

# THE DANAOS SHIP NEWS

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

ISSUE #13, JUNE 2017

## Seafarer Seminars in Mariupol



Danaos held seminars for Deck Officers in Mariupol from May 15th to May 19th. This year the seminars were delivered by the DPA/HR & Training Manager, Capt. Ilias Ladas and the Senior Trainer, Capt. Stylianos Petronios, who familiarized the seafarers with the current trends and innovations of the Shipping Industry.

During the seminars the following topics were discussed:

1. Analysis & Practice in Modern & Visual Navigation Techniques - Astronavigation
2. Reefers on Board: Cargo Peculiarities and Monitoring
3. IMDG Code: Recognition & Properties of Dangerous Cargo - Stowing Control Basis IMDG Code

"First of all, we ensure that our seafarers are fully aware of safety onboard. The seafarers' training is of

great importance so that accidents are avoided and everyone returns home safe and sound. We help the seafarers enhance their knowledge, we guarantee career development/promotions for ratings and officers and we proudly provide job security".

*Ilias Ladas - DPA/HR+Training Manager*

"The progress goes on. Every aspect of the world trade and industry are constantly developing and the Shipping Industry is not an exception. We are all grateful to the representatives of Danaos for their visit to Mariupol and for delivering the training to us, for sharing their experience, their knowledge, innovations and news of the industry. This will help us in the future. Regarding myself, I am fully satisfied with my job".

*Viktor Royenko - 2nd Officer of Danaos Shipping*

*Tania Mermiga  
HR+T Department*



## Message from the President & CEO

Dear Friends,

Time is passing and slowly we experience a stabilization of the container market, albeit at low levels. The industry has absorbed the shock from the Hanjin bankruptcy, and we see that our clients are now more optimistic about balance in the industry.

There is considerable restraint in ordering of new vessels which is positive for the supply demand balance. This also means that whatever growth may come for Danaos it will be in the secondhand market. This is exactly where Danaos has a competitive edge, to manage efficiently older vessels. We continue to invest in the most advanced IT systems and training of our people so that can deliver the best service to our customers.

We count on your excellence in your job to be the leader in our business.

John Coustas



## Message from the Senior Vice President & COO

Dear Colleagues,

The structure of the Liner industry today is entirely different to that of the previous year. A total of nine Liner Companies merged their operational activities creating four new alliances. The shifting of a large number of ships from the pre-alliance schedules to the new schedules created a temporary upsize effect due to inefficiencies caused during this shifting.

I do not believe that the temporary improvement of the charter rates will last long, since it was not supported by the supply/demand industry fundamentals. Additionally, I expect the inactive part of the fleet (vessels mainly owned by charter owners) to be in the range of 500,000 – 550,000 TEU shortly within 2017.

I do not expect any new building activity in the years to come and it is likelier that the investment into newbuildings of larger container ship sizes (over 6,500 TEU) will be decided on an Alliance level rather than on an individual Liner Company level.

There is also a trend for the Liner Companies to invest heavily in modern IT platforms, in order to accommodate their customers' needs for the direct cargo bookings, paper processing and monitoring of their cargo. In addition to that, a lot of capital expenditure will be required to upgrade and modernize several terminals in order to accommodate larger ships with a quick turnover. All these investment requirements, may create sale and lease back transactions, initiated by the Liner Companies for part of their existing tonnage. Opportunities such as these will be ideal for the fleet growth of our Company.

On an operational level, we believe that the Liner Companies will introduce new types of charter party contracts, where the Charter Owner will be asked to commit to a range of speeds and consumptions, to agree on specific reporting and monitoring requirements and to accept vetting inspections for the condition of the chartered vessels. Our Company is already fully prepared to accommodate the expected new charter requirements ahead of the competition.

We are proud of the high level of competence and ethos of our shore employees and crews and of our technological excellence, which has made our company the Preferred Charter Owner of the Liner industry.

Iraklis Prokopakis

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# Commemorating the Friendship of the United States of America and the Hellenic Republic

D A N A O S   N E W S



On Thursday, February 23rd 2017, the 70th Anniversary of the Truman Doctrine was celebrated with great success, together with the 190th Anniversary of the donation of the U.S.A. Frigate Hope (Hellas) to Greece, whilst the extremely prestigious and memorable event was held on the SS HELLAS LIBERTY at the Harbor of Piraeus under the auspices of the International Propeller Club of the United States, International Port of Piraeus.

The guest of honor of the event was the US Ambassador to Greece, Mr. Geoffrey R. Pyatt. The event was attended by distinguished guests; the Honorable Rhode Island State Senator of the USA Mr. Leonidas P. Raptakis, the President of HELMEPA Mr. George Gratsos, the President of the Liberty Ship Club Mr. Evangelos Kouzilos, the Chief of the Hellenic National Defence General Staff (HNDGS) Admiral Evangelos Apostolakis, the Commandant of the Hellenic Coast Guard and Vice Admiral Stamatios Raptis, the Greek Minister of Shipping and Island Policy Mr. Panagiotis Kouroumplis, the Minister of National Defence of Greece Mr. Panos Kammenos, the Commandant of the Hellenic Coast Guard Mr. Stamatios Raptakis and the Chairwoman of the Parliament United States Friendship group Ms. Evi Karakosta.

From Danaos Shipping Co. Ltd the important event was attended by our Legal Director and Chairwoman of the Fundraising Committee of the International Propeller Club of Piraeus, Mrs. Zoe Lappa-Papamatthaiou.

*Zoe Lappa-Papamatthaiou  
Legal Department*



## ILO Convention No. 108 and No. 185

D A N A O S   N E W S

To our Danaos Colleagues on board and ashore,

Following an incident that recently took place at the Immigration office of London Heathrow Airport, we investigated the matter concerning the Seaman Books of the Non-European Seafarers who are on board or are about to board our vessels (Ukrainians, Russians and Tanzanians).

Below, you may find a summary of the incident and the outcome:

Upon arriving at London Heathrow Airport, a Tanzanian seafarer had to pass from the Immigration office, in order for his seaman documents to be checked and for him to be authorized to enter the country and sign on the m/v CMA CGM RABELAIS at the port of Felixstowe.

The Immigration officer claimed that his Tanzanian seaman book was NOT ratified correctly as per the ILO No. 108 (International Labour Organization) or ILO convention No. 185.

### CLARIFICATION

The ILO Convention No. 108 corresponds to the Seafarers' Identity Documents Convention, 1958.

The ILO Convention No. 185 corresponds to the Seafarers' Identity Documents Convention (Revised), 2003.

A warning was raised and eventually his passport was endorsed, instead of his Seaman Book, in order to be permitted to enter the UK.

The Immigration officer explained that the seafarers who hold Seaman

Books which are NOT ratified correctly, need a British visa to be permitted to sign on a vessel.

As per his words, that was the last time they gave permission to a Tanzanian Seafarer to enter the country without a British visa!

After an investigation was launched by the Crew Department and the Danaos offices abroad, the following results came up:

### 1. Ukrainians

Ukraine has ratified the ILO Convention No. 108, as per the official ILO Website.

