

THE DANCHIP NEWS

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

ISSUE #15, SEPTEMBER 2018

8th Panorama of Entrepreneurship and Career Development



Greek Shipowners joined the 8th Panorama of Entrepreneurship and Career Development at the Megaron Athens International Conference Center and students of Shipping, as well as, graduates rushed to attend the discussion on “Seagoing Shipping: A Timeless Pillar of the Country’s Development. Dynamics and Challenges”.

Dr. John Coustas was among the speakers and highlighted the business opportunities presented in shipping, stating that it is the only industry in Greece that demand for workers (seafarers) exceeds the available supply. Dr. Coustas also mentioned that Greek Shipping has managed to survive and grow due to the historical know - how and expertise of the Greek shipowners and seafarers. This demonstrates that shipping is here to stay and provide attractive careers to the Greek youth both onboard and ashore.

*Tania Mermiga
Social Media & CSR Manager*



Message from the President & CEO

Dear Friends,

After a long journey of 701 days, I am happy to tell you that the restructuring of Danaos is now complete. It has been a stressful period but now all that is behind us and the company is ready for its next growth phase.

This growth will come by capitalizing on our superior ship management skills and the service we provide to our customers. There are important challenges ahead in respect of environmental regulations which present an opportunity to be explored.

The container market is still shaky but the fundamentals are there for long term success. Once some geopolitical uncertainties are cleared, then world trade will continue unabated and the container market will reap the benefits.

I wish to thank all of you for the support you have provided and look forward to enjoying a bright future together.

John Coustas



Message from the Senior Vice President & COO

Dear Colleagues and Friends,

There is one question I have constantly been asking myself during the last couple of weeks: Should we feel optimistic about the upward trend of the container market we saw at the end of March?

I wish I had the answer but I don't.

My gut feeling is to say YES but on the other hand there are a few risks that make me feel cautious about the future of our market and some of these are:

1. Will the Trump administration materialize its threat about imposing tariffs on the US imported goods? And if yes how negative might this action be for our business?
2. Will the cost of bunkers increase further?
3. Is it worth investing in Scrubbers in view of the 2020 SO₂ emissions regulations?

Dear Friends and Colleagues, I trust that by the end of the year we shall be in a better position to get some answers.

In the meantime I wish you all the best.

Iraklis Prokopakis

Issue #15, H1/2018

Distributed free

The Editorial Team

Publisher: Danaos Shipping Co. Ltd.

Editor in Chief: Capt. Ilias Ladas

Editors: Eleni Anastasaki, Nikolaos Andreadis, Anastasia Filiou, Vassiliki Giannakou, Kostas Giotis, Fotini Kiramariou, Tania Mermiga, Georgia Pastra, Capt. Stelios Petronios, Efstratios Sapounadelis, Georgina Tsiona, Xara Tsochlas, Katerina Vassilopoulou, Capt. Evangelos Xydias

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

The newspaper is printed on recycled paper.

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

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

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

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

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

FUTURE - Calling the port of Quy Nhon

D A N A O S N E W S

The Master and the crew of M/V Future are very proud and happy that our vessel is the first container calling the port of Quy Nhon in 2018 after the installation of the new gantry crane at the terminal! The locals congratulated us and they offered us local biscuits, tea, coffee and flowers. There was also media coverage from the local TV with the presence

of the local agent and the Harbour General Manager. We wish the citizens of Qui Nhon all the best for a Happy New Year!

Tania Mermiga
Social Media & CSR Manager



CMA CGM BIANCA: The largest ship ever berthed at Cameroon (Kribi)

A R T I C L E

On the occasion of CMA CGM Group's enhancement of commercial operations at the Kribi Container Terminal, the CMA CGM BIANCA, 8721 TEUs and 335 meters long, became the largest container ship to call at Cameroon on 2 March 2018.

The CMA CGM Group, which constitutes one of the greatest players in maritime transport is deploying four new weekly direct services in Kribi to Northern Europe, the Mediterranean and Asia. Thanks to its strategic positioning, the Kribi hub will also significantly reduce transit times.

The services concerned are:

- EURAF 4, connecting the Mediterranean and West Africa with the following rotation: Marseilles, Barcelona, Valencia, Casablanca, Algeiras, Tangier, Dakar, Lome, Bata, Malabo, Apapa, Tincan, Onne, Kribi, Port Gentil, Libreville, Douala, Algeiras, Marseilles
- EURAF 5, connecting Northern Europe and West Africa with the following rotation: Antwerp, Le Havre, Lisbon, Algeiras, Pointe Noire, Luanda, Kribi, Douala, Abidjan, Algeiras, Antwerp

- ASAF, linking Asia and West Africa with the following rotation: Qingdao, Xingang / Tianjin, Busan, Shanghai, Ningbo, Nansha, Tanjung Pelepas, Singapore, Pointe des Galets, Cape Town, Pointe Noire, Kribi, Luanda, Cape Town, Port Kelang, Singapore, Qingdao
- West Feeder Service, connecting Kribi, Port Gentil, Boma, Matadi and Libreville

In view of the above, the vessel's call was quite a special event for the local government and a small "fiesta" was organized onboard the m/v CMA CGM Bianca which was also covered by the local media.

