



# THE DANAOS SHIP NEWS

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

ISSUE #7, JUNE 2014

## Three ladies dressed in white & blue !

IT IS WITH GREAT PLEASURE and pride to announce that three of the newest and largest ships under the management of Danaos Shipping Co. Ltd. (HYUNDAI SPEED-13100 TEUs-built in 2012, HANJIN GERMANY-10100 TEUs-built in 2011, HYUNDAI SMART-13100 TEUs-built in 2012) are now flying the Greek Flag. The Greek flag is highly valued in the majority of ports around the world and not considered as a flag of convenience by the three principal Port State Control (PSC) authorities (these are the countries of the Paris Memorandum of Understanding (MOU), the Tokyo MOU and the United States Coast Guard (USCG)).



Moreover, it is one of the Flag Administrations whose vessels are fully qualified for inclusion into the Qualship 21 Program. On the latest "Flag State Performance Table, 2013/2014" issued by ICS/ISF, Greece appears to be among the states that meet the criteria set and "strikes" Green<sup>1</sup> on all areas of concern<sup>2</sup>. Finally, there is a very good network of Greek Naval Attaches (Senior Officers of Hellenic Coast Guard) appointed in the largest commercial ports around the world in order to provide the Greek oceangoing vessels with various services (inspections, certificates, endorsements, etc.)

<sup>1</sup>GREEN suggest positive performance indicators

<sup>2</sup><http://www.ics-shipping.org/>





## Message from the President & CEO

Dear Friends & Colleagues,

Half way through the year, shipping is still in the doldrums and the long awaited recovery seems further away.

For us it is an opportunity to consolidate our business and concentrate in what we are best at: operating our vessels safely and efficiently.

Now that all the “old guard” went for scraping we are left with a very modern fleet for which we will apply state of the art technology to optimize their performance.

I look forward to your support to continue to make DANAOS the preferred choice of our charterers.

John Coustas



## Message from the Senior Vice President & COO

Fellow Ukrainian and Russian Seafarers of Danaos,

We are all highly concerned with the situation and the developments in Ukraine, especially those surrounding the safety and the well being of our Ukrainian seafarers and their families.

We realize that the root of the political problem in Ukraine, is none other but the country’s unique geopolitical position, attracting the interest of the West as well as Russia. However, there is no doubt that the long term interest of the country will be to maintain good relations with both.

Admittedly, in the short term these macro-political issues and confutations have an adverse impact on the lives of the people whose basic priorities are the safety of their families, their prosperity and their health.

Danaos is a prime example of a company with a long-term interest in the welfare of the Ukrainian people in general and for Ukrainian seafarers in particular. With offices in Ukraine and Russia, employing both Ukrainian and Russian seafarers under the same flag, seafarers from these two countries enjoy the benefits of stable employment, good wages and the wealth and solidarity the family environment of Danaos has to offer.

Danaos will be here to provide the best choice to all our seafarers under the Danaos culture of loyalty, unity and cooperation for the prosperity of our families.

Thank you for keeping the family spirit of unity of Danaos at such high levels and I wish you all safe voyages and calm seas.

Iraklis Prokopakis

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### 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, Chrysanthi Papagianni, 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

# DAYAMA Project

DANAOS NEWS



Danaos has come to set a new era in the Shipyards selection approach and repair planning through the Dayama project. This project was inspired and developed by the Danaos Shipping Technical Department and it illustrates the effort being made to enhance the quality of services applied to their vessels, which is of paramount importance and a priority. "Dayama" is the acronym for: Danaos – Yards – Mapping. The aim of Dayama is to evolve the Yard Selection procedure by setting out a new set of criteria. This criteria will result in more efficient Dry Dock operations and other types of repairs. As a consequence the fleet engineers will be assisted in making the most appropriate Yard selection.

Dayama is a valuable supplementary tool to the standard Dry Dock procedure. The Dry Dock procedure consists of the following steps:

- Specifications of the required repairs are sent to the Shipyards.
- Quotations are received and evaluated.
- A Cost template is formed.
- The final selection is based on cost, time,

area and quality criteria.

Although the Dry Dock procedure is efficient, there are still a number of factors that are not taken into consideration which may strongly affect the final outcome of a Dry Dock repair. This is where the concept of the Dayama project supplements and improves the standard procedure. With the implementation of the Dayama project the final evaluation of the Shipyards is acquired through assessing the Costs, Time Limitation and Quality & Quantity Criteria collection which identifies the strengths and weaknesses of the shipyard. Through Qualitative Analysis of the Yard and the Pestel analysis, the Shipyards are categorized into a 5 - Star Grouping System. Thus, the Dayama project's evaluation system can be summarized as follows:

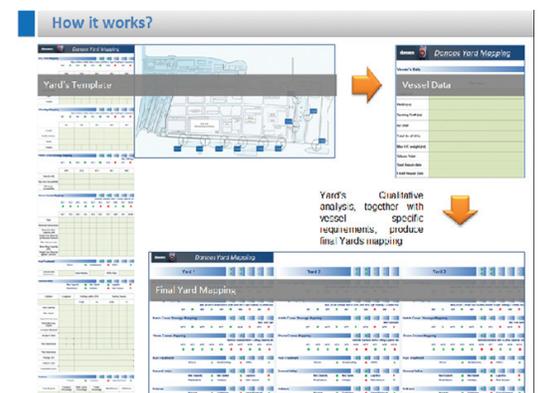
- A collection of Shipyard information on facilities, location, experience etc.
- A study of the Shipyard layout.
- A collection of Pestel analysis results. Pestel Analysis is one of the fundamental tools utilized to complete the analysis on the technical, operational, demographic, politi-

cal, environmental, geographical issues and any potential restrictions that may affect the final outcome.

- A qualitative evaluation of the Yards and their ranking. The Yards are placed into groups based on the 5 point system.
- Specific Project ranking and validation. The analysis tools propose the most suitable Yards for the specific project & ship's particulars.
- The initial assessment is carried out once, followed by periodical reviews and specific project evaluations.

To conclude, the Dayama project is an additional tool to the traditional Yards selection procedure and one which is very useful for the Technical Department personnel during the Dry Dock preparation period. Additionally, with the entrance of the quality factor to the project, the efficiency and benefits are maximized whilst the costs are reduced for the Owners through forecasting and eventually prevention of complications during dry dock repairs. This innovative project exemplifies the high standards in which Danaos Shipping operates in but also confirms its leading position in the global containership industry.

*Technical Department*



# Loading the world's largest containership propeller

DANAOS NEWS



On Saturday 15th March 2014, the world's largest containership propeller was loaded onto one of the giants of the Danaos Fleet, the M/V Hyundai Together, at the HHLA Container Terminal Altenwerder in Hamburg.

The particular propeller, which was manufactured by Mecklenburger Metallguss GmbH in Waren, had a diameter of 10.3 meters and a weight of 113 tons.

The HHLA IV floating crane of the terminal, with a maximum lifting capacity of 200 tones, loaded the enormous propeller onto the M/V Hyundai Together.

The M/V Hyundai Together departed for her voyage to a South Korean Shipyard, with the propeller which is to be installed on a 18,000 TEU Containership.

*Operations Department*

# Victory Day

ARTICLE

*Let this short reminder of the battles of the Second World War, be a tribute to our fathers and grandfathers, who fought and died for the liberation of the World from fascism!*

## LIBERATION OF ODESSA



On April 10th 1944, with the active participation of partisans and members of an underground organization, the troops of the 3rd Ukrainian Front, under the command of the army general Rodion Malinovsky, liberated Odessa from German-fascist invaders. The liberation of the city, 26th March – 14th April 1944, was part of the run operation which was carried out by the troops of the 3rd Ukrainian front with the assistance of the forces of the Black Sea Fleet. The purpose of the operation was: utter defeat of the enemy between the rivers of Yuzhnyi Bug and Dnestr, liberation of north-west coast of the Black Sea and Odessa and exit to the border with Romania. The battles for the city continued for two days. On April 10th, a soviet flag was placed up on the building of the Opera and Ballet Theatre. Restoration of the city began immediately. During the occupancy many factories and plants were destroyed in Odessa. More than 2,000 buildings had been blasted or burned whilst sea ports, hospitals, polyclinics and sanatoriums were wrecked.

## LENINGRAD DEFENSE



The battle for Leningrad took place during July 10th 1941 to August 9th 1944. Thus, the battle of Leningrad was one of the longest battles during the Great Patriotic War. The seizure of Leningrad was of great military and political significance for German leadership. Leningrad was one of the largest political, strategic and economic centers of the Soviet Union. Therefore, loss of the city meant isolation of the northern regions of the USSR and the deprivation of the Baltic Sea Fleet from the opportunity of being based in the Baltic Sea. The German troops besieged the city. They bombed it regularly and set it on fire through

the use of high power siege weapons. Additionally, about 150 thousand shells were fired, more than 102,000 firebombs were thrown and about 5 thousand high-explosive bombs were dropped on the city. In the winter of 1943, with the purpose of running a blockade on the city, operation "Spark" was carried out. On January 12th 1943, the 67th Army of the Leningrad front (since January 15th 1943 the commander was the artillery lieutenant-general Colonel General L.A. Govorov), the 2nd shock troops and part of the forces of the 8th army of Volkhov encountered a panhandle between Shlisselbourg and Sinyavino. On January 18th, they made a corridor with a width of 8-11 km near the Ladoga Lake, where within 17 days they built a new railway and highway. However, this did not stop the communication between the city and the country. This was due to the fact that there was a large group stationed near the Mga station which prevented any entry to Lagoda and enhanced the Leningrad blockage. During summer and autumn of 1943, the forces of both Leningrad and Volkhov carried continuous missions with the aim of ruining the enemy's blockage. The Soviet Army cleared up a Kirishskii bridgehead on the Volkhov River and captured a powerful center, Sinyavino, which presented them with a lot of resistance. Hence, the Soviet army was able to improve its operative position.

## SEIZURE OF REICHSTAG



In the evening of April 28th 1945 the troops of the third shock army, of the first Belarusian front, arrived at the Reichstag region. On the same evening there was a parachute landing from the students of the Rostock nautical school. This was the last outstanding operation of Luftwaffe in the Berlin sky. On the night of April 29th, with the assistance of battalions of the 150th and 171st rifle divisions, commanded by captain S.A. Neustroev and senior lieutenant K.Y. Samsonov, the bridge across the river Shyree was captured. At dawn, on April 30th, the building of the ministry of internal affairs was taken by storm. A way towards Reichstag was opened. An attempt to take the Reichstag straight away was unsuccessful. This attempt was met without any success for a number of reasons. Firstly, the building was defended by a garrison of 5,000 men. A ditch was made in front of the building and filled with water thus preventing a frontal attack. Moreover, they did not have any artillery of high caliber which could be used to break the walls of the Royal Square. Despite the heavy losses, all the men with the ability to attack were assembled into free battalions on the front line for the last decisive battle.

