



THE DANAOS SHIP NEWS

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

ISSUE #12, JANUARY 2017

Danaos Shipping receives AMVER awards by the US Coast Guard for the year 2015



For yet another year, the International Propeller Club of the US/International Port of Piraeus, in co-operation with the US Embassy and the US Coast Guard, organized the Automated Mutual-Assistance Vessel Rescue System (AMVER Awards Ceremony). The event took place at the Athenaeum Intercontinental Hotel on October 31st, 2016.

AMVER is a voluntary computer-based global reporting system, sponsored by the US Coast Guard, used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. Today, over 22,000 ships from hundreds of nations participate in AMVER and 2,800 lives have been saved by the AMVER-participating ships since 2000. In the event, more than 900 members of the Greek maritime community and

distinguished guests attended the ceremony and congratulated the participants honoring the seafarers that have rescued lives.

Among the distinguished guests were the Ambassador of the U.S. in Greece, Mr. Geoffrey R. Pyatt, the Deputy Commandant for Operations of the U.S. Coast Guard Vice-Admiral, Charles W. Ray, the Minister of Shipping and Island Policy, Mr. Theodoros Dritsas, the ex-Minister, Mr. Simos Kedikoglou, the Hellenic Coast Guard Commandant Vice-Admiral, Stamatios Raptis, the President of the Union of Greek Shipowners, Mr. Theodoros Veniamis, the President of the Hellenic Chamber of Shipping, Mr. George Pateras and representatives from various embassies in Athens.

Danaos Shipping Co. Ltd. received 53 AMVER awards ranking 2nd for 2015. The awards were received by the Senior Operations Manager, Cpt. Georgios Kakouris. In addition, Danaos received the prestigious Affinity Award and was ranked 3rd as the Company holding the most AMVER awards within a span of 10 years. Danaos was further represented by Mrs. Zoe Lappa-Papamatthaiou, Legal Director, who holds the position of Governor of the Board, as well as that of Chairwoman of the Fundraising Committee of the International Propeller Club of the United States, International Port of Piraeus.

*Operations, Legal, HR+T
Department*



Message from the President & CEO

Dear Friends,

2016 should be a year everyone would love to forget. There were plenty of surprises in the world front, starting with Brexit and the uncertainty in the European Union.

Then the election of president Trump in the USA, something which poses unknown consequences to globalization and world trade.

In our world the bankruptcy of Hanjin Shipping created a whole new reality in the viability of liner companies.

Amidst these events we are doing our best to navigate this stormy weather and hope that we will reach safely on the other side.

I hope that 2017 will be a turnaround year and drive us all into better times.

I want to wish to all of you and your families health and happiness.

John Coustas



Message from the Senior Vice President & COO

Dear Friends, Colleagues and Members of Danaos Family,

2016 was one of the worst years, if not the worst, in the business history of Danaos.

Due to the deteriorated market conditions in the container business, three of our major charterers suffered substantial financial difficulties.

Thanks to the support of Danaos, their Banks and some other Owners, the two of them being HMM and ZIM have survived and passed through their problems in to financial safety.

Unfortunately one of them, Hanjin, went bankrupt causing considerable financial damage to the whole container industry and to us.

However, due to our strong financial position and the support of the rest of our long-term charterers, we have passed through this storm. We have received back our Hanjin chartered ships, five of which we have already rechartered in to the spot market and three will be chartered this year after we convert their Bulbous Bow.

We can now say that the worst is behind us and we can only look forward to better days in 2017.

We feel confident that the market dynamics will improve in 2017 and all the challenges we faced during 2016 will be left behind and gradually our great company will return to a growth mode.

I would like to thank you all for being loyal members of our Danaos Family and wish you all and to your families a happy and prosperous 2017.

Iraklis Prokopakis

Issue #12, H2/2016

Distributed free

The Editorial Team

Publisher: Danaos Shipping Co. Ltd.

Editor in Chief: Capt. Elias Ladas

Editors: Michalis Alexiou, Eleni Anastasaki, Nikolaos Andreadis, Vassiliki Arsenopoulou, Spiridoula Dimitropoulou, Sophia Economou, Vassiliki Giannakou, Kostas Giotis, Fotini Kiramariou, Tania Mermiga, Zoe Lappa-Papamatthaiou, Olga Papadogeorgaki, Georgia Pastra, Capt. Stelios Petronios, Efstratios Sapounadelis, Georgina Tsiona, Xara Tsochlas, Katerina Vassilopoulou, Capt. Evangelos Xydias

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

The newspaper is printed on recycled paper.

This disclaimer governs the use of The Danship News. The Danship News (hereafter the "publication") is a bi-annual publication of Danaos Shipping Co. Ltd. (hereafter "Danaos" which expression shall include its affiliates and assigns) and contains information, news about Danaos, third parties who may be unrelated to Danaos or other matters of interest to Danaos and/or the authors of the articles from time to time contained in the publication. The information chosen to be published in this publication is for information and/or recreational purposes only and is not intended to constitute professional or other advice and should not be treated as such. You must not rely on the information contained in this publication as an alternative to any sort of professional or other advice.

The views and opinions expressed in this publication are those of the authors and do not necessarily reflect the official policy or position of Danaos.

To the maximum extent permitted by applicable law, Danaos specifically excludes all representations, warranties, undertakings and guarantees relating to the publication. Danaos does not represent, warrant, undertake or guarantee that the information in the publication is correct, accurate, complete or non-misleading and that reliance by you on any information contained in this publication will lead to any particular outcome or result.

The entire contents of the publication are protected by international copyright and trademark laws. The owner of the copyright and trademarks (registered or unregistered) are of Danaos' and/or third parties. Other products and company names mentioned in the publication may be the trademarks of their respective owners. You may not modify, copy, reproduce, republish, upload, post, transmit or distribute in any manner any material on this publication.

Design: Simple Print - Lygnou Androniki, Graphic Arts - 23, Salaminos str., Peristeri 121 32, Greece - mob. +30 6945 546936, e-mail: simpleprint.al@gmail.com

Colombo Shortening

Panamax is a term for the size limits of ships transiting through the Panama Canal. For over 30 years, Panamax containership were the backbone of worldwide container sea transport, with maximum capacities of up to 5,000 TEU and service speeds of up to 25 knots.

During the last years however, Panamax vessels of about 4,250 TEU, became non marketable. There are still about 600-800 Panamax ships chartered around the globe. Some surplus Panamax ships are likely to be scrapped but since a great number of them are ten years old or less, scrapping them will be a tough decision for some owners to take.

There were a few options in order to make the Panamax vessels, operated by Danaos, more competitive for trade. One of them was widening the vessel, but after some studies, the idea was rejected. Many other options were considered (modifying the bulbous bow, propeller derating and paint schemes) but in the end none appeared notably appealing.

Eventually and after taking into account the charterer's requirement to deploy the vessel on the IntraAsia route which requires smaller vessels (between 2700-2800 TEU) coupled by the research conducted by our R&D Department, Danaos opted for shortening the M/V Colombo.

The plan is to shorten her hull by removing one and a half Cargo Holds from the parallel body without any further modification on her machinery or equipment. Existing tanks will be divided in order to be more flexible with various fuel grades. At the same time, the fuel pollution risk will be reduced, since less fuel will be stored onboard and vessel's tanks will be smaller. Length and nominal containers capacity will be decreased by 15% and 23 % respectively.