Among the delegation that were present, as was initially advised by CMA CGM, were the Minister of Transport, Port Autonome de Kribi (PAK) General Manager, CMA CGM Cameroun General Manager, Kribi Container Terminal (KCT) General Manager, Deputy from the Minister and PAK and journalists.

Georgina Tsiona
Operator



ZIM MONACO SAR exercise at Algeciras

DANAOS NEWS

On the 21st February 2018 the m/v Zim Monaco was involved in a SAR exercise (Search and Rescue) in Algeciras, Spain.

While the vessel was en route from Tarragona (Spain) to Mersin (Turkey) it was informed by the Spanish Coast Guard in order to conduct a SAR exercise subject of which was the evacuation of an injured man from the vessel by Helicopter.

The whole operation was completed successfully in about 40 minutes without any deviation or speed change required.

Georgina Tsiona
Operator



Awarding some the University of Piraeus' top ranked Graduates

DANAOS NEWS

32 sponsors awarded 49 distinguished Graduate students from the Department of Banking and Financial Management of the University of Piraeus.

A modest ceremony took place at the Eugenides Foundation on January 29th, 2018, with Danaos Shipping's Director, Mr. Konstantinos Sfyris, awarding the first ranked Gradu-

ate, Ms. Klara Pelagia Thomai with 3.000€ for her academic excellence.

As per last year, 16 Postgraduate students from the said Department were also awarded with a scholarship in the form of tuition exemption. The practice of awarding the subject scholarships began in 1991 - the year the Department was created – and is still ongoing with the

valuable support of various financial institutions, organizations and businesses.

This initiative strengthens the systematic efforts to upgrade the level of studies and the achievement of excellence, leading the students to a brighter future.

Tania Mermiga
Social Media & CSR Manager



20 Years in Danaos Shipping

Dear Dr. Coustas,
Dear Mr. Prokopakis,
Dear Mr. Vastarouchas,
Dear Colleagues,

Twenty years ago I joined DANAOS seeking a better future and I would like you to know that every day I realize that I made the right choice. I feel the need to warmly thank Dr. Coustas, Mr. Prokopakis and Mr. Vastarouchas for their trust towards me, the Managers, Deputy Managers and all colleagues of the company for their cooperation and their precious support to me and my family when it was required during difficult circumstances.

I wish and hope, with God's aid, to keep being effective and useful in the future, as I feel that DANAOS is my second home.

The fact that all of us work in one of the biggest and most modern, from all aspects, shipping companies of the world must make us proud and motivate us to continue this course in the future.

To conclude, I would like to wholeheartedly wish to all of you onboard or ashore and to your families HEALTH, STRENGTH, PROGRESS and PROSPERITY.

Best Regards,
A. Kallergis

Keep Sailing Full Ahead!!!

20 Χρόνια στην Danaos Shipping

Αξιότιμε Δρ. Κούστα,
Αξιότιμε κ. Προκοπάκη,
Αξιότιμε κ. Βασταρούχα,
Αξιότιμοι και Αγαπητοί Συνάδελφοι,

Σαν σήμερα ήρθα στην DANAOS πριν απο 20 χρόνια αναζητώντας ένα καλύτερο μέλλον και θα ήθελα να γνωρίζετε πως κάθε μέρα που περνά κατανοώ πως έκανα μια ορθή επιλογή στην ζωή μου.

Αισθάνομαι την ανάγκη να ευχαριστήσω θερμά για την εμπιστοσύνη τους τον Δρ. Κούστα, κ. Προκοπάκη και κ. Βασταρούχα προς το πρόσωπό μου, για την συνεργασία όλων των Διευθυντών, Υποδιευθυντών και συναδέλφων όλων των τμημάτων, αλλά και για την πολύτιμη, για μένα και την οικογένεια μου, συμπαράσταση όλων όταν το απαιτήσαν οι συνθήκες.

Ελπίζω και εύχομαι, με την βοήθεια του Θεού, να συνεχίσω να είμαι αποτελεσματικός και χρήσιμος και στο μέλλον μιας και θεωρώ πως η DANAOS είναι το δεύτερο σπίτι μου.

Το γεγονός πως όλοι μας εργαζόμαστε σε μια από τις μεγαλύτερες και πλέον σύγχρονες από κάθε άποψη ναυτιλιακές εταιρίες του πλανήτη, πρέπει να μας κάνει περήφανους και να μας «σπρώχνει» να συνεχίζουμε αυτή την πορεία μέσα στον χρόνο.

Κλείνοντας αυτό το σύντομο σημείωμα θα ήθελα να ευχηθώ απο καρδιάς σε όλους στο γραφείο και στη θάλασσα και στις οικογένειές σας ΥΓΕΙΑ, ΔΥΝΑΜΗ, ΠΡΟΟΔΟ και ΕΥΗΜΕΡΙΑ.

Μετά τιμής
Α. Καλλέργης

Under Water Cleaning Robot

ARTICLE

In general, the container vessels due to increased speeds and higher activity periods suffer from light to moderate fouling. However, due to super slow steaming being the number one tactic for offsetting fuel costs and a solution for reducing emissions, the self-polishing antifouling paints which depend on the ship's speed in order to remove the bio-fouling, might not be the best solution.