Reichstag and Reichschancellor's office were defended by SS troops, SS divisions "Nordland" French SS battalion Fene from "Sharleman" division and Lettish battalion of the 15th Grenader SS division (Lattish SS division), and also security subdivisions of Feurer Adolf Hitler (according to some data there were about 600-900 people present).

In the evening of April 30th, through a breach in the north-western wall of the Reichstag which was made by sappers of the 171st divisions, a group of soldiers stormed into the building. At the same time, soldiers of the 150th rifle also entered the building through the main entrance. The passageway for the infantry was made by the guns of Aleksandr Bessarab.

The tanks of the 23rd tank brigade, the 85th tank group and the 88th heavy tank troops were of great assistance.

On April 30th 1945, at 21.45 the troops of the 150th rifle divisions, commanded by Major-General V.M. Shatilov, and the 171st rifle divisions, commanded by Colonel A.I. Negoda, captured the first floor of the Reichstag building.

Having lost the upper floors, Hitler's troops took shelter in the basement whilst continuing their resistance. They expected to be able to outrun the blockage thus separating the soviet soldiers, who were in the Reichstag, from the basic forces.

In the late hours of the evening of April 30th, a German individual asked about the possibility for negotiations regarding a cease-fire. The head of the general staff of the German infantries, General Krebe, arrived to the 8th guard's army, of the General Chuykov, in order to inform them about Hitler's suicide and read them his testament. General Krebe spoke to General Chuykov regarding the proposal of forming a new German government to conclude a truce. This message was immediately transferred to Zhukov, who personally informed Moscow about this. Stalin stated the requirements which would have to be met in order for a surrender to take place. On May 1st, at 18.00, the new German government denies the requirements, as such, the Soviet army continued to storm the city.

On May 1st, early in the morning a storm flag of the 150th rifle division was placed up on the Reichstag. However, the battle for Reichstag continued for the whole day and finally ended on the evening of May 2nd when the Reichstag garrison capitulated.

## RESULTS OF OPERATION

The Soviet army directed themselves against enemy forces towards Berlin, the capital of Germany, leading to a take over of the capital. Developing a further attack, they reached the river Elba, where they united with American and English forces. With the fall of Berlin and the loss of essential regions, Germany lost the possibility of any organized resistance thus leading to a quick surrender.

*Capt. V. Pastushenko*  
DANAOS Ukraine Director

*Capt. V. Zamyshlyayev*  
DANAOS Russia Director

# Hephaestus Project: a picture speaks a thousand words.

[Hephaestus (male): The Greek god of fire and metallurgy. Hephaestus was the son of Zeus and Hera and the exclusive weapon maker and supplier to the gods in Olympus.]



## Introduction

Keeping up with the evolutionary trend that characterizes the contemporary shipping industry, Danaos is once again in hot pursuit of a leading position in innovation through its new project "Hephaestus". The Technical department in cooperation with the IT department of Danaos created a state of the art technology tool on internal communication systems between the Danaos Fleet and the head office personnel by providing the vessels with a strong troubleshooting "weapon" against Technical and Operational matters.

## The Functions

Based on the need for direct contact between the onboard team (crew) and the head office team, Danaos developed Hephaestus to provide an "Audio Visual Online Communication and Interaction System". The Hephaestus software is installed on both ship and shore computers and is accessible via internet connection and camera when an urgent matter or damage occurs to the ship and guidance from office personnel is a necessary requirement. Apart from the audio visual conference capability, online data acquisition is another significant operational mode provided by this project. With this software, the vessel and office, can share a variety of documents like drawings, service letters and photos online and can also modify them in real time by either writing or drawing on them, in order to point out the problematic areas and thereafter the corresponding solution.

## The Benefits

When analyzing the main functions of the Hephaestus project, its benefits and their materiality can easily be detected, the most basic being:

- Timesaving
- Accurate guidance and synchronized control of instructions' execution
- Objective opinion on the problem by the office personnel
- Applicable in urgent cases by any personnel capable of handling
- Avoidance of misunderstandings and fatal consequences
- Overall contribution to "Safety at Seas"

Until now, in cases of emergency when direct contact with the office personnel was required, the Wheel House satellite telephone was used. This procedure is time consuming, especially when specific instructions have to be given and the corresponding actions have to be monitored. For instance, the Chief Engineer has to leave the Engine room and go all the way up to the Wheel House in order to contact his Fleet manager and verbally explain the problem. This going back and forth route can be repeated as many times as required until the problem is solved. Through Hephaestus a lot of time is saved because both parties are working on the case directly at the problematic area, without having to go to the Wheel House.

Other issues of great importance that are eliminated through Hephaestus are the misunderstandings and inaccuracies that incur because of verbal miscommunication. With the use of Hephaestus, the verbal description of damage is not even required because the office personnel can actually see it and provide their personal opinion on it and repair plan. This invaluable tool of accuracy is a real savior during emergencies, when even the slightest miscommunication could lead to fatal mistakes.

## The Testing

The Danaos team involved in this project has successfully completed experimental tests onboard two vessels where the Chief Engineers were guided by the Fleet Manager from the office to solve a hypothetical problem in the main engine. Having achieved a positive outcome out of the tests, Hephaestus will possibly be released towards the end of 2014, which will coincide with the upcoming release of telecommunications. At this point, we would like to thank all those involved in those test and subsequently in this project's completion.

## The Grey Areas

Nevertheless, it shall not be overlooked that when it comes to ground breaking technology products, room for improvement and complications are always a part of the plan. Hephaestus' main grey area arises mainly due to the difficulties arising from the global maritime communication system in use until now. A primary shortfall is basically the high cost of application, low internet speed and weak signal strength in some areas of the ship, making the final outcome of the project seem less effective than it really is.

The constant evolution of technology though always has a way in finding solutions, and Inmarsat's new technologies on Maritime Communication systems appear to be the path for Hephaestus project optimization. Inmarsat's new find called Maritime GX (Global Xpress) will redefine maritime communications by providing higher bandwidth on a consistent, end-to-end global basis. This technology will drastically increase internet speed; strengthen the signal and allow Hephaestus to be used over a wider range. Furthermore, it will also help increase Hephaestus' application on computers of a smaller size, such as laptops, tablets and why not Smartphones, enhancing its usability and convenience.

## The Conclusion

In conclusion, the Hephaestus project constitutes an innovation on the maritime communication technology scene. This qualitative tool achieved to assist the problem solving mechanism, enhances crisis management in emergency calls and ensures the safe running of the Danaos Fleet.

*Technical Department*



# In-house exercise

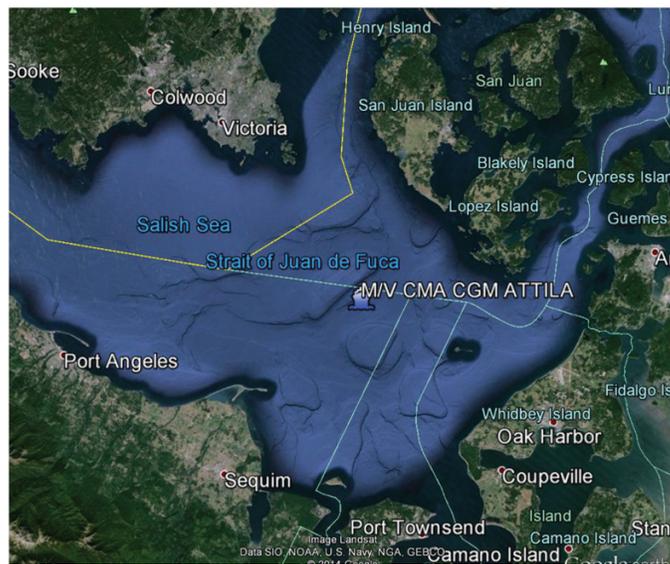
On May 15th, 2014 an in-house exercise, in coordination, with the Emergency Response personnel from Witt O'Brien's (Company's Qualified Individual) took place at the Danaos Office in Piraeus.

The drill scenario involved a serious casualty (collision, marine pollution, injured crew) while the vessel was sailing in the Strait of Juan de Fuca, bound for Vancouver, Canada from Seattle, WA.

The "emergency response" of both vessel and office were successfully put to the test and all parties had a smooth cooperation.

We thank all participants (ship & shore) for their support.

*SQE Department*



## External Audits

We are pleased to advise that the following vessels under our management have passed successfully 3<sup>rd</sup>-party ISM/ISPS audit for the period 1<sup>st</sup> December 2013 – 15<sup>th</sup> May 2014:

Vessel	Port	Non-Conformity	Observation
NILEDUTCH ZEBRA	Buenos Aires	NIL	NIL
HANJIN SANTOS	Algeciras	NIL	NIL
HANJIN VERSAILLES	Algeciras	1	NIL
ZIM SAO PAOLO	Istanbul	1	NIL
HANJIN ALGECIRAS	Huangdao	NIL	NIL
OOCL ISTANBUL	Novorossiysk	NIL	2
NILEDUTCH PALANCA	Lisbon	NIL	NIL
HANJIN ITALY	Algeciras	NIL	NIL
DIMITRIS C	Antwerp	NIL	NIL
HANJIN GREECE	Hamburg	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:

- **Mr. Michalis Alexiou**  
In-house Lawyer

- **Mrs. Georgia Chouliara**  
MGA Accountant

- **Capt. Dimitrios Vourazelis**  
Superintendent Trainer  
Director of Zanzibar  
Danaos Merchant  
Marine Institute (ZDMMI)

# Great Pacific Garbage Patch

ARTICLE

Not all garbage ends up at the dump. A river, sewer or beach can't catch everything the rain washes away, either. In fact, Earth's largest landfill isn't on land at all.

Way out in the Pacific Ocean, in an area once known as the doldrums, an enormous, accidental monument to modern society has formed. Invisible to satellites, poorly understood by scientists and perhaps twice the size of Texas, the Great Pacific Garbage Patch is not a solid mass, as is sometimes imagined, but a kind of marine soup whose main ingredient is floating plastic debris. These plastic pieces are quite small and not immediately evident to the naked eye.

