



THE DANAOS SHIP NEWS

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

ISSUE #11, JUNE 2016

The NYK LEO joins DANAOS!



The NYK LEO joins the Danaos fleet. The NYK LEO, a 6,422 TEU, which was built in 2002, was delivered in Pusan. Following the delivery of the NYK LODESTAR last September, both vessels were chartered to NYK.

Our wish is for a strong future cooperation, safe seas and good voyages to the vessel's crew!

Operations Department





Message from the President & CEO

Dear Friends,

In the first half of this year, we experienced the worst container market since inception of containerization.

The combination of low GDP growth worldwide, the deceleration of trade and the introduction of new mega vessels created an explosive mix that brought the industry into a large loss.

This resulted in a number of liner companies requiring restructurings and as we speak the Korean shipping establishment is being completely redefined. We hope that this will be concluded within the next couple of months and that the new wave of consolidation will bring more stability in our industry.

We are doing whatever is possible to minimize these effects on Danaos however no one is immune from such cataclysmic events.

We will continue our efforts to ride the storm and make Danaos stronger and profitable with the help of all our personnel onboard and ashore.

With my Best Wishes
John Coustas



Message from the Senior Vice President & COO

Dear Colleagues,

Our shipping business is dependent upon the international environment. With his message, our President and CEO Dr. John Coustas has given you a brief outline of the situation.

It is evident that all shipping markets, including our market in container transportation, are in a very bad state and it seems that we shall have to live in this environment for some time.

Our company being very strong financially is in defense mode and we are looking forward to riding the storm (taking the words of John) and preparing for our next growth plan in the near future.

At the moment, it is extremely important not to be complacent. It is the worst that could happen to all of us. Instead we must always be alerted to improve our operational excellence by investing in our people and new technology in order to maintain our leading role as the best charter owners in the container industry.

Iraklis Prokopakis

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Distributed free

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ITF awards “DANAOS UKRAINE”



On INTERNATIONAL SEAFARERS DAY, the ITF BRANCH in Odessa AWARDED “DANAOS UKRAINE” with a commemorative plaque “FOR THE DEVELOPMENT OF SOCIAL PARTENRSHIP”.

AMONG 300 COMPANIES, “DANAOS UKRAINE” WAS AWARDED FIRST!!

*Capt.V. Pastushenko,
Director Of “Danaos Ukraine”*

An insight on the latest global trends of marine insurance

DANAOS NEWS

Mrs Zoe Lappa-Papamathaiou, our Legal Manager, delivered a speech and presentation to the students of ALBA Graduate Business School (Master of Shipping Management) on the 20th April 2016, embedded within the duration of the relevant workshops delivered by Dr. Iliana Christodoulou-Varotsi.

The presentation focused upon the latest global trends of marine insurance, hull market tendencies, P&I's evolution, OPEX 2015 (the insurance factor), as well as upon the role of the legal and insurance/claims department of a major ship-management company.

Focus was given to in-house training and the fundamental role that same holds vis-a-vis loss prevention and mitigation of claims' exposure, whilst reference was made to the best utilization of latest techniques available, as the bridge and fire simulators.



OPEX Conference

DANAOS NEWS

On 09th December 2015, the 5th OPEX Conference took place at the Yacht Club of Piraeus, held under the auspices of Moore Stephens and the International Propeller Club of the United States, International Port of Piraeus.

Danaos' Legal Director, Mrs. Zoe Lappa-Papamathaiou, represented the Company as guest speaker and presented the latest OPEX trends on Marine Insurance. Mrs. Papamathaiou elaborated on the subject, its parameters and analyzed the different ways that one can elect in order to reduce its insurance costs nowadays that market prevailing conditions

are extremely difficult and adverse. Mrs. Papamathaiou particularly focused on the quality of ship-management operations both onboard and onshore, training inclusive, which assist insurers to better evaluate the insurance risks of a ship-management company and offer more competitive terms in pricing, which shall contribute to the overall better control of operating cost.

*Zoe Lappa Papamathaiou
Legal Director*



Drug Search Initiative

D A N A O S N E W S

Dear All,

We are hereby advising that we have entered into an agreement with EOS RISK UK, to perform unannounced drug searches throughout our Fleet Worldwide.

The first vessel undergoing such search, was the YM SINGAPORE at Port Botany on July 7th 2016.

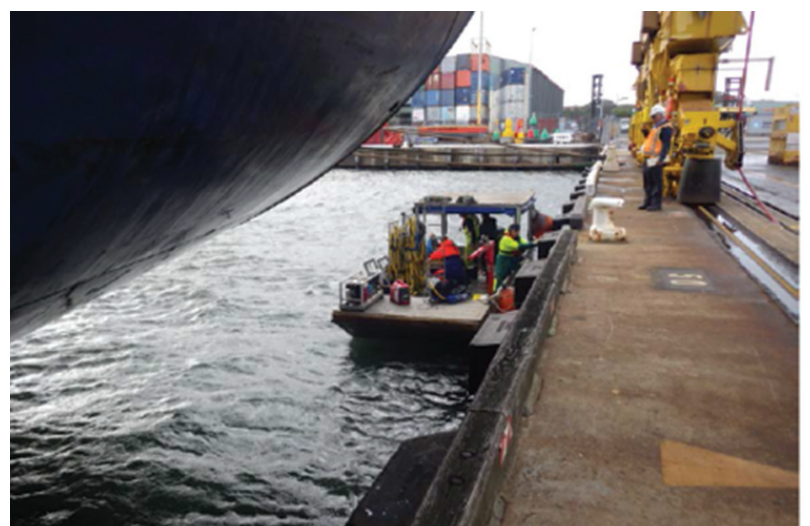
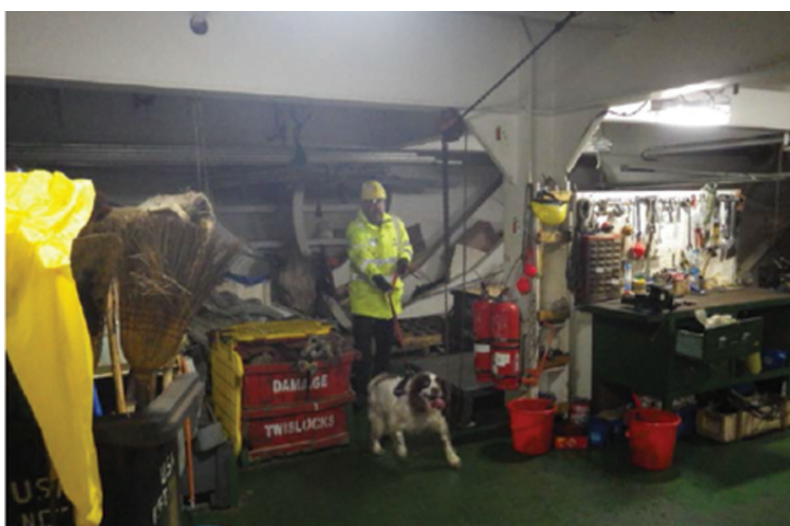
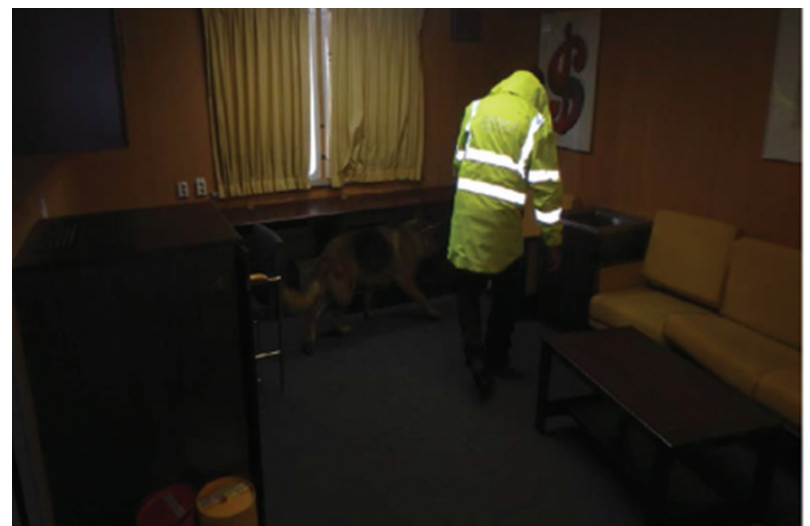
All crews are hereby warned that Danaos Shipping, will not tolerate any deviation from it's relevant Policy and will continue to strive for operational excellence in its operations. At the same time we are committed to cooperate fully with local enforcement agencies in identifying, pursuing and bringing to justice anyone violating our Policies.