Plan of M/V Colombo after the modification

In order for this modification to work though, regulatory and technical issues had to be overcome.

The technical issues revolved around damage stability, which was eventually overcome (the remaining ballast tanks fully cover stability issues), propulsion and sea keeping tests (model tests), Russia stow-

age, AMSA requirements on deck and light running propeller margin (increased at about 1.5% and in accordance with the latest maker's recommendations).

On a regulatory level, the primordial issue to overcome was to have the modification treated as minor. Class confirmation was eventually received noting that the applicable Classification Rules for this Vessel at the time of original construction (i.e. 2004) will apply. An amendment of fuel oil tanks to reduce their capacity and increase the environmental protection, an up-to date SEEMP, and an exemption already granted from the USCG on the Ballast Water Treatment Plant compile the picture of a safe Vessel on terms of stability and seaworthiness. In addition, flag State administration (Liberia) confirmed that the SOLAS '92 and MARPOL Rules for fuel tanks arrangements were applicable on the date of her construction and still apply regardless of the modification. After all and following completion, the vessel will not be a newly constructed ship.

The following step was to obtain approval of the the plan where 47 drawings were reviewed and excessive model tests were made, including propulsion and maneuvering, all of which were successful.

So, stability wise and consumption wise, the modified vessel ends up extremely competitive, even better, than the remaining 2800 TEU class vessels.

As expected, after the transcended difficulties, the assiduous research and the satisfying findings, Danaos gave the "green light" for the initiation of vessel's dry docking.

The engineering and specialist teams assigned to this project have already been dispatched to Cosco Shipyard Co. Ltd. at Zhoushan, China and this ingenious modification is expected to be completed around mid-January 2017.

In conclusion, Danaos Shipping Co. Ltd. is once again innovative, since it is the first Greek company ever attempting such a feat. M/V's Colombo Shortening, however, is a three-way collaboration with the undivided and unswerving support of both the vessel's class (DNV GL) as well as the Shipyard's.

We are extremely proud being a part of Danaos.

*Marielena Stamataki
Technical Department*

The students of the CULTURE CLUB visit our offices

In a unique educational approach that moves beyond classroom lectures, the Culture Club, an independent and autonomous team of students from different universities attended a presentation from Danaos Management Systems and Danaos Shipping Co. Ltd.

The presentation was divided into two parts



which yielded insights into how a real-life shipping company is functioning from a shipping and software approach, respectively. The DPA of Danaos kicked off the presentation with an introduction to the company's principles and continued by focusing on how the company has operated since 1972.

A quick coffee break at the company's restaurant followed where the students had the opportunity to get a quick rest and discuss the information they have had just acquired. Then, Mr Nomikos, the Business Development Director of Danaos Management Systems, introduced Danaos Management and offered great insights. At the end of each part students were given the opportunity to ask questions ranging from how Danaos has reacted to particular challenges to what are the greatest strengths of a suitable candidate in the shipping industry.

It is important for students to get a closer look into how a shipping company functions, what are their goals and objectives but it's also very important for companies to introduce students to companies, as these are their future assets.

*Tania Mermiga
HR+T Department*



Hanjin Shipping's Collapse

HANJIN SHIPPING

HANJIN Shipping, was one of the biggest players of the container shipping industry, ranking 7th amongst the world's largest container shippers and was one of the first major carriers to be dragged down by global industrial overcapacity and low freight rates. These incidents are common for other markets, such as the bulk carrier market but not the liner shipping industry. Hanjin's collapse constitutes an unprecedented event having disastrous business consequences for all parties associated with it. Hanjin was forced to file for bankruptcy having as a consequence for their customers to wait months for undelivered cargo, Hanjin assets to be sold at ridiculous prices and Hanjin's personnel to be dismissed. DANAOS having 8 containers chartered to Hanjin could not remain unscathed by this sad turn of events.

Hanjin's bankruptcy resulted in numerous short term and long-term consequences affecting different parties that each have to undergo painful procedures in order to avoid the tremendous losses that are underway. When Hanjin Shipping (117930.KS), Korea's largest and one of the world's top ten container carriers, filed for court receivership after losing the support of its creditors, its assets left frozen as ports from China to Spain denied access to its

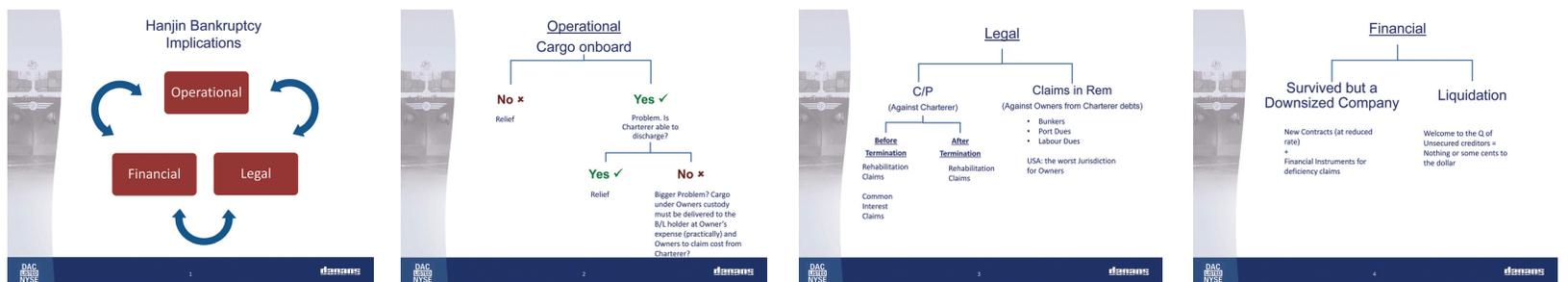
vessels. The long-term fallout from the Hanjin collapse will have far-reaching effects, but the impact is already being felt in ports around the world. The first picture to be painted is surely the huge number of claims arising from the logistics chain such as terminals, tug boats, Cargo Owners, Bunker Suppliers, stevedores and of course the reactionary manner of the shipping companies/managers of the vessels towards those claims. DANAOS had to act proactively on this matter in order to be ahead of the events.

The first step was the discharge of cargo, a complex and costly venture given that the cargo operations were now for the Owners' account and most of the ports of call were alerted of Hanjin's collapse and thus corresponding vessels were threatened to be arrested. For example, a vessel of the DANAOS' fleet was roaming the oceans for two months before it could actually call a terminal to discharge her cargo. Among others, this event caused a disruption in the cargo flow and as a result, many of the loaded containers could not make it to their final destination. Despite the difficulty of the mentioned task, cargo operations were completed successfully due to the effectiveness of the DANAOS head office and crew.

Secondly, a major action that needed to be fi-

nalized immediately was the renaming of all vessels in order to avoid any possible arrests and most importantly to aid with the search for new employment for those vessels. The painfulness of this procedure could not go unnoticed given that the fleet chartered to Hanjin was supposed to sail under the same contract until 2024 and now with the sudden fall of the mega carrier vessels, those were urged to be re-delivered as soon as possible in much less favorable market conditions-the financial losses as such are immense. Nevertheless, DANAOS acted promptly on this matter and proceeded with the necessary arrangements of all processes for the vessels' renaming and negotiated with various charterers for new employment of the vessels. The DANAOS team managed to attain both targets i.e. the renaming of the vessels and their quick re-chartering.