Currently the robotics market performing underwater cleaning instead of divers has started to grow. Those robots however are only operating while the ship is at port. How about constantly cleaning the hull during the ships voyage? A few years ago we couldn't imagine that a robot could clean our house when we weren't there or even more the use of robots for underwater cleaning. It could be just like the Cleaner fish. The use of an underwater cleaning robot that could be able to constantly operate on the ship's hull preventing fouling of the vessel by decreasing the fouling rate. Its main use would be to effectively remove light to moderate fouling continuously. In addition, it could inspect and determine the hull's condition, offering continuous monitoring.

When the container ship is stationary during the ship's stay at anchor or in port, its main purpose would be to clean the part of the hull near the propeller and the forward part of the bulbous bow where the forces for holding the robot on the hull are going to be more challenging, as the robot maneuvers about the hull during voyage. Remaining and maneuvering on the hull could be solved by using magnetic wheels or a suction pump, producing the required attracting force to keep it in contact with the hull.

Moreover, a design producing hydrodynamic down force on the hull would be necessary in conjunction with a safe mechanism in case of separation. Due to the continuous operation of the robot, the low fouling and the selection of light brush hardness could remove the fouling efficiently while at the same time preventing damage to the paint. The constant use of the Underwater Cleaning Robot will prevail the advanced stages of fouling, where barnacles and tubeworms may be present along with organisms such as mussels and oysters or hydroids with calcareous cellular structure such as coral and anemones. With the right design it can be a low-cost strategy against the increased fuel consumption due to fouling.

Benefits

- Reduced carbon emissions
- ◆ Increased speed
- ◆ Continuous hull inspection
- ◆ No need for divers
- ◆ Reduced fuel consumption

Most of the earlier hull cleaning robots suffer from several shortcomings. Typically, these robots are powered by through a cable and

controlled by an on-board control subsystem. Due to their purpose to clean excessive fouling, they are heavily equipped making them bulky, allowing them to operate only on stationary vessels. The future hull robot could be smaller allowing it to easily maneuver across the hull periodically (weekly, daily, or even continuously), while the working principle would be based on a conventional underwater cleaning machine.

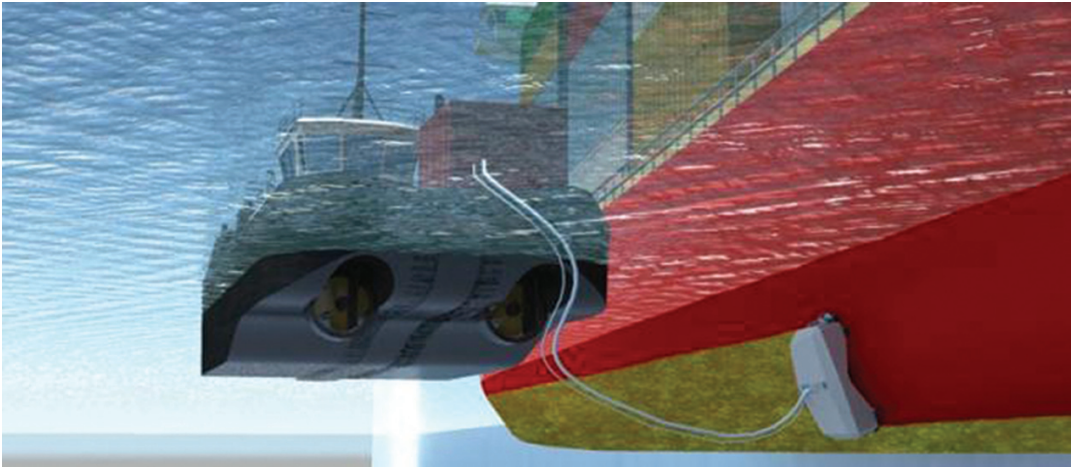
Cost of fouling Example

A 8500 TEU containership that consumes

150 tonnes of fuel per day at US\$500 per tonne, their annual fuel bill would amount to US\$27.375.000. A saving of 9%, from the optimization of hull smoothness through the prevention of fouling build up would equal a saving of US\$2.5 million off the annual fuel bill.

Stefanos Mokas

Technical Department Intern



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 7th December 2017 – 6th June 2018:

Vessel	Port	Non-Conformity	Observation
ADVANCE	JAKARTA	NIL	NIL
AMERICA	YOKOHAMA	NIL	NIL
ANL TONGALA	HONG KONG	NIL	NIL
BRIDGE	PUSAN	NIL	NIL
CSCL LE HAVRE	SHANGHAI	NIL	NIL
CSCL PUSAN	SINGAPORE	NIL	NIL
DERBY D	ABIDJAN	NIL	3
EUROPE	SHANGHAI	NIL	NIL
FUTURE	HO CHI MINH	NIL	NIL
HIGHWAY	SURABAYA	NIL	NIL
SINGAPORE	YOKOHAMA	NIL	NIL
SPRINTER	PUSAN	NIL	NIL
STRIDE	SINGAPORE	NIL	NIL
YM SEATTLE	SHANGHAI	1	NIL
YM VANCOUVER	LOS ANGELES	NIL	NIL

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

This year the majority of our fleet is due for Renewal MLC inspection to verify compliance with MLC, 2006 requirements. Up to 6th June 2018, 34 vessels have undergone renewal audits successfully and their Maritime Labour Certificates were renewed. Some minor findings recorded, concerning mostly administrative inconsistencies, have been dealt with by the Office and rectified.

