



THE DANSHIP NEWS

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

ISSUE #2, DECEMBER 2011

Six months have gone by since we distributed the first copy of the Danship News and the excitement of publishing our very own newspaper has yet to subside. We were both relieved and ultimately pleased, to see that the newspaper was welcomed by all with great anticipation. Our prime objective behind this effort, has always been and always will be, to capture the spirit of DANAOS and as such provide the reader with a glimpse of the values, vision and enthusiasm we all share as members of the DANAOS family.

We hope that our second issue will be met with the same enthusiasm and we look forward to receiving any valuable feedback you may wish to share with us on this venture.

As Anne Frank once said "Everyone has inside of him a piece of good news. The good news is that you don't know how great you can be! How much you can love! What you can accomplish! And what your potential is". We wish to Christians a Merry Christmas and to everybody a Happy New Year filled with peace, hope and prosperity but most of all with love.

The Editorial Team

Dear colleagues,

We are just starting a new year which despite our initial thoughts that it would be the end of the tunnel looks rather a new cave with no visible end in sight. The world is entering a new reality where all of us will struggle to keep what we have achieved. In Greece we must be on continuous alert to ensure we will be able to provide the required services to our fleet despite possible disruptions. From the management side we have ensured the viability of the company through these difficult times however the profitability which will enable all of us to share the benefits has to come from better market conditions but also and more importantly from our competitiveness which is a collective effort. We pride ourselves that in Danaos we have the best team in the industry and we intend to capitalise on that.

Keep up the good work and better times will come. All the management team is working hard to ensure we can all safeguard our future.

Best wishes to you and your families for health and happiness.

Dr. John Coustas

President & Chief Executive Officer
Danaos Corporation

Dear All,

Merry Christmas and a Happy New Year to all of you and to our families.

In this "closing" message for the year 2011, I wish I were in a position to give you an enthusiastic message for 2012. Unfortunately, I am not.

In his message Dr. Coustas has explained the uncertainty we are going through regarding the international environment, as well as the solid position of our Company which we have managed to uphold in this environment.

I cannot therefore make any promises for this year. Instead, I can guarantee to all of you the stability of our jobs and the safe passage of Danaos through these "stormy seas" that we are sailing through.

I would like to assure you that our future will be safe and solid, whilst we must achieve the following two corporate targets within 2012:

1. To take delivery of all our remaining newbuildings and place them under their charters.
2. To consolidate the existing structure of our office personnel, our ships and our crews and pass through the year 2012 the same way we are leaving 2011 behind.

Again, I wish you all a Happy and Healthy New Year and we should never forget that all of us who have our jobs secure and intact should give our full material solidarity, each within his/her own capabilities, to our fellow Greek citizens, 20% of which are currently out of work.

Iraklis Prokopakis

Senior Vice President & Chief Operating Officer
Danaos Corporation

Meet a member of our Board of Directors



Andrew Blake Fogarty has been a member of our Board of Directors since October 2006.

Mr. Fogarty has over 20 years of experience in the transportation industry. After a career in government, including as Secretary of Transportation of the Commonwealth of Virginia, since 1989 Mr. Fogarty has held various executive positions with CSX Corporation or its predecessors, including as Senior Vice President—Corporate Services of CSX Corporation from 2001 to 2005, and his current position as Special Assistant to the Chairman of CSX since early 2006.

Previously, Mr. Fogarty also held the positions of President and CEO of CSX World Terminals, and Senior Vice President and Chief Financial Officer of Sea-Land Service, Inc. CSX is one of the world's leading transportation companies providing rail, intermodal and rail-to-truck transload services.

Mr. Fogarty is the former chairman and current member of the board of directors of the National Defense Transportation Association and a fellow of the National Academy of Public Administration. He holds a Bachelor of Arts from Hofstra University, a Master's of Public Administration from the Nelson A. Rockefeller college of Public Affairs & Policy at the State University of New York, and a Ph.D. from Florida State University."

Source:

http://www.wikinvest.com/stock/Danaos_%28DAC%29/Andrew_Fogarty_Director

Danaos Shipping Co. Ltd. – ISM / DOC 1st Annual Company Audit & ISO 14001 certification

We are pleased to announce that our Company has passed successfully the first annual verification of the Document of Compliance as defined in ISM Code. As per the Code, the validity of a Document of Compliance is subject to annual verification within three months before or after the anniversary date. Anniversary date is specified as the day and month of each year that corresponds to the date of expiry of the relevant document or certificate. In our case, this is the 28th of September and we have the option to apply for the office audit from June 28th to December 28th each year. Therefore, the copy of the annual endorsement should be expected by you within this period each year. We also would like to remind you that this endorsement is not required to be authenticated as per ISM § 13.6.

ISO 14001

Concurrent with the ISM / DOC audit, the initial verification audit was conducted under Norwegian Accreditation to the ISO 14001:2004 Standard and copies of the certificate have been distributed to the Fleet.

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Distributed free

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DANAOS' presentation at Capital Link's 1st annual Shipping & Offshore CSR Forum

DANAOS NEWS

A great environmentalist once said, *"we must all work together in order to save the environment and the world that we live in from further change"*. One of the main objectives of our Company is to provide excellent services to our customers by maintaining the very high standards set out for our safe and environmentally friendly operating practices.

The purpose of our presentation was to introduce to the audience our Company, focusing more on sharing our strong sense of Corporate responsibility, our commitment to maintaining a clean, healthy and sustainable environment for the community and our goals in upholding an "environmentally friendly" corporate identity. We have always believed that the way to a better future is through environmental awareness and we strive to encourage this belief through our day to day practices.

Press release following the Forum: London, November 3, 2011

For additional information as well as detailed material, please go to the link below:

<http://forums.capitallink.com/csr/2011london/index.html?articleID=QZayiTTmo1DjmFN>

As evidenced by an impressive attendance that exceeded 300 participants, **Capital Link** successfully organized its 1st Annual Shipping & Offshore CSR Forum, **"CSR as a Competitive Advantage – Bridging Industry, Environment and Society"**, on October 27, 2011 at **One Moorgate Place** in cooperation with the **London Stock Exchange Group, Intertanko, NYSE Euronext** and **NASDAQ OMX**.

The Forum's objective was to help raise awareness about the practice and benefits of CSR in the shipping and offshore industries. Through this event, Capital Link sought to provide companies with additional incentives by publicizing the benefits of CSR not only to a wider audience of shipping and offshore industries, but also to the investment and financial communities as well as the public at large. In doing so, the aim of the event was to become a centralized informational source and communications platform on the topic of CSR, linking industrial, governmental and non-governmental organizations, industrial

associations, the financial and investment community and the public.

Capital Link's President, **Mr. Nicolas Bornozis**, emphasized in his welcome remarks that: "In light of the economic crisis, a globalized economy and greater industry sophistication and expectations, Corporate Social Responsibility (CSR) is an increasingly important issue that shipping and offshore companies cannot afford to ignore. From the recent accidents off the Gulf of Mexico, Spanish coastline, and along the English Channel, these developments demonstrate just how environmental accidents have an adverse effect on long-term growth rates and the business health for companies around the world. At this critical moment, Capital Link launches its first **Shipping & Offshore CSR Forum** in London recognizing the significance of London as an industry hub...."