It was discovered in 1997 by a Californian sailor, surfer, volunteer environmentalist and early-retired furniture restorer named Charles Moore, who was heading home with his crew from a sailing race in Hawaii, at the helm of a 50ft catamaran that he had built himself.

Floating beneath the surface of the water, to a depth of 10 meters, was a multitude of small plastic flecks and particles, in many colors, swirling like snowflakes or fish food. An awful thought occurred to Moore and he started measuring the weight of plastic in the water compared to that of plankton. Plastic won, and it wasn't even close. We found six times more plastic than plankton, and this was just colossal, he says. 'No one had any idea this was happening, or what it might mean for marine ecosystems, or even where all this stuff was coming from.

The world's navies and commercial shipping fleets make a significant contribution, throwing some 639,000 plastic containers overboard every day, along with their other litter. After a few more years of sampling ocean water in the gyre and near the mouths of Los Angeles streams, it was found that 80 per cent of marine plastic was initially discarded on land. The United Nations

Environmental Program agrees with this finding.

The wind blows plastic rubbish out of littered streets and landfills, and lorries and trains on their way to landfills. It gets into rivers, streams and storm drains and then rides the tides and currents out to sea. Litter dropped by people at the beach is also a major source.

Plastic does not biodegrade; no microbe has yet evolved that can feed on it. But it does photodegrade. Prolonged exposure to sunlight causes polymer chains to break down into smaller and smaller pieces, a process accelerated by physical friction, such as being blown across a beach or rolled by waves. This accounts for most of the flecks and fragments in the enormous plastic soup at the becalmed heart of the Pacific.

Nearly all the plastic items in our lives begin as these little manufactured pellets of raw plastic resin, which are known in the industry as nurdles. More than 100 billion kilograms of them are shipped around the world every year, delivered to processing plants and then heated up, treated with other chemicals, stretched and molded into our familiar products, containers and packaging. During their loadings and unloadings, however, nurdles have a knack for spilling and escaping. They are light enough to become airborne in a good wind. They float wonderfully and can now be found in every ocean in the world, hence their new nickname: mermaids' tears.

On Midway Island, 2,800 miles west of California and 2,200 miles east of Japan, the British wildlife filmmaker Rebecca Hosking found that many thousands of Laysan albatross chicks are dying every year from eating pieces of plastic that their parents mistake as food and bring back for them.

Plastic has been found inside zooplankton and filter-feeders such as mussels and barnacles; the

worry is that these plastic pellets and associated toxins are travelling through the marine food chains into the fish on our plates. However, scientists don't know a lot about this because they are only just beginning to study it.

We do know that whales are ingesting plenty of plastic along with their plankton, and that whales have high concentrations of DDT, PCBs and mercury in their flesh, but that's not proof. The whales could be getting their toxins directly from the water or by other vectors.

Research on marine plastic debris is still in its infancy and woefully underfunded, but it is known that there are six major subtropical gyres in the world's oceans – their combined area amounts to a quarter of the earth's surface – and that they are all accumulating plastic soup.

The Great Pacific Garbage Patch has now been tentatively mapped into an east and west section and the combined weight of plastic there is estimated at three million tons and increasing steadily.

Dr Pearn Niiler of the Scripps Oceanographic Institute in San Diego, the world's leading authority on ocean currents, thinks that there is an even bigger garbage patch in the South Pacific, in the vicinity of Easter Island, but no scientist has yet gone to look.

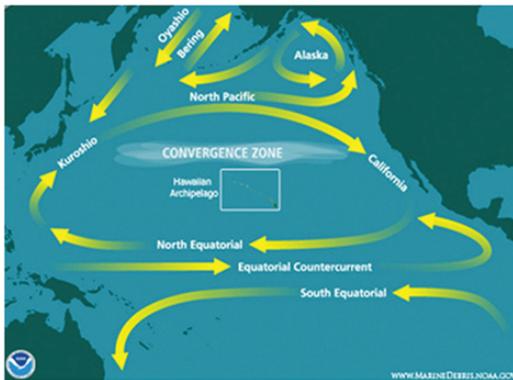
*Efstratios Sapounadelis*  
SQE Department

Reference:

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## Increasing Vessel protection from transient voltages

DANAOS NEWS

Surge Protection Units are now a reality onboard DANAOS' managed vessels. Given that vessel availability is primordial to us, Danaos decided to "shield" them against transient voltages. A strong believer of Greek manufacturers, DANAOS outsourced this task to Raycap. Raycap is located in Drama and has expanded to the rest of Europe as well as the USA. The US Navy, General Electric and AT&T, are but a few names in its already long list of customers.

The scope of this project is to take advantage of Strikesorb innovative technology in order to protect the critical equipment onboard vessels from power surges. Strikesorb is capable of withstanding large amounts of surge energy while preserving its performance characteris-

tics for several years and after repeated lightning and power surge events.

The innovative utilization of a large diameter Metal Oxide Varistors (MOV) in an environmentally sealed aluminium casing, allows Strikesorb modules to provide premium per-



formance even under extreme conditions.

The project applies to the following distribution panels of 10,100 TEU and 13,100 TEU Container Vessels:

- 440V MSB
- 440V ESB
- 220V MSB
- 220V ESB
- Ex. Gas Boiler
- Radio Equipment
- Auxiliary Boiler
- Bridge Control Console
- 24V DC distribution
- Fire Detection System

*Electrical Department*

# “An ounce of prevention is worth a pound of cure.” (Benjamin Franklin, 1706-1790)

*It is better to stop something bad from happening than it is to deal with it after it has happened.*



Last year's Management Review on the various aspects of the company's safety management system revealed an important rise on recorded cases related to injuries and illnesses which happened on board fleet vessels.

Though a significant number of these cases concern minor injuries which require first aid or medical treatment onboard or ashore -by visiting a doctor- there is still another group of incidents which require our attention.

Undoubtedly, working on board a ship is not an easy task, not only because of the natural conditions one has to face during ones voyages but also due to the construction of the ship itself

which has been characterized as a hostile working environment.

So, everyone onboard should be alert all the time and be aware of the risks exposed to oneself as he sets up to perform his job or an assigned duty.

Getting things done in a particular way (which may not be the correct or the safest way) but has been established as a daily habit, most of the times, works as a contributing factor in an incident when other certain conditions occur at the same time.

This is what safety professionals call unsafe behavior which can lead to unsafe acts. Unsafe acts such as carelessness or creating unsafe conditions are the basic cause of accidents, 88% of the time.

## What is an accident?

Any unplanned and unwanted event which stops the normal course of things and causes property damage or personal injury, minor or serious, or results in a fatality can be defined as an accident. As a matter of fact, nowadays, it is believed that accidents don't just happen. They can be predictable and preventable. This is because hazards exist due to things people do or fail to do.

## What is an incident? Is there a difference?

An unplanned and unwanted event which stops the work process and has the potential of resulting in injury, harm or damage to persons or property can be perceived as an incident. Incidents can be thought as the first of a series of events which could lead to a situation in which harm or damage does occur.

## And what about Near Misses?

These are events which are an unexpected occurrence that just missed an employee or equipment incident or an environmental release. They are just one step away from an incident or accident happening. The gap between them is called Luck!

## Why should we report any of the above?

By distinguishing the above meanings we help ourselves to correctly identify every event that happens on board the ship and being able to report and improve safety culture among crews. Moreover, there is a statistical relationship between near misses, minor injury/damage accidents and really serious accidents. This is often expressed as an "accident pyramid", shown below. This means that near-misses or incidents are forewarnings of what can and might hap-

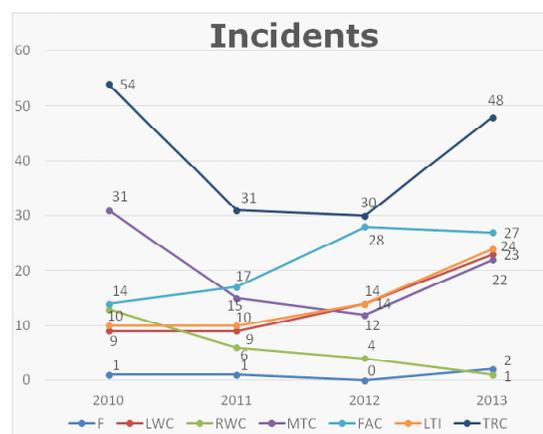
pen. A serious accident is always almost sure to follow when such forewarnings are ignored.



Concluding, the reason for this repeated article is the increase in the total reported cases by 50% in 2013 related to 2012 figures.

At the end of the day, Danaos Management & staff will be very happy to see you again on board our vessels without any incidents incurred which may prevent you from being with us.

## BE SAFE – REPORT – TAKE PRECAUTIONS



### Legend:

- **Fatality (F):** Is a death resulting from a work incident regardless of the length of time between the injury and death. (\*Both cases were not work-related though recorded into our database)
- **Lost Workday Case (LWC):** An injury resulting to an individual unable to carry out any of his duties or to return to scheduled work on the day following the injury unless delayed in getting medical assistance ashore.
- **Restricted Work Case (RWC):** An injury resulting to an individual been unable to perform his normal duties or being assigned to other job function on a temporary basis
  - a- This means that he is working on a less than full time schedule
  - b- Performs limited duties at full time schedule
  - c- Is transferred to other duties
- **Medical Treatment Case (MTC):** Any work related injury or illness requiring more than first aid treatment by a physician/dentist. This includes: a) Injuries resulting to loss of consciousness, b) Sutures for non-cosmetic purposes, c) Use of casts/splints or other means of immobilization, d) General surgical treatment, e) Removal of embedded object from eye by surgical means, f) Use of series of compresses for treatment of bruises, sprains or strains
- **First Aid Case (FAC):** is a one-time treatment or minor injury. First aid may, or may not be administered by a physician. FACs include: a) follow up visit for dressing change, b) Negative x-rays, c) Cleaning wounds, applying dressings, d) Removal of non-embedded foreign object from eye, e) Application of cold compresses, f) Use of elastic bandages, g) Treatment of first degree burns
- **Lost Time Injuries (LTI):** Are the sum of Fatalities, Permanent total disabilities (PTDs), Permanent partial disabilities (PPDs), and Lost workday cases (LWCs)
- **Total Recordable Cases (TRC):** the sum of all work related fatalities, lost time incidents, restricted work injuries, and medical treatment injuries.

Vassiliki Giannakou  
SQE Department

### References:

1. Washington State Department of Labor & Industries, Division of Occupational Safety & Health, 2009
2. Cartoon images were extracted from <http://www.123rf.com/clipart-vector/injury.html>

# Hurricanes & Cyclones

ARTICLE

Over the last years the climate has been changing every day affecting Earth's environment and ecosystems.