Please post copy of this message in messrooms and discuss in your Safety Meeting.

Manning Offices are requested to inform all new joiners.

Wishing you SAFE Voyages.

*Best Regards,
Capt. Frangiskos Giourntas
SQE Manager*



MARPOL violations in the U.S.

ARTICLE

Authorities in the U.S. take any violation to the MARPOL convention really seriously and this can be ascertained from the numerous cases which were tracked down resulting in big penalties and serious charges for companies and individuals.

The USCG has set up an Oily Water Separator Task Force to investigate incidents regardless of the fact that the US has no jurisdiction on foreign flagged vessels in international waters involved in illegal discharges. In case of an illegal discharge the following US Regulations apply: a) Act to Prevent Pollution from Ships, b) The Clean Water Act, c) The Rivers and Harbors Act, d) False Statement Act.

Here below we kindly remind the requirements enforced by the USCG:

- Where permitted OWS must reduce oil content to 15ppm before discharge into sea
- Ship to maintain an oil record book and log all movements of oil and oily waste
- Sludge and residues should be incinerated or discharged ashore
- OWS and associated equipment to be adequately maintained and crew competent in its use

What is the USCG looking for during an OWS inspection?

- Oil record book irregularities and inconsistencies
- Deficiencies in the OWS equipment
- Crew incompetence to operate OWS
- Existence of blank flanges/ flexible hoses with flanges
- Existence of illegal bypasses
- Evidence that nuts and bolts on flanges have been turned / painted recently

- Presence of oil where there should be none (used as evidence of illegal discharge)
- One should keep in mind that any suspicion will lead to a more thorough investigation.

A recent post on the official website of the Department of Justice announces the final jurisdiction on a case which involves a Norwegian shipping company sentenced in Alabama to pay \$2.5 million for illegally discharging oil into the ocean. The company had convictions for obstructing justice, violating the Act to Prevent Pollution from Ships (APPS), tampering with witnesses and conspiring to commit these offenses. It was ordered to pay \$500,000 of the penalty to the Dauphin Island Sea Lab Foundation to fund marine research and enhance coastal habitats in the Gulf of Mexico and Mobile Bay.

In addition, it was placed on a three year term of probation and was ordered to implement an environmental compliance plan to ensure the company's vessels obeyed domestic and international environmental regulations in the future.

The evidence demonstrated at trial that the company's 56,000 gross ton crude oil tanker, M/T Stavanger Blossom, performed from 2010 to 2014 without an operable oily-water separator as required by law. However, rather than repair or replace the oily-water separator, the vessel was operated illegally for the next 57 months before the conduct was identified by U.S. Coast Guard inspectors in November 2014. As the testimony at trial revealed, the vessel illegally discharged approximately 20,000 gallons of oil-contaminated waste water and plastic bags containing 270 gallons of sludge into the ocean during the last two-and-

a-half months of the vessel's operation.

The evidence also established that operators lied about these activities by maintaining fictitious record books aboard the vessel. These records omitted the illegal discharges of oil and garbage and falsely claimed that pollution prevention equipment was used when it was not. Furthermore, when the U.S. Coast Guard examined the ship, the company's senior ship officers lied about the discharges and ordered their subordinates to do the same. Prosecutors also noted that previous deficiencies in the operation of pollution prevention equipment had been identified in other company's vessels while they were in international ports.

Three senior engineering officers were also sentenced: chief engineer and second engineer of the vessel, were both sentenced to six months imprisonment as a result of their conduct. The Fourth engineer of the vessel, was sentenced to two months imprisonment. All three also face the loss of their marine engineering license and exclusion from employment in the merchant marine.

In short the policy of the department of Justice shows no tolerance for polluters and Washington Law makers have advised shipowners and operators that "if you pollute U.S. waters we'll jail you or run you out of town."

Vassiliki Giannakou
SQE Department

References:

- 1) <https://www.justice.gov/enrd/press-room>
- 2) Germanischer Lloyd 2010 – Calling at US Ports seminar handouts
- 3) Lloyd's Casualty Week (10 February 2006)

RescueSim Advanced Fire Fighting Simulators for Greece

DANAOS NEWS

Athens, 25th April 2016

A RescueSim Advanced Fire Fighting Simulator was purchased by Danaos Corporation and Prime Marine as an addition to their current NAUTIS Bridge Simulators.

The new simulators will allow both shipping companies to add STCW AFF training to their current curriculum. The simulators will be delivered and installed by VSTEP engineers at the premises of Danaos and Prime in Athens during Q3 2016.

Each AFF Simulator comprises a RescueSim Trainee Station and a Fire Panel to be installed on the current NAUTIS Simulator. Additionally VSTEP will develop virtual 3D models of a container vessel and chemical tanker. The RescueSim AFF Simulator will be linked to the

existing VSTEP NAUTIS Ship Bridge Simulator for additional incident command training for bridge personnel.

The RescueSim AFF Simulator functionality includes environments, emergency equipment, watertight doors, fire flaps, and many more objects all common to specific shipboard incidents. These are essential for STCW compliant AFF Training. The compact and modular design of the simulator allows it to be used almost anywhere and can be setup according to training requirements and team size. A typical setup includes an instructor station and trainee stations for the on-scene commander and fire team leaders.

During simulator training, the participants assess the situation and determine the best response strategy. They then implement it and immediately observe the consequences of their decisions in real-time in the simulator. The simulator allows users to try out different response strategies for an incident in a safe, controlled environment.

The Instructor can set up any on board scenario using the instructor toolbox. And then retains full control during the training, continuing to influence the scenario for the trainees during the exercise.