PRESENTATIONS

Capt. Elias Ladas, HR & Training Manager, Danaos Corporation

Capt. Ladas spoke about his Company's Corporate Social Responsibility (CSR) and how the human element and environmental awareness are an integral part of it. The human element plays a significant role in enhancing the Company's corporate identity and prosperity. Through various examples, they showed how their shore based employees, aided by their Company, have helped better the community either by participating in public awareness schemes, such as helping to clean various Greek



coastlines or arranging fundraisers to support public foundations for abandoned children. They also showed how Danaos strives to create a solid "employee-company" relationship by evoking the sense of 'team-spirit' amongst its employees through various social activities hosted by the Company. Another important factor of their CSR is how Danaos' seafarers receive continuous in-house training, helping them enhance their professional knowledge and at the same time bestowing upon them their Company's care for them and their corporate culture for environmental safety and awareness. The presentation also focused on another very important CSR factor which is Danaos' involvement in current and future shipping projects aiming to improve the Company's environmental initiative and awareness by supporting the "Greenship" design, participating in the Energy Efficiency Design Index (EEDI), Trim Optimization, and Ballast Water Treatment.

HR+T Dept.

M/V ZIM MONACO rescues Sailing Yacht in the South Atlantic

D A N A O S N E W S

A distressed Ocean Race Sail Boat (the PUMA), with a broken mast, was rendered vital assistance by our M/V Zim Monaco, in the middle of the South Atlantic on 22/11/2011. Our vessel diverted and approached the sailing boat, closely coordinating with our Operations department to supply the PUMA with much needed Diesel Oil, despite heavy seas in the area.

Congratulations must go to the Master, Captain Borys Bondar and his crew as well as to our Operations Department for the victorious operation.

We would like to share with you the email sent by the Skipper of the PUMA, Mr. Ken Read, to our Master, Captain Bondar, upon the successful completion of the mission.

Sent: 23 November, 2011 18:32
From: The PUMA

*Dear Captain Bondar,
On behalf of the entire PUMA Ocean Racing Team I would like to officially thank you for your extreme kindness and generosity, diverting to our position to deliver very much needed diesel fuel.*

The professionalism of your team is to be commended. Sorry we couldn't be more generous with our gifts. As you can imagine there isn't a lot of clean laundry left on our boat at this point! And I don't think your crew would be very happy with the freeze dried food we have on board.

Our unfortunate incident of the mast breaking took us all by surprise.

I am not sure you know of the details but we are participating in the Volvo Ocean Race. A 10 stop sailing race around the world. On board our boat we have 26 prior circumnavigations amongst the 11 person crew.

On this leg from Alicante Spain to Cape Town we were solidly in 2nd place when our mast

suddenly fell over. We believe it was a simple stainless fitting that held one of the shrouds to the mast that broke.

We are now 450 miles to Tristan Island where a ship will be out to load us and bring us to Cape Town where we still hope to be there in time to start the next leg and stay mathematically in the race, albeit well behind on points now by not finishing this leg. But, because of your assistance we still have hope.

Again, I can't thank you enough for delivering that hope.

If I could get a shipping address from you it would be great as we would like to send a token of our appreciation to your entire crew.

*Sincerely,
Ken Read
Skipper
PUMA's "Mar Mostro"*

*V. Georgopoulou
Operations Dept.*



The PUMA nearing the M/V Zim Monaco



Passing the Diesel Oil to the PUMA



CMA CGM Samson Naming Ceremony in Shanghai

DANAOS NEWS

The 8,530 TEU newbuilding HN Z00004, was named CMA CGM Samson, in a traditional ceremony at Shanghai Jiangnan Changxing Heavy Industry in China on December 10, 2011. A pre-naming dinner was hosted by Danaos the day before. The vessel was

Mr. Achilleas Prokopakis (son of Mr. Prokopakis). Additionally, representatives from ABN Amro, Citibank, C-exim, CMA CGM, Germanischer Lloyd, CSTC/CSSC and the shipyard attended the ceremony and the ceremonial events.

The ceremony opened with the National



decorated with flags and long rolls of ribbon and Mrs. Ilia Kalogeridis-Prokopakis was the sponsor ("Godmother") of the vessel.

Also attending the event were the Senior Vice President and Chief Operating Officer of Danaos Corporation, Mr. Iraklis Prokopakis and the Chief Financial Officer of



Anthems of Greece and China. Following that, Mrs. Ilia-Kalogeridis-Prokopakis, cut the ribbon and broke a champagne bottle on the vessel's hull. The ceremony ended with a speech given by the sponsor. A lunch hosted by the Yard followed, as well as the exchange of gifts between Danaos' and



Danaos Corporation, Mr. Evangelos Chatzis. Also attending were the SQE Manager, Capt. Fragkiskos Giourdas, the Legal Director, Mrs. Zoe Lappa-Papammatheou, the Overseas Manager, Mr. Stelios Markakis, the Site Manager, Mr. Goulielmos Aligrakis and



Jiangnan Shipyard.

We wish to thank Mr. Stelios Markakis as well as Mr. Goulielmos Alifragis for their assistance in organizing the event.

Safe seas!

Chrysanthi Papagianni



AMVER AWARDS

We have the pleasure of informing you that the United States Coast Guard (USCG) awarded thirty-nine (39) DANAOS managed vessels for their participation in the AMVER programme during the course of 2010. The awards ceremony was held in Athens on October 13, 2011, at the Athenaeum Intercontinental Hotel.

On behalf of our Principals, we are very pleased to extend our congratulations to the above vessels' Masters, who served onboard during the Year 2010, providing their



invaluable support to the AMVER programme.

Operations Dept.

MACS3 SEMINAR

A seminar titled "Damage Stability Calculation and Grounding" for MACS3 loading software took place at the Danaos Head Office in Piraeus on November 1, 2011. The seminar was presented by Mr. Bernhard Finke (Interschalt Maritime Systems AG) and our Operations department. There was a broad spectrum of attendees, ranging from Senior and Junior Deck Officers to Fleet Managers and Coordinators from our Technical department.

Operations Dept.

LADIES VISITING PIRAEUS

HOPE, 02/12/2011

KOMODO, 9/12/2011

MYTILINI, 10/12/2011

ZIMLUANDA, 24/12/2011

Operations Dept.

FROM SHORE TO SHIP

Our vessels as seen through the eyes of our shore based personnel during their visits onboard.

It's always good for an office employee to get out of the workplace and take a closer look at some real equipment. The first impression from a visit on a container vessel is that it simply makes you feel really small! It's fascinating watching the on going operations and realize the importance of your daily activities, which in return transforms you into a more efficient and practical employee. The crew clearly seemed proud of their ship and this you could see from the fact that everything was clean and tidy.