### 2. Russians

Russia has ratified the ILO Convention No. 108 and ILO Convention No. 185, as per the official ILO Website.

### 3. Tanzanians

Have NOT ratified the ILO No. 108 nor have they ratified the ILO No. 185.

They definitely need a British visa to be obtained in advance from the respective Consulate in Tanzania, enabling them to enter the country and sign on a vessel.

For any further detailed information regarding ratifications per country, you may visit the ILO official website.

*Crew Department*



# Danaos launches the WAVES Performance Dashboards

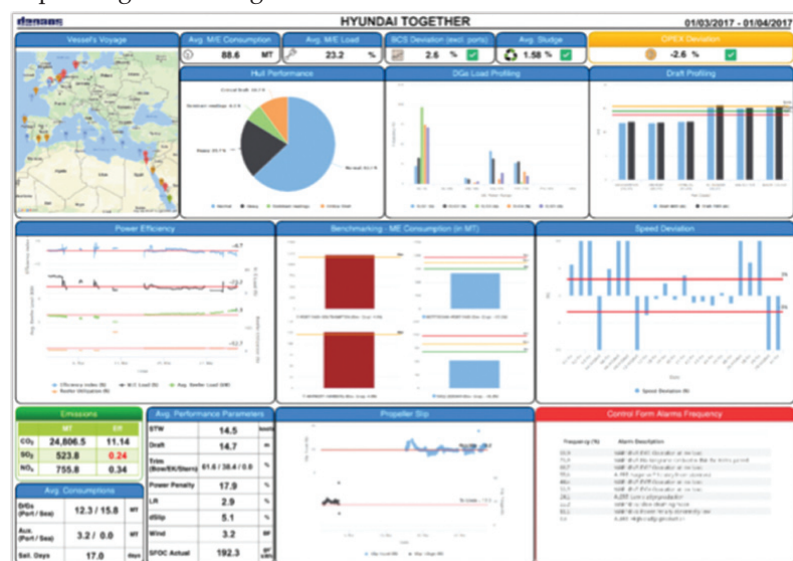
D A N A O S N E W S

The Danaos R&D Department is pleased to announce the launch of the new Waves Performance Dashboards, as part of "Smart Shipping" with customized reporting versions for Management and Fleets, while a client edition is planned to be released soon. The new dashboards are designed to provide a user friendly visual analysis of our ships' performance evaluation over a specific period, making it easier to track the key metrics and gather all required data faster.

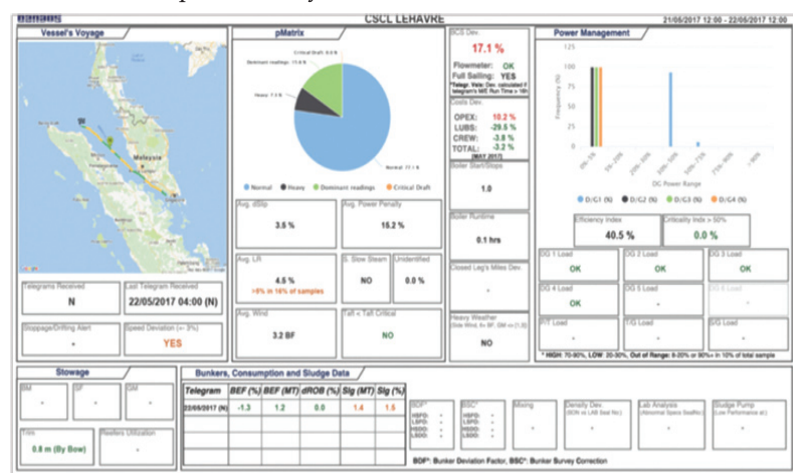
From a preparation and implementation point of view, our experience has shown that a well-structured and visually engaging automated dashboard is essential to establish a quality overview and reporting tool for our ships monitoring.

Through automated processes, Waves advanced algorithms and routines are continuously running in the background using real-time data, building multiple feature dashboards on a monthly and daily basis that provide all the key performance indicators and control form alerts, in the context of our holistic approach for our vessels' daily operation & performance. At the same time, as the flexibility of our system remains one of our top priorities, all the features are easily shareable and can be operated through smartphones and tablets.

The dashboards consist of multiple features, such as hull performance, bunker consumption, energy management graphs and FOC benchmarking, while the vessel's route and position are illustrated on the world map. Operating profiles and average performance parameters (consumptions, emissions, etc.) are also included. As emissions monitoring is crucial for us, all emissions related efficiencies are automatically compared with those of last year and values appear with red/green depending on our targets set.



The most pioneer and powerful part of the new release is the Control Form dashboard that is an automated alerting system, designed to lead to the immediate identification of potential problems in the ships daily operation and initiate troubleshooting. The Control Form dashboard provides an illustration of the ships overall performance every morning on the fleet engineers' PCs and alerts the users when specific thresholds are crossed. Alarm/Warning points are marked with orange/red colors in order to be spotted easily.



In order for the alerting system to be completed every morning, numerous algorithms run in the background during the night, i.e. for a fleet of 5 vessels, a total of 60 routines are being tested combining real time data (collected every 1 minute) which is received almost every 1 hour with the telegrams that are sent from the vessel through the Danaos ERP application. The vessels' crew, our most valuable partner, has undoubtedly been supportive, as sending telegrams on time & filling them up accurately enhances the system and makes it even more efficient. Receiving the crew's feedback is of paramount importance and all the comments are examined in detail in order to further improve the system & optimize all processes. A new version is released almost every month in an effort to incorporate all the required changes.

Nikoleta Kastrisiou  
R&D Department

## Danaos Zanzibar gets awarded!

We are so glad to announce that Danaos Shipping Co. Ltd was awarded for its outstanding service and invaluable contribution towards the promotion of seafarer development in Tanzania.

The award was presented to the company by Representatives from the Government of Tanzania during the National Seafarer Day Exhibition, which was held in Zanzibar at the end of June 2017.





# Danaos Assessment and Training Center

D A N A O S   N E W S



The Danaos Assessment and Maritime Training Center (DATC) was established in 2016 by Danaos Shipping Co. Ltd in order to cover the newly arising training needs of the fleets' Officers, Crew and shore staff employees. The DATC accommodates an on-premise installation, housed at the Danaos Piraeus office, comprising of the full – mission Bridge Simulator and state of the art training facilities. The DATC defines the Company's inherent duty and obligation to provide the best training facilities to our seafarers and shore personnel and to continuously develop and advance their competence in order to ensure operational excellence, both in terms of safety, as well as efficiency and performance towards our clients.

An integral part of the DATC training curriculum is our Company's Safety Management System (DSMS), as well as the feedback and lessons learnt from actual fleet experience. During the training our seagoing personnel combine theoretical knowledge and practical training, tests and enhances competence by using actual scenarios as simulation exercises, thus, a proactive safety culture and alertness is further enhanced.

Shipping is a people business. Continuous improvement is an imperative strategic path and an obligation. Ship management services require perfection. Our duty is to provide the means to our people onboard and ashore to continuously develop & improve, in order to ensure that operational excellence is offered to our Clients.