Danaos Corporation is a leading international owner of container ships, chartering vessels to many of the world's largest liner companies. With a fleet of 54 container ships, the company is amongst the largest container ship charter owners in the world based on total TEU capacity and one of the largest US listed container ship companies based on fleet size. Today Danaos is domiciled in the Republic of the Marshall Islands with operations controlled from Greece. For more information about Danaos Corporation visit www.danaos.com

Based in Athens, Prime Marine has established a reputation in the international shipping industry for operating and maintaining a fleet with high standards of performance, reliability and safety. With a fleet of 25 Product Tankers and 4 Gas Tankers, it provides comprehensive management services for the vessels including technical supervision, such as repairs, maintenance and inspections, safety and quality, crewing and training, as well as supply provisioning. For more information about Prime Marine visit www.prime-marine.net



SOS: The International Distress Signal

ARTICLE

SOS is the international Morse code distress signal (···---···). This distress signal was first adopted by the German government in radio regulations effective April 1, 1905, and became the worldwide standard under the second International Radiotelegraphic Convention, which was signed on November 3, 1906, and became effective on July 1, 1908 replacing the CQD (·-·-·-·) which suggested by Guglielmo Marconi. SOS remained the maritime radio distress signal until 1999, when it was replaced by the Global Maritime Distress and Safety System.

In popular usage, SOS became associated with such phrases as “Save Our Ship” or “Save Our Souls” or “Send Out Succour”. SOS is only one of several ways that the combination could have been written; VTB, for example, would produce exactly the same sound, but SOS was chosen to

describe this combination. SOS is the only nine-element signal in Morse code, making it more easily recognizable, as no other symbol uses more than eight elements.

The CQD signal remained in force for some years but it was primarily used by the British (who in any case had suggested it first).

The first major rescue attempt after receiving a CQD signal came in 1909, when the Baltic rescued 1500 survivors following a collision between the Republic and the Florida. While the SOS signal become quite well known after the Titanic incident where it was used in conjunction with CQD.

Evangelos Xydias
Crew Department

<http://www.sansimera.gr/articles/33>
<https://en.wikipedia.org/wiki/SOS>



External Audits

We are pleased to advise that the following vessels under our management have successfully passed the 3rd-party ISM/ISPS audits for the period 6th December 2015 – 10th June 2016:

Vessel	Port	Non-Conformity	Observation
CMA CGM RACINE	New York	1	1
CSCL EUROPE	Long Beach	NIL	1
CSCL PUSAN	Long Beach	NIL	NIL
DEVA	Alexandria	NIL	NIL
HANJIN ALGECIRAS	Pusan	NIL	NIL
HYUNDAI BRIDGE	Shanghai	NIL	NIL
HYUNDAI FUTURE	Jakarta	NIL	NIL
HYUNDAI PROGRESS	Visakhapatnam	NIL	NIL
HYUNDAI SPRINTER	Manila	NIL	1
MSC ZEBRA	Port Everglades	NIL	NIL
NYK LODESTAR	Shanghai	1	5
YM SINGAPORE	Kaohsiung	NIL	3
YM VANCOUVER	Hong Kong	NIL	NIL
ZIM RIO GRANDE	Alexandria	NIL	NIL
YM SEATTLE*	Ningbo	1	NIL
SNL COLOMBO*	Brisbane	2	NIL

These findings are in the process of being evaluated so that corrective and preventive actions are decided to avoid re-occurrence.
During the first semester of 2016, we concluded MLC audits for the majority of our fleet which were due for an intermediate inspection.
We observed several typos in the crew contracts, the Seafarer (and the Master thereafter) should always check the accuracy of the contract especially the Owner’s name, dates and other significant data etc.
Thank you for your continuous support.

*Additional audit was required due to reported detentions.

SQE Department

Newly joined!

We welcome:

- **Ms. Sevasti Lampi**
Technical Coordinator
- **Ms. Ioanna Charitodiplomenou**
Assistant Accountant
- **Mr. Aris Altintzis**
Operator
- **Mr. Ioannis Papaioannou**
Technical Coordinator
- **Mr. Panagiotis Psaropoulos**
Supply Operator
- **Mr. Georgios Tsakonas**
Assistant Fleet Manager

POSIDONIA 2016: Bigger than ever before at the global maritime community sails to Greece

ARTICLE



Posidonia 2016 was held from June 6 – 10 at the Athens Metropolitan Expo. This biennial event was organized under the auspices of the Greek shipping community and the five major associations representing Greek shipping interests: Ministry of Maritime Affairs & Insular Policy, Municipality of Piraeus, Hellenic Chamber of Shipping, Union of Greek Shipowners, Greek Shipping Cooperation Committee, Hellenic Shortsea Shipowners Association and Association of Passenger Shipping Companies.

The organizers of Posidonia, the world's most prestigious maritime exhibition, confirmed a 15 percent growth in size for this year's event, as the committed total of over 40.000 square metres of exhibition floor space together with a record 40 conferences and new sporting events made the 2016 edition the biggest in the event's almost 50 year-long history.

Indeed, one of the special features this year was the Posidonia Games, involving 2,500 participants, a concept which helped prolong hotel night stays for many Posidonia exhibitors and visitors further boosting revenues for Athens' hospitality sector and further fueling overall Posidonia spending across the city's transportation, catering and entertainment sectors, which is estimated at Euro 60 million for the duration of the exhibition. These sporting and networking events consisted of the established Posidonia Cup Yacht Race taking place in Faliro Bay, a 5-kilometer road race in downtown Piraeus, a golf tournament at Glyfada and a five-a-side soccer tournament in Nea Smyrni.

The Posidonia Exhibition in numbers

Over 1.800 exhibitors from 89 countries participated at Posidonia 2016 which opened its doors on June 6 for a week that saw intense

networking and business dealing between the world's most prominent shipping industry executives who converged at the Athens Metropolitan Expo for the biennial maritime show. This year's Posidonia hosted 19 national stands with China being the biggest participant, whose presence at the exhibition exceeded 1,000 square meters, followed by Japan and South Korea.

There was also a notable presence of old and new maritime centers vying to attract Greek-owned shipping companies to their registers. These included Singapore, Hong Kong, Cyprus, Malta and even Luxembourg, which was there for the first time presenting its Cluster Maritime Luxembourg.

There were stands as well as road shows by Dubai Maritime City from the United Arab Emirates, the Shanghai Maritime and Finance Excellence Center from China, and the Vancouver International Maritime Center from Canada.

Adding extra prestige to this year's Posidonia was the presence of the secretary-general of the International Maritime Organization (IMO), Kitack Lim, and European Commissioner for Transport, Violeta Bulc.

A record of more than 200 shipyards led by traditional shipbuilding nations, China, Japan and South Korea, attended the exhibition in the hope to attract the attention of the owners of the world's largest fleet at an event synonymous to newbuilding deals.

More than 80 Information and Communications Technology (ICT) firms strived for a slice of the smart vessel wave that has engulfed operators due to regulatory changes and the need for improved performance. And from specialist shipping suppliers, such as ballast water management and propulsion system providers, to service providers from the travel, health, safety and education sectors, the premises of the exhibition once again buzzed with the aura of global shipping's brightest brands and minds.

And thanks to the 40 held presentations, seminars and workshops delving into the global

maritime community's prime focus, strategic priorities, issues and concerns, the Posidonia 2016 Conference programme was yet another reference point offering more reasons to visit for decision-makers, high ranking executives, analysts and the media from around the world.

