

THE DANAOS SHIP NEWS

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

ISSUE #14, JANUARY 2018

Danaos joined CSSF and participated in a Members meeting in Hong Kong



In July 2017 Danaos joined the Container Ship Safety Forum (CSSF), an initiative which aims to leverage safety performance among members. "To achieve this, CSSF members collaborate through measurement, reporting and benchmarking as well as sharing best practices and engaging with industry stakeholders."

From now on, as a member, we shall report to the group our safety performance in the form of Key Performance Indicators (KPIs) on crew injuries and other medical cases which occur onboard, PSC detentions and findings, any incidents related to navigation (collisions, allisions, groundings) as well as any releases to the environment from the ship operations. All data from all members are gathered together and compared in a "Performance Report" in order to identify problematic areas which need improvement.

To date, CSSF accounts for 18 members who represent more than 40% of the TEU capacity of the global container ship fleet. CSSF members share the common vision of "a container shipping industry with high safety

standards ensuring no harm is caused to people, ships, cargo and the environment". Towards this, safety considerations are communicated among the members who work jointly in an effort to shape the industry's best practice guidelines.

"Last CSSF members' meeting took place in Hong Kong on 6 and 7 November 2017. The meeting was also open for representatives from non-member ship management companies to participate as observers. The meeting agenda focused on personal accidents in the cargo area on board of container ships and on hand and finger injuries. Both topics relate to the conclusions of the latest CSSF Performance Report. The yearly report is based on Health, Safety and Environmental KPI-data provided by members and is inter alia used to identify safety hotspots on container ships."

*Vassiliki Giannakou
SQE Department*

Reference: <http://www.cssf.global/>



Message from the President & CEO

Dear Friends,

Another year has passed, but this one has taken away two beloved members of our Family. In September we lost the oldest Danaos member, Stathis Sfyris, and in December our beloved Zoe Lappa the company's Head of Legal.

These events overshadow economic considerations and we sincerely convey to their families our deepest condolences.

On the other fronts, we continue to watch market developments. The industry dynamics are definitely better but not to an extent that makes participants happy.

The world is on a sustained recovery, which we believe will filter through to the container market as soon as supply of new tonnage abates.

We are striving to keep our competitiveness which is the key to our future.

I would like to take this opportunity to wish to all the Danaos Family, happiness, health and luck.

John Coustas



A New Year's Message from the Senior Vice President & COO

Dear Fellow Members of the Danaos Family and Colleagues,

This day every year we communicate to all of you our wishes for the year to come, together with a few words regarding last years' key events and our views for the next year.

Last year we managed to overcome the hit of Hanjin's bankruptcy and all our fleet vessels are now back on charter.

We started intense negotiations with our Banks to refinance our loans and we are due to complete our efforts within the first months of 2018.

During 2017 the 10 major Global Liner companies alone controlled 77% of the market. In 2018, after further consolidation the Global Liners will be just 8 and they will control 82% of the market. The 10 Global Liner companies formed 3 Global Alliances to dominate the Asia – Europe and Asia – USA trades.

Within this highly concentrated environment, our company, Danaos is one of the preferred Owners among the Liner companies and we expect to continue to serve a substantial part of their capacity needs.

We rely upon the professionalism, loyalty and commitment of Danaos' Seafarers and Personnel, as well as, the Technological and Managerial superiority of our company in order to maintain our leading role in the industry for next year as well.

Please accept our warmest wishes for a healthy, peaceful and prosperous 2018 to all of you and to your families.

Iraklis Prokopakis

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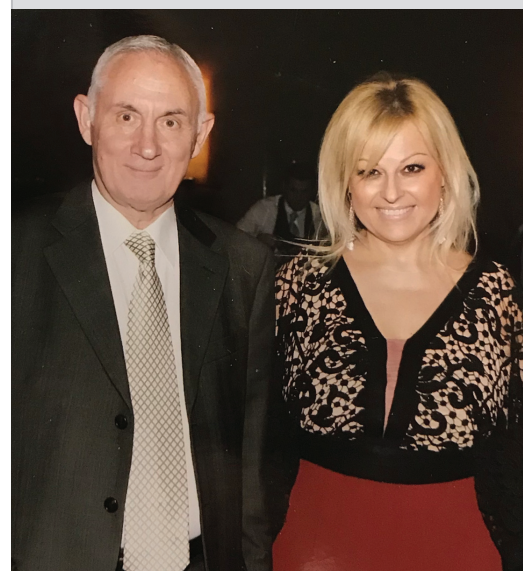
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This edition of the Danship News is dedicated to the memory of our beloved and esteemed colleagues, the late Efsthathios Sfyris and Zoe Lappa - Papamatthaïou, who were sadly taken from us in 2017.



AMVER Awards

DANAOS NEWS

On Thursday, November 3rd, 2017, Danaos was proudly awarded by the International Propeller Club of the United States (Piraeus) with AMVER (Automated Mutual-Assistance Vessel Rescue System) awards during a spectacular event that took place in Athens.

The event is organized annually by the Propeller Club and the US Coast Guard and is supported by the Ministry of Shipping & Island Policy, the Union of Greek Shipowners & the Marine Chamber of Greece.

In 2017 "more than 220 ship managing companies and 1800 ships (under Greek management), were enrolled in the AMVER system", voluntarily participating in the promotion of safety at sea.

During the event, representatives from shipping companies were awarded for their vessels' contribution in rescuing human lives over the last year.

Danaos received 53 AMVER awards taking

2nd place for the 2016 year. The awards were received by the Senior Operations Manager, Cpt. Georgios Kakouris and Danaos was further represented by the late Mrs. Zoe Lappa-Papamatthaiou, Legal Director, who held the position of Secretary General of the International Propeller Club of the United States, International Port of Piraeus.

*Tania Mermiga
HR & T Department*



ACS & Home Project - Youth to Youth Program

DANAOS NEWS

On Saturday December, 16th we had the pleasure of welcoming 22 refugees living in the Home Project and 11 students from the ACS School of Athens (ACS), involved with the Youth to Youth Program.

The Youth to Youth Program is an ACS Athens service project in collaboration with the HOME Project designed to assist unaccompanied refugee children to integrate into the local community through education.