Higher levels of greenhouse gases are causing an enhanced greenhouse effect, leading to a global rise in temperature.

The most important impacts deriving from climate changes are rising sea levels, higher temperatures, changes in landscapes, floods, stronger storms (such as hurricanes and cyclones) and the wild life being put at risk.

Hurricanes and tropical storms are becoming more intense. They last longer and unleash stronger winds thus causing more damage to coastal ecosystems and communities. Scientists point to higher temperatures as the main culprit.

It would be easy to assume that each of these devastating storms represent different types of extreme weather. In fact they are all descriptions of the same meteorological phenomenon – a rotating mass of air that centers around an area of low pressure, bringing high speed winds, heavy rain and thunder storms.

Generally speaking a cyclone is a spiraling body of air and once they reach a certain size and intensity they become designated as hurricanes or typhoons. Their energy comes from the evaporation of water from the ocean surface that forms clouds high in the atmosphere. The combination of warm sea surface temperatures, atmospheric instability and high humidity in the troposphere, effect to produce a low pressure centre combine to form such tropical cyclones. The circulation of warm moist air takes on a circular motion due to the Earth's rotation, rotating clockwise in the Southern hemisphere and anti-clockwise in the northern hemisphere. Eventually this builds until it forms a characteristic cyclone, which when viewed from above looks like a spiral of cloud around a central "eye".

Typically, a cyclone can stretch over several hundred miles in diameter but have been known to be more than 2,500 miles across. Towards the centre of the storm is where the strongest thunderstorms and winds circulate. On the other hand, the relatively small cloud free centre "eye" is relatively calm. Usually the winds are about 74 miles per hour. However, some of the strongest winds are around 195 miles per hour.

Hurricanes are classified on the Saffir-Simpson Hurricane Wind Scale that classifies wind speed and damage intensity, with one being the weak-

est and five the most powerful. In 2005 there were four category FOUR hurricanes, including Hurricane Katrina.

Typhoons are also rated on the Saffir-Simpson scale but the Japan Meteorological Agency also uses its own Typhoon scale.

In general there are around 10-15 hurricanes a year while there are up to 30 typhoons a year. This is because there is no official typhoon season as tropical cyclones form throughout the year in the north western Pacific, with June and November being the most intense period. The western North Pacific basin has the most intense tropical cyclone activity of any basin.

In 2012, the region saw a busy tropical cyclone season, with 25 events which reached Tropical Storm intensity or higher, according to World Meteorological Organization.

Hurricanes are named using a rotating list of male and female names, starting with feminine names. The origin of this tradition dates back to the mid 1900s when the mast of a boat named Antje was ripped off by a storm hence leading to the storm being known as Antje's hurricane. Meteorologists began identifying storms by using names from an alphabetically arranged list, thus the first storm to occur in a year would take name beginning with the letter A. By the end of the 1900s forecasters also started using male names for storms formed in the southern hemisphere. Rotations of six lists of names are used in both the North Atlantic and in the North-East Pacific.

The names for typhoons are also selected from a list system. However, this system is more complicated than one referred to above. Countries that sit around the basin select 140 names which may be used. The names include: names of people, types of animals, plants, astrology, places and mythological figures. The names are not ordered alphabetically and are assigned by the Tokyo Typhoon Centre, but they will work sequentially through the list.

Similarly, storms in the Indian Ocean, near to Australia, Fiji, New Guinea and Indonesia all have their own lists of names that they use.

When a storm is deemed to be particularly deadly or costly its name is removed from the list as it is considered to be inappropriate for future use.

Infamous storms such as Katrina, Mitch and Tracy are all examples of this.

Mariners have a way to safely navigate around tropical cyclones. They split tropical cyclones into two, based on the direction of their movements, and move accordingly. In the Northern Hemisphere they avoid the right segment of the cyclone whilst in the Southern Hemisphere they avoid the left side. Sailors term the right side of the cyclone the dangerous semicircle as the heaviest rain and strongest winds and seas are located in this half of the storm. The other half of the tropical cyclone is known as the navigable semicircle as the weather conditions are not as severe in this part of the storm. The rule of thumb for a ship travelling with a tropical cyclone in their vicinity

is to avoid them by steering away from them and their forecasted path as much as possible.

Tropical cyclones are said to change the shape of the geology near the coast. This is done through the erosion of sand from the beach (as well as offshore), rearranging the coral and changing the dune configurations onshore. The water, from the cyclones rain, gets absorbed into stalagmites within the caves thus creating a record of tropical cyclone impacts.

Waves and storm surges accompanying tropical cyclones erode undersea sands, erode shell deposits, break off corals from shore reefs along their path and then carry all this detritus towards the land through a rolling wave of material that then gets deposited onshore. For example, each severe tropical cyclone crossing North-East Australia's tropical coastline, since the last significant change in sea levels about 5000 years ago, has 'emplaced' such ridges within the coastal landscape forming, in some places, a series of ridges and a geomorphologic record of the highest magnitude cyclones hitting a coast in 3000-5000 years.

When tropical cyclones cross land, thin layers of calcium carbonate of unusually 'light' oxygen isotope (oxygen) compositions are deposited onto stalagmites in limestone case up to 300 kilometers (190mi) from the cyclones path. The top of the clouds of tropical cyclones are high, cold and their air is humid thus their rainwater is 'lighter'. The rainwater soaks into the ground, percolates down into caves, and, within a couple of weeks, Oxygen-18 transfers from water into calcium carbonate, before being deposited in thin layers or 'rings' within stalagmites. Examples of this may be seen within caves covering a 300 kilometer radius which date back hundreds, maybe even millions, of years.

Severe tropical cyclones defoliate canopy trees in the tropical forest, remove vines, remove epiphytes from the trees, break tree crown stems and cause trees to fall. The degree of damage caused by a tropical cyclone varies along its path. The damage, at a landscape level (i.e. > 10 kilometers), can be catastrophic. However, stripping trees and scattering forest debris provides fuel for fires.

The weather we now have is the product of the changing climate conditions. As global warming increases so does the probability for extreme weather occurrences. We need to reduce the risks caused through climate changes by reducing our carbon emissions. Additionally, we must strengthen our defenses to such future risks .....

Around the globe we are witnessing a shift in the seasons and a rise in both temperatures and sea levels. Two consequences arise from the rise in sea levels. Firstly, the higher sea levels lead to the production of stronger storm surges. Secondly, some small islands that are just above the existing sea level face the risk of going underwater due to the rise in the seas water level. Therefore, some of the inhabitants of such islands are already abandoning their home due to such concerns making them the first climate change refugees. Meanwhile, our planet must still supply us with air, water, food and a safe place to live in. If we don't act now climate change will alter the lands and waters in which we all depend on for our survival.



Supply Department

# Congratulations on Mr. S.I. Chung's Wedding!

DANAOS EVENTS



Mr. Chung our DKO engineer got married on April 13th.

He expressed his appreciation to his parents, friends, co-workers and company.

All Danaos members wish him a life together filled with love, laughter and happiness from this moment throughout eternity!

Let's go learn a bit about the customs surrounding a Korean wedding!

Below are the 5 steps followed:

**- Sanggyeonnye (D-180)**

Sanggyeonnye refers to the occasion where the parents and relatives of both of the couples' families meet for the first time to discuss the marriage. It is the first official step towards a marriage.

**- Yedan (D-70)**

Yedan originally referred to the silk garments that the bride would send to the groom's home. In the old days, silk was rare and expensive and was considered as a good gift item for showing respect. Traditionally, the groom's family would send silk to the bride's family. The bride would personally make clothes for her parent-in-laws using the silk and then send it back. The groom's family would then send money back to the bride as a token of appreciation for the bride's efforts. Today, however, all gifts sent by the bride to the groom's house are simply called yedan regardless of its content.

**- Wedding Photo (D-50)**

With the passage of time, weddings have tran-

sferred from their strictly ritualistic characteristics but have maintained their place as a memorable and pleasant event. As such, taking wedding photos before the wedding has become a must. Many pictures are taken in a studio, but outdoor photos have also become common. Royal palaces such as Gyeongbokgung, arboretums, theme parks, or other memorable locations are used to take pictures. Different clothes, such as the wedding dress, tuxedo, hanbok and other casual clothes, are all worn in order to reflect the couples' different lifestyles.

**- Ham (D-10)**

If yedan is the gift by the bride to the groom's family, ham (pronounced [ha-am]) is the gift from the groom to the bride's family. Originally, the ham was sent the day before the wedding but it has become more common to send it on a pre-determined date prior to the wedding. Inside the ham, which is a gift box, is a carefully prepared proposal letter, blue and red silk, and a list of necessary items. The ham, which is wrapped in a red cloth called bojagi to stem all bad spirits, is sent to the bride's home by hamjinabi, the male responsible for delivering the ham to the bride's home.

**- Wedding Ceremony (D-DAY)**

The wedding ceremony is a public ritual held to notify the public of the couple's marriage. In Korea, there are two types of wedding ceremonies. The first and most common is the

Western-style wedding held in a wedding hall or church. The other is the traditional Korean wedding, which is becoming more popular amongst young couples that want to have a unique experience. The traditional wedding involves the bride and the groom bowing to each other in traditional wedding outfits and sharing a cup of liquor in a gourd to vow their full commitment to a happy marriage to heaven and earth. After the actual wedding ceremony, the bride and the groom participate in a pyebaek ceremony to bow to the groom's parents. During pyebaek, the parents throw chestnuts and jujube fruits to encourage many offspring and bless a happy marriage.

*From Danaos Korea Branch Office*

- Mr. Stelios Markakis: Danaos Overseas Manager
- Mr. Young-Han, Cho: Machinery Supervisor
- Mr. Jae-Myung, Cha(Kyros): Electrical Supervisor
- Mr. Hee-Man, Yang: Machinery Engineer
- Mr. Tae-Hun, Kim: Machinery Engineer
- Mr. Song-Lip Choi: Machinery Engineer
- Mr. Seung-il Chung: Machinery Engineer
- Mr. Dong-Ju Su: Machinery Engineer
- Mr. Ik-Hyun Kim: Machinery Engineer
- Mr. Sang-Hyeon Lee: Machinery Engineer
- Mr. Kwon-Uk Lim: Machinery Engineer
- Ms. Kyung-Hee, Namkung: Secretary

# Danaos Ukraine - 2014 New Years' Eve Party

DANAOS EVENTS



Photos from 15th of February 2014, New Years' Eve Party, Mariupol/ Ukraine. Our guests: Danaos Mariupol Office staff, the Greek Consulate and the Local Authorities. It was a great party! Thank you all for your participation!