The Greek-owned fleet and its continuous expansion

Currently, the Greek-owned fleet's average age is 11.2 years and comprises 4,585 ships, representing 19.63% of the global fleet in dwt. It is precisely this leadership position of the Greek shipping community and its continuous fleet renewal programme that are the catalysts that attract the world's shipping industry suppliers and manufacturers to Posidonia to showcase and market their offerings.

Nevertheless, this year is evolving into a decisive one for the Greek shipping sector, with its figures at historic highs, while the challenges in the chartering markets, the institutional framework -among the issues that dominated discussions during this 25th Posidonia was European Commission pressure to alter the tax status of shipping in Greece- and financing are huge, to say the least. It is within this context that the global shipping community convened in Athens for this year's Posidonia.

Renewing the rendezvous...

All in all, Posidonia 2016 managed to reconfirm its gravitas and its reputation as the most important shipping event. In total, some 20.000 visitors walked the ambient halls and corridors of the state-of-the-art venue that every two years becomes the global hub of attention for an industry which carries around 90% of world trade setting a solid foundation for an even larger and positively more optimistic in terms of global market sentiment, Posidonia 2018.

Operations Department

Source <http://www.hellenicshippingnews.com>

MAYDAY

ARTICLE

Mayday is an emergency procedure word used internationally as a distress signal in voice procedure radio communications.

It is used to signal a life-threatening emergency primarily by aviators and mariners, but in some countries local organizations such as firefighters, police forces, and transportation organizations also use the term. The call is always given three times in a row ("Mayday Mayday Mayday") to prevent its being mistaken for some similar-sounding phrase under noisy conditions, and to distinguish an actual Mayday call from a message about a Mayday call.

History

The Mayday procedure word was originated in 1923, by Frederick Stanley Mockford (1897–1962). A senior radio officer at Croydon Airport

in London, Mockford was asked to think of a word that would indicate distress and would easily be understood by all pilots and ground staff in an emergency. Since much of the traffic at the time was between Croydon and Le Bourget Airport in Paris, he proposed the word "Mayday" from the French "m'aider", a shortened version of "venez m'aider" (meaning "come and help me")

Before the voice call "Mayday", SOS was the Morse code equivalent of the Mayday call. In 1927, the International Radiotelegraph Convention of Washington adopted the voice call Mayday in place of the SOS Morse code call

Crew Department

Source: <https://en.wikipedia.org/wiki/Mayday>

NOAA: National Oceanic and Atmospheric Administration | U.S. Department of Commerce

ARTICLE

The NOAA agency is a very-well known organization among mariners since they provide useful information for marine navigation through the National Weather Service, Charting and numerous other services surrounding coastal, ocean waters and marine environment in general within which the maritime transport activity takes place.

History

NOAA's roots reach back more than 200 years when "in 1807, President Thomas Jefferson founded the U.S. Coast and Geodetic Survey (as the Survey of the Coast) to provide nautical charts to the maritime community for safe passage into American ports and along our extensive coastline. The Weather Bureau was founded 1870 and, one year later, the U.S. Commission of Fish and Fisheries was founded. Individually, these organizations were America's first physical science agency, America's first agency dedicated specifically to the atmospheric sciences, and America's first conservation agency."



U.S. Weather Bureau: A weather kite being prepared for launching with kite-reel house in the background. (NOAA)

In 1970 these three agencies were brought together with the establishment of NOAA, an agency within the U.S. Department of Commerce.

NOAA today

NOAA's work focuses on 9 key areas those be-

ing: Weather, Climate, Oceans & Coasts, Fisheries, Satellites, Research, Marine & Aviation, Charting, Sanctuaries.

Its mission focuses on three main elements: 1) To understand and predict changes in climate, weather, oceans and coasts; 2) To share that knowledge and information with others and 3) to conserve and manage coastal and marine ecosystems and resources.

NOAA services include climate predictions and projections; weather and water reports, forecasts and warnings; nautical charts and navigational information; and the continuous delivery of a range of Earth observations and scientific data sets for use by public, private, and academic sectors.

NOAA uses its knowledge to protect people and the environment, as the Agency exercises its direct authority to regulate and sustain marine fisheries and their ecosystems, protect endangered marine species, protect and restore habitats and ecosystems, conserve marine sanctuaries and other protected places, respond to environmental emergencies, and aid in disaster recovery.

Moreover, NOAA's National Ocean Service addresses issues such as climate change, population growth, port congestion, and contaminants in the environment which are threatening coastal states and works on sustainable solutions between protection of the environment and growing economic activity.

June 8th has been recognized by the United Nations as World Oceans Day since 2008. In an effort to highlight the importance of the ocean in our lives and how we can protect it, this year's theme is "Healthy oceans, healthy planet" and also a special effort is made to stop plastic pollution.

From a short introductory video posted on NOAA's website as a part of "Celebrate the Ocean- National Ocean Month" among other useful information we learn that:

- The ocean is where life began over 3.5 billion years ago.
- The ocean covers over 70% of the Earth's surface and includes over 96% of the Earth's water.
- Australia's Great Barrier Reef is the largest living structure on Earth and can be seen from the moon.
- The deepest part of the Ocean is the Marianna Trench at nearly 7 miles beneath the waves.
- Coral reefs cover only 1/50th of the ocean floor but about one quarter of all marine species make coral reefs their home.
- No light penetrates the ocean at depths greater than 3,280 feet.
- Aided by deeper diving rovers and remote sensing cameras, scientists are still discovering new species beneath the waves.
- The Gulf stream transports more water than all of the Earth's rivers combined.

World Oceans Day | June 8th



Vassiliki Giannakou
SQE Department

Sources:

- 1) <http://www.noaa.gov/>
- 2) <http://www.un.org/en/events/oceansday/>

A Special Project Part 2 – George Seurat: “A Sunday Afternoon on the Island of La Grande Jatte”

DANAOS NEWS

Our Technical Department's puzzle team moved on to their second project, George Seurat's "A Sunday Afternoon on the Island of La Grande Jatte", a puzzle consisting of 1500 pieces. The players picked up their pace finishing the puzzle in half the time they took to complete the previous one. The portrait as shown in the picture, is on display, at Danaos' Piraeus branch together with the first portrait - Renoir's "Luncheon of the Boating Party" with the puzzle team posing proudly for their contribution to both of the projects. We are anxious to see what their next project will be.



Universities Visit Danaos!

D A N A O S N E W S

Danaos always tries to give students the opportunity to visit our Piraeus premises in order to familiarize them with the shipping world and the distinctiveness of the industry.

* On April 6th, 2016, we said “welcome on board” to 26 Greek and Foreign students from ALBA/DEREE College, University of Reading who were accompanied by Mr. Spyros Vougiou - Director of Shipping Programs. The students exchanged views about the financial issues of the shipping sector with Danaos Corporation’s CFO, Mr. Evangelos Chatzis and viewed a presentation by Ms. Katerina Galanou, former student at the same college and now PA to the CFO.

* On April, 21st 2016, 16 students studying “Business and Shipping” from the private School “IEK Koridalos” along with Prof. Maria Kavalierou visited our premises. They had a discussion with our Capt. Elias Ladas (Danaos DPA/HR&T Manager) and observed his presentation on the structure, strategy and vision of Danaos.

