farming, and many work on boats or are involved in tourism. Ikarian wine has been produced and praised since antiquity.

The island was used as a place of exile for the communists after the end of the Second World War and this explains the political position of the people of Ikaria. The famous Greek writer Menelaos Lountemis was exiled to Ikaria. The isolation and poverty have forced many of the inhabitants of Ikaria to migrate, mainly to the USA.

History : According to Greek mythology, Ikaria is the place where Ikaros died and was buried, after flying too close to the sun when escaping from Crete with his father Daedalus. Since then the island and its surrounding sea was named after him. The Ikarion sea is known for its stormy weather and often islanders when traveling from Piraeus to the Dodecanese are aware that in the area, they will certainly find some rough sea. All ships that go to the Dodecanese need approximately 2-3 hours to cross the straits from Mykonos, to Ikaria and Patmos.

In general, names in Greece beginning with an "I" have a "pre-Greek" past with some Pelasgian tribe as its first inhabitants.

The Ionians came here from Asia Minor in the 9th century BC, and



in the 5th century it was part in fighting the Persians during the Persian Wars.

The Romans conquered most of Greece in the 2nd century BC, and after the collapse of the Roman Empire, the island belonged to the Byzantine empire. Just like the rest of the Greek archipelago, it was constantly attacked by pirates, and in the 13th century the Venetians took over.

The Turks ruled Ikaria from the beginning of the 16th century,

and by this time, all the islanders had moved to the mountains to protect themselves from the pirates and the Turks. Ikaria rebelled against the Turks in 1912 and was annexed to Greece later that year.

The island has many hiking trails that lead to mountainous villages, gorges, small bays and vineyards. In fact, wine is among the most popular local products and you can try house wine in all taverns and restaurants in the island. Holidays in Ikaria are just perfect for total relaxation on a place full of inner energy.

Ikarian habitants are considered to be the longest living persons in Europe due to the island's healthy food and the stress-free life.

Visit Ikaria and Enjoy its beauty!

Kalo Kalokairi! (Have a great summer!)

HR+T Department

Sources :
www.in2greece.com
www.greeka.com



A seagull's beauty

ARTICLE



Fighting, flirting, communicating and surviving are the most characteristic features of a society of seagulls. This charismatic bird full of grace and harmony has even become a movie theme with amazing photography, whilst its flying technique has yet to be understood, let alone duplicated.

Whitewashed wings in the blue sky provoke the awe and admiration of all that watch them fly.

Despite its delicate form, the seagull is a resilient bird with ingenuity and increased adaptability.

Fotini Kiramariou

www.psarema-skafos.gr



Danaos Mini Soccer 2015

D A N A O S N E W S

The Blues are back in the Medals...

The end of the 2014 – 2015 Greek Shipping Soccer League season found the Danaos Football team back in the road of medals.

In a highly competitive league, the “Blues” finished 3rd place in the season despite the absences of various key players throughout the year (due to visits onboard vessels in our Fleet).

All Blues players gave 100% to the game and combined with the winner mentality the team is known for all of these years (save for 2014 the Blues would always be among the top 3 teams in the

League for 8 consecutive years), brought our team back to the elite of the Shipping Football teams.

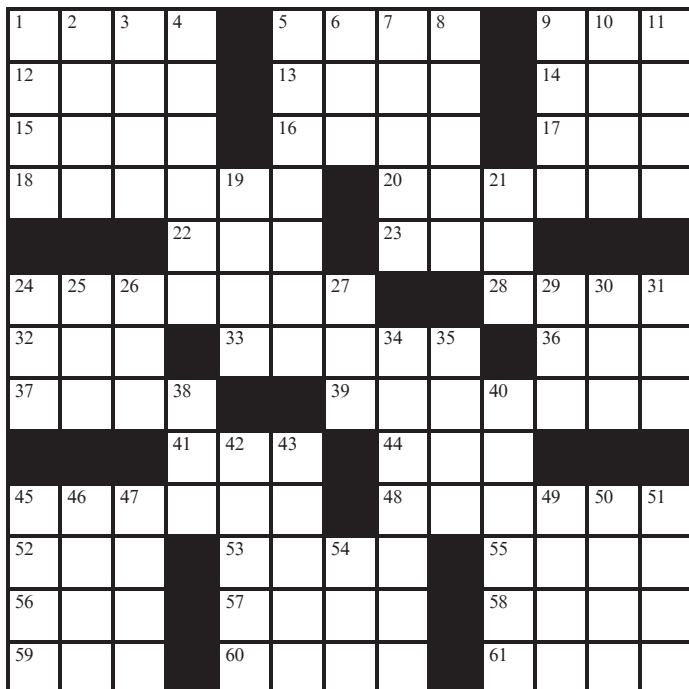
In autumn of this year, the team will be on the lookout for fresh talent that has yet to come forward, so anyone interested in joining our team is encouraged to come find us.