Our mission is to set the standards for training services with skilled, motivated, professional and well-trained trainers, together with modern and technically advanced facilities and equipment.



Our vision is to be the leading Maritime Training Center by promoting a quality culture, consistent with our strategic goals.

There has been a substantial investment for the establishment and operation of the DATC. It was a strategic decision where neither the resources nor the efforts have been spared in order to ensure that our Training Center would serve its mission: to provide superior tailor made services to our Officers and Crew.

DATC has been certified and accredited by Lloyd's Register of Shipping and the DMS (Cyprus Government Department of Merchant

Shipping) with an Approved Training Provider Certificate and the ISO 9001:2008 Certificate, pending the newly launched ISO 9001:2015 standard certification.



Our priority is to provide tailor made in-house training services over and above minimum statutory requirements using high-technology training means with experienced, qualified, skilled, competent and fully dedicated instructors.

The DATC personnel continuously support and cooperate with all the company's departments for the identification of their specific training needs and thus provide training activities aimed to further enhance the knowledge, the awareness, the competence and the performance of the company's on board and shore-based personnel. We also contribute in achieving the clients safety, quality and environment protection targets, through ongoing training and increased risk and environmental awareness of participating trainees. We are committed to constantly follow up closely and comply with all applicable legislation, rules & regulations and any other associated requirements, as an effort to continuously improve the effectiveness of our services. DATC state-of-the-art training with the latest interactive VSTEP simulators offer tailor-made and specialized training capabilities far exceeding the minimum statutory requirements.



Our Technical infrastructure is a NAUTIS Full Mission Bridge Simulator and one desktop bridge simulator which are fully compliant with DNV-GL Class, a FMBS specification which was based on the STCW 1978 including the 2010 Manila Amendments, plus an Incident Command Simulator (VSTEP RESCUE SIM) based on a Shipboard Incident Management Module with unlimited incidents taking place onboard the ships, including: Damage Stability, Firefighting, Evacuation procedures, Flooding, Oil pollution, Hazmat Emergencies Handling and many more...

A planned and systematic training process can have a substantial contribution to the organization's capabilities improvement and to meeting its quality objectives. Our mission, vision and main targets focus on the perpetual cycle of knowledge optimization which is accomplished through the following IMO model courses, Trainings and Seminars:

- Simulator Trainings
- BR(T)M: Bridge Resource Management (theory & simulator)
- MRM (Maritime Resource Management)

- Mega carries Shiphandling basis Danaos 13,100/10,100 Teu vessels
- Incident Command & Rescue Sim AFF Module



## Trainings/Courses/Seminars

- Modern Marine Meteorology (level I,II and III)
- Damage Stability (using Software)
- Multicultural Ship's Crew Management & Effective communication onboard
- Damage Control School in cooperation with the Hellenic Navy (Fire Fighting and Flooding real training)
- Search and Rescue Operations (using Simulator)
- HELM-MCRM Leadership and Team Management
- ECDIS Awareness
- Bridge Seamanship
- Hazmat and Dangerous Goods Cargo handling
- Accidents and Incidents analysis
- The Human Element
- Fuel Management and Energy efficient
- Voyage Optimization and Route planning
- Passage Planning ( Paper chart vs ECDIS)
- Environmental Management in Shipping
- KYV ("Know Your Vessel") program (Familiarization and Assessment program)



"When you are on board mistakes are not allowed. The stakes are too high. Human life and environmental protection are non-negotiable. The simulator offers you an unprecedented potential: to act in a virtual - yet fully realistic - environment where mistakes become lessons learnt. It's an exceptionally educational experience serving as the best proactive measure that we should all aim for."

## DATC build the

- Bold confidence to lead and to manage.
- Exceptional knowledge of national and international maritime codes of conduct.
- Safety awareness for the passengers, crew and cargoes.
- Tough decision-making under pressure.

*Katerina Vassilopoulou & Capt Stelios Petronios  
HR+T Department*



# University Visits

DANAOS NEWS

Over the last few months, we were happy to welcome members and students of different universities at our office in Piraeus. While the purpose of these visits is to educate, it is a good way to take the students away from the class and get them involved in their field of study. In February, members of the Yes – Forum visited the Danaos Office in Piraeus and we spent a very productive day together. The Yes – Fo-

rum is a platform of open dialogue between principals, executives, university students, recent graduates and young executives.

In March, we also had the pleasure to welcome 45 Greek and foreign students from ALBA's University ISF program, which runs in collaboration with the University of Reading and the MSc in Shipping Management program at ALBA. It is a 10 month program seeking to address the needs of the rapidly evolving, highly competitive and capital-intensive shipping industry by bridging the gap between academic theory and business practice.

Last but not least, in June, the MBA Shipping students of the Hamburg School of Business Administration (HSBA) accompanied by their Professor Orestis Schinas, traveled to Greece

in order to visit our company. Captain 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 delivered the presentations, provided the students with their special knowledge leading to a very constructive session.

During these visits, they are given the opportunity to get a thorough understanding of how a large shipping company operates, what are the biggest challenges it faces and how it is structured.

Today's students are tomorrow's employees and we always look forward to meeting them..!

*Tania Mermiga  
HR+T Department*



## External Audits

We are pleased to advise that the following vessels under our management have successfully passed 3rd-party ISM/ISPS audits for the period 13th December 2016 - 6th June 2017:

Vessel	Port	Non-Conformity	Observation
AMALIA C*	Ho Chi Minh	1	NIL
CMA CGM BIANCA	Port Kelang	NIL	NIL
CMA CGM SAMSON	Jebel Ali	NIL	3
CMA CGM TANCREDI	Shanghai	NIL	NIL
COLOMBO	Keelung	NIL	NIL
DANAE C	Cartagena	NIL	3
MAERSK ENPING	Southampton	NIL	NIL
ZIM MONACO	Genoa	NIL	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
EXPRESS ROME	Felixstowe	NIL	NIL

Thank you for your continuous support.

*SQE Department*

## Newly joined!

We welcome:

- **Ms. Eugenia Michael**  
Technical Secretary
- **Mr. Konstantinos Grammozis**  
Assistant Crew Supervisor  
Long Term Planning Operator
- **Ms. Eleni Hatzitriantafillou**  
Operator
- **Mr. Stamatios Arkoulis**  
Analytics Specialist



# Freezing and Bursting Pipes

ARTICLE



Everybody knows that when water freezes, it expands. That's why a can of soda explodes if it's put into a freezer to chill quickly and then forgotten. When water freezes in a pipe, it expands the same way. If it expands enough, the pipe bursts, water escapes and serious damage results.

## WHY PIPES BURST

Surprisingly, ice forming in a pipe does not typically cause a break where the ice blockage occurs. It's not the radial expansion of ice against the wall of the pipe that causes the break. Rather, following a complete ice blockage in a pipe, continued freezing and expansion inside the pipe causes water pressure to increase downstream -- between the ice blockage and a closed faucet at the end. It's this increase in water pressure that leads to pipe failure. Usually the pipe bursts where little or no ice has formed. Upstream from the ice blockage the water can always retreat back towards its source, so there is no pressure build-up to cause a break. Water has to freeze for ice blockages to occur. Pipes that are adequately protected along their entire length by placement within the building's insulation, insulation on the pipe itself, or heating, are safe.