The day kicked off with a presentation from Captain Ilias Ladas our DPA and HR&T Manager, who introduced our young audience to the importance of education and the path one needs to follow in order to work for a shipping company (office or on board). A visit to the Technical department followed, where Fleet Managers, Goulielmos Alifragkis and Kosmas Tzeretos gave a more detailed description on the technical aspects of our vessels. We all ended our day with lunch at the building's res-

taurant and had the opportunity to reflect on the day.

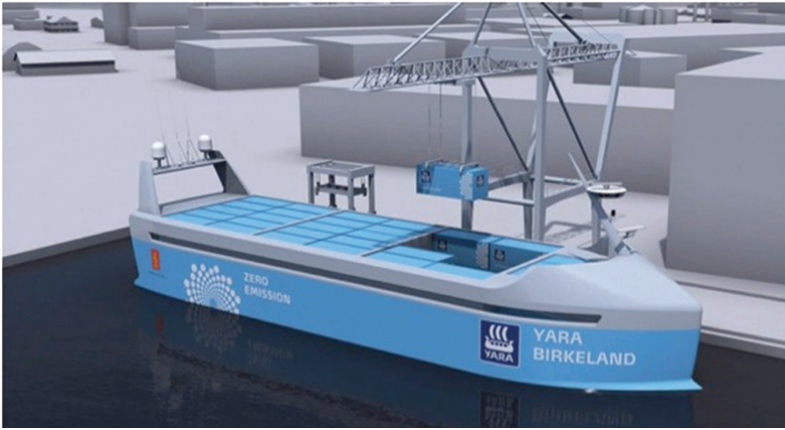
It was a Saturday well spent and it was great to see the youth's vast desire for knowledge! We would like to thank everyone for their participation and a special thanks to ACS for organizing and coordinating such a great initiative!

*Tania Mermiga
HR & T Department*



Are autonomous ships the next big thing in shipping?

ARTICLE



It's Friday night and a huge container ship sails down the open sea without any man onboard going about its business quietly. Wait! No humans at all? Is it a scenario from a Christopher Nolan movie? No it's not science fiction but a reality!

The Norwegian shipping-technology company Yara in collaboration with Kongsberg, a maritime engineering group, is currently developing the world's first autonomous zero-emissions container ship. The ship, which is called Yara Birkeland, is scheduled to launch in 2018 initially delivering fertilizer along a 37-mile route in southern Norway. The vessel has also been named 'the Tesla of the Seas' because of its engines, which operate on batteries. The electric-powered ship will be 80 meters in length, have a 15 meter beam and 12 meter depth. Its deadweight will be 3,200 meters and its cargo capacity will be 100 to 150 shipping containers (TEUs). Although it is planned to launch next year, it will gradually transition to fully autonomous operation. An onboard crew will first operate it, it will then be operated remotely, finally becoming fully autonomous by 2020.

According to the Wall Street Journal, the vessel will cost around \$25 million, which is approximately three times as much as a standard container ship of the same size, but will save up to 90% in annual operating costs by eliminating both fuel and crew.

When the news became public, a Yara executive announced that "once regulations catch up, the company plans are to build bigger ships that could work longer routes. If similar cost savings could be achieved, it could be a lifeline for the global shipping industry, which has spent years struggling with overcapacity and falling rates, leading to catering profits and even bankruptcy for major firms."

Unmanned ships could potentially offer more than 40% operational savings (setting aside the fuel part), while enabling more cargo to be carried, providing a major advantage for ship operators who invest in them. That is not just salaries: crew quarters, air-conditioning units, a bridge (which typically requires heavy ballast to ensure a ship's balance) and other facilities take up valuable weight and space that might otherwise be used for cargo. In addition, that dead weight contributes to a bigger problem: Maritime shipping accounts for about 2.5 percent of global greenhouse-gas emissions. The firms believe that the vessel

will save 40,000 journeys a year in terms of carbon emissions. The most important thing of all though, is that these ships are not supposed to just be as safe as those with experienced crew, but even safer.

All this explains why shortening a crew and its costs has been a long-time goal for companies and governments around the world. The most advanced effort so far has come from Rolls-Royce Holdings Plc, which rolled out a virtual-reality prototype of an autonomous ship in 2014. According to the company, the ship will be 5 percent lighter, and burn up to 15 percent less fuel, than a comparable vessel with humans aboard.

The Yara Birkeland is a modest but important step forward. Although it can be operated remotely by a pilot, it will also be able to cruise on its own, using an array of sensors, cameras and navigation tools, all guided by sophisticated algorithms. Back on shore, an operations center will monitor its progress.

Earlier this year, Rolls-Royce announced that it expects autonomous container ships in international waters within 10 to 15 years. Other groups are working to do it sooner. One U.K. organization plans to have a solar-powered autonomous research vessel cross the Atlantic in 2019. Lloyd's Register, the 250-year-old ship-classification group, has already issued guidance for crewless operations.

All this could potentially have enormous benefits for the shipping industry and the world. Vast amounts of real-time data from the ships will allow fleet owners to optimize their routes (and profits) based on factors such as maintenance schedules, weather patterns, fuel prices and cargoes. Eventually, fleet owners might find themselves competing with the likes of Amazon.com Inc. and Alibaba Group Holding Ltd. major shippers with the big data operations and deep pockets necessary to integrate autonomous ships into their logistics operations.



For those companies, "all hands on deck" already means fingers on a keyboard or a joystick. Within a decade or two, the maritime shipping industry may well be thinking the same way.

Grigorios Kampylis
Internal Audit Department Trainee



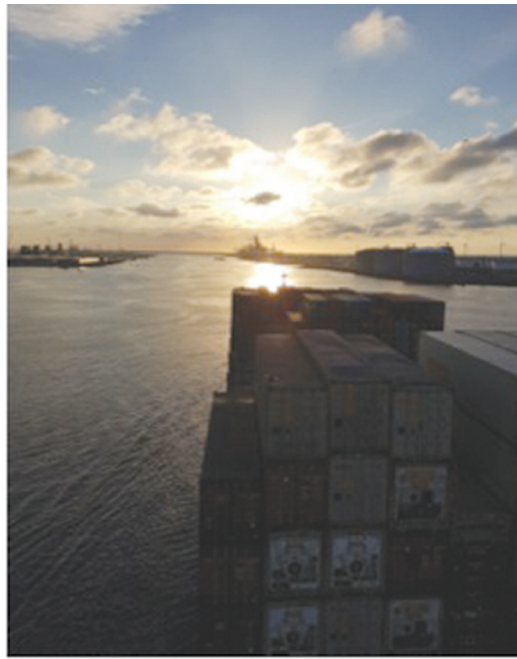
A container ship experience

D A N A O S N E W S

Boarding a container ship for the first time does indeed seem a daunting experience. After all one of these vessels could be described as a gargantuan floating factory. It dominates the harbor and fills your whole field of vision, making it an overwhelming site. Despite this, spending a short period of two weeks on board this monster was an incredible and unique experience that I would certainly recommend to anyone wanting to get involved in this industry (shipping), or to those curious enough, like me (an aspiring engineer) to find out what powers these beasts.