From all the players of the Danaos Mini Soccer team we wish you all a happy summer and Safe Voyages!

*John Karatolios
Technical Department*



Easy CROSSWORD Puzzle #9 by Dave Fisher (puzzles.about.com)



Across

1. Combines
5. Numero uno
9. Classic late night TV
12. Field yield
13. Bow
14. Ornamental pond fish
15. Instrument
16. Uncommon
17. Actor Brynner
18. Water source
20. Pressing
22. It's brewed
23. Honey maker
24. __ band
28. Unruly crowds
32. Afire
33. Users shears
36. Boxing great
37. You walk on them
39. Evicts, in a way
41. "And __!" (really)
44. Kind of gun
45. Orb
48. Dynamite units, usually
52. Wrath
53. Computer contents
55. Extinct
56. Average score for Woods
57. Tied
58. Notion
59. Regular, abbrev.
60. Let
61. The latest

Down

1. Behaves
2. Lose hold of
3. Way in or out
4. Shares equally
5. Good buy
6. Two or more periods
7. Prepare for surgery
8. Cry of accomplishment
9. Isle of __ (largest of the Inner Hebrides)
10. Verb preceder
11. Mary - go - round music
19. Some kitchen staff wear them
21. Jewel
24. Santa's helper
25. Tell a whopper
26. Polished off
27. El __ (Spanish hero)
29. Boat propeller
30. Kind of sandwich
31. Bro's counterpart
34. Country dweller
35. Roasting rod
38. Definite article
40. Ancestry
42. Command
43. Make a rug
45. Drinks slowly
46. Kind of fall
47. Rancher's concern
49. Secret message
50. Was aware of
51. Seven __
54. Millimeters in a centimeter?

SUDOKU

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

S	M	E	N		T	N	E	R		D	S
A	V	E	I		N	E	V	E		P	A
E	N	O	G		A	T	A			R	E
S		O	I	S	T		R	E		S	P
			A	I	R		W	H			
S	T	R	O	P	D					F	E
I	A	L		S	I	P	S			T	I
S	B	O			C		I	S		E	L
			E	B	E		A	T			
T	N	E	U	R	G		N	I		S	P
L	Y		E	R	A	R				T	O
I	O	K		H	A	R	C			P	O
S	N	L		S	T		B	E	S	T	A

Crossword solution

Loving Lemons



Homemade Lemonade

This is a really easy recipe for the most delicious homemade lemonade! It is an ideal refreshing drink for the summer season that just began.

- 2 glasses of squeezed and strained lemon juice
- 2 glasses of water
- ½ glass of sugar

Boil the water together with the sugar and when the syrup gets cooler, pour the lemon juice and steer. Then keep the mixture in the refrigerator in an insured bottle of glass.

Serve the lemonade by diluting the mixture with water depending on the taste preferences.

Lemon pie

Ingredients

For the Base

- 180gr. flour
- 60gr white sugar
- 1 lemon zest
- 80 gr butter
- 1 egg yolk-beaten
- Cold water

For the cream

- 2 boxes of sweetened milk
- 6 egg yolks
- Juice and zest of 4-6 lemons

For the meringue

- 5 egg whites
- 150 gr granulated sugar
- 150 gr powder sugar



Directions

For the base: Pour the sifted flour, the sugar and the lemon zest in a bowl and stir. Add the butter and knead the mixture using hands and rub into crumbs. Add the beaten yolk and a little cold water and continue the kneading until the mixture is not sticky in your hands. If it's necessary add a little bit more flour. Cover the mixture with a cling film and leave it to rest in the refrigerator for 30 minutes. Sprinkle the kitchen's counter with a little flour, strew up the dough and roll out. Butter and lightly flour a tart base (diameter 28cm.) and then put the dough there. Cover the tart's bottom and sides with the dough, then use a fork to open little holes in the tart base to cook evenly. In a preheated oven of 180°C bake for 15'-18'. When it's baked leave it to cool well and then put the tart in the refrigerator until you prepare the filling.