## WHEN IS IT COLD ENOUGH TO FREEZE?

When should the crew be alert to the danger of freezing pipes? That depends, but in temperate climate zones and other areas where freezing weather is the exception rather than the rule (and where the majority of the ships often do not provide adequate built-in protection), the "temperature alert threshold" is -4° C or 28° F.

This threshold is based upon research con-

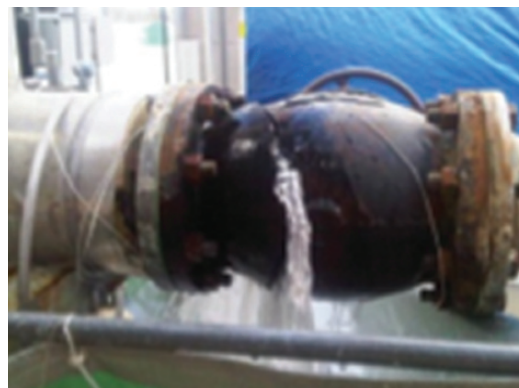
ducted by laboratories on different pipe materials and concluded that for an un-insulated pipe exposed to air, the onset of freezing occurred when the outside temperature fell to -4° C or 28° F or below.

However, freezing incidents can occur when the temperature remains above -4° C or 28° F. Pipes exposed to cold due to lack of insulation or heat tracers are vulnerable to freezing at temperatures above the threshold.

## HOW CAN WE PREVENT DAMAGE TO PIPES ON SHIPS ENTERING FREEZING AREAS

The Chief Officer and Chief Engineer shall ensure that the following measures have been taken to prevent damage to the vessel's machinery, pipelines and equipment before entering into areas with freezing conditions:

- A few days before entering a low temperature area make sure that ALL the Fresh Water lines from the monkey Island down to the upper deck are drained and the main valve inside the accommodation is shut. Leave taps or hydrant valves in open position.
- Do the same with the Fire Line, drain the Fire Line on deck as well and leave the after most hydrant open to drain the water.
- Check that Anchor wash valves are open as well.
- Carry out a final check of the Deck Machinery, topping up levels in the gear case of winches and windlass. Top up the Hydraulic Oil tank for Forward and Aft machinery.



e. Before the deck machinery is to be used, at least 1 hour in advance, start the Hydraulic Pumps and allow at least one winch to run idling at slow speed.

f. Before using the Bow thruster, follow the correct procedure for recirculation and pre-warming of the oil.

g. At very low sea temperatures, in the Engine Room try out all the overboard and sea suction valves for proper operation, steam blow down valve inclusive.

h. Check the Steam Coils for Accommodation Air conditioning and drain the lines a few days in advance.

i. Try out the Lifeboats' davits to ensure that sheaves are in proper operation and the gear is operating satisfactorily.

j. Check the coolant of the Lifeboat engine to ensure that it has sufficient concentration of anti-freeze. Try out the lifeboat engine and check the fuel tank level. Regularly check the charging condition of the Lifeboat engine starting batteries.

k. In the same way as for the Lifeboat engine, carry out a check of the Emergency Generator (coolant, fuel level, starting devices).

l. Check the ballast tanks' ventilation pipes, which could freeze and restrict the airflow to and from the tank resulting in over/under pressure of the tank.

m. Pump out minimum 10% after filling the tanks (consider the potential free water surface effect of the vessel's stability).

n. Avoid keeping ballast at side tanks, which are much more exposed to freezing in extreme weather, especially when located above the water line.

o. Exchange the freshwater or brackish water in the ballast tanks with seawater.

*Efstratios Sapounadelis*  
SQE Department

# ISO 14001 & 9001 Standards: 2015 revision

DANAOS NEWS

At Danaos, both onboard and ashore, we are quite familiar with the concept and implementation of the ISO 14001 standard and in the last couple of years with the 9001 as well. In 2015, a new revision for each of these standards was published as the final stage of a reviewing process which all ISO standards usually undergo. The revised standards include additional content and changes which we summarize below:

- High level structure (HLS) and terms/definitions. Now a common structure for all ISO management systems standards applies which facilitate the option to have one integrated management system.

- More compatible with services.
- Clearer understanding of the organization's context "one size doesn't fit all".
- Process approach strengthened/more explicit.
- The introduction of risk.
- No more preventive action - now addressed throughout the standard by risk identification and mitigation.
- The term documented information replaces the terms document and record
- Performance Evaluation now explicit to demonstrate the effectiveness and implementation.

What are the benefits of integration?

- Improved business performance.
- Reduced documentation and duplication.
- A holistic approach.
- Save time and resources.
- Position quality and sustainability into the heart of the organization.
- Improved risk and opportunity management.

*SQE Department*



# Lighthouses of Greece

ARTICLE



Tourlitis, Andros



Agioli Thedoroi, Kefalonia



Spathi, Serifos

On the Sunday of the third week of August each year we celebrate Lighthouse Day. This is an initiative which was started in 2003 by the International Association of Lighthouse Keepers. The day aims to recognize the importance of lighthouses in maritime navigation and for providing ships safe harbor during bad weather.

Greece has a large network of lighthouses, heritage of its history and geographical position. The numerous islands, rocks, reefs and its long coastline created the need for signals of light which would warn the ship captains not to sail too close to them in order to avoid dangers to their ships.

Historically, there are references since Homer's era about the existence of torches and beacons with the most known lighthouse of the ancient world being that of Alexandria's (built in 296-280 BC). The height of its tower was about 130-160 meters and its glare reached 30 nautical miles. During the day, dense smoke emerged to help ships navigate the port of Alexandria. It was destroyed in 1303 after a strong earthquake that struck the area.

In the recent past, large fires were lit at the top of the lighthouses; some even used early forms

of light refraction to make the light spread farther out to sea – mirrors were used in some cases, but in many of them it was actually metal polished to a shine that acted as mirrors. Electricity and the light bulb later paved the way for current lighthouses – the rotating beam of light is actually achieved through the creative positioning of mirrors, glass and a motor to spin a curved mirror in a circle around the light bulb. This effect channels the light outwards in a beam, rotating round and round to catch the eye, and help the light pierce the fog. In our days, all the lighting mechanisms of lighthouses and automatic torches of the Lighthouse Network of Greece operate with modern photovoltaics or electric lighting systems.

Today the Lighthouse network of Greece has 120 traditional lighthouses, which are approximately two centuries old. Only 20 of them are in very good condition and 30 more are in medium condition. The largest destruction occurred during the 2nd World War. In 1940, there were 206 lighthouses while till the end of the War only 19 remained functional. The first attempt at restoring the network occurred in 1945, and continued till the mid 1950s when around 80 lighthouses were rebuilt. In

modern times, light beacons took their place. They were much cheaper, easier to be placed and maintained. Due to these facts 1,188 light beacons are used in all the important maritime channels. While lighthouses are becoming less and less important for the maritime industry, thanks to technological advances in GPS and radar systems, their historical importance cannot be understated.