The first day on board is perhaps the hardest, you get to meet the crew, a unique breed of people who spend months away from home, as well as get to familiarize yourself with the structure of the ship and orientate yourself. In the following days you get to adapt to the environment and soon you are quite comfortable around the crew and the ship. A safety tour is mandatory that will follow in the first few days in which the ships safety officer will tour you around the ships safety equipment, including firefighting gear such as hoses and oxygen tanks as well as firefighting suits. You will also learn how to release and operate the ships life rafts and use immersion suits all of which are vital in the event of an emergency that will hopefully never happen.

If you have never boarded a container ship before then certainly one of the most common queries is what the accommodation is like and



how comfortable it is. Well, that was a concern of mine however I was indeed surprised with a very comfortable single bed cabin with its own bathroom that mostly had the vibe of a cruise ship rather than a container ship. Despite having to get used to the loud sound of containers locking into place during port nights I can assure anyone that the nights were rather comfortable.

Perhaps the most interesting part of a container ship is its heart, the engine. As a passenger on board I would urge anyone to take some time with the engineer's downstairs, understanding how the ship is powered and how it is propelled. Thankfully during my time there the chief engineer toured me around showing me most of the necessary components of the engine as well as other instruments such as generators and transformers that are also found in the engine room. The amount of hardware found there is unbelievable and it is hard to believe that it is maintained by just a group of five engineers and a few other support person-

nel. I must admit the noise downstairs is relentless however it is definitely worth the time, as it is perhaps the most important part of the ship.

During my time there, I spent most of my evenings on the bridge. Listening to exaggerated sailing tails by the captain was a reason for this for sure, however there are many other reasons why I would recommend spending some time on the bridge. One of these is to have a look at all the navigation equipment. There are dozens of instruments on the bridge with the majority being used for navigation. One can find several radars as well as old school maps and charts used for voyage planning and route information. There are so many things to see on the bridge that I'm sad to say I did not have enough time on board to investigate them all, although I did indeed enjoy the ones I had the chance to understand. Putting all the equipment behind, sunsets from the bridge were magical and the view was inspirational so I would urge anyone to explore the bridge during their stay.

I would like to conclude this article by saying that being on board a container ship was a very unique and unforgettable experience that can't be fully expressed in just a few columns of a newspaper. I would definitely recommend this opportunity to anyone interested in working on vessels or shipping as it gives you a taste of what it is like being on the field and away from the office. I hope I have given a useful insight to anyone who is interested in this field and if you decide to go for an experience like mine I hope you have a great time.

George Ilioudis

Danaos Shipping Co. Ltd. - 2nd Annual ISM/DOC Audit Seamless with ISO 9001, ISO 14001 and ISO 50001 Audit and transition to 2015 Standards for ISO 9001 and 14001

D A N A O S N E W S

We are pleased to announce that the Company's 2nd Annual ISM / Document of Compliance (DOC) Audit was completed without Non-conformities or Observations on 27th October 2017.

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

Moreover, this year a transition audit to ISO 14001:2015 and ISO 9001:2015 standards was performed and completed without non-con-

formities. New certificates corresponding to this change have been issued accordingly.

We thank all those onboard and ashore for their contribution in achieving this positive result.

SQE Department

CSR Report 2016

D A N A O S N E W S

It is a great pleasure for us to publish our first Corporate Social Responsibility (CSR) Report.

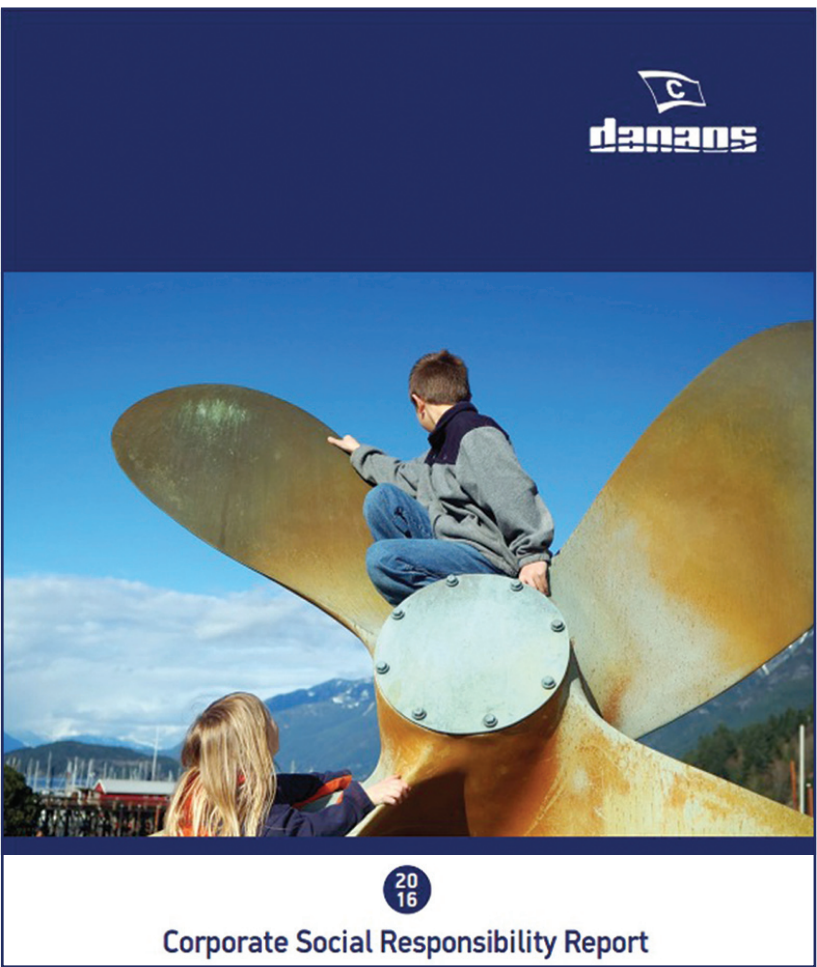
This is a great opportunity to communicate our business’s impact on the environment and the society in an open way to our stakeholders.