For the lemon filling: put the yolks in a large bowl, add the sweetened milk and the lemons zest and whip the mixture using a hand whisk (not a mixer). Add gradually the lemon juice and keep on stirring until the filling thickens. At this point it is advisable to taste the lemon filling so in case you'd prefer a more intense taste of lemon add more lemon juice. Pour the filling onto the tart base. Preheat oven to 180oC. Place the pan in and lowered to 160. Bake the lemon pie for 30 minutes or until the lemon filling is baked. On the top of it, the cream might not be completely stable but it will be as it freezes in the refrigerator. Let it freeze well.

For the meringue: whip the egg whites using a high speed mixer until foamy and then add the white sugar. When the meringue gets thick, pour the powder sugar and continue whipping until the meringue is glossy and thick. Use a piping bag to spread the meringue onto the tart base and burn it a little using a cooking torch or put it under the grill until the meringue gets a nice golden brown color.

Georgia Tsiona
Technical Department

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The Lichoudi brothers

Ioannikios (1633-1717) and Sophronios (1652-1730)

ARTICLE



The brothers Ioannikios and Sophronios (widely known as Ioannis and Spyridon) Lichoudis have been associated with the spiritual rebirth of Russia during the last quarter of the 17th century and the first decades of the 18th century, as they were the founders and the first teachers of the Slavo-Greco-Latin academy of Moscow, the first higher education facility of Russia. They taught ancient Greek, Latin but Modern Greek and Italian as well, they established humanitarian studies and co-wrote the first manuals on them. In a sense they passed on the idealism of the European rebirth to Russia, whilst they vigorously defended the orthodox faith against the Catholics and Protestants.

They were born in Lixouri, near the River, Ioannikos came first and Sophronios was born 22 years later. After completing basic studies in their home country, they went on to study Latin, Philosophy and Theology in Venice and Padova. Upon their return to Cephalonia, they began teaching; Sophronios though, also went on to teach at the School of Arta at about 1675 and later on in Thessaly and Macedonia. In 1683 they travelled to Constantinople, where they met the Patriarch of Jerusalem Dositheos. With the initiative of the Patriarch and the agreement of the four elder Patriarchs, the Lichoudi brothers headed to Moscow, in order to fulfil an old request of the Russian Parishioners and political authorities to found a higher spiritual learning facility with the aid of scholars from the Orthodox East.

After a lot of mishaps, they finally arrived in Moscow at the start of 1685 and with the order of the Tsar settled at the Monastery of the Theofaneia, where they began teaching. The 1st of July 1685 is thought to be the opening date of the Slavo-Greco-Latin Academy, regardless of the fact that the name of the Academy is mentioned during later years and regardless of the fact that after about two years, during the fall of 1687, the Academy will be housed in its own 3rd story stone structure. From a vast selection of Ancient artefacts, mainly their own notes and the notes of their students, we discovered the lessons they taught, those being: Greek grammar and poetry, public speaking logic and physics in Greek and Latin and Greek, Latin, Italian and Slavic. Undoubtedly the two Cephalonian scholars were able to transfer the spirit of the Western cultural tradition to the Academy of Moscow. Their students came from prince hoods and boyars, clerics but also from poor families. Many of their students in fact went on to become some of the most important affiliates of Peter the Great that assisted in implementing the reform of the "European" Tsar.

From the onset of their arrival in Moscow, the Lichoudis brothers became involved in a theological dispute which at the time was tormenting the theological and spiritual circles of Russia. During the second half of the 17th century, Moscow was a theological theatre of battle as the Catholics and Protestants made their way towards the pillars of Orthodoxy, causing animosity between the Greek and Latin supporters of the Russian Church. Another major issue the brothers had to face, due to this dispute, was their declining relationship with the Polish Catholics, who disliked the idea that the brothers were educating the Russians and as such were making it difficult for them to steer Moscow away from the Orthodox environment. This dispute even went so far as to put the lives of

the two Cephalonian brothers in danger. Nevertheless, their contribution to this theological dispute was priceless as they wrote many scripts at the time, which were translated into Russian by their scholars and copied by orthodox monks and were used as a tool for many years in the Orthodox battle against the other dogmas and religious sects.