Thank you for your continuous support.

SQE Department

What is the GDPR?



The European Union's General Data Protection Regulation (GDPR) is considered the most comprehensive and far-reaching data privacy initiative of the past 20 years. It contains massive penalties for noncompliance, and it was set into effect in mid-2018. Therefore, let us elaborate on the most basic questions.

What is the GDPR?

The General Data Protection Regulation (GDPR) is a newly enacted legislation that will regulate data privacy in the EU. Until now, EU members were subject to the Data Protection Directive 95/46/EC, which regulated the processing of personal data. The directive, however, was merely a guideline, and each EU member state needed to enact its own legislation that reflected its principles. As a result, the EU had a patchwork of privacy laws.

The GDPR, on the other hand, is a binding legislative act. It unifies data protection laws across the entire EU, with the intention of both strengthening the privacy rights of individuals and simplifying the rules that apply to companies operating in the EU. At the same time, it imposes substantial fines on companies that do not comply with it.

When does the GDPR take effect?

GDPR entered into force on May 25, 2016, after four years of debate within the EU Parliament. The GDPR took effect on May 25, 2018, after a two-year transition period.

What types of data does the GDPR regulate?

The GDPR regulates the collection and usage of personal data of a data subject. The personal data has to belong to a living, identified, or identifiable natural person. This means that the GDPR does not apply to deceased persons or to non-natural persons (e.g., corporations).

It also means that the person must be either identified or capable of being identified, directly or indirectly, by reference to an identification number or one or more factors specific to that person's physical, physiological, mental, economic, cultural, or social identity.

In this context, personal data may include:

- ◆ Name
- ◆ Photo
- ◆ Email address
- ◆ Bank details
- ◆ Social media posts
- ◆ Medical information
- ◆ Computer data (including location data, IP address, cookie data, and RFID tags)

It also comprises sub-segments of information, such as sensitive personal data (i.e., data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, genetic or biometric data, etc.) and pseudonymous data (i.e., data that is rendered unidentifiable because it is hashed and requires the use of an encrypted key to enable the iden-

tification of individuals).

The GDPR does not regulate anonymous data; that is, data where no individual can be identified from the data, directly or indirectly.

Not Just Computer Files

The GDPR applies to personal data that is processed by automated systems or relevant filing systems. While this obviously captures any information in a computer database or spreadsheet, it also captures personal data stored in hard-copy form (i.e., printed physical documents) if it is accessible through a relevant filing system.

What are the penalties for breaching the GDPR?

Data Protection Authorities (DPAs) in each EU country are responsible for enforcing the GDPR. If a company does not comply with its GDPR obligations, DPAs can give the company a warning, suspend or ban its data-processing activities, or impose heavy administrative fines.

Monetary penalties fall into two tiers:

- ◆ For less severe cases, the maximum fine is €10 million or 2% of a company's annual revenue of the preceding financial year, whichever is greater.
- ◆ For more severe cases, the maximum fine is €20 million or 4% of a company's annual revenue of the preceding financial year, whichever is greater.

Breaches of controller or processor obligations will be fined within the first tier, and breaches of data subjects' rights and freedoms will result in the higher level fine.

The actual fine imposed will take into account a number of factors, including the nature, gravity, and duration of the infringement; whether it was intentional or not; and any previous history of noncompliance.

Whom does the GDPR apply to?

The GDPR has far-reaching application. It applies to all organizations located in the EU, even if the data processing occurs outside the EU. It also applies to any organization located outside the EU, if that company does one or more of the following:

- ◆ Offers goods or services to EU data subjects, irrespective of whether any payment is required
- ◆ Monitors the behavior of EU data subjects
- ◆ Processes or holds the personal data of EU data subjects

Note that the GDPR applies generally to business activities. It does not apply to purely personal or household activities or the activities of police authorities and other EU agencies.

The GDPR applies to all organizations located in the EU. What does this mean?

The language in the GDPR states that the regulation applies to companies with an establishment in the EU. The EU courts have interpreted established in a broad and flexible way, so application would not be

limited to companies that have a legal entity in an EU country. Rather, it includes any company with permanent and stable business activities in the EU.

While the scope of what this means is yet unclear, the language in the GDPR suggests that the regulation applies to any activity that envisages offering services in a member country. Hence, companies that have a representative in an EU country or that have a specific website directed at an EU country (e.g., a unique website on an EU-country top-level domain, in the host language, accepting a local currency) could be included. Even a local postal address or local bank account could theoretically be enough to include a company domiciled elsewhere.

It is important to note that if a company has an establishment in the EU; it is irrelevant whether the data-processing activities take place in the EU or elsewhere.

Controller vs. Processor

The GDPR applies to both controllers and processors, but the distinction is important as the obligations for each differ.

A controller is the entity (a person or a company) that determines the purpose and means of processing personal data. This is the case whether the entity makes that determination alone or with others. A processor, on the other hand, is the entity that processes personal data on behalf of the controller.

The same entity can be both a controller and a processor, depending on the circumstances.

Does the GDPR apply only to personal data of EU citizens?