*Vassiliki Giannakou*  
SQE Department

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Chania, Crete



Melagkavi, Loutraki



Akrotirio Tainaro, Peloponnese

# World Password Day: 4 tips to keep your online accounts secure

ARTICLE

The first Thursday of May of each year has officially been declared World Password Day—a day to promote good security hygiene and password habits. In 2017, that day was May, 4th.

Password management adds frustration to our daily habits but is also necessary for our cyber safety and that is why we have assembled these simple safety tips for you.

## 1. Create strong passwords

Strong passwords, have at least eight characters, with a mix of uppercase letters, lowercase letter, numbers, and symbols. They also avoid the use of personal information, such as birthdays or middle names.

## 2. Use a different password for each account

Using a different password for each online account is important because, if you share passwords across accounts, one compromised password can be used to log into another account. This is especially important regarding online banking and financial accounts.

## 3. Get a password manager

Password managers, like LastPass or 1Password for example, can help you store multiple passwords, often in an encrypted manner, for easy access. Typically, they will require one master password with an additional layer of authentication to access the stored passwords.

## 4. Turn on multi-factor authentication

Multi-factor authentication adds an additional layer of security on top of your standard password. For example, an app may require you answer a security question, input a unique code, or use a fingerprint scanner on top of using your password. Check the security settings of your favorite apps and passwords to see if multi-factor authentication is available.

*Nikolaos Andreadis*  
IT Department



# The Danaos Sailing Team getting ready for action!!!

D A N A O S   N E W S



The Danaos sailing team continues its hard efforts to prepare a well-trained team, which will participate in forthcoming races throughout this year. Following our skipper's instructions and the great cooperation of our crew, sailing training courses are being conducted on weekends enjoying the beauty of the sea and the power of the wind! Keep on sailing!!!

*Georgia Pastra  
HR+T / Member of the Danaos Sailing Team*



## Humans and Dolphins

A R T I C L E

When man appeared on Earth, dolphins had already been inhabiting the oceans for thousands of years. Naturally, humans began to interact with other creatures in their environment including dolphins, laying the foundations of a relationship that has endured until today but with different forms of interaction.

In other words, man's relationship with dolphins goes far beyond observation and occasional contact. It involves close interaction, with scientific studies launched to try and unravel the secrets of an animal that is considered one of the most intelligent in the world.

Formerly, relationships with dolphins were in their natural habitat, but now, with technological advances, humans have the power to keep them captive in environments similar to their habitats. However, advanced research always tries to observe animals in the wild as their behaviour changes when they are in captivity.

Repeated observations have proven that dolphins usually approach pregnant women carefully, as they hear the beating of two hearts.

The relationships between dolphins and humans can be fascinating, and they can occur both in the wild and in captivity. In the wild, some dolphins have been seen rounding up schools of fish to indicate to the fishermen where to place their nets. There are also amazing stories of dolphins coming to the rescue of divers or boaters that have experienced troubles.

In captivity, the continuous interaction between dolphins and humans for training or research or the contact for physical and emotional therapy create strong bonds with the dolphins.

*Fotini Kiramariou  
Chairman Office*

<http://www.dolphins-world.com>



Photos by: Danaos Sailing Team 2017



# “Getting Together” Events

DANAOS EVENTS

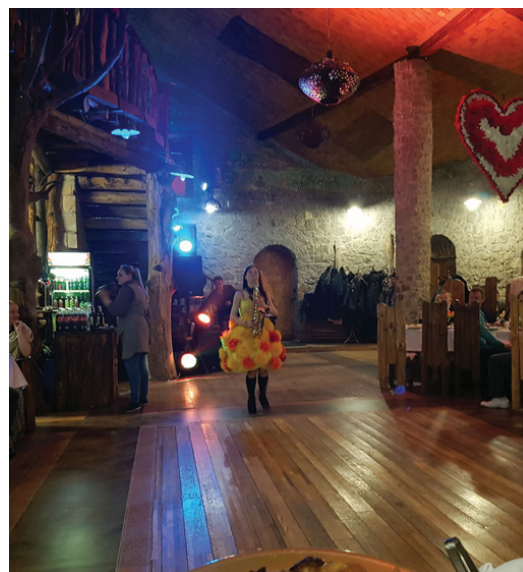
For almost 10 years, our Manning Offices in Ukraine bring the seafarers together twice a year at the “Getting Together” events, which are coordinated by both offices in Odessa and Mariupol. The seafarers and their families come along to celebrate, exchange professional knowledge and share personal experiences from life at sea. The events usually take place at a cozy restaurant close to Odessa, whose Armenian owner prepares delicious traditional food and everyone dances and enjoys their time onshore.

The parties take place usually around Christmas and on International Seafarers Day (25th of June), which is a day designated by the IMO as a way to show gratitude to the seafarers for their contribution to the world economy and for the risks and personal costs they bear while at sea. There are a vast number of difficulties

a seafarer faces at sea, varying from the lack of social life and time spent away from their friends and family, to the hectic life onboard. It takes a lot of courage to keep calm and remain focused while traveling for a long time and as the IMO Secretary- General Kitack Lim has stated, we need to show appreciation to the seafarers who “quietly, mostly unnoticed, keep the wheels of the world in motion”.

On behalf of all Ukrainian seafarers who are employed by Danaos, I would like to thank the Management and the Greek Colleagues in Piraeus (Danaos Head office) for our fruitful cooperation. We are looking forward to many more years of safe and calm seas to come.

*George Oikonomou  
Danaos Representative in Ukraine*



## Let the Carnival begin!

DANAOS EVENTS

On February, 19th 2017, Danaos’ employees together with their children, participated in a carnival themed party day at “Seferland”, a multipurpose playground in a three-story building in the form of a pirate ship, which combines entertainment, imagination, and creative activities for children!

All kids were dressed in spectacular costumes: pirates, warriors, zombies, princes & princesses, Spiderman, super-heroes, Minnie mouse!! Our children had the chance to discover the “Bottom of the Sea”, the specially designed ground floor decorated with fish, jellyfish, mermaids, dolphins, whales and of course the sea trampoline which was a favorite amongst the younger children. There were surprises in store for the children on the 1st floor as well, which housed the pirate ship’s

“Cargo holds”. The holds contained pirates, a theatrical stage and impressive porthole cabins illuminated with multicolor lighting, where the children played with the wooden constructions and the electronic games!

All the Danaos parents and children enjoyed snacks and drinks in the “Captain’s cabin” on the 2nd floor which is specially designed to welcome and accommodate all visitors. There our children danced till the end of the party under the disco ball and arranged to meet again soon for another joyful experience!