Our vision is to align the company’s social and environmental activities with its purpose and values through a responsible, efficient and profitable engagement in order to make further progress in fulfilling our commitments.

We believe that Social Responsibility in companies should be a commitment and we are working hard towards this direction.

We hope you enjoy reading our report!

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 6th June 2017 - 6th December 2017:

Vessel	Port	Non-Conformity	Observation
CMA CGM MELISANDE	New York	NIL	1
CMA CGM MOLIERE	Bremerhaven	NIL	NIL
COLOMBO	Keelung	NIL	NIL
MAERSK EXETER	Vung Tau	NIL	NIL
MSC AMBITION	Tianjin	NIL	NIL
PERFORMANCE	Piraeus	NIL	NIL
PRIORITY	Newark	NIL	NIL
VLADIVOSTOK	Hong Kong	NIL	NIL
ZIM DALIAN	Haifa	NIL	NIL
ZIM LUANDA	Piraeus	NIL	NIL

The above findings has been evaluated in order for the proper corrective and preventive actions to be decided in order to avoid their re-occurrence.

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

Vessel	Port	Non-Conformity	Observation
CMA CGM RABELAIS	Istanbul	NIL	NIL
ZIM LUANDA	Piraeus	NIL	NIL

Thank you for your continuous support.

SQE Department

Newly joined!

We welcome:

- **Ms. Sofia Fragkista**
Technical Secretary
- **Mr. Andreas Papadogiannis**
Crew Operator
- **Mr. Pantelis Papalymperis**
In-house Lawyer

The importance of our company's environmental behavior

ARTICLE

Being environmentally concerned isn't usually something that comes naturally to people. It turns out that it is a trait brought out through education, information, and motivation and even though it is a concept heard and discussed a lot, essential actions are rarely implemented and practiced on an individual level. We've come to a point where, "green" as we now call them, practices are being adapted by every company, organization, industry, and are now finally making their way into our homes.

Industries and other similar activities, have greater impact on the environment than domestic activities. Thus, various regulations and systems are implemented onto these, in order to motivate and control a company's actions and behavior. Such environmental regulations help businesses of all sizes across all sectors make their day to day operations more sustainable. Sustainability can ultimately save money, improve brand reputation, engage employees and build resilience against uncertainty as well as the ability to rapidly adapt to change. Unfortunately, so far, little attention is being given to motivating domestic environmental activities.

As we all know, the Shipping industry is very susceptible to environmental pollution. To deal with this fact, it is well known that regulations are being implemented to create an environmental friendly company with an important reduction of pollution and positive impact for the environment. Additionally, the Industry's operational impacts on the environment can easily spiral out of control because of the extension of its activities that expand across the globe on a worldwide scale. All these goals and confinements aid to the reduction of these impacts, and the achievement of security to its operations.

Validation to this theory can be found from the implementation of the Garbage Management Plan on board ships, without which environ-

mental issues would be even greater. Seafarers upon their embarkation, undergo a familiarization process where storing, collecting, processing and disposal procedures are being introduced to them. Furthermore, the personnel is trained to recognize different waste categories, such as Plastics, Food, Operational and Domestic wastes, Cooking Oil, Incinerator ashes, Cargo residues, Animal Carcasses and Fishing Gear, as well as made aware of the procedures for minimizing the amount of potential garbage. Materials such as posters, brochures, photographs and videos are used for training purposes, so that the crew becomes as familiar as possible with the procedure and the reasons behind its importance. Although recycling being the next step, after the GMP process is not guaranteed, it is directly linked. Waste segregation is the basic and most important action towards achieving recycling.

Such actions not only help the company comply with MARPOL ANNEX V and ISO 14001 regulations, and make a positive step towards improving the environment but also influence people of every age in this profession to practice this way of living by the time they disembark from the vessel. So, essentially by trying to achieve one mandatory and necessary goal, shipping companies are also setting out to becoming a great influence beyond the walls of each vessel. Those procedures may seem mandatory and people may believe they are only being done and followed because of this fact, but few realize that certain habits are being adapted subconsciously by everyone involved.

Garbage Management Plan's actual value to the Company and its efforts towards improving the environment can be seen through, but not limited to, Environmental Key Performance Indicators.

The company's target for 2017 on the amount of waste disposed at sea and land which is

22.00 m³ is being met with success, as during the third quarter of the year, the ratings are just below the total maximum goal.

Moreover, through the recycling of batteries, toners, cartridges and fluorescent lamps, the goal of reduction of heavy metal disposal to landfills by 100% is also successfully achieved. As far as Domestic Garbage upon Ships is concerned it is noticed that the Company is for the time being along the same levels as last year. What can be drawn from this fact is that a stability is established towards the optimization of waste levels.

What we fail to notice as often though, is the influence these practices can actually create in day to day life, beyond a company's activities. Thus setting off a chain reaction of changes in everyday practices and environmental standards.

As a result, a conclusion is made, that if a person can be taught at a mature age to adopt this behavior on a daily basis, even for mandatory reasons, we can only imagine the impact that can be made through education from a very young age.

In a world where recycling and environmental concern is so essential to the survival of our planet and ourselves, so little is done to effectively insert it into our everyday lives. Efforts already made, should not only be seen just as mandatory regulations that further improve an organization's competitiveness and productivity but more as a chance to influence as many people as possible and enhance the efforts of an environmentally friendly life on a worldwide scale.

*Marianna Katoleon
SQE Department Trainee*

Seminars in Odessa

DANAOS NEWS

The Company gave four seminars in Odessa addressed to Masters, Deck Officers and Electricians:

27-29 Sept "Reefers Support and High voltages on board" for Electricians by Superintendent Electrician Mr. Kryvovaz.

2-3 Oct "Damage Stability" mainly for Masters and Chief Officers by Captain Petronios.