Whether a data subject is located in the EU is not yet defined conclusively, however a person's location in the EU is the important criterion, regardless of their citizenship or residency. Therefore, any natural person that is domiciled, resident, or traveling in the EU can be a data subject.

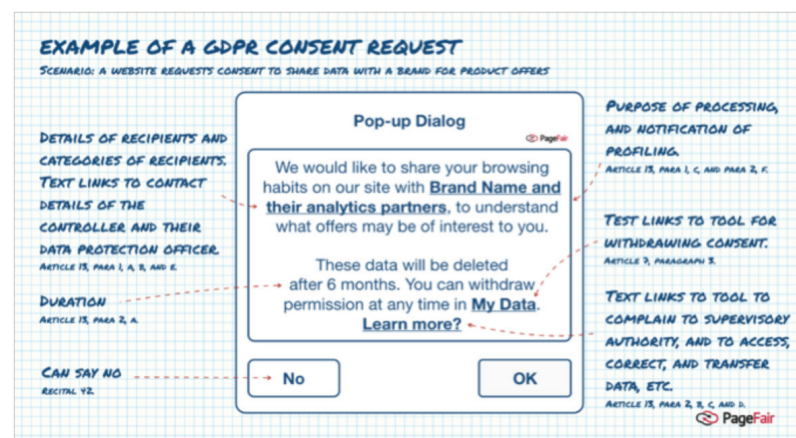
What do I need to do to comply with the GDPR?

GDPR compliance has many requirements, but the primary ones to recognize are:

- ◆ We need to obtain informed consent from an individual before collecting, storing, or using their personal data.
- ◆ The individual from whom we are collecting data has the right to withdraw consent and to be forgotten.
- ◆ The data we collect must be minimized, accurate, and portable.
- ◆ We have specific obligations if the data you store is ever breached.

How do I obtain consent to collect, store, and use an individual's personal data?

The concept of obtaining consent to the collection and usage of a person's personal data is central to the GDPR. Consent must be requested clearly and specifically by the company seeking to use it, in easy-to-understand language. Correspondingly, the person whose data is being collected must specifically, unambiguously, and freely consent to the collection and intended usage.



Source: PageFair

In practice, this means that the traditional ways of obtaining consent are noncompliant. This includes burying the consent in long and hard-to-understand terms of service documents, requiring a user to opt out of giving consent, and pre-ticking boxes granting consent.

Can children provide consent?

The GDPR requires parental consent for the collection, storage, and usage of personal data for anyone under 16 years old. EU member countries can choose to reduce the age of consent to as low as 13 years.



Source: Mark Anderson, Andertoons

What is the right to be forgotten?

Data subjects to whom the GDPR applies have the right to have their personal data securely, completely, and provably deleted. In addition, deletion must be done without any undue delay. In practice, this means that companies will have to ensure that their systems are able to support not only the erasure of data but also the creation of an accessible audit trail to provide evidence of when and how this was done.

What must we do if there is a data breach?

The GDPR requires that companies notify data subjects of a breach of their personal data where the risk of harm to the individual is high. Such notification must include:

- ◆ The name and contact of the company's data protection officer, if applicable
- ◆ The anticipated consequences of the breach
- ◆ Any measures taken by the company to remedy or mitigate the breach

Companies are not required to notify an individual of a breach if the risk of harm is low (e.g., because the breached data was encrypted), the company has taken specific measure to protect against harm (e.g., the hacked account was suspended), or the company has issued a public notice of the breach.

Data across Borders

The GDPR enacts specific rules on the transfer of personal data across borders. This is the case not only when data is transferred across borders to a third party but even when the data is transferred for internal business uses.

Anastasia Filiou
Internal Auditor

Sources:

<http://eur-lex.europa.eu/legal-content/EN/TXT>

<https://pagefair.com/blog/2017/gdpr-consent/>

<https://www.andertoons.com/internet/cartoon/6410/before-i-write-name-need-know-how-youre-planning-to-use-data>

First Aid Seminar held at Danaos

DANAOS NEWS



Though an unpleasant thought, accidents and emergency situations are not completely preventable and being a helpless witness can potentially worsen the situation. It is of crucial importance that we all acquire at least some basic knowledge of First Aid and

that is why we at Danaos decided to run a First Aid Seminar at our Piraeus office. The seminar enabled us to assist those in need in the event of an accident or emergency situation until help arrives. Ms. Evagelia Mourou, our First Aid Instructor

from the Greek Red Cross showed us how to quickly react in emergency situations such as burning, choking, fractures and Cardiopulmonary resuscitation (CPR) among others. Having completed the seminar, we are now more safety aware and equipped to deal with accidents occurring either in the workplace, home or in public. No one likes to think of people being in an emergency situation but learning First Aid has given us the confidence to be able to help should we ever need to. It was a very important and useful training course and we are thankful for the knowledge acquired upon its completion.

*Tania Mermiga
Social Media & CSR Manager*

Tips for a healthy life

ARTICLE



The two basic elements of a healthy diet are firstly to eat the right amount of calories for how active you are, so that you balance the energy you consume with the energy you use and secondly to eat a wide range of foods to ensure that you are getting a balanced diet and your body is receiving all the nutrients it needs. Except for those two keys, there are some tips that you can follow in order to get a healthy life.