In conclusion, it is well understood that the shipping community has not yet experienced the full consequences of the Korean carrier's fall which will continue to affect the market. Nevertheless, as history has shown it, the shipping market is routing on a cycle that never stops but just changes phases. DANAOS made the necessary movements to secure its vessels to continue their employment without further issues and continues under the spirit of the Shipping cycle: Better days are ahead!



Danaos opens its doors to students

Student Visits are part of the company's strategy of introducing future generations to the endless possibilities of shipping.

Our visitors had the chance to interact and engage with top shipping professionals. The culture, the values, the practices as well as the activities of the company were revealed during the presentations of DPA Mr Ladas and the CFO Mr Hatzis. The visits are even more meaningful, if someone takes under consideration that most students are already trained in order to acquire the specific knowledge and

the high skills required to work in the shipping industry. It is important to see such great interest from the students and we wish they find the career path that suits them the most.

Students of the MSc program in International Shipping, Finance and Management at the Athens University of Economics and Business (AUEB) visited our premises on Tuesday 13th December 2016. The program comprises a combination of different knowledge areas, which are essential for those employed or are interested in the shipping industry. The Director of the program, Manolis Kavussanos, accompanied the students and it was a great opportunity for everyone to explore ways of cooperation between the University and Danaos.

*On December 16th, the Academic Director of the Shipping Program at Alba University, Spyros Vougiou, accompanied a group of students from Korea to our offices. The students attend the SKKU, one of the top universities in



Asia with over 600 years of history. Students visited Greece, and particularly ALBA University, for educational purposes. It was a long and engaging session with the students drawing on as much information as possible from the presenters. It is great for us to see such great interest from people so far away. We wish them to have a safe flight back to their country.

Tania Mermiga
HR+T Department



What is malaria?

Malaria is a serious and sometimes fatal disease caused by a parasite that commonly infects a certain type of mosquito which feeds on humans. People who get malaria are typically very sick with high fevers, shaking chills, and flu-like illness.

Malaria is caused by Plasmodium parasites. The parasites are spread to people through the bites of infected Anopheles mosquitoes, called "malaria vectors", which bite mainly between dusk and dawn.

There are 5 parasite species that cause malaria in humans, and 2 of these species – *P. falciparum* and *P. vivax* – pose the greatest threat.

How is malaria transmitted?

In most cases, malaria is transmitted through the bites of female Anopheles mosquitoes.

Because the malaria parasite is found in the red blood cells of an infected person, malaria can also be transmitted through blood transfusion, organ transplant, or the shared use of needles or syringes contaminated with blood.

Is malaria a contagious disease?

No. Malaria is not spread from person to person like a cold or the flu, and it cannot be sexually transmitted. You cannot get malaria from casual contact with malaria-infected people, such as sitting next to someone who has malaria.

Who is at risk for malaria?

Anyone can get malaria. Most cases occur in people who live in countries with malaria transmission. People from countries with no malaria can become infected when they travel to countries with malaria or through a blood transfusion (although this is very rare).

Also, an infected mother can transmit malaria to her infant before or during delivery.

What are the signs and symptoms of malaria?

Symptoms of malaria include fever and flu-like illness, including shaking chills, headache, muscle aches, and tiredness. Nausea, vomiting, and diarrhea may also occur. Malaria may cause anemia and jaundice (yellow coloring of the skin and eyes) because of the loss of red blood cells. If not promptly treated, the infection can become severe and may cause kidney failure, seizures, mental confusion, coma, and death.

For most people, symptoms begin 10 days to 4 weeks after infection, although a person may feel ill as early as 7 days or as late as 1 year later.

Diagnosis and treatment

Early diagnosis and treatment of malaria reduces disease and prevents deaths.

The best available treatment, particularly for *P. falciparum* malaria, is artemisinin-based combination therapy (ACT).

WHO (World Health Organization) recommends that all cases of sus-

pected malaria be confirmed using parasite-based diagnostic testing (either microscopy or rapid diagnostic test) before administering treatment. Results of parasitological confirmation can be available in 15 minutes or less. Treatment solely on the basis of symptoms should only be considered when a parasitological diagnosis is not possible.

Malaria can be cured with prescription drugs. The type of drugs and length of treatment depend on the type of malaria, where the person was infected, their age, whether they are pregnant, and how sick they are at the start of treatment.



World Malaria Map Source: https://www.cdc.gov/malaria/travelers/about_maps.html (December 12, 2016)

Prevention

Insect control is the primary method of reducing malaria transmission at a community level. On an individual level, personal protection against mosquito bites represents the first line of defense for malaria prevention.

Antimalarial medicines can also be used to prevent malaria. For travelers, malaria can be prevented through chemoprophylaxis, which suppresses the blood stage of malaria infections, thereby preventing malaria disease.

Generally, you can most effectively prevent malaria by taking all of these important measures:

- Taking antimalarial medication to kill the parasites and prevent becoming ill
- Keeping mosquitoes from biting you, especially at night
- No antimalarial drug is 100% protective and must be combined with the use of personal protective measures, (i.e., insect repellent, long sleeves, long pants, sleeping in a mosquito-free setting or using an insecticide-treated bednet).

For all medicines, also consider the possibility of drug-drug interactions with other medicines that the person might be taking as well as other medical contraindications, such as drug allergies.

References:

- 1) <http://www.who.int>
- 2) <https://www.cdc.gov/malaria/about/faqs.html>

SQE Department

Danaos Shipping Co. Ltd.: 1st Annual ISM/DOC Audit Seamless with ISO 9001, ISO 14001 and ISO 50001 Audit

DANAOS NEWS

We are pleased to announce that the Company's 1st Annual ISM /Document of Compliance (DOC) Audit was completed without Non-conformities or Observations on 26th October 2016.

Concurrently with ISM, compliance with ISO 9001, 14001 and ISO 50001 standards was verified successfully.

It is worth mentioning that the two standards ISO 9001 and 14001 were revised in September 2015 and require organisations to update their existing management systems progressively over the next period. By the next year the old revi-

sions will be withdrawn and organizations will have to comply with the new requirements of these two industry standards. Key focus areas include: the setting of a context on organization's internal and external communications, the direct involvement of persons who have a leadership role into the organization, the planning of all operating procedures on the basis of risk assessment embedding in this way the preventive actions which could be foreseen from the start of the management cycle.

SQE Department

Lessons Learned From A True Story: Case Study 1- Documents That A Seafarer Needs

ARTICLE

During a routine vessel's clearance in Genoa, all crew passports were gathered from the local agent and were sent to the Harbor Master. While the vessel was ready to depart from the port and the agent came back with the crew documents, it was noticed that the passport of the Ukrainian Bosun was missing. The Master called the Company's crew department and immediately reported the incident. He was advised to depart from Genoa without delaying the vessel's schedule. The next port of call after Genoa was Rotterdam. The agent in Rotterdam was contacted immediately from the Company's crew department and was asked to investigate the incident via the local Ukrainian Embassy in The Hague. He was also asked to obtain information on the way to the Company should proceed for the repatriation of the seafarer from Rotterdam.