* On June 16th, 2016, Prof. Orestis Schinas of the Hamburg School of Business Administration (HSBA) and his MBA Shipping students visited Capt. Elias Ladas (Danaos’ DPA/HR&T Manager), Mr. Dimitris Theodosiou (Danaos Management SA’s Managing Director) and Mr. Evangelos Chatzis (Danaos Corporation’s CFO) who gave presentations, providing the students with important insight on the subject “software/digital ship management”.

* On June 22nd, 2016, 25 executive MBA students from Weatherhead School of Management accompanied by Prof. Georgios Vairaktarakis, visited our premises and were introduced to Danaos Corporation’s CFO, Mr. Evangelos Chatzis. A financial presentation took place, emphasizing the trends in the shipping market.

HR+T Department



Greek Market Leader Orders Kappel Propellers

D A N A O S N E W S

Reproduced from NafsGreen Press Staff on 27 May 2016

MAN Diesel & Turbo has won the order to supply Danaos Shipping Co. Ltd. with fixed pitch Kappel propellers, propeller boss caps with fins, and Engine- Power Limitation for two container vessels – the 8,500 TEU ‘CSCL Europe’ and ‘CSCL America’.

Mr. Dimitrios Vastarouchas, Technical Director & Deputy Chief Operating Officer of Danaos said: “At Danaos we look forward to have the vessels upgraded. Our R&D Department has conducted very thorough investigations before concluding what the right upgrade solutions for these vessels are and we are confident that the vessels will be highly competitive in the market once upgraded”.

Both container vessels are powered by MAN B&W 12K98MC-C main engines rated at 68,520 kW at 104 RPM. In connection with the propulsion upgrade the main engines will be limited to 44,000 kW at 89.7 RPM however; top speeds of more than 23 knots will still be available.

Along with the upgrade of their propulsion systems, the vessels will also enter dock to rebuild their bulbous bows. Combined with the already installed Turbo Charger Cut Out these comprehensive upgrades are expected to reduce fuel consumption at the new optimization speed of 18 knots by a total of more than 15% compared to the vessels as they were delivered from the new building shipyard in 2004. The upgrade packages will make the Danaos container vessels among the most competitive mid-size container vessels in the market.

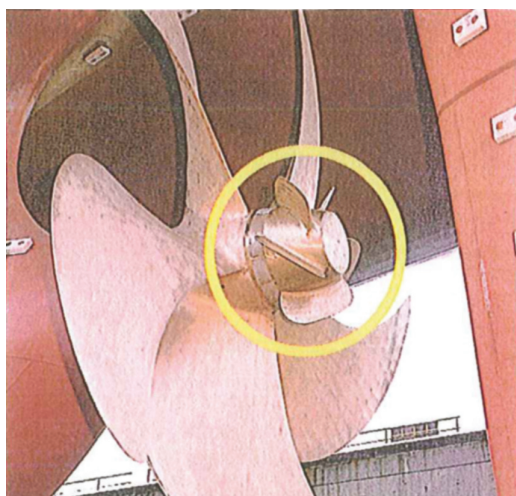
Vessel & Engine Specific Study

Most mid-size container vessels were often originally designed and build to operate at much higher speeds than it is the case today and accordingly, their propulsion characteristics can be optimised.

To this end, MAN PrimeServ’s Retrofit & Upgrade Departments in Copenhagen and Frederikshavn started up a ‘Vessel & Engine Specific Study’ in 2015. The project researched 12 different potential solutions for optimising propulsion using diverse MAN Diesel & Turbo technologies and products individually and in various combinations. Concurrently, Danaos ran some 35 concept studies on the optimisation of its vessels at their in-house R&D department before concluding on how to proceed.

Before the final choice of solution was made, exhaustive CFD-simulations and model tank tests were also carried out at the Krylov State Research Centre (KSRC) in St. Petersburg, Russia.

Besides verifying the performance of the new Kappel propellers and the new bulbous bow design a primary reason for carrying out model tests was also to ensure that the new propellers for the CSCL Europe and CSCL America would have the correct light running margin (LRM). A temptation with optimisation projects can be to deliberately reduce the LRM below the optimal in order to give the propellers a slightly higher



efficiency. Ultimately, a propeller layout with a reduced LRM will however be at the expense of the engine’s SFOC whereas the full potential of the propulsion upgrade will not be exploited in full scale. Instead, the philosophy at MAN Diesel & Turbo is to avoid looking at individual components alone and to look at the complete propulsion drive train in a holistic fashion where components are viewed in terms of the mutual influence they have on each other.

Apart from the new Kappel propeller and propeller boss cap with fins – both designed for the reduced engine output – the container vessels will also, while in dock, have their bulbous bows altered to a design that better matches their future operation profile – an operation popular known as a ‘nose job’.

MAN Alpha Kappel Propeller

The new propellers will be of the highly efficient Kappel design from MAN Diesel & Turbo. The unique design of the Kappel propeller with its forwardly swept propeller blade tips reduces the tip vortex and consequentially the drag of the blades through the water. An additional effect of the Kappel design is lower pressure pulses induced to the hull allowing a smaller clearance between the hull and propeller blade tips.

As a result of this the propeller diameter can be enlarged which increases the efficiency of the Kappel propeller even further.

The Kappel propeller design concept was originally developed by the Danish inventor Jens Julius Kappel and after a decade of close cooperation overtaken by MAN Alpha at Mr. Kappel’s retirement. Combined with the knowledge from MAN Alphas more than 100 years of propeller design and refined to today’s concept the Kappel propeller design is among the most efficient propeller designs in the world.

With a diameter of app. 9 meters the 5-bladed propellers will be the largest fixed pitch Kappel propellers delivered to date. They will be manufactured by MAN Diesel & Turbo licensee, Zhenjiang Tongzhou Propeller Co. Ltd in China along with the new propeller boss caps with fins – an efficiency improving device for reducing the hub vortex and drag behind the propeller hub. The new Kappel propellers and propeller boss caps with fins contribute with an efficiency gain of 6% which can be directly

transferred to reductions in fuel oil consumption and emission.

Kjartan Ross, Business Development Manager of MAN Diesel & Turbo said: “I started my career in the maritime industry in 2004 – same year as these vessels were delivered. Taking the fairly high top speed of more than 23 knots still available after the upgrade into consideration I am continuously impressed by how much technology has leaped forward in the maritime industry just during these last 12 years”.

The propellers will be delivered directly to the shipyard where installations of the new propellers and bulbous bows have already been tentatively scheduled for July and September 2016.

Engine Power Limitation

Engine Power Limitation (EPL) is a simple way of reducing the power output of the engine by changing the governor settings. Indirectly, EPL has a fuel oil saving effect as a reduced power output can have a positive effect on others efficiency improving initiatives such as propeller upgrade and engine tuning.

As an example the Kappel propellers in this upgrade have been designed for a reduced engine power of 44,000 kW at 89.7 RPM whereas a limitation of the power output is needed. By doing so the Kappel propeller can be optimized better for the new optimization speed of 18 knots adding additional fuel oil saving to the upgrade package. Combining EPL with a propeller upgrade does however not only enable a better optimization of the propeller efficiency; it also allows weight reductions of the propellers and hence reduces both the propeller cost and the overall cost of the upgrade package.