1) First base your meals on starchy carbohydrates. Starchy carbohydrates are included in potatoes, bread, rice, pasta and cereals. Some

people think starchy foods are fattening but gram for gram the carbohydrate they contain provides fewer than half the calories of fat.

2) Secondly eat lots of fruit and vegetables. It is recommended to eat at least five portions of a variety of fruit and vegetables every day, including fresh juice from fruits.

3) Eat more fish and a portion of oily fish. Fish is a good source of protein and contains many vitamins and minerals. Aim to eat at least two portions of fish a week, include one portion of oily fish, which contain omega-3 fats.

4) Cut down on saturated fats and sugar. There are two types of fat the saturated and the unsaturated. The saturated is the “bad” fat that is included in hard cheeses, cakes, biscuits etc., and the unsaturated is the “good” fat that is included in vegetable oils, oily fish and avocados.

5) Another tip is to eat less salt in meals. The recommended daily dose of salt that an adult should receive is no more than 6 grams.

6) Get active and be at a healthy weight. Being active doesn’t have to mean hours at the gym, but it means to fit more activity in your daily life. Also, in order to be at a healthy weight, try losing weight by eating fewer calories and aim to be more active.

7) An important tip that many may not consider it important is to not get thirsty. You need to drink plenty of fluids to stop you getting dehydrated, but alcoholic drinks and high sugar drinks should be avoided, instead drink water or low-fat milk.

8) Last but not least, don’t skip breakfast. Skipping the breakfast doesn’t help to lose weight, instead research shows that people who eat breakfast are less likely to be overweight. A healthy breakfast is an important part of a balanced diet, and provides some of the vitamins and minerals we need for good health.

*Nikolaos Manikas
Technical Department Trainee*

First time in Shipping

Since the beginning of my professional life, I always had in my mind that Shipping is the industry that I want to follow and Danaos is the company that made me believe I haven’t made the wrong choice. It all started with a call from the HR+T Department. Then an interview and then another call, announcing the good news. I won’t say that I wasn’t a little afraid in the beginning but it was the first time that I was feeling like I wasn’t going to just an “office”, but something more. In the end my feeling was right. I was chosen to have my internship in the Operations Department. Even if you don’t have experience in a similar position, you understand the significance of this department. The next thought is that due to its importance, the workload will be heavy. Pretty rational... and true. Emails, invoices, captains calling... Meanwhile, there were many women in the department. At least, more than I expected! This gave a hint of hope due to several comments that I have heard about women in Shipping. All in all, everybody was eager to help me and answer every question I had to ask, creating a very friendly environment. They were more than colleagues, almost teachers for me. It’s difficult to find a job that, when you wake up in the morning, brings a smile to your face and Danaos created that smile for me.

*Nancy Marmangioli
Junior Operator*

10 Characteristics for potential employees of the shipping industry.

ARTICLE

Nowadays, living in an era of competition, everyone tries to qualify with more certificates rather than develop their workplace skills. There are, however, some common characteristics that a potential employee should possess if he/she wishes to work in the shipping sector. Some of them are as follows:

1. Communication Skills: The excellent use of English is required, whether it means working onboard a ship as its crew or as an office employee, one needs to be able to communicate with agents or other vessels and that is primarily done in English. Moreover, in shipping, crew/employees are always multiethnic, thus communication can sometimes be difficult.

2. Understanding: Apart from language skills, the living conditions are different for each crew because one may need to support the other. So, if someone is going to work in an office, it would be more than helpful if they know what the living conditions are onboard.

3. Sociable: Again, in both the office and onboard the vessel, one has to be sociable, because his job could be his future career and he might need to fraternize with the same people every day. The difference between those two cases is that the seafarer would have to spend a long period of time with the same crew and in a smaller place than a company 24 hours per day.

4. Co-operative: The shipping sector needs co-

operation not only amongst its departments but also amongst its vessels. It is something like a chain, where everyone and everything depends on each other's help and trust, because there are some policies and procedures, candidates have to comply with.

5. Adaptable: It is understandable that when working on-board, one needs to be on constant alert, because something unexpected might happen. The same applies for the office as well where support needs to be offered via phone to the ship when necessary. That is the reason why office employees have to adapt their program to be available for any kind of situation, 24 hours a day that may arise.

6. Organized: It is necessary for an employee to organize his schedule and his workplace, for example any tools or equipment. Being well-organized helps, not only the person himself, but everyone he works and co-operates with. Also, organizing his tasks can be helpful so the others know what commitments have to be done, resulting in achieving higher levels of productivity and efficiency.

7. Flexible: Considering that the potential employee will have a lot of responsibilities at the same time, he/she should be flexible and capable to allocate his/her tasks and to organize them in order giving priority to the most urgent responsibilities. Moreover, the shipping industry needs employees who will be able to manage a flexible schedule. For instance, one

may need to visit other companies or vessels in order to fix, rebuild or audit some things.

8. Meticulous: Some problems and mistakes can be alleviated if one is meticulous. Doing everything carefully and with concentration, can help some situations to be avoided rather than doing the same tasks hurriedly.

9. Resourceful: According to the hierarchy and the conditions, a candidate should be creative and disciplined, in order to give a solution to a problem and to be agreeable to deal with his/her tasks. These should be within reason, because having either of them can have positive but equally negative results.