Some hours later, the agent confirmed that the relevant crewman should proceed to the Ukrainian Embassy in The Hague in order to obtain a "lasse passe". An appointment was arranged at the Embassy for the day after the vessel was expected to arrive in Rotterdam.

After the vessel's arrival in Rotterdam, the crewman visited the embassy in Hague and with the assistance of the local agent a temporary traveling document ("lasse passe") was granted. Following that, the agent arranged for a Schengen visa to be issued in order for the seafarer to be repatriated.

A temporary passport, a Schengen visa and Electronic repatriation ticket were arranged by the following offices/agencies respectively:

1. Lasse Passe – Ukrainian Embassy in Hague
2. Exit Schengen visa – Company's protective agent in Rotterdam via local Immigration office.
3. Repatriation tickets and general coordination – Danaos Crew Department

Conclusion: In order for a seaman to be able to sign on and work on board a vessel, he or she needs numerous documents such as passport, seaman book, national certificate of competency, flag endorsement, proficiency certificates etc.

There is always the possibility that one of the above mentioned documents to be lost during

a routine inspection or during seafarer's walk at the port. The following steps should be followed:

- a. Keep your personal documents in a safe place (Master's Cabin).
- b. In the event that one your documents is lost, you should immediately notify the vessels' Master and the local agent.
- c. The Master should notify the Crew and Operation Departments of the Company in order to be guided as to the steps to be taken.
- d. While traveling to/from the vessel, please keep all of your documents (travel and competency) in your hand bag or in your carry-on luggage on board the airplane. You should NEVER leave your documents in the suitcase that you check in at the airline counter as there is always a possibility that the suitcase be lost during your connection flight to the final destination. Seafarers and office personnel have on more than one occasions called the Crew Department reporting that their luggage was lost during their connection flight. Often, suitcases that were lost during transit contained various personal documents as well as valuable vessel's documents, the recovery of which usually require cumbersome and time consuming processes to be followed.

*Charalambos Charitos
Crew Department*

External Audits

We are pleased to advise that the following vessels under our management have passed successfully 3rd-party ISM/ISPS audits for the period 11th June 2016 - 12th December 2016:

Vessel	Port	Non-Conformity	Observation
AMALIA C	Manila	NIL	NIL
CMA CGM ATTILA	Luanda	NIL	1
DIMITRIS C	Algeciras	NIL	NIL
EXPRESS ATHENS	Shanghai	NIL	NIL
EXPRESS BLACK SEA	Los Angeles	1	NIL
HYUNDAI HIGHWAY	Pusan	NIL	NIL
NYK LEO	Keelung	NIL	NIL
OOCL ISTANBUL	Novorossiysk	NIL	NIL
ZIM SAO PAOLO	Novorossiysk	NIL	NIL
CSCL LE HAVRE*	Shanghai	2	NIL

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

*Additional audit was required due to reported detentions.

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

Vessel	Port	Non-Conformity	Observation
CMA CGM MOLIERE	Valencia	NIL	NIL
CMA CGM RACINE	Genoa	NIL	NIL
HYUNDAI AMBITION	Hamburg	NIL	NIL
OOCL ISTANBUL	Istanbul	NIL	NIL
OOCL NOVOROSSIYSK	Istanbul	NIL	NIL

Thank you for your continuous support.

SQE Department

Newly joined!

We welcome:

- **Ms. Dimitra Prapa**
Legal Department Administrator
- **Ms. Tania Mermiga**
Social Media – CSR Coordinator
- **Ms. Athina Lekou**
Electrical Coordinator
- **Ms. Maria Eleni Stamataki**
Technical Secretary
- **Mr. Isidoros Kollias**
Junior Operator

Eye injuries at work

ARTICLE

The personal and economic toll of eye injuries onboard during work is alarming. According to our company's statistics more than 50% of accidents or incidents are related to eyes injuries. Injuries on the job apart from the costs involved i.e. agents, transportation, doctors etc., often require one or more missed work days for recovery.

Eye injuries range from simple eye strain to severe trauma that can cause permanent damage, vision loss and blindness.

The most important thing you can do to protect your vision at work is to always wear appropriate protective eyewear, which can prevent more than 90 percent of serious eye injuries. We at the Safety Department (SQE) strongly advise officers and crew not to let their guard down when it comes to eye protection.

Eye Injury Facts

- Men are more likely to sustain an eye injury than women.
- More than 40 percent of eye injuries reported were caused by flying objects.
- Eyes can be damaged by arc exposure, not just chemicals, dust or objects.
- More than 34 percent of eye injuries every year are related to job or maintenance activities.
- Among all eye injuries reported, more than 78 percent of people were not wearing eyewear at the time of injury.
- Of those reported to be wearing eyewear of some sort at the time of injury, only 5.3 percent were wearing safety glasses.

Watch out for Eye Dangers

Common causes for eye injuries are:

- Flying objects (bits of metal, glass);
- Tools
- Particles
- Radiation (voltaic arc)
- Chemicals and
- Any combination of these or other hazards.

Protecting Your Eyes



There are three things you can do to help prevent an eye injury:

- Know the eye safety dangers at work.
- Eliminate hazards before starting work. Use machine guarding, work screens, or other engineering controls.
- Use proper eye protection.

Wear protective eyewear whenever there is a chance of eye injury. Anyone working in or passing through areas that pose eye hazards should wear protective eyewear. This is particularly true of crew involved in welding, which poses a high risk of an on-the-job eye injury.

The type of safety eye protection needed depends on the hazards in your workplace and should be compliant with international regulations or standards. If you are working in an area that has particles, flying objects or dust, you must at least wear safety glasses with side protection (side shields). If you are working with chemicals, you should wear goggles. If you are working near hazardous radiation (welding, plasma cutting etc.) you must use special-purpose safety glasses, goggles, face shields or helmets designed for that task.

If an eye injury occurs, see the medical Officer (C/O) onboard immediately or request to go to an ophthalmologist, even if the eye injury appears minor. Delaying medical attention can result in permanent vision loss or blindness.

Learn How to Recognize an Eye Injury

Because eye injuries can cause serious vision loss, it's important to be able to recognize an injury and appropriately respond to it. DO NOT attempt to treat a serious eye injury yourself.

If you bear any of these signs or notice them in someone else, get medical help right away.

- The person has obvious pain or trouble seeing.
- The person has a cut or torn eyelid.
- One eye does not move as well as the other.
- One eye sticks out compared to the other.
- The eye has an unusual pupil size or shape.
- There is blood in the clear part of the eye.
- The person has something in the eye or under the eyelid that can't be easily removed.

What to do for an eye injury

For all eye injuries:

- DO NOT touch, rub or apply pressure to the eye.
- DO NOT try to remove the object stuck in the eye.
- DO NOT apply ointment or medication to the eye.
- See a doctor as soon as possible, preferably an ophthalmologist.