# P&I clubs need to vet quality of correspondents

DANAOS NEWS



By Jim Mulrenan, London

*Legal Director of Danaos Shipping Co. Ltd., Mrs. Zoe Lappa-Papamatthaiou features in Tradewinds following her eye-opening speech at the Tradewinds Marine Risk Forum held in London in May 2014.*

(The article was featured in the Tradewinds issue of 9th May 2014 and reproduced here in its entirety. Copyright remains with Tradewinds.)

Danaos executive in rare assault on front-line troops of the P&I market.

A call for the protection-and-indemnity (P&I) clubs to collectively monitor the performance of correspondents and remove accreditation from those found to be sub-standard was made at TradeWinds Marine Risk Forum this week.

The network of correspondents based in 700 ports around the world - the front line troops of the P&I market - wins frequent praise from the clubs and rarely comes under fire.

But Zoe Lappa-Papamatthaiou, legal director of Danaos Shipping, has found at least some to be poor quality and told the forum that in

her opinion the International Group of P&I clubs needed to apply continuous key performance criteria to correspondents and remove those that do not come up to standard.

Correspondents could be inexperienced or even incapable especially during major incidents, she warned.

"They will be more efficient if they know they are rated, as we are rated, and may be removed if they underperform," declared Lappa-Papamatthaiou.

The Danaos executive wants to see enhanced vetting of correspondents, credential checks, their past performance monitored as well as the English language skills checked.

"Shipowners and P&I clubs alike are at the mercy of local correspondents. This is a major issue which can prove to be fundamental and catastrophic in some cases," she warned.

"The more serious the incident, the more crucial the role of the correspondent. P&I clubs should approach the choice and appointment of the local correspondent with the utmost dispatch and due care," Lappa-Papamatthaiou added.

Experienced club executives needed to travel to make face to face judgments about correspondents and not rely on hearsay, written information or phone calls said Lappa-Papamatthaiou.

Extending qualification

International Group secretary Andrew Bardot said the clubs were looking at extending the recently introduced P&I qualification to correspondents.

Lappa-Papamatthaiou also wants to see the clubs up their performance by offering shipowners dynamic online information on the progress of claims.

"I would like to see an 'app' on my phone with the claim statistics and time bars for a start," said Lappa-Papamatthaiou.

The Danaos director was critical of the current online claims monitoring facilities offered by some clubs as they provided inadequate information, were not user friendly and maybe even put an onus on the shipowner side to monitor developments.

Club systems needed to be upgraded with Lappa-Papamatthaiou identifying monitoring of key time bar dates a key requirement.

Lappa-Papamatthaiou was critical of clubs that put worst case claims reserves on casualties, which had the effect of renewal negotiations being based on a more pessimistic scenario than was justified.

"Maybe P&I clubs should have more claim handlers and less managerial staff," she observed.

Clubs offering local claims handling in places, such as Greece, was extremely important as no matter how good a head office was proximity was of paramount importance particularly when a major casualty occurred. Local underwriting was of secondary importance. Lappa-Papamatthaiou felt club managers did not fully realise the cruel and highly competitive global environment shipowners operate in and should be prepared to take a financial hit in difficult market conditions.

*Legal Department*

## The intricacies Surrounding In House Legal Departments

Mrs. Zoe Lappa-Papamatthaiou, Legal Director of Danaos Shipping Co. Ltd. was invited as a Guest Speaker at the 6th Panhellenic Conference of Lawyers of Legal Services. The Conference was hosted by NB Congress under the auspices of the European Chapter of the Association of Corporate Counsel and the Athens Bar Association.

In her speech, Mrs. Lappa, stressed that the success of an in house legal department is not only measured by the skill-set its lawyers possess. A collegial and friendly environment coupled by a high standard of ethics also contributes to its success, sometimes carrying more gravity than individual skill-set.

Mrs. Lappa further elaborated on the intricacies surrounding in-house legal departments within companies in the field of shipping and that choosing external counsel may not turn out as straightforward as one would think.

# Fierce Creatures



It was around noon, when Captain Kapetanios was woken by the loud static over the radio on the bridge of the m.v. Square Box. The scourging heat had made him and his crew lethargic. It had been 23 days since they had dropped anchor off the port of Paranagua waiting for a free discharge berth.

"So sorry, Capitao, Paranagua is very busy these days," voiced Amaro apologetically, the charterer's agent on the radio nearly 25 days ago when they were approaching Paranagua. "Estimativa to stay in outer anchorage for 20 days minimo," Amaro continued. "You are number 26 in discharge line, after the m.v. Barely Afloat and the m.v. Rustbucket," he hastily advised before getting off the radio.

For 23 days, Captain Kapetanios had done everything a prudent captain could do while waiting for his turn to proceed to a free berth. There was no drill in any manual there is that he hadn't undertaken, or maintenance work he and his crew hadn't carried out during those long and hot 23 days. It was the peak of the Brazilian summer; local temperatures sky rocketing, at times reaching 44 degrees.

"Square Box!... Square Box!... over," yelled the radio, after a long noisy period of pure static.

"This is the Paranagua Port Authority... over" the radio continued in a screaming tone, loud enough to make the Captain's ears bleed.

"This is Captain Kapetanios of the m.v. Square Box. Go ahead Paranagua Port Authority... Over!"

"The m.v. Barely Afloat is completing discharge...over. Your vessel is next. Por favor, proceed to berth 3 and 2/4 over!"

Upon hearing the pleasant news, Captain Kapetanios nearly spilled his extra-sweet, triple-dosed Greek coffee containing enough sugar to kill a diabetic on the spot.

"Chief Engineer!" Captain joyfully yelled on the radio. "Start the engines!"

"To all crew: This is the captain. We have been given clearance to proceed to discharge berth. Resume your positions!"

Below deck, in the engine room, Chief Engineer Katsavidas attended to all matters prior to turning on the engines. Once everyone and everything was ready for steaming, he calculated that at 19 knots, they would be alongside berth 3 and 2/4 in three hours.

With her anchors away and her engines run-

ning, the force of the 57.700 bhp engine was making the hull of the m.v. Square Box shiver. It would take a good half an hour for the vessel to reach the speed of 19 knots so that she could reach the discharge berth within the time window of three hours.

On the bridge's side balcony, Captain Kapetanios was sipping his seventh Greek coffee of the day, anxiously waiting for his vessel to reach the desired speed. Twenty three days idle was far too long for him. Things had to get a moving.

Half an hour later, the m.v. Square Box was still sailing slow now having reached a speed that barely passed the 10-knot mark. It was very odd. She was a new vessel, equipped with all the latest that marine technology and engineering could offer and with engines strong enough to fly a Boeing 747 fully laden with overweight passengers and their luggage. She was such a great ship, the Conquest Channel had even asked her Managers to feature her in a new series they were airing called "Fish n' Ships".

"Something is wrong," murmured Captain Kapetanios before picking up the phone to call the Chief Engineer in his quest for answers.

Two minutes later and after a few loud exchanges in Greek that would make even the most vile of persons blush, Captain Kapetanios raised his eyes to the sky, babbled something about his mother and angrily tossed his environmentally friendly paper cup still full with his seventh Greek coffee of the day into the calm Brazilian sea. The vessel's steaming was so slow that the Captain even had the chance to see the sugar-rich liquid that once was his coffee turn into a dense, cake-like object before sinking to the ocean floor only to become a sweet snack for the local aquatic population.

Trying to hold himself together, he approached the edge of the balcony by the bridge and looked down at the sea. The sea had always calmed him. A short while later and with his gaze set at his vessel's hull, Captain's eyes opened so wide his right eyeball nearly got dislodged. Captain Kapetanios couldn't believe his luck.

"Hriste kai Panagia!!!" shouted the Captain his index finger pointing to the vessel's water line.

As if by an Act of God, the hull of the m.v. Square Box from the water line down looked nothing like that beautiful piece of naval art he had boarded six months ago in Korea, where she had been delivered to her owners after two years of construction and with price tag equivalent to a third world country's G.D.P. Like an underwater halo, his vessel's hull was heavily coated by all sorts of marine organisms that had attached themselves on to the vessel. Although not an avid biology lover, Captain Kapetanios could easily detect small fish, barnacles, mussels, crabs and sea squirts glued onto a two meter thick coat of sponges and seaweed that were following the drift of his already slow steaming vessel.

"No wonder we are sailing at this speed," thought the Captain. "We will be lucky if we reach berth 3 and 2/4 by noon tomorrow" an erratic voice in his head continued as he was rushing to the phone.

Nine hours later, after a few heated and stress-driven exchanges between the Port Authority, the Captain and the vessel's Managers on shore, the m.v. Square Box eventually arrived at berth. Thankfully, Amaro knew the Port Authority's manager who was ready to put the m.v. Square Box back at the end of the queue, had Amaro not stepped in and promised him and his extended Brazilian family (some 27 people if you include the three month old Esteban in the head-count), his wife's famous Coxinhas<sup>2</sup> for lunch that coming Sunday.

Safely alongside berth 3 and 2/4 and with the sixth container filled with German paper-clips being unloaded, inside the bridge of the m.v. Square Box the tension was at an all-time high.

Captain Kapetanios, Chief Engineer Katsavidas, First Mate Nikos Protoheris and Second Engineer Starvos Deftromihanikos were all running around like madmen in the bridge, printing the not-so-nice emails and faxes that were arriving in their email inboxes at the speed of light. It was now business hours in Singapore and the charterers were by now fully aware of what had happened to the m.v. Square Box.

After 23 days of laying idle in warm waters, the once smooth and freshly painted hull of the m.v. Square Box was now heavily fouled by organisms even Jacques Cousteau

wouldn't know how to name. This affected the vessel's performance, speed as well as bunker consumption and would definitely need cleaning in drydock. In turn, this meant that somebody has to pay for all this time lost depending on whose shoulders this sort of problem fell on to bear.

As Captain Kapetanos was trying to catch a breather on the bridge's side-balcony, C/E Katsavidas rushed towards him with an email print out. It started off with the words "Acceptance of Liability" and "Owners fault and expense" written all over it and with instructions from the charterers for him to sign and seal it with the vessel's seal.

"I don't think you should sign it Captain Kapetanio, but call Daphne in legal to confirm," said Captain Elenhos, the Operations Manager in a half awoken voice on the other end of the line in Athens. It was 04:00 a.m. in Athens and Captain Elenhos had already had a rough day in the office as Captain Kapetanos would soon find out as he was flipping through the newspapers a week later.