10. PC's skills: Candidates need to have basic knowledge of how to use a computer, because in the 21st century that we live in, everything is operated through technology. The communication between the office and the vessel or with other companies and the audit of the systems is done through a technological system.

Those are some main requirements for someone who would like to work in the shipping industry. It is almost impossible to have all of them from the beginning but any of them can be developed through experience. One thing that is very important is the passion and desire for one's job, in order to succeed.

*Nikolaos Kalfopoulos
IT Department Trainee*

POSIDONIA CUP - Danaos sponsors the University of Piraeus

DANAOS NEWS



The University of Piraeus, Maritime Studies department, would like to thank Danaos Shipping Co Ltd for its noble sponsoring and support during the Posidonia Cup 2018 Race.

Piraeus, at the heart of Mediterranean Sea, is famous for its most outstanding multifunctional seaport. The great importance of the seas and the global ocean for achieving the objective of economic recovery is recognized globally and, for European contexts, the marine ecosystem is a lever of the European economy with great potential for innovation and growth.

Our graduates enjoy high rates of fast integration into the labor market as well as a successful professional career.

In addition, the Department of Maritime Studies co-operates on scientific projects with corresponding Departments of Universities in the European Union and in the United States and takes part in a number of research programs, both at a national as well as at a Community level.

Conceived as an outmost modern academic institution, the Department of Maritime Studies applies modern pedagogical methods based on



the use of novel technology, and on the evolution of the ancient Greek method of education. This method stimulates potential and offers strong opportunities for action and dynamic participation in the educational process. This method stimulates potential and offers strong opportunities for action and dynamic participation in the educational process.

Our graduates are well equipped to confront the challenges maritime and transport industries are facing today.

*Dr. Fani Sakellariadou
Chairman of the Department of Maritime Studies
Professor of Geochemical Oceanography*

Danaos in the Posidonia Running Event

DANAOS EVENTS

The first Posidonia running event took place in 2016, attracting more than 1100 participants from all over the world to run for a good cause.

The 2018 Posidonia Running Event, sponsored by DNV-GL, took place on Sunday the 3rd of June 2018 in the Greek Shipping capital of the maritime community. Piraeus welcomed more than 1500 Greek and International runners, including major shipping companies, who completed a 5km run, finishing in front of the Municipal Theatre of Piraeus.

As in 2016, this year the proceeds of the race will be donated to the Municipality of Piraeus and the Public Benefit Municipal Corporation of Piraeus.

Danaos was proudly represented and our team enjoyed the run!

Tania Mermiga
Social Media & CSR Manager



Danaos goes Kart Racing!!!

DANAOS NEWS

Being part of a company brimming with motivation means at times that you have to “speed up” and go for Gold! True to that motto, Danaos’ employees and their families went behind the (go-kart) wheel and raced each other for first place.

Race day was on Sunday, March 4th at the Agios Kosmas Kart Center. We divided ourselves

into groups also consisting of juniors (who were given the chance to feel like Formula One drivers for a day) and the race began. The sound of rolling tires across the asphalt and the sharp turns drove the adrenaline through the roof and the anticipation for the winner of the Cup could barely be contained.

After a tough race, with the runners up having

only a 3 second difference between them across the finish line, the Cup was finally raised by Mr. George Dimakopoulos (spouse of Mrs. Katerina Vassilopoulou-Danaos Piraeus Trainer). Well done to George and to all those who took part in the race.

Georgia Pastra
HR Assistant & Training Coordinator



Act of Joy - Easter 2018

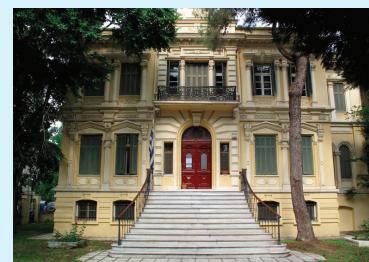
This Easter, the Danaos Family bought groceries and various necessity goods for the Center for Individuals with Special Needs “Hara” in Pallini and for the Greek Orthodox Retirement Home “O Litrotis” in Piraeus which is currently hosting 25 people who are coming from a very low socioeconomic status. We also supported the “Melissa” Orphanage in Thessaloniki through the payment of a water bill.

It’s been over 30 years that “Hara” has been providing its services to people with special needs who cannot look after themselves. It is currently caring for 57 children and adults who have a very low IQ and demand special care and living conditions. The institution evolved as a collective effort in order to ease the pressure from each individual family, offering the expertise and necessary resources for caregiving.

“Melissa” is a House, originally established as an orphanage but is now a home for children who had to be removed from their families due to an inappropriate or unstable environment. It is currently accommodating and supervising 18 girls, aged 6 to 18, offering them the care and protection they have been deprived of.

The feeling of donation is so beautiful and thinking that even a little help can contribute and relieve people who really need it is invaluable. Unfortunately what we may consider as given is not for everyone and we are happy to see that every year more and more people are becoming involved in this effort.

Tania Mermiga
Social Media & CSR Manager



Posidonia Cup 2018

DANAOS NEWS

The Posidonia Cup 2018, the maritime industry's most exciting and eco-friendly event, kicked off on Friday June 1st at Faliron Bay and the Danaos Sailing Team was there to compete in the Performance category, utilizing the sailing boat "Hakuna Matata". The team consisted of Danaos employees, most of whom were new members but well-trained and raced against its competitors invoking all their powers to reach the finish line on time!