*G.Kanakakis
Operations Dept.*

For those that work onshore in a shipping company, it is very significant to be able to see all areas such as the engine room, bridge and infirmary. It is especially interesting to be able to witness cargo operations first hand thus allowing us to acquire an image of our daily work in the office. Visiting our good vessel the Zim Luanda was a really pleasant experience. All spaces were clean and kept in very good condition and the Master as well as all crew members were very polite and hospitable. I am really looking forward to visiting her again, when she calls Piraeus.

*Lamprini Petrou
Operations Dept.*

External Audits

We are pleased to advise that the following vessels under our management have passed successfully 3rd-party ISM/ISPS audit for the period May – October, 2011:

Vessel	Port	Non Conformity	Observation	Vessel	Port	Non Conformity	Observation
Hanjin Algeciras	Valparaiso	-	-	Hanjin Italy	Ningbo	-	-
APL Duke	Hong Kong	-	1	Hanjin Constantza	Valparaiso	-	-
Elbe	Tianjin	1	1	Hope	La Spezia	-	-
Hyundai Progress	Pusan	-	2	Hanjin Greece	Ningbo	-	-
APL Federal	Ningbo	-	3	ZIM Rio Grande	New York	-	2
APL Commodore	Kaohsiung	-	-	Lotus	Jeddah	-	-
Hanjin Germany	Nigbo	-	-				

The below vessels underwent successfully 3rd-party ISO 14001 audit:

Vessel	Port	Non Conformity	Observation
Hanjin Germany	Shanghai	-	1
Deva	Pusan	-	1
Hanjin Italy	Shanghai	-	-

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

We thank Masters, Officers and Crew for their efforts in Danaos Safety Management System implementation.

Four more giants in our fleet!

DANAOS NEWS

Our current fleet of 59 container-ships aggregating 291,149 TEUs ranks Danaos amongst the largest containership charter owners in the world based on total TEU capacity.

On July 8, 2011, the Company took delivery of the CMA CGM Attila. The CMA CGM Attila, built at Shanghai Jiangnan Changxing Heavy Industry, has a carrying capacity of 8,530 TEUs, is 335 meters long, 42.8 meters wide and has a speed of 25.80 knots.

During the third quarter of 2011, we took delivery of two newly built containerships with an aggregate carrying capacity of 17,060 TEUs, which have both been deployed on 12-year time charters.

The CMA CGM Tancredi and the CMA CGM Bianca, built at Shanghai Jiangnan Changxing Heavy Industry, both have a carrying capacity of 8,530 TEUs, are 335 meters long, 42.8 meters wide and have a speed of 25.80 knots.

On December 15, 2011, the Company took delivery of the CMA CGM Samson. The CMA CGM Samson, built at Shanghai Jiangnan Changxing Heavy Industry, has a carrying capacity of 8,530 TEUs, is 335 meters long, 42.8 meters wide and has a speed of 25.80 knots.

Furthermore, the Company has a contracted fleet of 6 additional containerships aggregating 74,030 TEUs with scheduled deliveries up to 2012.



New Offices & New Schools in Zanzibar

DANAOS NEWS

Expanding our horizons with our new offices in Zanzibar. New schools created for Cooks (cooking-hygiene-serving) & Fitters (gas cutting).



"NEAR MISS": Do you know what this means?

ARTICLE

The term "near miss" can be construed as an incident with no consequences but that could have also reasonably resulted in having consequences under different conditions.

OR

It could be an incident that had some consequences which could have reasonably resulted in having more severe consequences under different conditions.

Notes:

- An incident can be both an accident and a near miss; it can be an accident because it has immediate consequences, but also a near miss because the incident could have resulted in having more severe consequences.
- Everyone in the Maritime Industry needs to have an understanding of how near

misses are defined by the organizations so that they can report appropriate incidents that meet the definition.

An incident cannot be investigated if it is not reported.

Examples of what is and what is not a near miss are usually required. To define an event that "almost was" is difficult, but near misses can be operationally defined as follows:

- Passing a ship or fixed structure by 50 meters
- Touching soft bottom without grounding or stranding
- Restarting a lube oil system before vital system damage or failure occurs.
- It should be evident that there are very many possible operational definitions for a near miss. More universal definitions are more easily achievable, such as:
 - An unexpected deviation from a passage plan
 - A period of operations where emergency or unusual rapid action is required
 - An event that, under more usual circumstances would have resulted in a loss.

We do not need to wait for accidents to happen to realise that something is going wrong. Near misses are learning opportunities and by reporting and analysing them, we can understand what is starting to

Report Near Misses



go wrong and we can introduce corrective action before the accident actually occurs.

Letting a near miss go unreported provides an opportunity for a serious accident to occur.

Mr. E. Sapounadelis
SQE Dept.



"Welcoming the new day at Vevsky Prospekt"



View of the Kazan Cathedral, St. Petersburg, Russia, time: 09:20 am
Photo by Kostas Sfyris, Accounting Dept.



This year our important "act of joy" continued. With the valuable help of all our personnel, together with the support of our company, we participated in a fundraiser and offered goods to the Children of "ARGO", the Association of Naval Parents of Children with Special Needs.

Embrace diversity!

D A N A O S N E W S

It is evident that we all live and work in a constantly changing environment. Over the last years, multiculturalism has become a fact in the business life of every successful company operating globally. Nowadays, there is an increasing emphasis on the importance of multi-cultural teams and a need to analyze how these teams work and understand their strengths and weaknesses.

In this respect, Danaos Shipping Co. Ltd. has taken into serious consideration the multicultural environment on board their vessels and therefore has developed, in cooperation with its HR+T Department, a "Multicultural Communication On Board" seminar. The seminar was conducted having in mind that multicultural understanding, resulting in effective communication, greatly contributes to safety and effectiveness of the ship. The emphasis is on the importance of mutual understanding and working together under the spectrum of respecting everyone's cultural background. Life on board and daily interactions, in this framework, lead to empathy, compassion, and long-lasting, professional relationships on board.



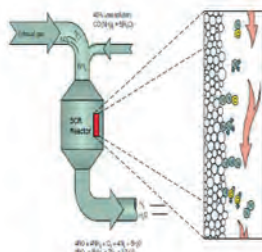
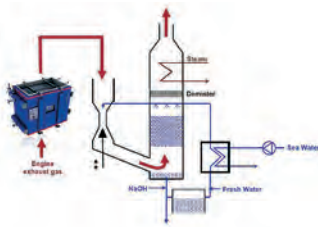
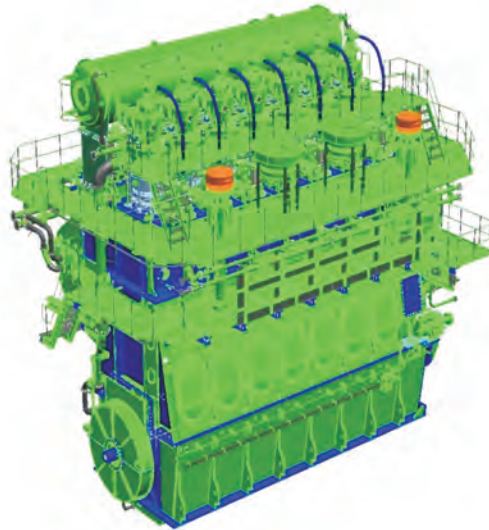
The seminar took place in Piraeus, Odessa and St. Petersburg during September and December 2011 following a series of training sessions including "METEO and Heavy Weather Avoidance" as well as "Charter Party Peculiarities". Above all, it was a good opportunity to exchange views with our Crew on multiculturalism and discuss the challenges, benefits and gains of our multicultural teams, and effective communication on board. In our belief that

our Company is a leader in the business world of continuous improvement and expertise, we will continue enriching our training sessions with emerging topics.