*Katerina Vassilopoulou  
HR+T Department*





# SIFNOS: The One & Only...

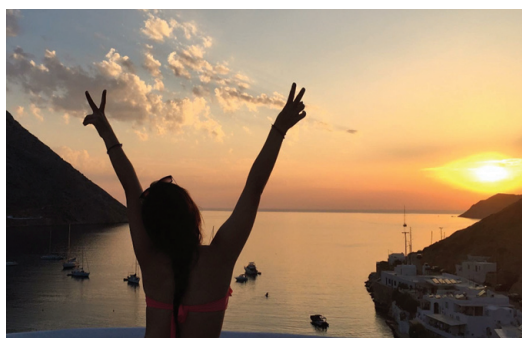
ARTICLE



Among the Cycladic islands, Sifnos stands out for both its architecture and natural beauty. The Island combines a picturesque view with a rich tradition in cuisine and crafts, along with a high-level infrastructure in tourism. Despite its refined culture and "Cycladic chic" ambience, Sifnos retains a low profile destination that instils **peacefulness into the visitor**.

The island of flavours, is the birthplace of **famous poets**, like **Ioannis Gryparis**, **Kleanthis Triantafyllou** (or Rampagas) and **Aristomenis Provelegios**, as well as award winning chefs, like **Tselementes**. Unique traditional villages, secluded beaches, and **235 churches** spread around the island at the most remarkable spots inspiring visitors with their unique architecture and beautiful frescoes, are waiting to be discovered. Sifnos is also the centre of pottery in the Cyclades since the first samples that were found here are dated back to the Early Cycladic period. The island's clayey soil in combination with the continuous sunshine resulted in the development of the art of pottery on the island. Like a gracious cosmopolitan hostess who also follows local tradition, Sifnos is an island of opposites that work together and provides a mix of people and lifestyles without losing its balance.

Whether cosmopolitan or secluded, **all the beaches in Sifnos** offer to the sun-loving tourists azure waters and sun-drenched sandy beaches. **Kamares**, the port of the island, is a sandy beach with trees and beach bars. **Platis Yialos** is the most cosmopolitan and buzzing beach on the island, whereas next to it lies

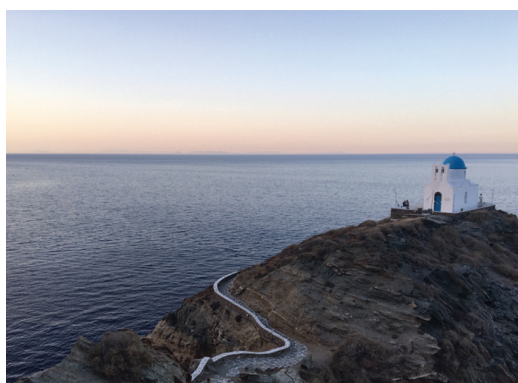


**Vathi**, a sandy beach with shallow waters. The rocks in **Chrisopigi**, where also the **homonymous Monastery proudly stands**, are ideal for diving. If you'd like to rest under a cool shade, head to the next beach which is surrounded by salt water loving trees.

**Kastro village is a lovely cliff-top** village situated 5 kilometres east of Apollonia. It offers a magnificent panoramic view of the sea and is inhabited since the prehistoric period, as testify the many findings coming from the various archaeological excavations. Kastro has been built in the ruins of the ancient capital of Sifnos and is the only village of the island with a strong medieval character. A big part of its boundary walls survives as well as the features of a Venetian fortress. Narrow little streets, old entrances called the lozies, beautiful two-storey houses, superb old mansions and 16th and 17th century churches with ornamental floors compose the incredible beauty of Kastro. Venetian coats of arms and ancient wall-fragments can still be seen on most of the houses of the village.

## The Church of Seven Martyrs

The small chapel of the Seven Martyrs is probably the most photographed spot of Sifnos Island. It is found in the beautiful Kastro village and sits on the top of a rock islet that emerges from the sea. When the wind blows strong, the church is hit by the strong waves and creates a wild, picturesque scene. The church of the Seven Martyrs is built according to the traditional Cycladic architecture, as it is painted white and has a round, blue dome. It is linked to the main island with some stairs along the rock.

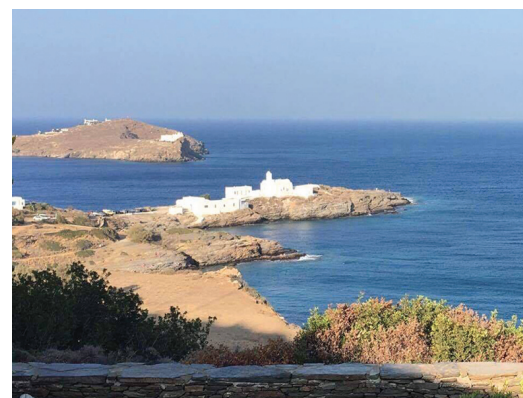


**Apollonia is the capital of Sifnos since 1836** located literally in the heart of the island.

The town is dedicated to the worship of the God Apollo. The village itself is a beautiful site as it is built amphitheatrically around three hills. The village consists of narrow stone paved streets, Cycladic style houses decorated with bright coloured flowers and whitewashed arches. A walk in the picturesque town of Apollonia reveals many beautiful churches like **Agios Spiridonas**, **Panagia Ouranofora** and **Agios Ioannis**.

**The Monastery of Panagia Chrissopigi** in Sifnos is located on top of a rock, literally upon the sea. This is one of the most famous spots of Sifnos and protector saint of the island. Established in the 16th century, this monastery was built on top of an older church. It hosts the icon of Panagia that was found by fishermen floating in the sea. This icon is thought to be miracle-working and the locals believe that it has saved

the island from many dangers. According to the local tradition, in the medieval ages, nuns would live in the monastery. After an invasion from pirates, the nuns ran to hide but one nun did not manage to leave on time. Chased by the pirates, the nun prayed to Virgin Mary to save her and this is when the rock of the monastery was cut in two and the pirates fell into the sea. This is the local explanation as to why the rock on which the monastery is built is separated from the rest of the island with a narrow stretch of sea.



**Kamares is the port of Sifnos**, a beautiful coastal settlement which lies on the western side of the island. It serves ferries from Piraeus and the nearby islands. The village is quite developed with huge tourist movement during the summer period. The central settlement lies on the right side of Kamares bay including many services for the tourists, accommodation, pastry shops and other kinds of shops.

**Artemonas is a quiet village and the gem of Sifnos**. It owes its name to the worship of the goddess Artemis. The beautiful small settlement displays some of the most elegant traditional old mansions of Sifnos with verdant gardens. A stroll around the village is just fascinating for every visitor revealing the unique Venetian and neoclassical architecture. Apart from typical mansions visitors can also see the remarkable churches and monasteries.