If your eye has been cut or punctured:

- Gently place a shield over the eye. The bottom of a paper cup taped to the bones surrounding the eye can serve as a shield until you get medical attention.
- DO NOT rinse with water.
- DO NOT remove the object stuck in eye.
- DO NOT rub or apply pressure to eye.
- Avoid giving aspirin, ibuprofen or other non-steroidal, anti-inflammatory drugs. These drugs thin blood and may increase bleeding.
- After you have finished protecting the eye, see a physician immediately.

If you get a particle or foreign material in your eye:

- DO NOT rub the eye.
- Lift the upper eyelid over the lashes of your lower lid.
- Blink several times and allow tears to flush out the particle.
- If the particle remains, keep your eye closed and seek medical attention.

In case of a chemical burn to the eye:

- Immediately flush the eye with plenty of clean water
- Read chemicals MSDS
- Seek emergency medical treatment right away.

To treat a blow to the eye:

- Gently apply a small cold compress to reduce pain and swelling.
- DO NOT apply any pressure.
- If a black eye, pain or visual disturbance occurs even after a light blow, immediately seek medical attention.
- Remember that even a light blow can cause a significant eye injury.

To treat sand or small debris in the eye:

- Use eyewash to flush the eye out.
- DO NOT rub the eye.
- If debris is metallic and loose use a magnet.
- If the debris doesn't come out, lightly bandage the eye and see an ophthalmologist.

NOTE:

Because eye injuries can cause serious vision loss, it's important to be able to recognize an injury and appropriately respond to it. DO NOT attempt to treat a serious eye injury yourself.

*Parts of the article has been quoted form OSHA alerts

Efstratios Sapounadelis
SQE Department

Danaos Managerial Conference 2016



The Danaos Managerial Conference 2016 took place at our Piraeus office on Friday November 11th, 2016. Once again, we were invited to this warm event in order to meet with our teammates from all the offices abroad!

We exchanged thoughts, ideas and beliefs and we delved deeply into issues concerning our better communication between our offices and vessels. This year we also awarded two beloved colleagues in appreciation of their distinguished career within the Danaos family.



The day commenced with a warm welcome message by Dr. Coustas and Mr. Vastarouchas. Our representative offices began their presentations shortly after. Each office presented their annual report, which was comprised of statistical data on crew hiring, retention and training as well as proposals for the year ahead. After the lunch break, a workshop took place entitled "Teamwork in Challenging Times", during which we discussed the challenges that a team faces during an emergency and during a crisis in general.



The day ended with a delicious dinner served at The Yacht Club of Greece located in Piraeus, on a picturesque hill that overlooks the historic military port of the ancient Athenians forming its own small secluded private peninsula with a panoramic view of the Saronic Gulf and the islands of Salamis, Aegina and Poros as well as the city of Athens and the surrounding mountains. The atmosphere was festive and in the beginning of the event a heartwarming video was presented containing snap shots of our previous conferences. The awards ceremony followed soon after. Dr. Coustas honored Capt. Antonios Charatsis and Mr. Nikolaos Gerolymatos for their valuable career and long-term tenure with Danaos.

Capt. Antonios Charatsis came to Danaos in 1997 as the Master of the ALS AMALIA, he later went on to join the Crew Department and in June 2009 headed the DANAOS Zanzibar branch until earlier this year where he announced his retirement. He has been characterized as the "Captain of the North Pacific", as he was the only Captain of our Com-

pany to travel across the Pacific Ocean during the winter period.

Mr. Nikolaos Gerolymatos' relationship with Danaos began in 1983 with him providing chartering services to the Danaos fleet. In 2004 he was appointed head of the Danaos Branch Office in Hamburg a title he held up until 2014 when he announced his retirement. Following his announcement, Mr. Gerolymatos stayed on as a Chartering Consultant until 2015.

Mr. Prokopakis then warmly greeted the guests and the dinner was served. It was a joyful night to remember!

Once again, we thank all the participants of the Danaos Managerial Conference! We are looking forward to seeing you again and wishing you a Merry Christmas and a Brilliant year ahead!

HR+T Department



Greek influence in Odessa during the 19th century

ARTICLE

Under the auspices of the “Hellenic Roots” association, a special tribute was held in May 2016 at the Hellenic American Union in Athens entitled as “The Greek community of Odessa, 250 Years of National Uplifting”.

Through historical flashbacks and presentations of various prominent personalities who lived in Odessa and the Black Sea region at that time, the event revealed the deep bonds of Greeks with the region and the importance of the role of the port of Odessa in the development of the business of Greek merchants and ship owners. The fertile plains of the then southern Russian Empire (now Ukraine) were to become the breadbasket of Europe during the 19th century. The unexploited grounds together with the existence of waterways linking the hinterland to the Black Sea were meant to be developing factors of the grain trade in the region. At the same time the industrialization of Western Europe coupled by the demand for agricultural products (mainly cereals) rose significantly.

On the other hand, sea passage to the Black Sea was not so smooth and access to ports was not easy. Strong currents, sudden storms, strong winds and thick fog made navigation in the area extremely dangerous.

During this time, Greeks started settling down in the region while their commercial Western counterparts showed no particular interest. Greek merchants however were quick to form commercial networks and strengthened their businesses as a result. Their network in the

largest commercial ports such as Marseille, Livorno, London, and Genoa assisted Greeks in forming a full understanding of the quality and quantity of crops traded thereby influencing their corresponding prices.

The port of Odessa experienced a great boom at that time not only because of its geographical position and port infrastructure but also due to the facilities provided to merchants which allowed them to store their goods in specially designed warehouses free of any customs or storage dues for up to 18 months.

Apart from becoming a commercial and shipping center, Odessa became the cultural capital of region. Inhabited by various ethnic groups, the city shaped a culturally unique character. It is the time when theaters, libraries, schools are constructed with the Greeks being pioneers in the establishment of many public buildings, churches and schools that led to the creation of the unique identity of Odessa.

Gregory Maraslis (Russian: Григорий Григорьевич Маразли, 25 July 1831-1 May 1907)

Gregory Maraslis was a Russian merchant and politician of Greek origin. During his life he made numerous donations in Odessa and Greece.

Born in Odessa in 1831 he was the son of merchant Gregory Maraslis from Marasia of Evros and Zoe Theodoridis, from Constantinople.

He studied at the Odessa Greek Commercial School, in Richelle High School in Odessa and then in Paris. After his return to Odessa he followed a career in public service working initially in the office of the general commander of the Caucasus Vorontsov.

In 1867 he began to serve as a civil servant in Odessa municipality. In 1877 he was elected alderman and in 1878 Odessa mayor. He was re-elected four times in the same position where he remained until



1894. During his service, Maraslis succeeded in transforming Odessa into a modern European capital ensuring the electrification of the city and the construction of theaters, parks, tramways, hospitals, nursing homes, aqueduct and schools.

Alongside his political activities he continued the commercial activities of his father. For his multifaceted activity he was honored many times. Specifically he was honored by the Greek state with the Silver Cross of the Royal Order of the Redeemer Knights (1871), the Russian title of Knight of the Imperial Order of St. Anna (2nd Class) and the title of National Consultant (1874). Since 2004 the Odessa municipality has established the “Medal Maraslis” as honors.

He died on May 1, 1907 after suffering a heart attack and was buried in the yard of the Holy Trinity Church in Odessa. His tomb was destroyed during the October revolution.