Propulsion Drive Train

Vessel and engine upgrades often have an impact on torsional vibration and NOX. When a low-load tuning method such as a Turbo Charger Cut Out or a propeller upgrade is installed, the torsional vibrations’ impact and the NOX level have to be taken into account to ensure that the vibrations’ impact is not harming the propulsion drive train and that the NOX level is in compliance with IMO regulations. All the required calculations and class approvals are included in the MAN Diesel & Turbo upgrade package.



Plastic bag “free” Alonissos

ARTICLE

Alonissos is an island of the Northern Sporades in the central Aegean.

Protected by the European Union's Natura program and located in the heart of the National Marine Park of the Northern Sporades, Alonissos hopes to earn the title of the country's “greenest” island as it is the first Greek island to phase out the use of plastic bags.

The island hosts the most important surviving population of the Mediterranean monk seal, *Monachus monachus*.

That was the most important reason why the authorities of the island organized this effort with the help of two non-government organizations, the Hellenic Society for the Study and Protection of the Monk Seal (MOM) and the Mediterranean SOS Network.

The project went into effect on Monday, December 1st, 2015 so as to protect the island's fragile ecosystem but also to further highlight Alonissos as a destination for alternative tourism.

Local supermarkets embraced the call and stopped providing plastic bags altogether, giving clients reusable bags for their shopping. As part of the program, 2,000 tissue paper bags distributed to the residents and a series of actions, seminars and workshops were held. Authorities organized educational initiatives, coastal cleanups and consultation workshops to build environmental consciousness and expand the program throughout the island. This is not the island's first effort to go green as it started its recycling program in 2012 with numerous nature activities and sustainable tourism events.



The island authorities expect that plastic bags will completely disappear by the end of 2016. We embraced this effort and we wish Alonissos to succeed.

Let's hope that other places will adopt this good example.

The wonderful example of Alonissos reminds us that plastic bags very often end up in the sea with harmful effects to marine wildlife but also through the food chain where small pieces of this plastic may end up on our plate!

Fighting plastic pollution begins at home:

- Try to cut back on the amount of trash you produce.
- In general prefer reusable items instead of single-use products.
- Recycle as much of your trash as you can.
- Join local efforts to pick up trash.
- Keep streets, jetties, wharfs & public spaces free of trash—they can empty into our seas

Eleni Anastasaki
Accounting Department

Sources :
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The Centre for Commercial Law Studies Event

DANAOS NEWS

The Centre for Commercial Law Studies (CCLS), part of Queen Mary University of London School of Law, organized its first Greek alumni reunion in Athens, Greece on 16th March 2016.

The theme of the alumni event was Law Enforcement at Times of Crisis.

The event started with a Welcome Speech by the Head of the Centre for Commercial Law Studies, Professor Spyros Maniatis, who outlined the history of CCLS but also the current developments and future ambition. The Centre for Commercial Law Studies is delivering LLM programs in London, Paris, Singapore and one of the exciting new initiatives of CCLS is the establishment of an LLM in Shipping Law with the Hellenic Management Centre in Piraeus, which is in its first year of operation. The Panel's chair was Professor Ioannis Kokkoris and compiled presentations by leading academics of Centre for Commercial Law Studies as well as by some of the eminent QMUL alumni in Greece. Professor Olivares Caminal spoke about the sovereign debt saga and Mr John Hadjiprodromou, (Senior Partner, Hadjiprodromou-Triantaphyllou & Partners), commented on the Greek legislative developments within the last 6 years. Dr Noam Shemtov spoke about challenges in relation to copy-

right issues for content that is accessed online and Ms. Marina Perraki, (Partner, Tsibanoulis & Partners) commented on the Greek judgments that have addressed this issue. Dr Miriam Goldby spoke about charterparty repudiations during the recent financial crisis and Ms. Dimitra Capas (Senior Associate, Norton Rose) discussed the challenges faced by the shipping industry during the current period of global uncertainty. Finally, Dr Maria Ioannidou presented the Aegean Air/Olympic Air merger that was approved during the recent financial crisis, and Mr. Dimitris Emvalomenos, (Partner, Bahas, Gramatidis & Partners) presented the decisional practice of the Hellenic Competition Commission during the crisis.

The concluding remarks of the alumni event, were given by Mrs. Zoe Lappa-Papamatthaiou, (Legal Director, Danaos Shipping Co Ltd), who touched upon her own derived legal knowledge and built-up career as Queen Mary School of Law Alumna 1987, whilst she inter alia discussed the challenges faced by in house Counsels of major shipping companies during the crisis.

The event which was very well attended, was followed by a Reception.

Legal Department

A colorful friend,
visited our office
to wish us
a
“Happy Summer”

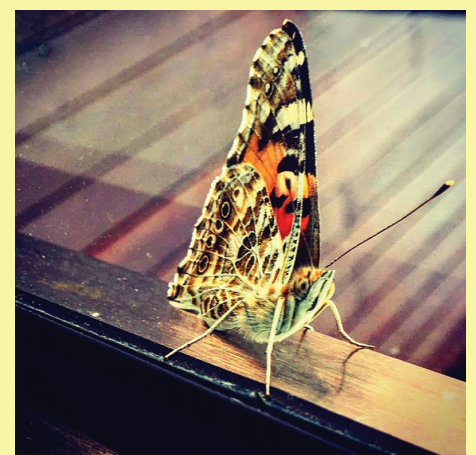


photo by Fotini Kiramariou

Our 2016 book recommendation: “The Miniaturist”

BOOKS

The Miniaturist is the successful internationally published debut novel of English actress and author, Jessie Burton.

It was first published in 2014. It took over four years to write, it is set in Amsterdam in 1686/7 and the novel is inspired by Petronella Oortman's doll's house, which can be found at the Rijksmuseum in Amsterdam. It has already won the following Awards and honours

- 2014 Waterstones “Book of the Year” winner for The Miniaturist
- 2014 Specsavers National Book Awards: “New Writer of the Year” for The Miniaturist
- 2014 Specsavers National Book Awards: “Book of the Year” for The Miniaturist
- 2015 Desmond Elliott Prize (nomination)

Set in the seventeenth century Amsterdam - a city ruled by glittering wealth and oppressive religion - a masterful debut steeped in atmosphere and shimmering with mystery, it is a clear page-turner, constantly agonizing the reader with hidden secrets, intense emotions and catalytic events that trigger the imagination of the reader seeking for salvation.

“There is nothing hidden that will not be revealed...”

On a brisk autumn day in 1686, eighteen-year-old Nella Oortman arrives in Amsterdam to begin a new life as the wife of illustrious merchant trader Johannes Brandt. But her new home, while splendourous, is not welcoming. Johannes is kind, yet distant, always locked in his study or at his warehouse office, leaving Nella alone with his sister, the sharp-tongued and authoritarian Marin. Nella finds herself within a gloomy and depressing atmosphere, looking for love and companionship from a husband that does not seem eager, or even able, to offer same to her.

But Nella's world changes when Johannes presents her with an extraordinary wedding gift: a cabinet-sized replica of their home. To furnish



her gift, Nella engages the services of a miniaturist - an elusive and enigmatic artist - a ghost literally, whose tiny creations mirror their real-life counterparts in eerie and unexpected ways... Is the house real?