4 Oct "Dangerous Goods management" by Captain Petronios.

5-6 Oct "Bridge Seamanship and Navigation practices by Captain Ladas.

On Sunday, October 1st, 2017, the DPA Captain Ladas took the Masters and Chief Engineers in the outskirts of Odessa for a special lunch, followed by an extensive discussion with the senior Officers expressing their views, their concerns and their proposals.

*Tania Mermiga
HR & T Department*



The upcoming maritime reality

ARTICLE

It is well understood that over the last decade the maritime industry has been characterized by rapid changes. As the years go by, we realize that the maritime core is being gradually transferred to Southern Asia, especially to China.

On the other hand, although Greek Shipping possesses the first share of the world's fleet, the bureaucracy that prevails in the country makes it difficult for Piraeus to be established as a leading maritime center. Consequently,

while the trading routes are mainly related to China's needs, we notice that the maritime interests are gathered between the uprising Asian centers such as Hong Kong, Shanghai and Singapore.

Moreover as China is proceeding to the development of its mainland, it is expected that an outstanding national growth will be achieved. Considering that the stabilization of this growth has been accomplished between 6-7% annually, the country is a major receptor of in-

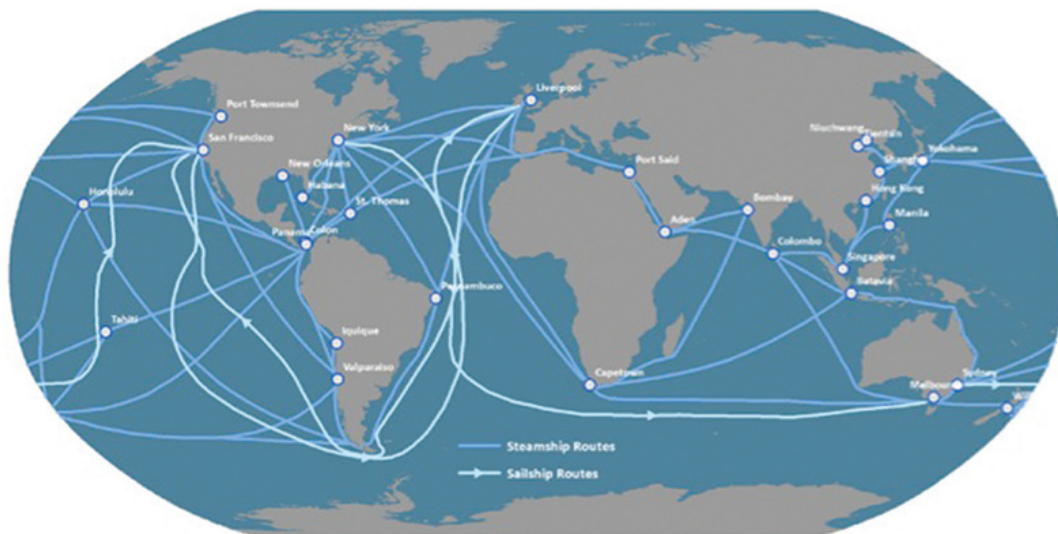
vestments. Meanwhile, China has a great expansion in the container market especially in Greece.

While the port of Piraeus is being acknowledged as an upcoming maritime center, as a major linking port between Europe and Asia, it is easily understood that China's growth has affected our economy in a positive way. Since the port of Piraeus has been taken over by Cosco it is expected that its role will grow further.

Although the total impact to the maritime community can't be utterly defined, it can be easily noticed that we are facing a changing maritime reality.

So the question is...what are the actions that we need to take in order to maximize our advantage from the Asian growth and at the same time expand our ancient rooted dominance in shipping? This is an issue that the Greek shipping community will have to resolve sooner or later.

*Christina Kourtalidou
HR & T Department Trainee*



Why the shipping industry should embrace the e-certificate

ARTICLE

The rapid development of technology has played an important role in the shaping of the current image of the shipping industry. Over time, more and more elements of traditional shipping are being replaced by electronic versions. A compelling example are the electronic maps (ECDIS) which have become an aid for safer vessel navigation. The next goal is the substitution from traditional paper certificates to electronics ones.

According to the IMO: Certificate means a document issued by an Administration or its representatives that is used to show compliance with IMO requirements and used to describe operating conditions, crewing requirements, and ship equipment carriage requirements. The term "certificate" does not include publications, manual, instructions or ships' logs used to record ongoing operations and Electronic certificate means a certificate issued in electronic format.

The replacement of traditional paper certificates with modern electronic ones, as well as, their online verification, will end a series of time-consuming and costly procedures that

have been followed up to now in order to issue the certificate. The advantages of e-certificates and e-verification seem to be compelling. First of all, the costs arising from the printing and shipping the certificate on the vessel will be reduced. Not printing the certificate makes the publishing process more environmentally friendly. Furthermore, online shipping saves valuable delivery time and eliminates the risk of the certificate being lost while it is being transported from the place of issuance to the vessel. Moreover, the workload of the departments involved in the issue of certificates will be reduced. In addition, direct access to electronic certificates – when their use becomes widespread – will make the vessel inspection procedure by the Port State Control easier and quicker. Last but not least, it should be kept in mind that paper certificates are more vulnerable to counterfeiting, which can be restricted by the use of e-certificates. Despite the existence of so many advantages in favor of e-certificates, the vast majority continues to use traditional paper certificates.

The discussion about adopting electronic certificates is not something new. In 2014, the Fa-

cilitation Committee (FAL) of the International Maritime Organization (IMO) asked all of the IMO Members to accept the use of electronic certificates, thereby reducing paperwork and also possible delays in delivery. At the last meeting of FAL held in April 2016, a proposal was made to change the IMO process for Port State Control so that electronic certificates can be considered equivalent to paper ones and also be accepted that the certificate "arrives" on board the ship via website. In order to implement the above, the IMO stipulated that each e-certificate must have a unique tracking or reference number so as to be less susceptible to changes that could be made by others apart from those responsible for its issuance. In addition, there should be a symbol that will be printable and visible and will certify the source of issuance. Given these points, the benefit of technology is that we are approaching an era of the "Paperless ship".