*"If you visit Sifnos once, you will definitely come back"*  
*Beautiful Island... Beautiful People...*



Fotini Kiramariou  
Chairman Office

Photos by: George Diaremes, Fotini Kiramariou

[www.visitgreece.gr](http://www.visitgreece.gr)  
[www.discovergreece.com](http://www.discovergreece.com)  
[www.greeka.com](http://www.greeka.com)



# The Danaos Rafting Team Is Back!!!

D A N A O S   N E W S



This time the Danaos Team accepted the challenge to fight against the rushing waters of the Lousios and Alfeios rivers enjoying every moment of that beautiful "wet-route". Our journey began at Vlachoraptis village, where we gathered the appropriate equipment (helmets, uniforms, lifejackets) and set out for our rafting adventure. Our starting point was the bridge of Atsilochos, crossing Lousios River and after river-sailing for approximately 5 kilometers through Lousios' gorge we "fell" into the river Alfeios where we sailed towards our rafting tour end point: the spectacular old-stoned bridge of "Koukos". Listening to our guide's commands ("all forward" – "all back") we were fully energized and soaked in the beauty of nature, the amazing green colors all around and the river's flow. At the finishing line, the teams, full of enthusiasm, picked up their boats and after a short trekking across the crystal-clear waters of a waterfall, we ended this amazing adventure with a big smile! Of course, after such an exciting and strenuous activity, the final step before our departure, was a delicious meal at a nearby restaurant of the wonderful and famous village of Dimitsana. It was an unforgettable experience, which we all enjoyed and wish to repeat in the future.

*Georgia Pastra  
HR+T Department*



## Act of Joy - Easter 2017

Danaos and its employees donated funds to buy groceries and goods for the "Together for Children" non-profit NGO and the Piraeus House for Minors "The Good Shepherd". Clothes that were in good condition were also collected and sent to the children staying at The Good Shepherd.



The "Together for Children" Association is a union of non-profit NGOs, that work in the field of child welfare and it offers every form of assistance to children and young people. The Association supports more than 30.000 children on an annual basis, including children who face poverty and social exclusion, domestic violence, chronic diseases, mental or physical disabilities and the sickness or death of an immediate family member. The NGOs that are currently in greater need (and we opted to support) are the "Friends of the Child" and the "Link of Love" team. The Non-Profit Association "Friends of the Child" supports and secures all the required monthly needs for children until their coming of age, whose families (including single-parent families) face financial and social problems. The Association covers the cost of food, clothing, rent and bills for families with a housing risk, psychological and counseling support, medical care and entertainment. The "Link of Love" is a volunteer team created in order to offer goods such as groceries, medicine, clothes, shoes, toys to families in need and to other vulnerable social groups.

The House for Minors "The Good Shepherd" currently supervises 54 children between the ages of 5 to 16, while hosting 24 of them. The children come from lower class families with a problematic environment (delinquent parents, drug addicts, alcoholics, violence, etc...) and the aim of the House is to offer them shelter, food, supervision and security, despite the difficulties of the financial crisis our country has been facing over the last years.



We might not live in a perfect world but there are some small and effective interventions which can bring relief and happiness to those in need, especially the children. The Danaos Family is proud to be part of these supporting and alleviating interventions and we believe that even a small donation can bring a big smile!

*Tania Mermiga  
HR+T Department*



# Fun facts about number 13

People often say that the best way to overcome your fears is by facing them. Well, we here at the DANSHIP News, decided to put together an article about the number 13, which coincidentally is the number of our current newspaper issue. Given that the specific number is considered an unlucky number, if not the least lucky, here are some facts about it.

If we ask a mathematician what the number 13 is, they would probably say that it is the sixth prime number, yet most people would say that 13 is an unlucky number or that they associate it with Friday the 13th, which is an unlucky day. But, let's look at some fun facts about number 13.



1. Unlucky number. In many cultures, the number thirteen is considered unlucky and one of the most common theories, is that in Jesus' last supper there were 13 people around the table.
2. In Shia Islam, 13 signifies the thirteenth day of the month of Rajab, which is also the birth of Imam Ali it has no significance as a number.
3. In many ancient cultures, the number 13 was associated with femininity, because it corresponded to the number of menstrual cycles in a year.
4. In Norse Mythology, it was believed that Loki- the mastermind behind the Balder murder- was the thirteenth god in the Norse pantheon.
5. In sports and particularly in boxing, the maximum number of rounds is 12. After the death of boxer Duk Koo, the world boxing council reduced the number of rounds to 12, since boxers were more likely to suffer a fatal injury in round 13.



6. In Judaism, 13 signifies the age where a boy moves towards adulthood, and thus becomes a full member of the Jewish faith.
7. Card of death. In the tarot the thirteen trump is considered as death and it depicts a skeleton with a back flag.



8. In science, the Aluminum is located in the 13th spot in the periodic table. Aluminum hold 13 electrons and 13 protons. As a material, aluminum is light and corrosion resistant, making it one of the most common used materials in our daily life.
9. Many movies have the number 13 in their title with 13 Ghosts, District 13, The 13th Warrior and Apollo 13 being amongst them.
10. The Apollo 13 mission, which later became a Hollywood movie, was a mission marked with many mishaps but it had a happy ending.



11. The first United States Flag had 13 stripes representing the thirteen colonies that first came together to create the nation.

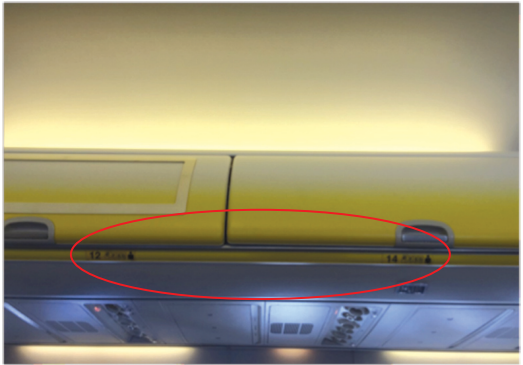


12. In Italy, the number 13 is considered to be a lucky number. There is an expression in Italian (fare tredici) which means to "hit the jackpot".



13. In entertainment, the number thirteen is considered to be lucky. For example, the group Megadeth released their 13th album which was called thirteen and included 13 songs with the final song titled "13".

From the 13 facts above we see that the number 13 is significant in different ways depending on the culture. Lucky or unlucky DANSHIP news devoted a short article on it and we crossed our fingers!!



Kostas Giotis  
Accounting Department



# Bowling Tournament

DANAOS NEWS



Danaos' spring bowling Tournament was back and took place on April 4th. Five promising teams participated and cheerful fans of all ages were waiting for the glorious event.

The winning team consisted of three members from the Operations Department and one from the Technical Department, showing, yet again, the excellent co-operation between the departments! The Electrical Department fought with passion and gave a promise that next time

they will surprise us (some secret training is sensed!). Finally the "Women's Only" team won the admiration of the public for their courage and technique.

We thank everyone that participated and we are looking forward to the next session!

*Supply Department*



# The Great Escape Of Danaos!

DANAOS NEWS

The Danaos team got together for an extremely entertaining first time experience, the Great Escape Rooms! An escape room is a physical adventure game in which players solve a series of puzzles using clues, hints and strategy to complete the objectives at hand. Players are given a set time limit to unveil the secret plot which is hidden within the rooms. Participants were split into teams, consisting of 4-6 players each and departed on a "locked" journey

to solve the riddles of each interactive theme room.

To their utmost satisfaction, the Danaos escapees had an effective cooperation, solved the riddles and escaped on time, showing once again that teamwork always leads to success!