References:

- 1) Gelina Harlaftis, A history of Greek-Owned shipping (19th-20th century), Athens, Nefeli Publications, 2001
- 2) <https://el.wikipedia.org>
- 3) Photos were extracted from: <http://riowang.blogspot.gr/2013/03/the-greek-odessa.html>

*Vassiliki Giannakou
SQE Department*



Coastal Cleanup Day 2016



our findings. We collected all sorts of trash such as plastic bottles, broken glass, plastic bags, straws, cigarette butts, beer cans and even a necklace with a stuffed scorpion!

It's exciting to see the cleanup participation grow each year especially when so many children are involved. Volunteers are not only contributing to the environment by removing trash from the beaches but they are doing their part to promote a clean, healthy and sustainable environment while at the same time they are increasing awareness on the issue. Because we here at Danaos do believe that every little counts!

Staying true to our recycling tradition, this year's coastal cleanup took place on October 1st at “Ahinos” beach in Piraeus. While scientists, governments and environmentalists try to figure out how to clean up tons of garbage on the coasts, Danaos' employees and their families participated in the International Coastal Cleanup initiative, coordinated by HELMEPA.

Our day began with a visit to the Hellenic Maritime Museum, home to approximately two thousand artifacts portraying Greece's naval tradition. After completing our cultural visit, we moved on to the beach where we proactively started our mission. We put on our cleaning gloves, opened our giant garbage bags and kicked off with the cleaning and the monitoring of



*Tania Mermiga
HR+T Department*

Paddle-board : How to stand up

ARTICLE

Everyone can learn how to stand up paddle board; all you need is water, a little bit of patience and a good spirit. Through stand up paddle boarding one can improve both his/her physical and mental health, while at the same time having a lot of fun being outdoors.

But, what is stand up paddle boarding or also known as SUP? Its roots can be traced back to the Peruvian fishermen who used a wooden craft called "Caballitos de Totorá" along with a long paddle to help them propel forwards. Being such a diverse and fast evolving sport however, it is very difficult to really pinpoint its modern origins. Most experts however claim that the modern version of stand up paddle boarding date back to California and Hawaii in 2004 when Rick Thomas started paddling on his surf board to catch waves easier.

The only two characteristics that remain constant through all the years and regardless of any type of paddle and the fact that you need to be standing up on the board while paddling forward.

Speaking of standing up while paddling on a surf-like board, is what most people react to with great surprise and their first reactions range from: "How is that even possible?" to "I really want to try this!". No matter what the reaction is, the majority will give it a try. It is not a surprise that SUP is one of the fastest growing sports worldwide. In 2015 more than 2.5 million people took part in the sport, compared to 1.0 million in 2010. This rise in popularity has sprung many companies that make boards, paddles and all types of related accessories. Just a quick browse in the internet will retrieve countless of SUP related sites, giving advice on SUP techniques and selling the "perfect" boards. This influx of information makes it a little confusing for a beginner to understand. So let's try to clarify things a little.

There are many different types of boards that range in size, material built, style and price of-course. They are made so to fit all needs and tastes, because, let's not forget what makes SUP so popular is that it is suitable for adults and children of all ages. There is however a way to categorize the types of boards based on the style of paddle boarding one wants to do.

There are five main types of boards, which differ in their design and serve different purposes.

So let's take a look at each type.

Surf specific boards. These boards have a flat and wide hull (Planing Hull), similar to a surfboard. They are designed for quick turns and are great on catching waves in the surf zone.



Racing boards. These boards have a pointed nose, are longer, and have narrower hull (Displacement Hull). They are designed to push the water around the nose thus allowing the rider to stay on track. These are the fastest boards but also most unstable due to their arrow-like shape.



All-Around/Touring boards. These are multipurpose boards that are wider, longer with a greater volume. They are designed to be more stable and they perform great on flat-water. Beginners usually start with these boards.



Yoga boards. These boards are wider and longer than surf boards. They usually have a soft deck and straps to hook up exercise equipment. Their purpose is to provide a deck wide enough to exercise on.



Inflatable boards. These boards are made to be much lighter and easy to carry. They usually fold into a big backpack. They are also used for river paddle boarding due to the cushioning effect they provide against river rocks.



Deciding what type of paddle boarding you want to do is not always easy. The best way to find out is to simply try. There are numerous SUP rental shops scattered almost everywhere there is a large body of water. If on the other hand you want to buy your own paddle board an All-Around/Touring board would be the best choice. Prices range from \$600 to \$2000, but you may find used boards for less. Don't forget that a paddle is essential; prices range from \$60 to \$600, a good paddle can make all the difference so don't underestimate its importance. Prices may at first seem high but the benefits of paddle boarding outweigh the costs of owning a board and its accessories.

Stand up paddle boarding provides your body with a full workout. Being a low impact sport, meaning that injuries are unlikely, the level of intensity can safely vary. You will exercise your leg muscles while trying to keep your balance, your arms, back and chest will be moving while paddling from side to side. Your abs, back and core muscles will work extra hard while coordinating your upper and lower body. Finally, and very importantly your heart and lungs will get a great workout.

Stand up paddle boarding is a safe, fun way to exercise alone or with friends. There isn't a predetermined level of intensity thus allowing everyone to perform based on their ability and temperament. Enjoying the water in so many different states is what makes this sport unique. You can enjoy a nice paddle with friends and family on calm day, or ride waves in the surf and feel the adrenaline rush while turning sharply to prolong the ride, or do yoga while floating on the serenity of water, or even admire the diverse scenery while paddling in a river. The combinations are all exceptional, so don't hesitate, give it a try and take my word for it, it will be worth your while.



<http://standupjournal.com>
<http://www.supthemag.com>
www.standuppaddleboardingguide.com
https://en.wikipedia.org/wiki/Standup_paddleboarding
www.supworldmag.com
www.paddlersretreat.com

Kostas Giotis
DAC Accounting Department

Danaos goes to the theatre!

DANAOS EVENTS

Another theatre evening for Danaos employees just before the Christmas holiday season took place at the "Dimitris Horn" theatre on Friday, December 9th, 2016!

Two leading actors of the Greek theater, Giannis Fertis & Nikitas Tsakiroglou, several decades after their first joint appearance on the theatrical stage, meet with Katerina Lehou and drift – under the guidance of Lilly Maleme - in an adventure that will overturn the monotonous everyday life of the two brothers.

The story:

Two men. They are brothers. Twins. They love going to the theater. They have each other. They love the opera.

Owners of a two-storey neoclassical house - their father's house, where they still live. A woman - very bright and a bit strange - comes from far, having abandoned her husband and

child, to rent their loft, invading their lives. Night calls. Voices of people long forgotten – the voice of their sister Elena who was brought to death so young by their own fear of loss and separation.

Spring arrives. Fierce! The expectation of a bril-



liant dinner after which everything would turn back to normal again...but love and commitment save the spring!

Under the trivial chats and unreasonable conflicts of the twins over their trivial habits, lies the agonizing terror of loneliness. Mental devastation and empty time going by.

Drama, comedy or thriller and all together, "From Silence to Spring" is a play, written by Leonidas Prousalidis, that attempts to talk about the unequal battle between man and time. About the love that is - perhaps - the only weapon, the only means of justification of the human existence!