*Dimitra Prapa
Legal Department*

New MRV (Monitoring Reporting Verification) & SEEMP Part II (Ship Energy Efficiency Management Plan) regulations

ARTICLE

The new regulation for emissions monitoring and reporting entered into force 01/07/2015 & imposes that Monitoring plans should be submitted to an independent verifier until 31/08/2017, with the first reporting period to be 01/01/2018 – 31/12/2018. Ship owners and operators shall monitor CO₂ emissions of their vessels per voyage, between and in/out of EU ports. The main objective of the MRV is to gain insight & control fuel consumption & emissions from shipping activities in the context of the global combined effort to minimize environmental impact. Danaos has selected DNVGL as a verifier and has submitted all relevant monitoring plans for vessels falling under MRV regulation within June 2017. The procedure for the verification of the plans was completed in October 2017 and all relevant SoCs have been received and sent to our vessels accordingly.

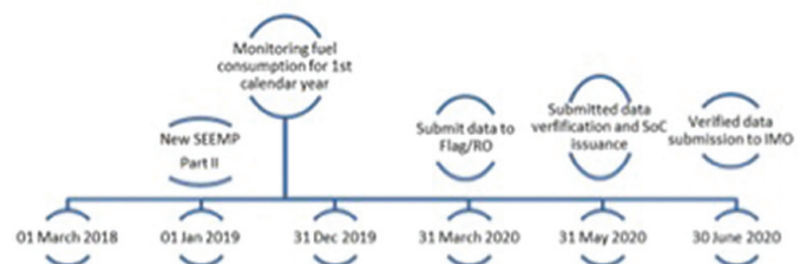


The monitoring plan contains all information on how the company measures, gathers and verifies data concerning fuel consumption & CO₂ emissions, time spent at sea and in port, cargo carried and distance from one berth to another.

the ship. Developing and maintaining a SEEMP is a multi-step process, which is based on the following steps:



Part II provides the methodologies that ships of 5,000 gross tonnage and above should use to collect the data required pursuant to regulation 22A of MARPOL Annex VI and the processes that the ship should use to report the data to the ship's Administration or any organization duly authorized by it. Part I of SEEMP has been implemented in Danaos vessels from 2012 onwards, prior to its implementation becoming obligatory. The timeline of the implementation of the new Part II is shown below:



Danaos has prepared the new Part II of SEEMP for all its vessels and is ready to be submitted to relevant Administration or their authorized representative.

*Teta Kastrisiou
R&D Department*



The method selected in order to monitor consumption are the flowmeters onboard since flowmeters are installed in all emission sources (Main Engine, Auxiliary Engines & Auxiliary Boiler), are considered reliable and mentioned equipment is under close maintenance schedule & monitoring. Issues that are also addressed concern the process that data will be reported and submitted, quality of the data and how all required data are measured. Moreover, there is a dedicated section about how any potential data gap will be treated.

A similar regulation was announced by the IMO and the "Part II" of SEEMP has been introduced. Part I provides a possible approach for monitoring ship and fleet efficiency performance over time and some options to be considered when seeking to optimize the performance of

Hyundai 2,200 TEU

DANAOS NEWS

Following the recent turmoil witnessed in the Korean market and more specifically, that of Hyundai Merchant Marine Co. Ltd ("HMM") which had to rationalize its services with some either being upsized, downsized or terminated. The impact of the above on the Danaos fleet was the redelivery of 5 of our 8-sister vessels of 2,200 TEU following the termination of their long term charters. In view of the current strong Intra-Asia market, freight rates on the rise, combined with an anticipated growth in demand for some years to come, vessels of about 1,700 TEU which used to be the market norm, are now being

upsized with vessels of more than 2,000 TEU capacity. Thus, the timing was quite favorable, enabling us to seek and secure new contracts for the vessels redelivered by HMM and the remaining ones to be chartered in due course if and when those are redelivered. Since the vessels will shortly come up for dry dock operations, it has been decided to dry dock them, as such, increasing the vessels' expectancy by at least another 3 years.

*Georgina Tsiona
Operations Department*



Danaos Managerial Conference 2017

This year's Managerial Conference, took place on November 3, 2017 at our Piraeus premises. This amazing event, once again, gave us the opportunity to meet with our colleagues from the offices abroad! Allowing us to exchange thoughts, ideas and beliefs and also cultivate the communication between our offices and vessels. This year's event was also enhanced with the award ceremony of our seafarers, who could not attend the event physically as they were all onboard our vessels. An honorary plaque was given to each of them for their excellent performance and contribution to Danaos' success!

The day started with a warm welcome message by Dr. Coustas. 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, we visited the Stavros Niarchos Foundation, where we were given a tour of the foundation's library and all outdoor spaces under the supervision of an experienced tour guide.



The day ended with a delicious dinner served at the Athens Hilton hotel, located in the beautiful Athens center, offering breath-taking panoramic views over the Acropolis, Lycabettus and beyond. The atmosphere was festive and during dinner the award ceremony took place. Dr. Coustas awarded six masters and four chief engineers, honoring their valuable service and long-term tenure with Danaos. The award winners were as follows:

Master Nikolaos Santamouris
Master Efthymios Siderakos
Master Antonios Katelanos
Master Oleksander Golubtsov

Master Vadym Shafranov
Master Vadym Mervenko
Chief Engineer Antonios Zamarias
Chief Engineer Emmanouil Vlachakis
Chief Engineer Nikolaos Mavroudis
Chief Engineer Oleg Iavorskyi

Once again, we thank all those that participated in the Danaos Managerial Conference! We are looking forward to seeing you again.