*Olga Papadogeorgaki
HR+T Dept.*

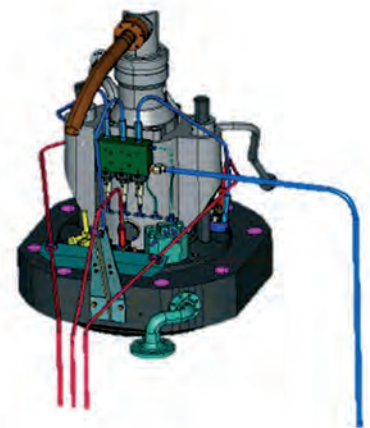


Danaos, being a leading container shipping company that pioneers in the new era of containership design and aims to be competitive and well prepared to respond to the changing market needs, has been engaged through its R&D department in two research projects with two major shipyards, SHI/Korea and Hudong/China and two major classification societies, KR and LR respectively, studying the 8500 teu “green” containership which will prevail the market in the years to come.



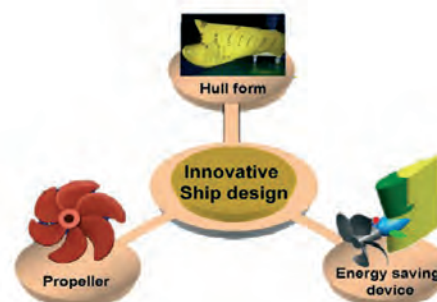
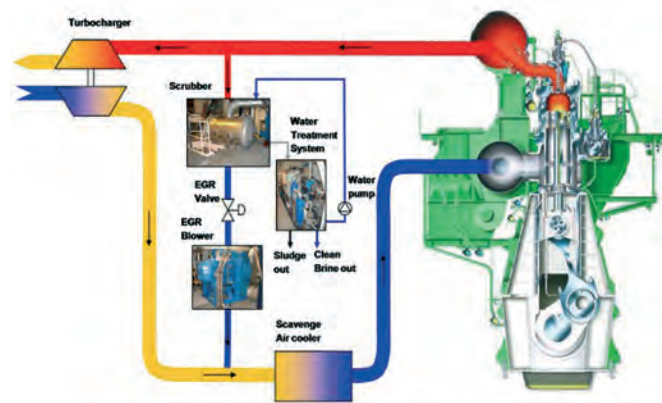
with the upcoming strict emissions legislative frame (Tier III, etc)

- Man Diesel dual-fuel main engine concept with either LNG or LPG & Wartsila DF auxiliary engines concept
- Water Ballast Treatment systems



The 8500 teu “Green” vessel was optimized on the basis of fuel efficiency, operational flexibility & small environmental footprint. In the frame of both aforementioned projects the following have been studied:

- Hull lines optimization, bulbous bow & stern frame optimum design consideration for hull resistance reduction
- Propeller selection and hull-propeller interaction for increased propeller efficiency
- Main engine optimization by alternative arrangements/modifications for SFOC improvement
- Alternative painting schemes application for minimizing added resistance effect due to roughness increase
- Energy saving devices effect on fuel savings
- Current state of the art developed by makers for reducing emissions (NO_x, SO_x, CO, PM etc) in order to be able to comply



Both projects have been completed with the model tests carried out & the results are expected soon. With regards to the Hudong project, there is an option for proceeding with further study on dual-fuel engines since LNG could very well be an attractive cost & emissions wise option for the future.

R&D Dept.

Christmas and the Sea

1st DANAOS internal Art competition



This year we welcomed our children to participate, express and share with us their art, in our 1st DANAOS internal Art Competition with the theme "Christmas and the Sea".

The response was great confirming the talent and enthusiasm of our young participants. We received a total of 32 art pieces from children aged 2 to 16 years old. The appointed committee was in long lasting meetings in order to vote for the best paintings in the defined aged groups.

Ladies and Gentlemen...THE WINNERS FOR 2011 ARE:

Age Group: 2-5 yrs

Anna Konstantinou (3.5 yrs)

Sychova Dariya (5 yrs)

Age Group: 6-9 yrs

Angelos Dimitriou (6 yrs)

Eva Kallergi (7.5 yrs)

Age Group: 10-16 yrs

Eirini Defigou (10 yrs)

Veronica Knyshova (10 yrs)

Achilleas Prokopakis (10 yrs)

The prizes were offered to the winners just before Christmas. In this supplement you can find all the art pieces.

Congratulations and a "big BRAVO" to all of our young friends for their astonishing contribution!

We encourage them to keep their colourful imagination alive for our next competition... :)

Best Regards

HR+T Dpt

The winners



Anna Konstantinou



Sychova Dariya



Aggelos Dimitriou



Eva Kallergi



Eirini Defigou



Veronika Knysheva



Achilleas Prokopakis

The participants

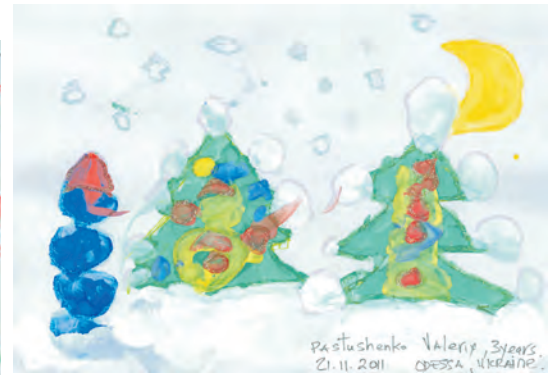
The choice was very difficult...



Andrey Novikov



Anastasia Anastasopoulou



Pastushenko Valeriy



George Konstantinou



Oleksandr Loiko



Oleksandra Kosmenaya



Maiia Lukoshkova



Oleksandra Strypa



Anastasia
Yiakimenko



Elena Palaiologou



Giorgos Papastergiou



Irina Romanchuk



Haris Marthalamakis



Velikiy Mykmaylo



Valeriya Barbash



Irina Obulmovskaya



Filippos Theodorou



Eirini Michalides



Angelos Michalides



Andrey Novikov



Alisa Lukoshkova



Andrey Novikov



Veronica Knyshova



Igor Klyushnik



Aleksandra Koshevaya

Human factors and behavior

ARTICLE

Today, billions of dollars are being spent annually worldwide to develop, manufacture and operate engineering systems. During their day-to-day use, thousands of lives are lost due to various types of accidents each year. As per some studies, around 70 to 90 percent of accidents involving engineering systems are, directly or indirectly, the result of human error.