"Hello?" answered Daphne a few rings later. When the phone rang, Daphne was deep in REM with her face flat on a stack of papers that covered her keyboard and half the height of her computer screen. She was up and running without sleep for the past 48 hours as she was dealing with a crisis at the office. Apparently, the whole of the accommodation section of a vessel not managed by the Square Box managers had detached from its base and fallen on the Square Triangle, Square Box's sister ship. At the time, the Square Triangle was loading 72 containers filled with Mexican chopsticks, nearly all of which were destroyed by the collision. Thankfully, nobody got hurt but the pressure on Daphne by pretty much everybody was mounting.

"Relax, Captain Kapetanio. We've dealt with this situation before and I think we've ring-fenced the charterparty. Just give me a minute to check your charterparty," she said, pulling out her PC mouse from her coffee mug.

A few agonizing seconds later she said, "We are good Captain. Check clause 364 of addendum 16 of the charterparty. It's the BIMCO

Hull Fouling clause. We've apportioned liability for situations like these on a "fair basis" with the charterers. Do not sign the undertaking letter you received. I will send an email to the legal department of the charterers to remind them of the clause. It was inserted recently; probably their operations department forgot about it, don't worry. Proceed with discharging and arrange with the operations department for hull cleaning," said Daphne as she placed her receiver in her purse, thinking it was the receiver's base.

As Daphne proceeded by drafting the email to charterers, she could hear her purse echoing "Efharisto poly Daphne"<sup>3</sup>. Thinking she might be hallucinating, she reminded herself to get some sleep after she was done with the email and went ahead and started typing.

A week later, Captain Kapetanos was sitting comfortably in his chair on the bridge of the m.v. Square Box, recapping what he had gone through the previous week. As he was sipping his coffee his eyes fell on the front page of a shipping newspaper. There was a picture of the Square Triangle, but she didn't look at all like her sister ship the Square Box. She was a mess. After reading through a few paragraphs, he tossed the newspaper to the other side of the room.

"No wonder the guys at the head office in Athens sounded so tired when we were discharging at Paranagua. Thank God I am not the Captain of the Square Triangle," Captain babbled to himself.

"My vessel is all cleaned up and sailing at top speed," said the Captain as he picked up the phone to call the cook. He was starving.

"Yes Captain?" said the Cook.

"What's for dinner?" asked the Captain.

"Mussels" replied the Cook.

Vessel fouling, also known as bio-fouling or hull fouling is a common problem faced by owners and charterers alike at times when a vessel, as a result of time charterer's orders, remains idle for prolonged periods of time.

Experts conclude that newly settled barnacles (the dominant group of ship-fouling organisms) can grow up to 10mm high within 14

to 20 days at water temperatures of 25-29 degrees Celsius.

Ships will typically have anti fouling paint applied to the hull yet when the vessel sits idle, coatings are generally accepted to be functional in resisting fouling for only 12 to 14 days.

As one would expect, hull fouling gives rise to many disputes between owners and charterers mainly for loss of hire resulting from underperformance as well as for expenses and time losses associated with hull cleaning.

While most owners would think that charterers should bear all costs and risk associated with hull fouling as a result of complying with their orders, English Courts do not view the issue as straightforward as owners would like.

In the "Kitsa" (2005) EWHC 177 both the Arbitration Tribunal as well as the Court on appeal held that the risk of the vessel suffering hull fouling from a prolonged stay in port was a foreseeable risk owners had agreed to bear under the charterparty.

For claims brought by charterers for underperformance, the Court in "The Pamphilos" (2002) 2 Ll. Rep. 681 held that if there is a continuing warranty, hull fouling as a result of compliance with Charterers' orders is a defence to any underperformance claim. This case however should be considered with caution as it pre-dates the "Kitsa".

Given the uncertainty surrounding case-law, BIMCO has introduced a Hull Fouling Clause which attempts to strike a balance between owners' and charterers' interests. After careful negotiation, respective parties can import said clause in their charterparties apportioning liability on a "fair basis".

<sup>1</sup> "Jesus Christ and Holy Mary".

<sup>2</sup> A Brazilian/ South American delicacy translated as "Little chicken thigh". Originally from São Paulo, but also common in Portugal, and based on dough made with wheat flour and chicken broth, which is filled with spiced chicken meat.

<sup>3</sup> "Thank you very much Daphne".

Michalis Alexiou  
Legal Department

## Universities visiting DANAOS

We strongly believe that students cultivate their knowledge and basic understanding of the Shipping Industry by visiting Companies and exchanging views with people working in the Shipping Sector.

Thus, we often welcome students to visit our premises and to participate in Company's presentations and panel discussions concerning amongst all, the Management of Shipping Company

and the financial environment it operates.

This last semester, we welcomed students from ALBA/DEREE College as well as students group from the University of Washington.

Thank you all for your participation!

HR+T Department

# Visiting the “Conquering Space” Exhibition: an amazing experience

DANAOS EVENTS



On Saturday the 12th of May 2014, Danaos’ employees and other families had the opportunity to travel through the «Space and the Moon” by attending the “Conquering Space” exhibition. This fascinating interactive exhibition about the future of human activity on space was hosted at the Cultural Centre “Hellenic Cosmos”.

“Hellenic Cosmos”, is an ultra-modern Cultural Centre and Museum that stands out for its innovative programmes. It lies on a former industrial zone on an axis between Athens and Piraeus, where memories Athens’s past meets the city’s modern identity; its architecture characterizing the entire of Pireos street.

The exhibition, was created by the American Museum of Natural History in New York in collaboration with MadaTech, the Israel National Science, Technology and Space Museum (Haifa, Israel). It open-handedly offered us an all-inclusive perspective on space travel. We also had the opportunity to familiarize ourselves with historical space missions (both manned and un-manned) as well as to ‘travel’ to the Moon, the Asteroids, and Mars through interactive installations and state of the art models.

The exhibition also included a unit on Europe, Jupiter’s satellite, which is another promising area for the existence of life. It also included a “look” on millions of stars lying beyond our solar system, already having their own planets and thus raising the question of the possibility of life.

The National Observatory of Athens also hosted important audiovisual material, with a digital photography exhibition, where the work of 20 Greek astro-photographers was displayed. An audiovisual presentation entitled “Sounds from space” was also available for us to enjoy.

Our journey into space continued at Tholos, which has been selected this year, together with 120 other planetariums from all over the world, to screen the digital Google Lunar XPRIZE movie “Back to the Moon for good”.

Few words about the movie “Back to the moon... for good”

In case you haven’t heard, the Moon is trending again... and in a big way. Like in the glory days of the 1960s and 1970s, our big white space neighbor is enjoying the attention of lunar explorers. Only this time, they’re going back to the moon for good. The educational Google Lunar XPRIZE full dome planetarium show, “Back To The Moon For Good”, chronicles teams around the world competing for the largest incentivized prize in history, by landing a robotic spacecraft on the Moon for the first time in more than 40 years.

To win the Google Lunar XPRIZE, a team must land a robotic spacecraft on the Moon, navigate 500 meters over the lunar surface, and send video, images and data back to Earth. This global competition is designed to spark imagination and inspire a renewed commitment to space exploration, not by governments or countries -but by the citizens of the world.

Show Synopsis

The show opens with the first era of space exploration in the late 1960s and early 1970s. We see what that era of landers and orbiters taught us about our nearest neighbor including the discovery of the Moon’s origin, composition, structure and the accessibility of raw materials on its surface.

For more info: [www.hellenic-cosmos.gr](http://www.hellenic-cosmos.gr) , [www.visitgreece.gr](http://www.visitgreece.gr)

*Olga Papadogeorgaki*  
HR+T Dept



# Crete: destination for this summer

ARTICLE



**CRETE** (Κρήτη / Kriti, occasionally spelled “Krete” in English) is the largest of the Greek islands and is in the Mediterranean Sea between the Sea of Crete and the Libyan Sea, south of the Peloponnese. Crete is approximately 260 km long and 60 km wide. Crete consists of four prefectures: Chania, Rethimno, Heraklion and Lasithi. If there was a beauty contest for Greek islands, Crete would surely be among the favorites. Indeed, some say there is no place on earth like Crete. This view is strongly supported by those fortunate enough to have visited the island. Crete, with a population of approximately 650,000, is not just sun, sea and sand; it is a quite distinct place full of vitality, warmth, hospitality, culture and of course an excellent infrastructure. Crete is well known for its seas and beaches but it has a very contrasting landscape. The island goes from fertile coastal plains to rugged mountains and from busy metropolitan cities to very peaceful hillside villages.

## Cities

- Heraklion (Iraklion or Candia) - the largest city and capital of the island, with the archaeological highlight Knossos. Not the most attractive city, as it was built haphazardly with little planning oversight. Although there are a number of attractive old buildings and churches, the Old Town has largely disappeared. The harbor (a major cruise and ferry port) boasts Venetian walls and a Venetian fort.
- Agios Nikolaos - the charming capital of Lasithi Prefecture. Once known as a partying hot-spot for northern Europeans (especially Brits), it is today much more sedate, with only a handful of disco-type establishments.
- Chania (Haniá) - largest city and capital of Chania Prefecture. Its Old Town is largely intact, and located both on the port side (another major cruise and ferry port) and the harbor side. The harbor boasts an old Venetian lighthouse (faros) and old Turkish mosque. Many of the Old Town



structures are from the Venetian and Turkish period, including a few old Turkish hammans (Turkish baths). Souda Bay, just outside of Chania is an important NATO naval base. As such, you will run across many Americans (mostly military personnel) in the city. This is unusual, as Americans are definitely in the minority of tourists.

- Elounda - once a small fishing town, this is now the “jet set” area of the island visited by celebrities like Brad Pitt and Angelina Jolie, with many four and five-star resorts and exclusive villas. It’s located on Elounda Bay with the abandoned Spinalonga Island, a former Turkish fortress and leper colony. The town virtually closes down during the winter, as do many of the smaller cities dependent of tourism.
- Ierapetra - the southernmost city of Europe with some of the longest and finest sandy beaches on the island. Also site of an old Venetian fort.

- Rethymno - capital of Rethymnon Prefecture, with a fascinating and well-preserved Old Town, which is a maze of lanes and alleys mostly reserved for pedestrians. The Old Town sits at the foot of a massive Venetian fortress.
- Sitia - medium-sized harbor city on the eastern tip of the island, with access to some very unspoiled beaches. It has a very good sandy beach right in town near the harbor, which is lined with traditional tavernas. It is quite popular with French tourists, and there are direct charter flights during the tourist season. Ferries also put in herecall at Sitia.