*Georgia Pastra
HR & T Department*



The Express Argentina rescues fishermen

D A N A O S N E W S

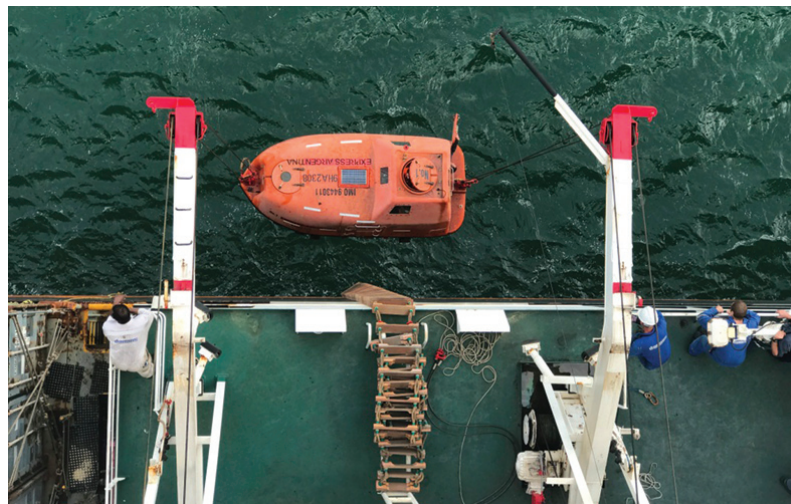
On November 8th, 2017 the m/v Express Argentina while on route from Tanjung Pelepas to Ningbo, deviated from her scheduled route after notification from Johor VTC to pick up 3 fishermen from the fishing boat, KM DO'A IBU that was sinking. The crew of the captioned vessel acted immediately and the rescue operation was accomplished with the three Indonesian fisherman safely lifted on board in less than 1 hour. After the successful rescue operation, the Malaysian Coast Guard rescue boat arrived to receive them as appropriate.

Danaos was very proud of the swift and effective response of the Cap-

tain and crew of the m/v Express Argentina which constitutes a lesson of the invaluable act of Saving Lives at Sea which is beyond any commercial commitment.

Many thanks and congratulations to the Master and crew of the m/v Express Argentina for their major contribution to the shipping tradition on saving lives at sea.

*Georgina Tsiona
Operations Department*



The northern sea route - environmental impact & commercial merits

A R T I C L E

The Arctic is undergoing unprecedented changes in climate, accessibility of resources, and transformation in marine transportation conditions. The potential for resource development and viable shipping routes-unanticipated until very recently-enables the prospect of significant impacts on communities and ways of life across the North. The challenge of balancing commercial and traditional values, particularly related to the transportation system and infrastructure of the North, has become daunting. As the Arctic continues to melt and the human influence grows in the North, the potentiality for problems and even disasters, increases faster than solutions to the increasing number of concerns.

The Arctic could be deemed as an increasingly active era in terms of human activity and economic development. This fact is directly related to the easier and subsequently greater access to natural resources, for whose exploration and extraction, a safe and accurate transportation system is undoubtedly a prerequisite.

In such a fragile-but at the same time-extremely unfriendly and brutal environment, the changes affecting the ice conditions, offer the opening of the Northern Passage to commercial shipping. The savings not only in time but mainly in distance are of great importance and what the signs show is that a new, irresistible route for the shipping industry is about to be created, the Northern Sea Route.

The Northern Sea Route (NSR) is the Russian name for what is often known outside Russia as the Northeast Passage (NEP) and substan-

tially it is a strait comprised of several passages, which connects the Atlantic and Pacific oceans through numerous wider or narrower straits and channels north of the Arctic Circle. Being not only a transit route between Europe and Asia but also an export route for oil, gas and other natural resources in the Russian Arctic, this natural shortcut is able to bring about an unexpected revolution in sea trade. Its role as a waterway and mainly as an internal transport corridor for bringing natural resources out-and- deliveries in to the Russian Arctic, is indicative of its enormous commercial potential and economic importance, which shall not be underestimated.

In order to elaborate on this, we could mention some of the major commercial benefits of the NSR with the first one to be the obvious savings in distance and thus, potentially also in time and expenses. For some destinations, distance savings can be as high as 50% compared to the shipping lanes which are presently used.

More specifically, great savings can be offered if we take into consideration the prementioned fact of the route to be a very convenient corridor for Russian natural resources, since- as a matter of fact- enormous reserves of various metals, oil, gas, timber and coal are located close to the shores of the Russian Arctic Ocean or along the rivers which flow into it.

Moreover, at the period that Soviet Union existed, the Russian Arctic Ocean was in practical terms closed to foreign shipping. This all changed in 1991, when the USSR formally

opened up the NSR to foreign vessels. During that time interval, when the NSR was inaccessible to outsiders, huge progress in ice-breaking technology has been made and the trend of global warming has accelerated, justifying a new, thorough investigation into the – finally possible to use again- Northeast Passage. Thus, despite the challenging physical environment of the area, the amount of the transported cargo through the passage is expected to increase.

Another important issue we must take into consideration is related to the environmental impact. From this point of view, the NSR area comprises a substantial part of the Arctic, where still the environmental threats due to industrialisation or the human transformation of the nature in general have not proceeded as far as in other parts of the world. This means that we have a unique opportunity to plan for environmental concerns in advance and thus to avoid much of the devastating impacts that usually accompany the human activities.

The NSR area is characterised by sparse human population, limited infrastructure, low environmental impacts and subsequently high environmental values. At the same time, there is an enormous need for improved economic activity, infrastructure, trade and transport. Under the scenario that the NSR activity increases steadily for some years, this will probably be a signal of development while the manner in which such an activity is carried out will be vital for the NSR environment in the long-term.

*Theodore Koropoulis
Accounting Department Trainee*

The Danaos running team participated in the 35th Athens Classic Marathon supporting ELEPAP

Around 18,500 runners from all over the world participated in the 35th Authentic Marathon of 42km and another 30,000 participated in the shorter 5km and 10km races in downtown Athens.

History tells us that the 42km route from Marathonas to Athens was first run by Pheidippides, an Athenian messenger who in 490 BC ran to Athens with the news of the great victory his people had over the Persians, before dying of exhaustion.

For another year, we would like to thank and congratulate the Danaos running team for being there and participating in the races, thus supporting ELEPAP and their important contribution to our society.

A special thanks and a very big congratulations to Xara Tsochlas who successfully completed the Authentic Marathon of 42km!

Tania Mermiga
HR & T Department



North Atlantic Right Whales in Canadian waters

In July 2017 we received a letter of commendation from the Canadian Whale Institute (CWI) congratulating our Company, as one of our vessels voluntary avoided transiting the Roseway Basin Area (ATBA).