Since many of these human errors are attributed to **Human factors** and **Human behavior**, this article will try to make a comparison between human and machine factors which possess many interesting characteristics and to indicate some human behavior examples.

Human factor is a multidisciplinary field. There are many disciplines that refer to it, such as Psychology, Engineering, Anthropometry, Environmental, Operations research, etc.

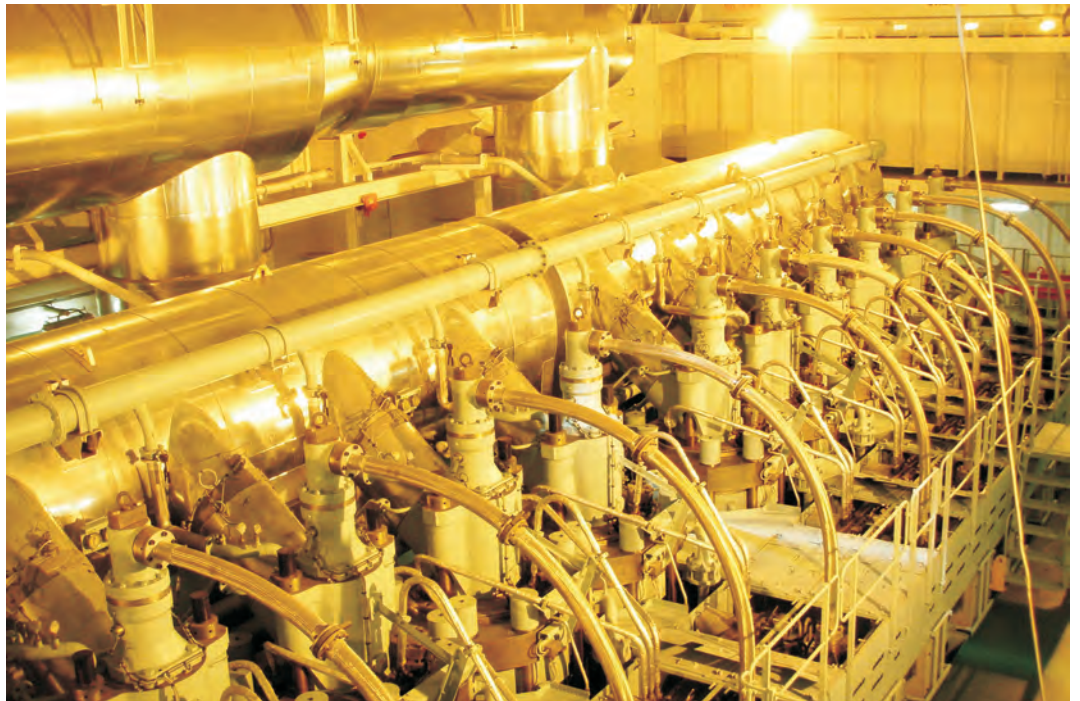
Human

- Humans need some degree of motivation.
- Humans possess inductive capabilities.
- Human reaction time is slow in comparison to that of machines.
- Human consistency can be low.
- Humans have a high degree of intelligence and are quite capable of applying judgments in solving unexpected difficulties or problems.
- Humans are subject to fatigue that increases with the number of working hours and decreases with rest.
- Humans are significantly affected by environmental factors such as noise, temperature, and hazardous materials, and they need air to breathe.
- Human memory could be constrained by elapsed time, but it has no capacity limitation problem.
- Humans may be absent from work due to various factors including illness, strikes, training and personal matters.



Machine

- Machines need no motivation.
- Machines have a rather poor inductive capability, but a quite good deductive ability.
- Machines possess a fast reaction time to external signals.
- Machines are quite consistent, unless there are malfunctions or failures.
- Machines have rather limited intelligence and judgmental capability.
- Machines are free from fatigue, but need periodic maintenance.



- Machines are not easily affected by the environment, thus they are quite useful for applications in unfriendly environments.
- The memory of a machine is not influenced by absolute and elapsed times.
- Machines are subject to failures.

Past experiences indicate that human behavior also plays a crucial role in the accidents. Therefore, it is important for us, as humans, to know our negative characteristics which should be considered with utmost care.

Some of the typical **human behaviors** are as follows:

- Humans are often quite reluctant to admit mistakes.
- Humans often overlook or misread instructions and labels.
- Most people fail to recheck specified procedures for mistakes.
- Humans frequently respond irrationally in emergency situations.
- Humans normally carry out tasks while thinking about other things.

- Humans are normally poor estimators of clearance, distance, and speed.
- A significant proportion of humans gets quite complacent after handling successfully hazardous or dangerous items and becomes careless.
- People frequently use their hands first to test or explore.
- People get easily confused with unfamiliar things.
- People generally regard manufactured items as being safe.
- Usually humans tend to hurry by cutting

corners disregarding safety rules.

- People expect ordinary things to operate in a common way, i.e. electrically powered switches to move upward to turn power on.

Even though the percentage of accidents related to human errors is high, machines share a part of humans' functions, but cannot overtake manpower.

*Mr. E. Sapounadelis
SQE Dept.*

What are Right Whales all about?

ARTICLE

For the vessels trading along the United States East Coast, it is well known that speed restrictions have been imposed in certain areas and ports which aim at reducing ship strikes to North Atlantic Right Whales. North Atlantic Right Whales are one of the most endangered species in the world with a number of only 300 remaining. A lot of efforts are made to protect this marine mammal from extinction and the U.S. has issued a Federal Rule for this purpose.

Why "Right" Whales?

"They are called 'right whales' because whalers thought the whales were the 'right' ones to hunt, as they float when killed and often swim within sight of shore. They are also incredibly friendly, and often swam right up to boats as well. As such, they were hunted nearly to extinction during the active years of the whaling industry. Today, instead of hunting them, people often watch these acrobatic animals for pleasure."

Description

"Unlike other whales, right whales have distinctive callosities (roughened patches of skin) on their heads, along with a broad flat back without a dorsal fin, occasionally with white belly patches, and a long arching mouth that begins above the eye." Adult Right whales can grow up to 50 feet long and weigh up to 55 tons. "An unusually large forty percent of body weight is blubber, which is of relatively low density. Consequently, unlike many other species of whale, dead right whales float." Another characteristic of right whales is that they "have a distinctive wide V-shaped blow, caused by the widely spaced blowholes on the top of the head. The blow rises 5 m (16 ft) above the surface."

Biology

Females are larger than males. They become sexually mature at around age 10 and breed every 3-5 years. "Both reproduction and calving take place during the winter months." They feed on dense patches of zooplankton called copepods as well as krill and pteropods, although they are occasionally opportunistic feeders. Right whales are considered capable of living more than 100 years.

Behaviour

It's been observed that right whales may not move away from a boat's path and their movements may be unpredictable. Mothers and calves travel together while calves may be curious and approach vessels. Pregnant females don't eat during calving season; therefore, they need to conserve energy for giving birth, nursing and migrating northward to feeding areas. It is also known that right whales spend a considerable amount of time at or near the water's surface particularly



mothers and calves. Resting right whales are oblivious to dangers around them.