We crossed the starting line and immediately gained an advantage in our position, sailing fast for the half race and reaching speeds of up to 7 knots. Catching the final buoy, we continued our efforts to reach the finish line with the

wind from our stern. The weather did not follow our plans, however, to help us cross the finish line faster but instead gave us a "light" push towards the 13th place amongst 29 boats of the same category. Being proud of our non-professional but excited and talented crew, we enjoyed the Posidonia Cup this year as well!

A record breaking 60 yachts and over 600 crew members were the ingredients of the action-packed Posidonia Cup 2018 sailing race, which culminated in a prestigious award ceremony at the picturesque Island Residence, bringing professional sailors, shipping executives and experienced seamen together and creating the unique Posidonia atmosphere. The challeng-

ing weather conditions stimulated both enthusiasm and suspense and united the global shipping family in a day full of fun, fellowship and adventure.

Tracing back Greece's seafaring traditions and highlighting the shipping industry's continuous commitment to the environment, the Posidonia Cup, powered by nature, has become the flagship event of Posidonia.

We look forward to the next Posidonia Cup in June 2020!

*Georgia Pastra
Danaos Sailing Team*



Collecting bottle tops for a good cause

DANAOS NEWS



We would like to thank the crew of our vessels and employees of the Danaos Piraeus office for their significant contribution in helping collect a large quantity of plastic bottle tops.

The positive result is dual, as it is not only about recycling but also about supporting the people who need a wheel chair and cannot afford it.

The tops were given to the volunteers of Samarites in Rhodes for their "Mazeuo Kapakia Moirazo Hamogela" campaign. Can you think of anything more rewarding than putting smiles on the faces of those in need?

*Tania Mermiga
Social Media & CSR Manager*



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."

The VOLVO Ocean Race

ARTICLE

*"...winning the prestige of overcoming one of the greatest challenges in professional sport."*¹



The Volvo Ocean Race, is one of the Big Three Sailing events, alongside the Olympics and America's Cup. It started in 1973 as "Whitbread Round the World Race" and took its current name in 2001 when Volvo took over as the organizer and key sponsor. Since then, every three years when the race takes place, it has always been based on the same simple idea: sailing around the globe from West to East with stopovers. How simple would that be though? Each time the exact route and the Host Cities change, but the race always starts from Europe in October and returns there after about 9 months. In recent years, it has 9 to 11 tracks (legs) and also includes daytime in-port races carried out in the Host Cities.

The race became famous not only for the high level of competition, as the biggest names of the sport participate, but also for its toughness. The legs can last up to 20 days across the most dangerous seas of the planet. The weather conditions range from polar, with temperatures well below zero in the usually stormy South Ocean, up to tropical at multiple crossings of the Equator. The boats do not carry any fresh food, but only frozen and dry meals. Crews work on shifts, typically 4 hours on deck and 4 hours off deck. During this period they have to

sleep and eat, but at the same time they must be instantly available for maneuvering and trimming of sails and boat where the presence of the entire crew is necessary. Under these circumstances crew members need to be more than excellent sailors. Some are trained in first aid, sail repair, engine repair, nutrition or hydraulics. An onboard reporter has also been established who is not involved in sailing the boat.

In the 2014-15 race the one-design class Volvo Ocean 65 with a crew of 9 people made its debut. This means that boats and sails are identical for all teams and the victory now depends mainly on the sailing ability and the navigational choices of the crews. This change has made competition much more intensive and spectacular. The boats now, after days and several thousand nautical miles in one leg, may be at a distance of visual contact while their finishing times are only a few minutes away!



An important innovation of the 2017-18 race, which is underway, is the introduction of rules to increase the presence of women in crews. Thus, an exclusively male crew cannot exceed 7 members while, with different combinations of men and women crew can reach up to 10 members and an exclusively female crew the 11 members. These rules have triggered intense discussions. In the past there have been

exclusively female teams in the VOR, but the participation of women in mixed crews has remained very low. As this was attributed to the fact that women did not have the chance to be trained by running alongside experienced colleagues, the organizers introduced the above rules and all the teams responded by including 2 to 5 women in their crews.

At the time of writing this article, the VOR fleet is in Cardiff, Wales, having completed its 9th leg. So far, the race has offered strong emotions, such as when the 5 boats finished within 25 minutes in Auckland, New Zealand, the dramatic reversals and MAPFRE's victory close to the finishing line at the ending of the 8th leg in Newport, Rhode Island, the breaking down of the record of 600nm in a 24-hour run from AkzoNobel at the 9th leg, which means an average speed of over 25 knots and finally the tragic incident of John Fisher's loss from Team Sun Hung Kai/Scallywag in the middle of the South Ocean.

On the two legs remaining to Gothenburg, Sweden, and from there to The Hague, three teams compete for the first place: DONGFENG with 60 points, MAPFRE with 59, followed by BRUNEL with 57. Considering the high level of competition experienced so far, the next phase will certainly be truly exciting and the victory will be judged on the details.

Vassiliki Giannakou
SQE Coordinator

This article's soul is that of a sailor's to whom it belongs

1: <https://www.volvooceanrace.com/en/home.html>