We all hope to meet again soon for another equally enjoyable evening!!!

*Katerina A. Vassilopoulou
HR+T Department*

Children's theatre honors our history!

DANAOS EVENTS

Just a few days before Christmas, on Sunday December 18th 2016, Danaos employees with their children visited the Hytirio theatre in Athens and watched the play "Peter Pan the Acropolis Museum".

All children -and parents as well- were very much impressed by the costumes, the music and the story itself, since the actors passed a lot of messages through the humoristic dialogues and their pleasant mood!

In modern London Captain Hook owes a detective agency, taking over rather suspicious

affairs! One day an unknown client visits him, saying that the Greeks have built a new museum, the Acropolis Museum and want to get the Elgin Marbles back from the British Museum – the ones "taken" and brought to England by Lord Elgin in 1803 from the Acropolis. Captain Hook's assignment is to go to Greece and to sabotage the Museum and to do all he can to discredit it to the whole world. Captain Hook & his assistant Jake proved worse than the client and decide to put a bomb in the museum, destroying once and for all, the statues and the

history of "these intolerable Greeks"!!!

Peter Pan and Tinkerbell, however, who do not agree at all with this plan, follow Captain Hook's steps, arrive at the Acropolis Museum and whilst searching for him, they pass through several rooms and learn about the various exhibits including the Caryatids of Acropolis. As soon as they discover the hidden bombs, they do their best to prevent the eminent disaster with the help of the "appearing" stolen Caryatid, who finally gives the solution...

The inspiration of the writer Theodore Rachiotis and the director Haris Sozos is the children to be fully aware and become more & more sensitive about a core matter of our spirituality, the Elgin marbles, and all the sculptures of the Parthenon, whose return still remains an endless marathon.

This is a modern Greek "fairytale" we all wish to become true very soon!!!

*Katerina A. Vassilopoulou
HR+T Department*



The history of Christmas tree decorations

ARTICLE

The Christmas tree did not always look like it does nowadays, with the vast decorations of garlands, baubles, lights and all kinds of wooden, woven, glass or even candy cane ornaments.

It was originally decorated with fresh season edibles such as apples, oranges, nuts or other foods, as well as local traditional flowers.

Back in the late 19th century, in about 1847, due to a very dry winter season in Northern France and Germany, where fresh fruits and flowers were scarce to find, there was a glass artisan based in Lauscha, Germany, who, according to the myth, manufactured several glass artifacts instead and decorated his garden tree. The whole town admired the view of the tree and his original idea and thus ordered similar ornaments for their own trees as well!

In the following years, still in Germany, in the city of Dresden, fellow craftsmen were creating

ornaments of pressed and embossed paper, not just fruit or flower-shaped, but also animals or birds which were colored with bright colors and soon became part of the Christmas ornament traditions. Same traditions were adopted by all European countries, including the United Kingdom in the Victorian era and America.

During the 18th century as well the Christmas trees were also illuminated by candles which were ultimately replaced by Christmas lights after the advent of electrification. An angel or star took its place at the top of the tree to represent the archangel Gabriel or the Star of Bethlehem from the Nativity.

*Katerina A. Vassilopoulou
HR+T Department*



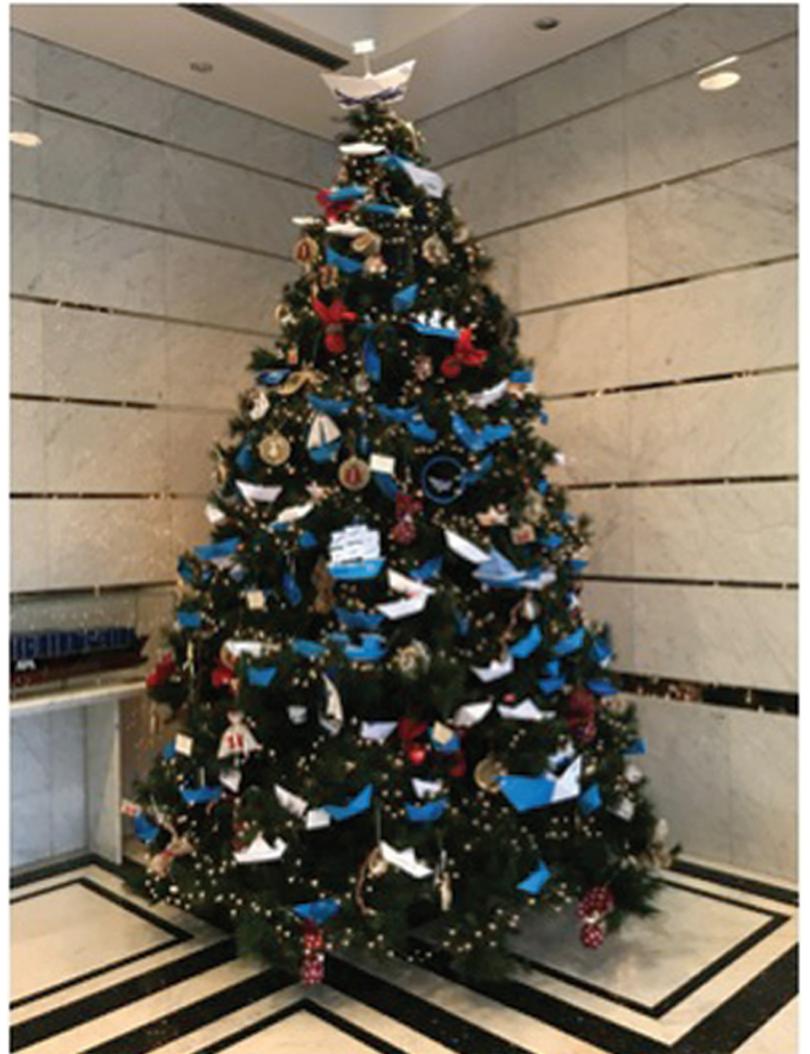
Decorating the Danaos Christmas tree

This year's Christmas tree is unique because it was decorated by all the employees of Danaos and the result was fantastic.

The idea for this year's Christmas tree was to decorate it with hand-made paper boats with warm wishes from the Danaos family written on them. The result was very impressive with the tree boasting boats of various designs and wishes in different languages. Apart from the paper boats, all the other ornaments were bought from the ELEPAP Rehabilitation for The Disabled and were made by volunteers, supporting those in need. This special season is a great opportunity for everyone to get together, stay united and feel the festive vibe.

We wish everyone a Merry Christmas and a Happy New Year!

*Tania Mermiga
HR+T Department*



Sharing is Caring - Act of Joy 2016

While poverty remains an alarming problem and we seem helpless to stop it, there is so much we can do to eliminate the sorrow, the despair and the fear from the less fortunate, especially the children.

This year, with the valuable help of the Danaos family we donated clothes and groceries to "Kivotos tou Kosmou" and "Perivolaki". Kivotos is a NGO focusing mainly on the protection of children who have lived under circumstances of neglect and abandonment, without access to medical care. Kivotos was founded by Father Antonios in 1998 when he was only 26 years old and he had just entered priesthood. His main belief was that if he tried he could make a difference to improve the conditions in which those children lived and he was not proven wrong. It didn't take long for him to be characterized by many as "the saint" of the poor, the displaced, the forgotten, the refugees; their defender and their voice.