Habitat

Almost all North Atlantic right whales live in the western North Atlantic Ocean. In spring, summer and autumn, they feed in areas off the Canadian and north-east U.S. coasts in a range stretching from New York to Nova Scotia. Particularly popular feeding areas are the Bay of Fundy and Cape Cod Bay. In winter, they head south towards Georgia and Florida to give birth.

Threats

According to information retrieved from the official page of NOAA (National Oceanic and Atmospheric Administration, US), "ship collisions and entanglement in fishing gear are the most common human causes of serious injury and mortality of western North Atlantic right whales. Additional threats may include habitat degradation, contaminants, climate and ecosystem change, and predators such as large sharks and killer whales. Disturbance from such activities as whale-watching and noise from industrial activities also may affect the population."

Protective measures

In September 2005 the Defenders of Wildlife, the Humane Society of the United States and the Ocean Conservancy sued the National Marine Fisheries Service (a NOAA sub-agency) for "failing to protect the critically endangered North Atlantic Right Whale, which the agency acknowledges is 'the rarest of all large whale species' and which federal agencies are required to protect by both the Marine Mammal Protection Act and the Endangered Species Act", demanding emergency protection measures. According to NOAA researchers, about 83 percent of right whale sightings in the mid-Atlantic region occur within 20 nautical miles (37 km) of shore. On February 6, 2006, NOAA proposed its Strategy to Reduce Ship Strikes to North Atlantic Right Whales. The proposal, which was implemented in 2008, limited ship speeds during calving season. On December 8, 2008,

NOAA issued a press release that included the following:

- Effective January 2009 ships 65 feet (19.8 m) or longer are limited to 10 knots (19 km/h) in waters off New England when whales begin gathering in this area as part of their annual migration. The restriction extends to 20 nautical miles (37 km) around major mid-Atlantic ports.
- The speed restriction applies in waters off New England and the southeastern U.S., where whales gather seasonally.
- Southeastern U.S. from St. Augustine, Fla. to Brunswick, Ga. from Nov. 15 to April 15
- Mid-Atlantic U.S. areas from Rhode Island to Georgia from Nov. 1 to April 30.
- Cape Cod Bay from Jan. 1 to May 15
- Off Race Point at northern end of Cape Cod from March 1 to April 30
- Great South Channel of New England from April 1 to July 31.
- Temporary voluntary speed limits in other areas or times when a group of three or more right whales is confirmed.
- Scientists will assess the rule's effectiveness before the rule expires in 2013.

Conclusion

During the last decades, we listen more often to the scientists who sound the alarm for endangered species and this has to do with the balance of the ecosystem in which we live, exploit and move forward to a future that must be sustainable for the next generations. Right whales consist of a link of the environmental chain and must be protected by all involved.

SQE Dept.

References:

- 1) http://en.wikipedia.org/wiki/Right_whale
- 2) http://www.nmfs.noaa.gov/pr/species/mammals/cetaceans/rightwhale_northatlantic.htm

Ship simulation: the key to the future of seafarer training

ARTICLE

In October, I had the opportunity to attend a Ship Simulation course for the handling of a 13,500 TEUs Container vessel. The course took place at the Marine Training Center in Hamburg between October 10, 2011 and October 14, 2011. Through the use of various PowerPoint presentations and a Bridge Simulator (created by Rheinmettal Defense systems), the basic instructors of the course, Mr. Bernd Ulbricht (Master Mariner), Mr. Andreas Hartman (Master Mariner/Kiel Canal Pilot) and Mr. Kurt Steuer (Hamburg Harbor Pilot) demonstrated the handling of a 13,300 TEUs Container vessel.

The main objective was to show how a ship simulator can prove to be extremely beneficial by providing the seafarer with the experience he requires at a lower risk and cost. As the production of 'sophisticated' vessels increases so will the demand for qualified personnel and a ship simulator could be a viable solution for shore based training.

Extensive software tools are available to create new data bases and models on demand. The visual model of a new harbor can be generated as well as the ECDIS to provide the best environment for the test maneuvers with different ship models under all desired weather conditions, tides and current. The R&D projects can be conducted under the full responsibility of MTC or together with partners. During the course we also had the opportunity to exchange and share some experiences regarding ship handling with the pilots of the Elbe River.

SIMULATION VS REALITY WITH AN XXL-CONTAINER VESSEL:

- In order to avoid the feeling that the vessel could be handled easily, despite its dimensions and mass, the model in the simulator was designed with marginal adverse maneuvering characteristics compared to those that could be expected in reality (i.e the wind effect to the ship is in max scale).

- In favorable conditions with no current and wind of Bft. 4 the stern tug with a bollard pull of 80 tons had to pull constantly with full available power to turn the vessel with a speed of 1.5 knots over the stern.

- During the simulation the pilots came to the conclusion that at Bft 5 and Bft 6 a third tug and a fourth tug would be required accordingly for safe navigation, which was confirmed by the real maneuver.

- Sea keeping in the Open Sea not defined yet (i.e parametric rolling etc.).

- The re-located superstructure in the fore part increases the capacity, the deck cargo area, the available tiers as a result of the visibility requirements and improves torsion moments response (about 30%).

- In large vessels such as these, even if an engine was available to supply the power required to move the vessel, there are practical problems with delivering this power into the water (propeller size and weight, pitch, shape of the hull etc.).

- The ships design satisfies all the IMO maneuverability criteria when equipped with single screw engine and single conventional steering gear, but in congested waters where maneuverability may be more problematic (i.e min radius of turn required 0.7 nm.) or relatively shallow and lengthy approaches (e.g. Nigbo channel 48 nm. long).

- Due to extremely the big size of the hull and deck cargo area the estimation of free space available around the vessel is reduced dramatically. The operator must rely mostly on the electronics displays, especially during maneuverings.

- Due to the above, the settings and configurations of all electronic equipment is crucial and special care is needed.

- Also the mentality of the traditional Container Navigator must change due to the actual "location" of the length of the ship (2/3 of the length of the ship located aft).... (sharp turns, overtaking with short distance between the vessels, interactive effect).

- Instrument monitoring must be intense and always clear for the given data (ROT, RPM indicators...don't forget, you don't listen or hear or feel the engine from the bridge).

- Wind effect and current effect to the hull and superstructure cannot be compensated easily.

- The capacity-bollard pull of the tugs and

SWL of vessel's bollard especially in rough weather conditions must be advisable all the time.

- The tugs are more effective on pulling instead of pushing.

- Some important topics discussed and analyzed during the exercises in the simulator: Pivot point, Sinkage and Squat, Banking effect, Passing effects.

CONCLUSION

The course was very useful to help one understand the specific maneuver abilities of a large container vessel during an anchoring operation, berthing/un-berthing operation, to understand the effects of wind, current, shallow water, banks and narrow channels or passages with heavy traffic, to establish a proper working team during pilotage and finally to understand the principles and different dimensions of persons onboard, handling an Ultra Large Container Vessel (ULCV).