Johannes' gift helps Nella to pierce the closed world of the Brandt household. But as she painfully uncovers, its unusual secrets, she begins to understand - and most of all fear - the escalating dangers that await them all. In this repressively pious society where gold is worshipped second only to God, to be different is a threat to the moral fabric of society, and not even a man as rich as Johannes is safe. Only one person seems to see the fate that awaits them. Is the miniaturist the key to their salvation... or the architect of their destruction?

Will Nella succeed into saving Johanne's life when his own weaknesses lead him to fatal danger?

Will Marin outweigh herself to save her brother's life?

Merchants and gold-diggers of the 17th century, religious oppression, traveling by boats to the major commercial ports of that times, sugar-trade, morals and torturing for not abiding by them by harsh rulers, love and lust covered under the Amsterdam canals, secrets and fear, all blend together into this mystic, illustrious and fascinating novel!

Enchanting, beautiful, and exquisitely suspenseful, The Miniaturist is a magnificent story of love and obsession, betrayal and retribution, appearance and truth, salvation and redemption.

Enjoy reading it, as it will travel you back in time and will captivate your imagination to the full!

Zoe Lappa-Papamathaiou
Legal Director

Recycle your bottle caps for a smile

DANAOS NEWS



We are still running strong, collecting as many plastic (polypropylene and polyethylene) bottle caps as we can, the recycling of which, will help raise money in order to provide wheelchairs for the disabled children in our country.

The specific program is run in cooperation with the Association of Samaritans, Volunteers and Life-guarders of Rhodes.

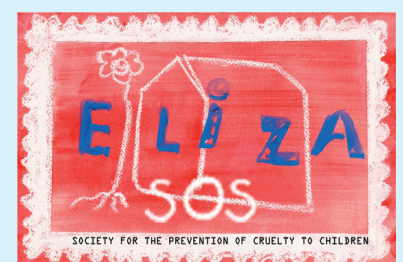
The more caps we collect the more will be donated! Our most recent donation took place in June 2016, with the next one to follow in December 2016, so save your caps and bring them to us.

HR+T Department



Our “Act of Joy” continues...

..and brings big smiles to those who need in most! During Easter, with the valuable help of all our personnel and our Company, we participated in a fundraiser offering goods and groceries to the “Pinelopio” Institution supporting children between the ages of 9 months to 5 years and to the “Eliza SOS” Institution supporting 16 children between the ages of 1 to 6.



Posidonia Cup 2016



We enriched the core of our experienced team that participated in previous competitions with several new members this year, which proved to be talented and active throughout the preparation and racing activities. We assembled our new team for the 2016 Posidonia Cup early this year and once again hired our beloved racing boat 'Hakuna Matata' for the race.

To refresh the memory of the old members and induct the new ones to the team, we started out with the basics. The crew went through 4 tough training days with 8-10 hours practice of sailing maneuvering and marine practice to familiarize themselves with the boat, the sea and the wind. During training we faced strong winds, cold as well as light winds and the burning sun, which helped the team experience a variety of conditions and adapt to the racing environment.

Finally, our hard training brought good results since the team was able to handle the boat and the sails well enough for the needs of the race. Everybody was excited and optimistic.

On the Friday of the race, the weather was ideal for sailing, it was sunny and cool, with fresh west winds blowing in Faliro bay. We started the 15 mile race at an advantageous position, at the starting line, away from other boats, sailing in fresh air. We sailed very fast during the first leg of the race and approached the last turning buoy in a good position very close to our competitors. The wind disappeared during the time we were around the mark and the fastest boats in the fleet spent about half an hour stopped waiting for wind. With 5 miles to go, we decided to approach the shore, we estimated that the noon heat would kick start shore thermal winds. Indeed we got a light breeze and advanced around 1-2 miles ahead of our competition, however near Kalamaki bay our wind finally finished and fresh west winds emerged pushing our rival boats, who sailed further south in the open sea, to finish the race.

In the end it was a fast and strong competitive race, the crew and the boat performed very well, nevertheless our aggressive and risky tactics to win the race cost us a good position.

The experience of the race left us with a good impression and feelings and a sailing team with a very strong core ready to tackle future competitions.

Elias Rizos / Skipper of the Sailing Team
Technical Department



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Photos by
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www.posidoniacup.gr
www.flickr.com/photos/posidoniacuphero

The Danaos Children's Art Booklet



We are happy to announce that the Danaos Children's Art Booklet was published in April 2016, marking the 10th Issue of our corporate newspaper "The Danship News". The booklet contains artwork from all the Danaos Children's Art Competitions which have been held since 2011.

The Art Competition, which has now become a company tradition, has provided us with a bird's eye view of life through the eyes of a child. Having different cultural backgrounds and a strong maritime influence from their families, the children utilized their artistic talent to create magnificent artwork.

We dedicate this booklet, to all the children who participated throughout the years and we thank them for the stardust their colourful imagination sprinkled on this Competition.

We hope you enjoy it! The next Art Competition will take place in December 2016 so **Keep on Creating!!!!**

Olga Papadogeorgaki
HR+T Department

Danaos Soccer Team

DANAOS NEWS



WFW Football Tournament - April 2016



Posidonia Football Cup - June 2016

The 2015-2016 season has come to an end where the Danaos Soccer team wrote another chapter in the Football history of our Company, that started almost 15 years ago.

In a brief summary of the last season, the "Blues" participated in 5 different tournaments, despite the difficulties that the team faced throughout the year, with the most important one being the lack of Goalkeeper – up until recently.

Among these, we can highlight the fact that we got 3rd place in the WFW Football tournament 2016, as well our participation in the Posi-

donia Football Cup 2016, which was hosted at Panionios Football stadium on 5th June 2016 with the participation of 28 teams.

Looking forward to the new season. The Danaos Soccer team is open for new entries, waiting for all the Footballers in the Danaos family to step forward!

Many wishes for a happy Summer with Safe voyages!

*John Karatolios
Technical Department*

Strike!!!



As organized by our Technical Department, Danaos bowling fans gathered on Wednesday 11/5 at the "Cosmos Bowling" in Rentis to practice their techniques in bowling and above all to socialize with each other. The Technical department's interest in bowling dates back to 2012. After 4 years of abstention, it was decided that the time for



a bowling tournament has finally come. The Operation Department as well as SQE, also joined the event altogether forming 7 teams. The team that took home the trophy at the end of evening consisted of Mr. Panagiotis Thanos, Mr. Kostas Goutos and Mr. Nikos Kalyvas, all from the Technical Department of Danaos.

Now that the ball is rolling again we hope to hold similar events like this in the future where all colleagues can engage in a team sport like bowling and blow off some steam after a hard day at the office.

*Georgina Tsiona
Technical Department*

We need you!

Please feel free to send us new ideas as well as articles and photos you might find interesting.

Mail to: hr@danaos.com, with subject: "For the Danship News."



Peach and Cream Cheese Torte

Ingredients

- 1/2 cup butter
- 1/3 cup white sugar
- 3/4 cup all-purpose flour
- 2/3 cup chopped pecans
- 1/2 teaspoon vanilla extract
- 1 (8 ounce) package cream cheese
- 1 egg
- 1/4 teaspoon almond extract
- 1/4 cup white sugar
- 1/2 teaspoon vanilla extract
- 1 (28 ounce) can peach slices
- drained 1/2 tsp ground cinnamon

Preparation

Preheat oven to 450 degrees F (230 degrees C).