## Get there

### By plane

The island has three significant airports:

- Nikos Kazantzakis at Heraklion.
- The military airport Daskalogiannis at Chania.
- A new public airport in Sitia.

There are daily flights from Athens airport by Olympic Air, Aegean Airlines and Athens Airways (Which take about 45min.) to Heraklion and Chania. Sky Express operates flights from Athens airport to Sitia. During the months of July and August Astra Airlines [4] flies from Thessaloniki to Heraklion and Chania.

From April till early November charter airlines fly directly to [Heraklion] and [Chania] from many European airports.

### By boat

Ferry services from Piraeus to Heraklion, Rethimno and Chania and from Thessaloniki and the Cyclades to Heraklion.

## Beaches

There are scores of beaches on the island. They range from small, stone shingle beaches to long stretches of glistening sand. You can camp on them or just visit for a few hours. Some are crowded, with umbrellas and bars, and some are totally secluded.

## Eat

Crete is famous for its tasty and healthy cuisine. The Cretan Diet, which is also called the “Mediterranean Diet,” has been attributed with great health benefits and nutritional value.

Most Popular: 1. Olives & Olive Oil, 2. Honey & Yogurt, 3. Cheese (a. Graviera, b. Myzitra, c. Anthotiros), 4. Meat

## Drink

Tsikoudia is the predominant alcohol drink produced and consumed by the locals. This drink is also known as Raki and is made from the left over distilled wine. Tsikoudia alcohol percentage varies a bit, usual average is 20%-45%.

## Sleep

There are hundreds of various types of lodging possibilities on the island like: 1. Apartments & Apart hotels, 2. Hotels, 3. Villas & Private Homes, 4. Rooms

<http://wikitravel.org/en/Crete>

“Crete’s mystery is extremely deep. Whoever sets foot on this island senses a mysterious force branching warmly and beneficently through his veins, senses his soul begins to grow”

**Nikos Kazantzakis**, “Report to Greco”

Georgia Pastra  
HR+T Department

# Posidonia - A History in Shipping

ARTICLE

Posidonia, is a international maritime exhibition that is considered to be a major calendar event for the shipping industry.

Founder of this particular exhibition is the Greek publisher Theodoros Vokos along with the British PR (Public Relations) specialist, Dick Stubbs, who recognized the possibilities of an international shipping gathering. They came up with this idea for the first time in 1965, when Vokos, a man of the sea, was searching for innovative methods of projecting both Greek and international shipping activities. Inspired by the Greek God and protector of the Sea "Poseidon", they implemented their idea in 1969 at Zappeio Megaro with 82 participations from 16 countries. The second conference took place a year later in 1970. The third and fourth also took place at Zappeio Megaro in 1972 and 1974 with the participation having increased from 20 countries to 150. Finally, in 1976 the exhibition was transferred to Akti Miaouli, in the Piraeus Exhibition Centre. Today, the chairman is the son of Theodoros Vokos, Themistoklis Vokos.



Minister inaugurates the commencement of the exhibition in the presence of the Foreign Ministers, Heads of State of major shipping nations, EU commissioners, Secretary Generals of International Organizations, Chairmen of International Associations and Organizations and leading personalities in the world of shipping, finance and trade.

Many events are organized, such as the Posidonia Cup sailing race in Faliron Bay, Piraeus, the Posidonia Soccer Tournament and the recently added in the sports agenda, Posidonia Golf Tournament.

Posidonia is organised under the auspices of the Ministry of Shipping, Maritime Affairs and the Aegean, the Municipality of Piraeus, the Hellenic Chamber of Shipping, the Union of Greek Ship-owners, the Greek Shipping Co-operation Committee, the Hellenic Short sea Ship-owners' Association and the Association of Passenger Shipping Companies.

Posidonia serve as a bridge linking the international shipping industry with the Greek ship-owners, who operate the largest fleet globally with over 4000 vessels thus making them the largest of any national group. Additionally, Posidonia also serve as the platform that brings international ship-owners in touch with the latest developments in the shipping industry and offers them direct access to the entire range of shipping products and services available the international shipping market. Traditionally, the Greek Prime

Minister have become very popular over the last decades with a vast increase in the number of participants globally. This rise in numbers is inextricably connected with the course of the Greek oceangoing shipping industry. It is an institution that highlights the virtues of the Greek shipping industry.

*Sofia Economou  
Operations Department*

## Danaos goes to the theater

DANAOS EVENTS



At DANAOS we aim to always keep our employees interested and involved in the company's activities. Thus, we organized to go to the theatre to watch the performance "KATADIKOS MOU" (literally translated as "My Convict"). The case that entertained us consisted of famous and very talented actors. Strong emotions were evoked due to the storyline of the play. The story was about a couple and how they dealt with everyday matters such as family alienation, racism, strong emotional connections and health matters, all of which were presented with a humorous tone.

We were very happy to see that our employees were satisfied with the company's activities but also that they were supporting our initiatives!!!

ENJOY EVERY OPPORTUNITY!!!

*Katerina Vassilopoulou  
HR+T Department*



## Our "Act of Joy" continues

We are happy and proud to announce that our "Act of Joy" program is still running. With the valuable help and generosity of all our personnel, as well as that of DANAOS, we organized a fundraiser, by donating goods to the "Home for Children" Foundation. "Home for Children" is a non-governmental organization, that provides shelter as well as psychological support to twelve (12) children of various ages. Additionally, DANAOS continued its support of the "National Model Nursery", which hosts twenty three (23) toddlers, by renovating the roof of its Nursery School.

# Shulgan-Tash Zapovednik (Ural, Russia)

ARTICLE

This cave is one of the largest karstic caves in the Southern Urals, where about 30 rock paintings (of mammoths, bangtails and rhinoceroses) of paleolith epoch were discovered.

The Shulgan-Tash is the only cave in Eastern Europe where color paintings from the Stone Age have been preserved in a good state. Such ancient rock paintings can only be seen in France and Spain.

The cave is about one million years old. The entrance of the cave looks like a huge 40-meter high arch.

Various drawings, made with red ochre, were found on the walls of the upper and middle levels. All the animals are drawn in a realis-

tic manner and are moving towards the left. Investigations have shown that these pictures were made in the XII-X millenniums B.C.

Many people have felt a positive energy when entering the cave and a connection with the space. The cave's water, air, clay and calcium sinters have medical components.

Whenever somebody leaves the cave, according to a local tradition, they are prohibited from looking back.

*Elvira Fazlyeva*  
DANAOS Russia



## Tingling

ARTICLE

Tingling is a sensation that arises spontaneously without an apparent stimulus and is usually not painful. It occurs whenever inadvertent pressure is placed on a nerve which causes what many describe as a feeling of "pins and needles". This feeling quickly goes away once the pressure is relieved. However, for some people it can become a chronic condition caused by an underlying disorder such as a nerve injury, diabetes, migraines, an underactive thyroid, lack of vitamins and sclerosis.

Tingling hands, feet, or both is an extremely common and bothersome symptom. It is an abnormal sensation that may be felt anywhere in your body.

In some cases, however, tingling in the

hands, feet, or both can be severe, episodic, or chronic. It may also be accompanied by other symptoms such as pain, itchiness, numbness, and muscle wasting. In such cases, tingling may be a sign of nerve damage resulting from a variety of causes such as traumatic injuries, repetitive stress injuries, bacterial or viral infections, toxic exposures, and systemic diseases such as diabetes.

Vitamins E, B1, B6, B12, and niacin are essential for the healthy operation of the nervous system. A B12 deficiency, for example, can lead to pernicious anemia, an important cause of peripheral neuropathy. Too much B6 can also cause tingling in the hands and feet.

Additionally, you may experience tingling all over your face or on just one side of your face. This sensation may be painful or simply uncomfortable. Tingling in the face is rarely a life-threatening issue, but it can be a serious symptom if combined with other problems.

The most common cause for this symptom is stress and the need for some relaxation. However, if the tingling is persistent and is accompanied by trouble walking or trouble speaking then you should consult a doctor for a complete check-up.

*Spiridoula Dimitropoulou*  
Supply Department

## A phone call is the first impression

ARTICLE

*It's OUR chance to make a positive and lasting first impression*



### The First Impression

- Answer promptly (by the third ring).
- Always identify yourself and your department.
- Be polite and courteous.
- Before picking up the receiver,

end any other side conversations and ignore distractions, such as incoming emails.

• Smile! It shows, even though the phone lines. One can tell even though you are on the other end of a telephone line.

• Speak clearly and enunciate.

• Never talk with anything in your mouth, including gum!

• Don't interrupt.

• Seek clarification: "If I understand correctly..."

### During the Conversation

• Focus on the caller. Don't multi-task!

• Actively listen.

• Use the caller's name - Address the caller by his name.

• Place the caller 'on hold' if you need to solicit help from a colleague and do not use your hand to muffle the conversation.

• Take notes for future reference.

### Transferring Calls

• Do so only when necessary.

• Communicate-keep the client in the loop! "I'm going to connect you with..."

• Request caller's name.

• Give the name and direct number of the person

you are transferring the client to....

• Stay on the line and introduce the caller.

### Putting callers on hold

• Always ask permission first. "Would you like to hold on...to connect you with...?"

• Check back in with the caller if it's been longer than 15 to 30 seconds.

### Taking Messages & Notes

• Be prepared: Always have a pen and paper handy.

• Record the: Name and Department

• Date

• Subject matter

• Phone number

• Repeat the message/notes back to confirm understanding.

*Fotini Kiramariou*

# Danaos Mini Soccer - 2014 Championship Review...

DANAOS NEWS

The Greek shipping soccer team found themselves in an unfamiliar position during the last days of 2013-2014. It was the first time, since 2008, that the team obtained the 4th place thus leaving the team without a medal to take home.

Sometimes, after a successful season such as that in 2013 where Danaos obtained the first place, a loss is inevitable. However, there

were some benefits attached to this match. This year's championship, especially the second round, gave the team the opportunity to test new players, check different tactics as well as give extra time to players who usually play less.

The teams motivation of returning to the top of the league along with the team's strong spirit and the experience the team has accu-

mulated over the years will be the basic ingredients for next years team.

From all the players of the Danaos mini soccer team, have a good summer and travel safely.

*John Karatolios  
Technical Department*



Football memories..

## The "DKO Blues"

DANAOS NEWS



The DKO members had a Korean football match called "Jokgu" in April. Usually we do this sport during the spring season.

We took this as a chance to improve good relationship among all members. We talked about our families, jobs and our children.