- The practical handling of the NEW ULCVs has proved that safety operation/navigation standards can only be achieved with advanced training in the simulator.

*Cpt. Stelios Petronios
HR+T Dept.*

Newly joined!

We welcomed:

Correction from previous issue
– **Capt. Giannis Barliakos**,
Assistant Operations Manager

– **Mrs. Eleftheria Stavrou**,
Accounting Manager

– **Mr. Nikos Andreadis**,
IT Coordinator

– **Capt. Emmanouil Varsamis**,
Marine Superintendent

– **Mr. Papazoglou Iordanis**,
Assistant Fleet Manager

– **Mrs. Maria Miliadi**,
Technical Coordinator



Dear Colleagues onboard and onshore,

This column is intended to share with you my experience in life, with reading playing a major part in it. I will try to recommend a good book for you in each edition of our newspaper.

What is reading and how does it affect our lives? Reading opens a window in the world and shows us that all people are equal and share the same experiences, feelings and joys, irrespective of background, religion, colour or mentality.

Through reading, one can share these common feelings, relate to other people's experiences and explore their adventures and

dreams through fictional or realistic stories that mentally travel us to other worlds, times and civilizations, enabling us to visualize ourselves living in a different place and era, just sitting in our armchair or lying in our bed. It is like carrying a whole group of friends with you at all times and everywhere!

In this edition, I recommend the wonderful and very sensitive book "The Kite Runner" by Khaled Hosseini. It is translated in multiple languages and travels us to life in Afghanistan.

It is a masterpiece and a hymn on friendship and the true meaning of life. Friendship is one of the most valuable relationships in one's life, as long as it is true, long-lasting and without trade-off. It provides the warmth and shelter we all need to get through the harsh times in life, whether these are health problems, financial stress or depression. Hearing the words of the protagonist's long-life friend, when he runs to collect the falling kite for him: "for you I shall run a thousand times and even more...", one cannot think that life deserves to be lived only for one thing: love and caring. All the rest, like money,

position or professional success can provide comfort, satisfaction and target completion, but they do not stand alone if one cannot embrace such feelings.

I do recommend to all of you to invest in love and friendship, make friends at home, work (onboard and onshore). Your colleagues can become your best friends and turn a working environment, like ours at Danaos, to a second home we are all looking to achieve balance in life, as long as we take pride in our job, work as a team and support each other. Life can be great if we treat it right and we see that every effort is worth it, when it comes from a pure and open soul and mind, without misconceptions or fears for other human beings.

Enjoy the book and feel at home onboard!

Kind regards
Zoe Lappa-Papamattheou
Legal Director

(but foremost wife, mother of two children and friend of my Danaos colleagues!)

DANAOS Mini Soccer: 2012 will be our year...

D A N A O S N E W S

The last days of 2011 find the "Blues" in the 1st place of the current Greek Shipping Soccer league 2011 – 2012. After six matches, the Danaos soccer team is very close to the title with 5 wins - 1 defeat and a goal average of 34 – 14.

Having finished 3rd in last year's competition, Danaos' first matches are mainly characterized by the high level of team spirit, an advantage that swayed the current Champion in our opening game to lose 7-1.

We haven't managed to arrange an interview with a Danaos football player yet, (we will try for the summer edition), although, we have gathered some of the headlines in the global press referring to Danaos' matches:

Gazzetta Dello Sport: The Blue is on Fire... Danaos – Chartworld 6-1

France Football: (Tsirigoulis – Danaos Striker): "I don't care for the Top Scorer title but for our team to win"

Kicker: (Marinopoulos – Defender): "A guy named Fabio Cannavaro, just phoned to congratulate for today's performance. Do you know him...?!"

Our warmest wishes for a Merry Xmas & a Happy, Prosperous 2012 to you & your families!

Blue Regards
The Danaos Mini Soccer Team

A letter from Santa Claus

A letter to Santa Claus is the best way for children worldwide to communicate with their favorite Saint. However a letter from Santa could make a big difference and offer to your child an unforgettable experience! Here is a draft custom-made letter for seafarers!



Santa's Workshop, North Pole

Dear (Name),

Just thought I'd send you a little note, to tell you everyone here at the North Pole is thinking about you. Mrs. Claus just mentioned the other day just how big you are getting! And it is so nice that you are helping so much around the house now that your daddy is away working at sea on that big containership. Working together is what families do! We all know how hard it is when someone is away from us for a little while and even harder when they are away for a long time. Especially, when he is employed in another country, not to mention crossing the seas! Rest assured he's thinking about you just as much (probably more), as you are thinking about him! Try not to worry too much, and remember all of us here at the North Pole are just as proud of him as you are, but mostly we are proud of YOU being such a nice boy (girl)! Whew! Didn't notice the time, I better get crackin' before Rudolph chews through his barn door. Again. One of these days, I'll get around to installing those automatic doors, like at the supermarket. Goodness knows, hoofs are no good with doorknobs! So, go to bed early, and I'll be seeing you soon, Merry Christmas!

Love,

Santa, Mrs. Claus, All the elves, Rudolph, Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner, & Blitzen

P.S. Don't forget to leave some carrots for the Reindeer right next to the Christmas tree and some cookies and milk for me on Christmas Eve!

Katerina Vassilopoulou
HR+T Dept.

Source: <http://mydnyte.com/santaletters>

Christmas traditions

ARTICLE

There are lots of Christmas traditions that are practiced by a number of countries all over the world during the holiday season. These traditions can be as diverse as the culture and religious practices of each and every country in the world. Below, we will see the way that Greeks, Russians and Ukrainians celebrate the Christmas holidays.



In **Greece**, Christmas caroling is very popular, and although you might hear these songs at any given moment during the holiday season, there are actually three "official" caroling days. The custom is that children go from house to house singing the carol, with the accompaniment of a triangle, and residents of the houses give them a small amount of money. Greek Christmas carols ("calanda") are sung on the mornings of Christmas Eve, New Year's Eve and January 5th, the Eve of the Epiphany.

Another tradition is that many Greek Orthodox Christians fast for 40 days before Christmas. After fasting, the Christmas feast is looked forward to with great anticipation by adults and children. Pigs are slaughtered and on almost every table, there are loaves of christopsomo or "Christ Bread". This bread is made on Christmas Eve, which has a cross carved into the top crust before it is baked. On Christmas Day, the head of the household makes the sign of the cross above the loaf of bread, cuts it and gives a piece to each person at the dining table.

One other tradition is that priests sometimes go from house to house sprinkling holy water around to get rid of the bad spirits who may be hiding in people's houses. The reason for this ritual is that some people believe "kallikantzeri", which is the idea that the mischievous goblins appear from Earth during the 12 days of Christmas.

Decorating a boat for Christmas is another tradition, however, we do not see this often anymore. In most Greek homes, an evergreen tree is decorated with tinsel and a star is placed on top of the tree.