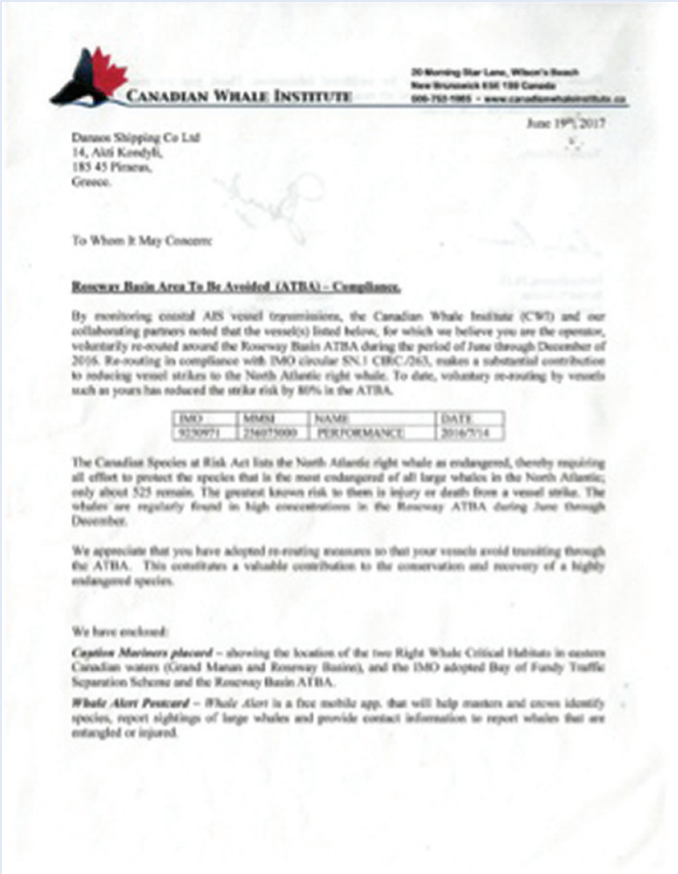
According to CWI re-routing, in compliance with IMO Circular SN.1 Circ./263, contributes to a great extent in reducing vessel strikes to the North Atlantic right whale.

The North Atlantic right whale is considered as the most endangered of all large whales, with only about 525 remaining in existence. The greatest known risk to them is injury or death from a vessel strike. Between June and December the whales are regularly found in great numbers in the Roseway ATBA.

We appreciate our seafarers' efforts for their commitment to environmental safety simultaneously adhering with the principles of safe navigation.

The latest issued placard by the Canadian Whale Institute showing the location of the two Right Whale Critical Habitats in eastern Canadian waters has been circulated to all managed vessels through our Fleet Bulletin.

SQE Department



Danaos goes to the theatre!

DANAOS EVENTS

Another theatre evening for the Danaos employees with another enjoyable play!

The comedy "Eftyhia's Grooms" written by Nikos Tsiforos & Polyvios Vassiliades and directed by Giannis Bezos, who was also the leading actor, performed at the "Proskinio" theater. The other leading roles of the play were held by the talented Dafni Lamprogianni, Giannis Stollas & Gianna Papageorgiou. The director worked together with Phoebus Delivorias, who wrote the music and the songs of the show.

The famous Greek farce has been glorified with this play, by revealing to us a piece of ourselves that is crying out to scare the notorious "seriousness" of our days.

The only prerequisite is the joy of the people on stage and the laughter of the audience – in regards to the latter, we all laughed a lot, especially on the scenes with Mr. Bezos showing his great talent!

A few words about the plot: The film focuses on the brothers Tarniati, with the brother Vangelis (Giannis Bezos) trying to marry his elder sister Eftyhia (Dafni Lamprogianni), who refuses to follow the fashion of the time in order to become attractive, so that he can also marry, as he is engaged for eight years. The prospective husband that Vangelis presents to Eftyhia is his colleague Cleomenes, who after their journey to Hydra Island falls in love with the family's niece. However, another man Koulis hypocritically expresses his will to marry her mistakenly thinking that she had just inherited 120,000 pounds. In Hydra Eftyhia also discovers her first love, the old widower pharmacist of the island Charilaos whom she had not seen in 30 years and thus she rejects all other "grooms". Cleomenes in the meantime falls in love with the niece Giouli Tarniati, who is the actual beneficiary of the inheritance and finally all the couples get married and live happily ever after...

This comedy was one of the biggest theatrical successes in Greece in the 60's and the stage-to-film adaptation had huge success in 1962.

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

Katerina A. Vassilopoulou
HR & T Department



Act of Joy - The most wonderful time of the year

The Christmas Spirit is all around us and thinking proactively for those in need is of vital importance. This year the employees of Danaos offered groceries, cleaning products and clothes to the Social Work Foundation "Hatzipaterion", a non-governmental, non-profit organization which supports 67 children with special needs through daily care programs.

We also supported 300 poor families living in Athens with the aid

the priest, Mr. Dimitrios Papaspiros, who assists the unprivileged people of his area.

With Christmas being the most festive time of the year, it is a good opportunity to sit back for a moment, appreciate what we have and think about the people around us who have needs that we consider as given. It only takes a while but we can put a smile on someone's face!

Tania Mermiga
HR & T Department



A short trip to The Ranch

D A N A O S N E W S



On Saturday, September 23rd, 2017 the employees of Danaos along with their families spent the day in the Western-themed park "The Ranch" in Korinthia.

We walked along the saloon, bar and hotels, we hung out with the horses, peacocks and wild boars while others were playing tennis or basketball.

Then, the experienced staff guided us to the mills, factories and shops, which were authentically recreated according to the needs of the old professions that have disappeared in our time.

It was a nostalgic trip for the grown-ups and an explorative one for the youngsters!

*Tania Mermiga
HR & T Department*



Sail against the wind...!

D A N A O S N E W S

Defying low temperatures and strong winds, The Danaos Sailing Team has kept on sailing. Poros a small island of the Saronic Gulf was one of our destinations for a cold November weekend practice run, where we welcomed new team members, who got familiar with the boat and sailing techniques. The team schedule for this year includes weekend practice runs in the Saronic Gulf, as well as a participation in forthcoming races, especially the 2018 Posidonia Cup! Our team will continue their efforts to enhance and promote the company's sailing image.

*Georgia Pastra
HR & T Department*



We need you!

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

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

danans



Seasons Greetings

This festive season let love and compassion become the beacon of hope for children in need and join us once again in embracing the invaluable efforts of the **ELEPAP, Rehabilitation for The Disabled** Foundation. ELEPAP is the first nonprofit organization in Greece, since 1937 providing rehabilitation services to children and adults. 80 years, more than 100.000 children!