We promised each other that we would have another gathering soon in summer, possibly by the seaside this time. After the game we all had lunch together.

See you next time!

*From Danaos Korea Branch Office*

## Posidonia CUP

DANAOS NEWS

On Friday May 30th, 2014, the Posidonia Cup, one of the biggest sailing events in Greece, took place at Faliron Bay and of course the Danaos sailing team was there to compete in the Performance category!!!

Our crew, brimming with Danaos spirit, was:

- Elias Rizos (our skipper)
- Georgia Pastra
- Christina Ntakou
- Dimitra Kyriakouli
- Sotiris Pateromichelakis
- Xenia Prokopaki
- Nikos Pontikas
- Philip Stephenson (Standard Club)
- Efthimios Bastis (Owner of the boat)

- Giorgos Bastis (Owner of the boat)
- Capt Elias Ladas

The weather was quite aggressive (6-8 BFT), making our try a bit more intense than usual and giving the team a little taste of the demanding challenge ahead.

More than 50 sailing boats, participating in different categories, were lining up at the starting line, lifting their sails against the strong wind. The signal was given and the race began....!!!

The Danaos team was in an advantageous position at first but trying to control our sails, in order to maintain that position, proved a difficult task because we were up against strong winds, big waves and the experienced crew of other competing boats.

With the valuable assistance of our boats' owners, an experienced skipper at the helm and an enthusiastic crew, not only did we manage to....survive, but to beat the waves, become one with the wind and challenge everyone, head on (at one point this challenge nearly became literal but in the nick of time, we managed to avoid taking a swim).

Finishing in 7th place, (out of 19 boats in the Performance category) didn't win us the Cup but it did make us proud of a very noble...sea battle, allowing us to achieve quite a decent result.

Well done team!!!

*Georgia Pastra  
Member of the Danaos sailing team*





# Chicken Pie

## Ingredients:

- 200 g dry cured streaky bacon
- 2 large skinless chicken breasts, boiled and chopped
- 150 g green peppers, sliced
- 150 g mushrooms, sliced
- 2 large onions, sliced
- 2 large spoons of flour
- 50 g of grated parmesan
- 1 egg, beaten, for glazing
- 2 large sheets of pastry

## Method:

1. Preheat the oven to 200C/180C fan/gas.
2. Fry the onions, green peppers and bacon in a large pan for 10 minutes.
3. Add the pieces of chicken and fry them for about five minutes or until they become golden.
4. In a large bowl mix the chicken stock with the flour and parmesan and stir. Add some black pepper and let it simmer for five minutes.
5. Set the filling to one side to cool down a little.
6. Roll out the first pastry sheet in a pie dish then add the filling (which has cooled down) on top of the first pastry. Place the second sheet of pastry over the filling and trim off any excess pastry from the edges of the pie. Press down the edges of the pie gently and then brush the top of the pastry with the beaten egg. Finally, make some small air holes in the centre of the pie to allow the steam to escape.
7. Bake the pie in the oven for about 25-30 minutes or until the pastry is golden brown and serve.

*Spiridoula Dimitropoulou  
Supply Department*



# English Trifle

## Ingredients for 6 Dessert Glasses or a Trifle Bowl

### *For the Trifle's bottom*

- 1 piece of sponge cake cut into smaller pieces
- 6 table-spoons of Sherry liqueur or any other white liqueur (e.g. Cointreau or Triple Sec)
- 1 can of peach compote
- 6 tea spoons of sweet cherry
- 1 cup of roughly chopped walnuts

### *For the crème patisserie*

- ½ liter of milk
- 100gr sugar
- 60gr flour
- 2 eggs
- 20gr butter (1 small piece)
- 1 - 1 ½ vanilla

### *For the decoration*

- 1 cup of whipped cream
- Variety of season sliced fresh fruits

## Preparation

### Trifle's Layers

- 1st layer: Line the bottom of the glasses with the trifle sponges.
- 2nd layer: Lay the sliced compote peach
- 3rd layer: Lay 1 tea-spoon of sweet cherry in each glass
- 4th layer: Lay the chopped walnuts

Pour 1 table spoon of the Sherry on the top of each glass and leave them for 5 minutes until the trifle sponge absorbs it. In case the alcohol needs to be omitted it can be replaced with a fruit syrup such as Grenadine.

### For the crème patisserie

Stir the flour with the sugar and the vanilla in a bowl. Add the eggs and continue to stir until the mixture becomes porridge like. Heat the milk in a pot and before it begins to boil, pour half of the quantity of milk into the porridge and stir. Then pour the mixture into the pot which contains the remaining half of the milk and stir until the crème thickens. When it is ready, remove it from the heat, add the butter (or margarine) and stir.

### Last Layer

Pour the crème into the bowls and cover the crème's surface with a cling film so that it doesn't make a crust. Leave them until the crème cools down, approximately 15 to 20 minutes, and then put the glasses into the refrigerator for almost an hour. Serve the Trifle with whipped cream rosettes using a piping bag and decorate with sliced fresh fruits.

Enjoy!

*Georgina Tsiona  
Tech 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."

# “The Bet” PETROS ARAPAKIS (1879 – 1911)

ARTICLE



*For the first time in history, in 1910, a small sailing boat of 37 feet attempted to make its way around the world through the Cape of Horn.*

On the afternoon of the 21st April 1910, in Melbourne Australia, as a result of a bet between three sailors, an English, German and Greek sailor, the Greek sailor decided to travel around the world in order to prove that Greeks are the best sailors.

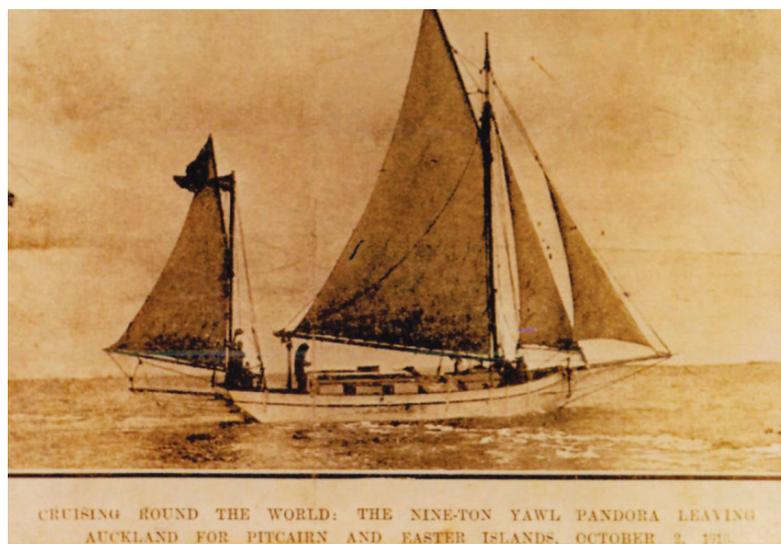
The name of the sailor was Petros Arapakis and he was in Australia working as a captain for the private steamship of an Australian-English ship owner, Cicilia Adams. When she was informed of Petro Arapakis intentions, she declared to him that once he accomplishes the round of the world she would like to marry him. She also requested him to alter the name of the small boat from “Belos” to “Pandora”, just like the name of her personal ship.

The now new “Pandora” was a two mast sailing boat of nine tones, made out of an Australian wood called “giarax”. It had a length of thirty-seven feet, height of fourteen and a maximum width of six. The main sail had a height of twenty-five feet.

On the 3rd May 1910, the small “Pandora” departed from Bantouri in the West of Australia with Petro Arapaki and John Blythe, an Englishman, as its crew. It should be noted that Blythe was one of the origi-

nal three sailors that took part in the bet. At the start Blythe thought that the whole idea was crazy but he later decided to participate.

- After very rough seas they reached Melbourne twenty-seven days later.
- On the 10th July 1910 they set to sea from Melbourne to Sydney. After encountering very bad weather they reached Sydney on the 16th August 1910.
- On the 17th August 1910 they departed from Sydney towards Oakland. The huge waves and typhoon in the Tasman Sea destroyed the superstructure with the result of the ship remaining astray on the 22nd August.



- On the 30th August, the two men encountered the Cape of Maria van Diemen and five days later, on the 5th September 1910, they sailed to Oakland. They stayed in Oakland for about a month in order to repair the damages.
- On the 2nd October 1910, they sailed westwards from Oakland towards the Pacific and later to the Piktern Island. They travelled for 2.750 nautical miles.
- On the 21st November 1910, they sailed from Piktern Island for a journey of 1.100 nautical miles towards the Island of Ister. They reached the island on the 12th December 1910 and stayed there for seven days. They later started their

journey towards the Falkland Islands.

- The “Pandora” was lucky that on the 16th January 1911 it was only three and half miles away from the Cape of Horn. It should be noted here that the Cape of Horn was seen first by Francis Drake. As referred to in the American magazine “Rudder”, Petros Arapakis and John Blythe, in 1910, were the first sailors to pass the cape in such a small boat (since then and up until 1957 only four people crossed it with small sailing boats).

There were heavy winds coming from all directions that almost amounted in the boat sinking. Despite the sails breaking they were finally,

after countless efforts, successful in repairing the ship using their own resources. In the early morning they came across a Norwegian Whale ship, that instead of having a name it discretely had “No 637”, which toed them to the New Island part of Falkland Islands. The crew of “No 637” assisted in the repairs of the ship. The ship set sail on the 4th March 1911 to the island of St. Helen and arrived in very calm weather.

- On the 29th April 1911, they departed from the island of St. Helen for Askension, where they arrived on the 3rd March 1911, marking exactly one year from the day they started.

After the required refueling and four days of relaxing they departed from Askension for the long distance of 8.850 nautical miles towards New York, where they arrived on Thursday 22nd June 1911.

“Pandora” was greeted with great excitement in New York. However, according to the magazine “Rudder” the two seamen considered that the reception they received was not equal to what they went through. They had travelled a distance of 22.000 nautical miles, roughly 120 nautical miles a day. In those days, it was the smallest ship that attempted to travel around the world through the Cape of Horn. The two brave friends promised to continue their journey towards Europe were they hoped they would receive a bigger reception. Thus, on the 30th July 1911 they began their journey towards England, which they expected to reach within thirty days, with the aim of displaying “Pandora” in the Crystal Palace in London.

However, “Pandora” never reached London. It disappeared without leaving any trail and taking with it to the bottom of the sea the two brave seamen.

Many years later, Petro Arapaki’s fiancée travelled to Greece, more specifically to Mani, in order to meet her fiancée’s family.