The new Patriarch of Moscow, Adrianos, as well as the sudden turning of their former guardian, the Patriarch of Jerusalem, drove the Lichoudis brothers away from the Academy and into isolation at the Monastery of Saint Hipatius in the village of Kostroma in 1694, where they immersed themselves in their writing of Apologetic studies. In 1706, the Archbishop of Novgorod invites the Lichoudis brothers to assist in founding and running a Greek based school similar to the Academy in Moscow. A few years after that they managed to rekindle their relationship with the religious hierarchy and return to Moscow. Ioannikios died in 1717 and was buried close to the Academy, where his brother composed a Greek-Slavo epigram and engraved it on his tomb. Furthermore, what must also be mentioned is that his successor at the Academy was another Cephalonian, Athanasios Skiadas, who was most likely suggested for the position by Sophronios. He was honoured by the Tsar Peter the Great and the Patriarch of Moscow; he died in 1730 and was buried at the Monastery of Novospasski.

The works of the two Cephalonian clerics were many. They were divided into teaching books (Grammar, Poetry, Rhetoric, Logic, Physics) and into Apologetic works (studies against the Roman Catholic and Protestant ideas, against the Jesuits, sermons). The brothers were also involved with the translation of works that were of great importance to the Russian culture which were in Greek, Latin, Italian, Slavic and Russian but also religious and scientific scripts. The contribution of Sophronios in correcting the Slavic translation of the Bible was invaluable.

What must also be mentioned is the important role Sophronios had in the creation of a Russian literary language, which was imperative in the Europeanization and modernization of Russia to the renaissance standards. He translated "Basic Geography" of Bernardus Varenius from Latin to Russian, which was the first book to be printed in the Russian literary language and acted as the stepping stone of Peter the Great in the restructuring of the language.

It goes without saying that the contribution of the Lichoudi brothers (from Liksouri of Cephalonia) towards the Russian culture was an innovative one. There titles as educators of Russia bestowed upon them throughout their mention in Russian historical archives is a well deserved one.

The works of the Lichoudi brothers, are yet to be published and can only be found in a series of notes which are now situated in all parts of the world (Moscow, St. Petersburg, Irkutsk, Kiev, Odessa, Athens, Mount Athos, Patmos, Copenhagen etc.). Researchers and Academics, mostly Russian, have begun studying the said works. Amongst the few that have undertaken this task are B.L Fonkic, who also heads a team of postgraduate and doctoral students involved in the study, A. I. Rogov, M. M. Kopylenko, A. M. Pancenko and Professor Dimitris Gialamas who is an educational consultant of the Greek Embassy in Moscow and whose contribution to the project has been very significant.

At the unveiling of a statue made in honour of the Lichoudis brothers, held during a workshop in Moscow on June 1st, 2007, we presented two of their unpublished works, which are currently held at the Jacobian Library (in the archive of the Tipald-Jacobians) that describe the life of the two brothers in Moscow, their literary work and provide a brief account of their contribution to the education and Orthodoxy of Russia. These works can be considered as some of their most important ones as they shed a new light on the life led by the two brothers and depict the events surrounding their time.

I am not in a position to comment on whether or not the State or the local/clerical authorities of the island are in a position to uphold the invisible ties which bound Cephalonia with Russia in the 17th century i.e. to find a way to join these two areas with joint activities and common ventures. I do believe however that the development of any area does not only rely on economic growth and tourism etc but also in the development of a cultural structure which will be a continuation of a very plethoric one upheld in the past.

To recapitulate, I cannot vouch for the thoughts of the authorities but I can assure you that the Greek academic community has already started forming a bond with the Russian one. In 1986 the Cephalonian Historical Research Company invited the Russian Professor B.L. Fonkic to come to Argostoli and speak at the 5th Global Panionian Convention. The scientific magazine "Cephalonian Times" has published studies about the Lichoudis brothers, the magazine "Kimothoi" which is published by the Society of Philologists of Cephalonia and Ithaca has featured two articles from Russia, one written by Professor Irina Tsesorukova from the Department of Byzantine and Modern Greek studies of the Lomonosov University in Moscow and one written by a then post graduate student of the Hellenic Institute of the University of St. Petersburg Anna Borisova. These magazines can both be found in the libraries of Moscow and St. Petersburg. This could also be seen as a sign of the bond between Cephalonia and Russia. One would think that the old undercurrent of education and culture found in the 17th and 18th century has been activated.

Capt. Evangelos Xydias
Crew Department

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