To make the crust, mix butter, 1/3 cup sugar, flour, pecans and 1/2 teaspoon vanilla extract in a bowl. Press into the bottom of a 10-inch pie plate. Bake the crust in preheated oven for 5 minutes. Remove and allow to cool.

Meanwhile, beat the cream cheese, egg, almond extract, 1/4 cup sugar, and 1/2 teaspoon vanilla extract in a bowl until smooth. Gently fold the peach slices into the cream cheese mixture. Spread the filling over the cooled crust. Sprinkle the cinnamon over the top.

Bake in preheated oven for 10 minutes. Reduce heat to 325 degrees F (165 degrees C) and continue to cook for 20 to 25 minutes more.

Georgina Tsiona
Technical Department

Herbed chicken, peach & feta salad

Ingredients

- 200ml vegetable stock, made with freshly boiled water
- 125gr. bulghar wheat
- meat from a roughly 900 gr. ready-roasted smoked or un-smoked whole chicken
- (about 550gr. ready-roasted chicken breasts), not too fridge-cold
- 2 ripe yellow-fleshed peach
- 25 gr. pack mint
- 25 gr. pack dill
- handful basil
- (optional)
- 50 gr. toasted pecan
- halves, some left whole
- 100 gr. feta cheese, crumbled
- zest and juice 2 limes
- (about 4 tbsp juice)
- 1 tsp rice vinegar (or use white wine vinegar and a pinch of sugar)
- 3 tbsp mild olive oil
- 1 garlic clove, crushed
- 1 tsp golden caster sugar
- 1 heaped tsp wholegrain mustard

For the dressing

Preparation

Pour the boiling-hot stock over the bulghar in a large bowl. Cover with cling film and set aside for 15-20 mins until the stock has been totally absorbed and the grains are tender. Meanwhile, slice or tear the chicken into bite-sized pieces, and cut each peach into 12 wedges. Whisk the dressing ingredients together with some seasoning. When the bulghar looks dry and has swollen up in the bowl, remove the cling film. Fluff it up with a fork and let cool. Roughly chop the herbs just before serving, then toss into the bulghar. Spread over a large platter, then top with the chicken, peaches, pecans and feta. Roughly toss everything together a little. Drizzle over the dressing to serve.

Source: <http://www.bbcgoodfood.com/recipe/herbed-chicken-peach-feta-salad>



Georgina Tsiona
Technical Department

Summer Sweet

Ingredients

- 1 cup sugar
- 1/2 cup water
- 3 large basil leaves
- 1 and 1/2 cup frozen peaches (fresh or you put in the freezer to freeze)

Preparation

1. In a saucepan, boil the sugar, water and basil leaves until sugar dissolves.
2. Let the syrup cool with basil leaves inside.
3. In a blender tap frozen peaches with 1/4 cup of the syrup you made. You can tweak the syrup / peach ratio depending on how sweet you want your sorbet.
4. You will have a very homogenous, creamy mixture. Transfer it to an airtight bowl and refrigerate freeze well.
5. Enjoy plain or with whipped yogurt in a blender to a wonderful smoothie.



Source: www.brainyquote.com

Has the ship Captain Cook that sailed to Australia been found?

ARTICLE

James Cook was a British explorer, cartographer and captain of the British Royal Navy. He was the first British captain who made the circumnavigation of the earth in a unique vessel and is considered one of the greatest navigators worldwide. The «HMS Endeavour»

is one of the most famous ships in maritime history, since with this vessel Captain James Cook reached the first recorded European contact with the east coast of Australia, Hawaii and made the first circumnavigation of New Zealand.

Nearly 250 years ago, Capt. James Cook ran aground on Australia's Great Barrier Reef during a voyage to the South Pacific to observe the planet Venus. His ship was the Endeavour, an ugly and awkward little vessel that improbably helped him become the first European to chart Australia's east coast.

Capt. James Cook (1728-1779) sailed the 32-metre long Endeavour with a crew of 94 on a 1768-71 Pacific expedition that marked the first time Westerners laid eyes on New Zealand and Australia's Great Barrier Reef.

Cook used the Endeavour to claim Australia for the British during his historic 1768-71 voyage.

The Endeavour was part of a fleet of 13 ships the British scuttled during the Revolutionary War in 1778 to blockade Newport Harbor from the French.

It was listed in the records under a different name, the Lord Sandwich.

Centuries after his travels, explorer captain James Cook, in his ship, the "Endeavour", the fate of which is ignored, may be found at the bottom of the Atlantic Ocean, east of the US state of Rhode Island. According to the RIMAP (Rhode Island Marine Archaeology Project), Cook's ship sank in the harbor of Newport in 1778 during the American Revolution, so as not to fall into the hands of the revolutionaries. A flotilla of 13 English ships sank in the port of Newport, on the instructions of the British admiral. Identifying the "Endeavour" is of particular importance for Australia. This is the reason that led the

Australian government to contribute to the financing of shipwrecks Recording Company. Although captain Cook was not the first European to reach the shores of Australia, the crew, consisting of botanists and scientists of 18th century, extensively studied the eastern coast

of the Australian continent. Cook also explored Tonga, Easter Island, Norfolk Island, New Kalidonia and Vanuatu during the second trip. He was killed by natives in 1779, during a trip to the Sandwich Islands, now known as Hawaii. The ship, "Endeavour" was sold and used as a transducer for boat soldiers bound for the American colonies. Captain James Cook traveled on the "Endeavour", making the passage off the Cape of Good Hope, the southern tip of the

African continent, before discovering Tahiti, New Zealand and Australia in 1769. The announcement of the curator coincided with the anniversary of 240 years since the declaration of the local parliament in defiance of the English throne. However, although such a discovery would be an important finding for the RIMAP, it is not yet in a position to certify that it is the "Endeavour". In reply to a question by the National Geographic, it was said that: «This is the science. We cannot talk if we are not absolutely sure. This exercise requires special laboratory studies, with modern equipment and RIMAP creates its own laboratory in order to come to the official results surface. We are optimistic for several reasons, that this is the legendary "Endeavour" by Captain James Cook.

The RIMAP recently used a grant from the Australian National Maritime Museum to locate documents in London identifying the groups of ships in that fleet that were scuttled.

The nonprofit thinks the Endeavour is part of a group of five sunken wrecks.

It already has mapped nine of the 13 sites in the harbor, including four of the five sites in that group, Abbass said.

"We know there were five. We know we mapped four. We think we can find the fifth one," Abbass said. "That's for this year, to find the fifth one."

Remote sensing data appears to show the fifth site, but it could be badly disturbed, Abbass said. She said she won't know for sure until divers investigate.

Even if all five sites are located, Abbass said she may not find enough conclusive evidence to say that one of them is the Endeavour.

Abbas said she'll need to raise millions for archaeological field work and to build a facility for artifacts.

She estimates the field work would cost about \$1 million and the facility would cost \$7.5 million.

If the Endeavour is found, it will belong to Rhode Island, she added.



Source:
www.nationalgeographic.com
www.bbc.com

Paschou Agriro
Supply Department