Perivolaki, on the other hand, is an accommodation center for vulnerable population groups, and more specifically unaccompanied minors, implemented by Médecins du



Monde. The center under the title "Reception Center for 100 Unaccompanied Minors" is located in Peania and it is having capacity of 100 children. The building is surrounded by a wonderful landscape and meets the highest quality standards. The program is supported by the European Commission and the Administrative authority is the Greek office of IOM.

There are hundreds of non-profit organizations that you can choose to donate and even small donations can improve an individual's quality of life. At the end, the emotional, social and psychological benefits of giving are so rewarding that you end up getting back a lot more than you give!

*Tania Mermiga
HR+T Department*

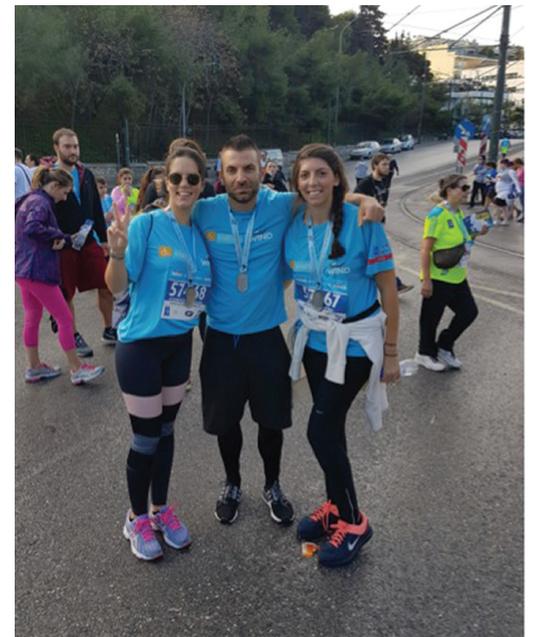


Danaos participated in the 34th Athens Classic Marathon for the Children of ELEPAP

Over the last years, the Athens Classic Marathon has gone through an amazing growing number of participants with the Greek capital attracting the attention of the global running community.

More than 55,000 athletes from 105 countries participated this year in the 34th Athens Marathon which was held on November 13th. Following the historic route of Pheidippides, the messenger who brought the message of victory to the Athenians over the Persians after the battle of Marathon in 490 BC, the runners tested their endurance in the various races.

This year's Marathon marked 120 years from the first contemporary Marathon race and it was dedicated to the memory of the important pacifist, champion and Balkan Games winner, Dr Grigoris Lamprakis.



A festive atmosphere with musicians and dancers surrounded the event and everyone contributed to a day full of positive energy. We would like to congratulate all the runners and especially the running team of 50 people from Danaos who participated in support of ELEPAP, a rehabilitation center which supports the development of children with physical disabilities and developmental difficulties, in this amazing annual event that connects the past with the present in the center of Athens.

*Tania Mermiga
HR+T Department*

SUDOKU

	7	5		9				6
	2	3		8			4	
8					3			1
5			7		2			
	4		8		6		2	
			9		1			3
9			4					7
	6			7		5	8	
7				1		3	9	

SUDOKU

5	3			7				
6			1	9	5			
	9	8					6	
8				6				3
4			8		3			1
7				2				6
	6					2	8	
			4	1	9			5
				8			7	9

Instructions: Fill the grid so that every row, every column and every 3x3 box contains the numbers 1 to 9.

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."



Roast Breast of Turkey With Cranberry-Wine Sauce



Ingredients

- 1 whole turkey breast, boned and tied, about 3 1/2 pounds
- 3 tablespoons butter or vegetable oil
- Salt and freshly ground black pepper
- 1/2 cup finely minced onion
- 1/2 cup finely minced celery
- 1 clove garlic, minced
- 1/2 cup dry white wine
- 1 cup chicken stock
- 1 cups fresh cranberries
- 2 tablespoons white wine vinegar
- 1/3 cup sugar or honey

Preparation

1. Preheat oven to 375 degrees. Rub the turkey with two tablespoons of the butter or oil and season with salt and pepper. Place on a rack in a roasting pan and roast about one hour, until an instant-read thermometer inserted in the center registers 160 degrees.
2. While the turkey is roasting, heat the remaining butter or oil in a heavy saucepan. Add the onion, garlic and celery and saute over medium heat until the vegetables are uniformly brown. Stir in the wine, scraping the bottom of the pan.
3. Add the stock, cranberries, vinegar and sugar or honey and cook over medium heat until the berries soften and pop, about 10 minutes. Continue simmering about 10 minutes longer, until the sauce thickens. Season to taste with salt and pepper, cover and keep at a very low simmer until ready to serve.
4. When the turkey is done, remove it from the oven and allow it to rest at least 10 minutes. Remove the trussing string and slice the meat about one-quarter inch thick. Arrange the slices on a warm platter, drizzle with a little of the sauce and pass the rest alongside.

Georgia Pastra
HR+T Department



Carrot cake for Christmas

Ingredients (serves: 8)

- 400ml whipping cream
- 300g self raising flour
- 100g grated carrots
- 50g icing sugar
- 50g melted butter
- 200g granulated sugar
- 1 tangerine
- 1 tsp bicarbonate of soda
- 2 tsp baking powder
- 6 eggs
- 1/4 tsp salt

Method

(Prep:30min › Cook:30min › Ready in:1hr)

1. Turn oven on at 220 C / Gas 7.
2. Mix melted butter with sifted granulated sugar.
3. Add egg yolks (save the whites for later) and mix.
4. Add sifted flour, bicarbonate of soda, baking powder, juice and zest of a tangerine and grated carrots. Mix until smooth but thick.
5. Beat egg whites until firm. Add half of egg whites to cake mixture and mix well. Pour rest of beaten egg whites and fold gently.
6. Grease 2 cake tins (25cm diameter) and add cake mixture evenly.
7. Bake in the oven for 15 minutes and take off the heat to cool down.
8. Whip cream with icing sugar until firm.
9. Add whipped cream in between cake layer and on top. Decorate with grated carrot and to taste.

Tip

Don't worry if the cake does not rise as much as you hoped for, it is not a soufflé!

Georgia Pastra
HR+T Department

9	7	1	6	8	2	5	4	3
5	3	9	6	4	7	8	2	8
4	8	2	3	7	5	1	6	9
6	5	8	2	4	9	3	7	1
1	9	3	7	5	8	6	4	2
7	6	5	2	4	3	8	1	9
8	5	9	7	6	1	4	2	3
1	9	8	3	4	2	5	6	7
6	7	2	1	9	5	3	4	8
5	3	4	6	7	8	9	1	2

4	9	3	8	1	6	2	5	7
2	8	5	9	3	7	9	8	4
7	1	7	5	6	4	2	8	3
3	5	7	4	1	9	6	8	2
9	2	6	5	8	7	4	3	1
8	6	8	3	2	4	6	8	5
1	7	1	2	3	6	5	4	8
8	9	4	5	6	3	2	7	1
6	2	3	1	8	7	9	4	5
1	7	5	2	9	4	8	3	6

danaos

Seasons greetings



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