*Georgia Pastra  
HR+T Department*







## Crepes

### Ingredients (for 7 crepes)

- 1 cup flour
- 1 1/2 cups milk
- 2 eggs
- 1 teaspoon vegetable oil
- 1/4 teaspoon salt

### Directions

1. Combine flour, milk, eggs, and oil.
  2. Add salt.
  3. Heat a lightly greased 6 inch skillet; remove from heat.
  4. Spoon in 2 tablespoon butter; lift and tilt skillet to spread evenly.
  5. Return to heat; brown on one side only.
  6. To remove, invert pan over paper toweling.
  7. Repeat with remaining butter.
  8. Fill with your favorite filling.
- You can make sweet crepes by filling them with chocolate, bananas, biscuits, marmalades, fruits etc.  
or savory crepes by filling them with cheese, ham, mayonnaise, tomato, olives, chicken pieces etc.

Use your imagination and enjoy!



## Peach & Almond Tart

### Ingredients

#### *For the pastry*

- 175g plain flour, plus extra for rolling
- 85g cold unsalted butter, cut into small pieces
- 1 tablespoon caster sugar
- 2 egg yolks

#### *For the filling*

- 100g caster sugar
- 140g butter
- 2 eggs beaten
- 140g ground almond
- 50g plain flour
- 3 peaches from a can, sliced
- peaches preserve or apricot jam
- crème fraiche, to serve

### Method

1. To make the pastry, rub together the flour and butter until it looks like fine breadcrumbs, then mix in the sugar. Add 1 egg yolk and 1 teaspoon water, followed by the next yolk and 1 teaspoon water until the dough just comes together. Wrap in cling film and refrigerate for 30 mins.
2. Heat oven to 200C/180C fan/gas 6. Roll the pastry out on a lightly floured surface until big enough to line a 23cm tart tin. If the dough rips, simply patch it up. Cut away the excess pastry. Line with greaseproof paper, fill with baking beans, and then bake for 10 mins. Remove paper and beans. Prick quite a few holes in the base of your tart, then bake for another 10-15 mins (for a biscuit result).
3. While the pastry cooks, make the filling. Whisk the sugar and butter together until you get a pale paste. Beat in the eggs and finally add the almonds and flour. Spoon into pastry case, arrange the peach slices across the top in a pattern and bake for 30-40 mins until golden. When cool, brush your preserve or jam across the top. Serve with a little pot of crème fraiche on the side and eat it quick before anyone else gets their hands on it!

### We need you!

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

Mail to: [hr@danaos.com](mailto:hr@danaos.com), with subject: "For the Danship News."



# America's Cup: Yachting's Biggest Prize

ARTICLE



During the period this article was being written the semi-final playoffs of the 35th America's Cup were taking place. If it could be said that football is the King of Sports, then the America's Cup is the Master of international sailing! The "Auld Mug" as it's called is the oldest trophy of international yachting and dates back to the 19th century. But how did it all begin?

In 1851, the year of the Great Exhibition, Commodore John Cox Stevens of the New York Yacht Club –head of a syndicate of businessmen- accepted a challenge offered by Lord Wilton of Grosvenor Square, London, commodore of the Royal Yacht Squadron. The bet was set and so was the contract for the new boat which would be designed to be the fastest vessel in the United States and would be returned to her builders if she proved unsuccessful in England.

The newly-built 170 ton black schooner America departed from Sandy Hook on 18th June 1851. After a 20-day passage crossing the Atlantic, having dealt with daily rains, storms, strong winds mixed with long periods of dead calm, the ship with her 13-strong crew arrived off Le Havre where she spent three weeks being refitted, having her masts resteped and her racing canvas carefully bent before she sailed for Cowes. There she met the skillful British cutter Laverock and soon after the race was on. Though the news of her informal victory spread fast, there were no takers to Steven's challenge to race for any amount from \$5,000 to \$50,000. It appeared that British yachtsmen were very careful to race the yacht that had beaten the Laverock. On the other hand they would not allow a "stranger to boast that he had flung down the gauntlet to England".



After two weeks of the America laying at Cowes, with her sails furled and numerous challenges set by Stevens gone unnoticed, he was preparing to take the America back home when he heard from the Royal Yacht Squadron. The club would welcome America in an open regatta for a new cup. The race, 53 miles around the Isle of Wight, off the South Coast of England was scheduled for the 22nd of August and the prize was a 27-inch cup made of 134 ounces of silver, worth £100.

The morning of the race 15 yachts were set for sailing. The day was clear and a brisk breeze took off the early morning mist. The rules of the race were given to skippers by the Royal Yacht Squadron; however through an error two sets of

conflicting instructions had been distributed. It is unknown if Stevens had read both and made then made his decision. In any case this discrepancy would later go on to determine the America's victory.

As yachts waited for the starting gun, the America seemed to have troubles by running over her anchor which pulled her about in the wrong direction. At 10:00 am the cannon boomed, the anchors were heaved and the fleet set off. Behind the, all was the America.

The first mark on the 53-mile course was the Nab light, a lightship anchored off a point known as the Nab at a 12-mile distance from the starting point. As the America was trying to catch up with the rest of

the fleet, a favorable wind helped her to overhaul the slower boats in the race but by the time she had reached Nab four British boats were in the lead, making no room for her to get through. At this point all yachts ahead of the America were following on course to round the mark from the outside, while Stevens took the course indicated in the conflicting instructions and simply came about and passed by Nab light on the inside. The British lost their advantage, the wind held strong and the America left the fleet behind. According to legend as the schooner passed the Royal Yacht in first position, Queen Victoria asked one of her attendants to tell her who was in second place. "Ah, Your Majesty, there is no second," came the reply.

On the last leg of the course however things were not so easy since the wind started to diminish and an unfavorable tide made the America start losing her speed. In the meantime the British boats, one by one, began closing the big gap between them and the America. Luckily for her, the 48-ton cutter Volante lost her bowsprit and retired early. The 84-ton cutter Arrow ran aground on the rocks and the 193-ton cutter Alarm left the race to go and help the Arrow. The last contender, the 47-ton cutter Aurora, made every effort to catch up to the America however the wind held just enough to bring the America to the finish line leaving the Aurora eight minutes and about one mile behind.

Although the Nab incident was a reason for controversy over this victory, partly because of the two sets of instructions and partly because of the decision of British sportsmen not to make a scene, the America was not disqualified. The trophy was presented to Commodore Stevens and the British started making plans to gain it back which in the coming years proved to be the longest challenge in the history of sport.



## 35th America's Cup

In 2017, the Louis Vuitton America's Cup Qualifiers and Challenger Playoffs, as well as the America's Cup Match presented by Louis Vuitton, will be raced in the new America's Cup Class – a very fast, foiling, wing-sailed catamaran, manned by six crew (helmsman, wing trimmer, tactician/grinder and three grinders). Oracle Team USA is defending the cup in Bermuda from stiff opposition of teams from New Zealand, Sweden, Britain, Japan and France. A new generation of sailing superstars have taken up the challenge, like Britain's Ben Ainslie and Iain Percy, and Australians Jimmy Spithill, Tom Slingsby and Nathan Outteridge, along with Kiwis Dean Barker, Peter Burling and Blair Tuke, and French superstar Franck Cammas.

Vassiliki Giannakou  
SQE Department

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