The tradition of exchanging gifts takes place on January 1st, Saint Basil's Day. Another custom

before this holiday is that many people hang a pomegranate above the front door of their house. By the New Year, when the fruit has dried, Greeks throw the fruit on the ground to break it, and then step into their house with their right foot first. According to tradition, this act brings good luck for the year to come. Also, on January 1st, the Greek New Year's Day cake, "Vassilopita" is cut. Before the cake is baked, a coin covered in foil is placed in it. The New Year is written on top of the cake with almonds. The person who cuts the cake makes the sign of the cross three times above it and then starts serving the pieces to each person, the house, Christ, The Virgin Mary and Saint Basil. Whoever has the coin in his piece of cake will have good luck for the rest of the year. The dining table is also filled with many other sweets such as "kourambiedes", a Greek nut cookie and "melomakarouna". Throughout the holiday season, Greeks greet one another by saying "Hronia Polla" which means wishing people many happy years to come.

In **Russia**, the religious festival of Christmas is being replaced by the Festival of Winter, but there are some traditions that are still kept in some parts of the country. For the traditional Russian Christmas, special prayers are said and people fast, sometimes for 39 days until January 6th Christmas Eve, when the first evening star appears in the sky. Then, a twelve course supper begins in honor of each of the twelve apostles. Some of the food that is served is fish, beet soup or Borsch, cabbage stuffed with millet, and cooked dried fruit. Hay is spread on the floors and tables to encourage horse feed to grow in the coming year and people make clucking noises to encourage their hens to lay eggs.

On the night of January 6th before Orthodox Christmas, people used to not sleep and would go from house to house for treats. "Kolyada" is the name of the ancient Christmas ritual glorifying the birth of Christ by singing. The rich people were taking part in Kolyada and were dressing up in Carnival costumes, while the poor people were wearing their clothes inside out. Nowadays the ritual is being reborn and people are learning songs, wearing disguises and masks and are going to the houses of their neighbors, relatives and colleagues.

*Eleni Anastasaki
Accounting Dept.*

Christmas in Ukraine

Christmas is a wonderful holiday, it's a feast of Christ's birth and it's celebrated on the eve of 7th of January. In the mid-4th century it was established by the Roman Catholic church as a

separate feast and was celebrated on 25 December according to the Julian calendar. In the 10th century with the introduction of the Christianity into Rus it was fused with the local pagan celebrations of the sun's return or the commencement of the agricultural year. In some areas was used the pre-Christian name of the feast - Koliada. The Christmas Eve is considered as the most interesting part of Christmas as it has ritual and magic acts aimed at ensuring a good harvest and a life of plenty. Caroling is a characteristic feature of the feast, it expresses respect for the master of the house and his children, and sometimes it's accompanied by a puppet theatre (vertep). The religious festival lasts three days and involves Christmas liturgies, caroling, visiting and entertaining relatives and acquaintances. The Christmas tree was adopted from Western Europe, but today it's the element of the New Year celebration in Ukraine.



The «holy supper» on Christmas Eve is a meal of 12 ritual meatless and milkless dishes. The order of the dishes and dishes themselves aren't uniform everywhere. In the Hutsul region, for example, the dishes were served in the following order: beans, fish, boiled potato, dumplings, cabbage rolls, kutya, potatoes mashed with garlic, stewed fruit, plums with beans and some other dishes.

Christmas is the holiday when all members of the family gather together. This is the holiday of joy. Comparatively with Great Britain and some other countries Ukrainian people don't exchange presents on this holiday. For many years only religious people observed this holiday, but today it's an official state holiday. Children like to have fun on this holiday, they go from door to door, sing carols and people give sweets to them. As it was already mentioned, «Kutya» is a traditional Ukrainian Christmas dish. It's cooked by mothers and godchildren take it to their godparents. Although this holiday appeared long ago but nowadays many people still like to go church and listen to Christmas sermons.

Danaos Ukraine Office

The history of the Matryoshka doll

ARTICLE

The first Russian nesting doll was born in 1890 in the workshop "Children's Education" situated in Abramtsevo Estate, north of Moscow. The owner of Abramtsevo was Sava Mamontov, an industrialist and a patron of the arts. The end of the 19th century in Russia was a time of great economic and cultural development. Under Mamontov, Russian themes and folk art flourished there. During the 1870s and 1880s, Abramtsevo hosted a colony of artists who sought to recapture the quality and spirit of medieval Russian art in the manner parallel to the Arts and Crafts

One of the artists of Mamontov's artistic surrounding, Sergei Malyutin, was intrigued by the Fukuruma nesting doll and decided to make something similar but with Russian peculiarity. The doll would have its own Russian spirit and represent specific Russian cultural and folk art traditions. So Sergei Malyutin made a sketch and asked Vasilii Zveydochin a crafter to help him make a wooden form for the nesting doll. Zveydochin and Malyutin then created what was to be known as the first wooden nested doll in Russia.



Why it's called "Matryoshka"

There is no information as to who was the first to call the nesting doll by this name. Some speculate that the name Matryoshka originates from Russian female name Matriona. In old Russia among peasants, the name Matriona or Matriosha, was a very popular female name. Scholars say this name has a Latin root "mater" which means "Mother". This name was associated with the image of a mother from a big peasant family who was very healthy and had a portly figure. Subsequently, it became a symbolic name and was used specially to image brightly painted wooden figurines made in a such way that once taken apart could reveal smaller dolls fitting inside one another.

Danaos Russia Office



movement in Great Britain. Several workshops were set up there to produce handmade furniture, ceramic tiles, and silks embroidered with traditional Russian imagery and themes.

The legend

Legend has it that at a traditional Saturday meeting in a part of Russia, somebody brought a funny Japanese figurine of a good-natured bald-headed old man called Fukuruma. The doll consisted of smaller figurines nestled into one another. It had 7 figurines. That was the first known nesting doll. Another legend says that the first doll of such type (nested wooden doll) was bought on the Japanese island Honshu (where Fukuruma was made) by an unknown Russian monk.

The principle of making dolls remains unchanged until the present time, keeping all the tricks of the turning skill of Russian craftsmen. Usually a turner uses wooden materials such as lime and birch. Timber that is intended for the manufacturing of the dolls, is usually cut down in early spring, purified from the bark, leaving rings of bark in some places on the log to prevent cracking of the wood during drying. The logs are then stacked in piles and between them a gap is left for air flow. Usually timber is kept in the open air for several years to bring it to a certain condition - this avoiding obsolete drying. Only an experienced turner can determine the readiness of the material. Once those are ready to process the logs are sawn into billets for future dolls. It may take a turner up to 15 tries on the wood before he turns it into a doll.

Malyutin painted the dolls in accordance with his own design. The first Russian nesting doll described a peasant family - a mother with her 7 children. The nested doll consisted of 8 pieces. This set and some other old matryoshkas are displayed in Sergiev Posad at the Museum of Toys. There in the museum we can see many old Russian nesting dolls like "An old man" 8 piece set, "Getman", 8 piece set of nested doll, matryoshka "The tale about turnip".

"The Genesis of NASI" presentation

BOOKS

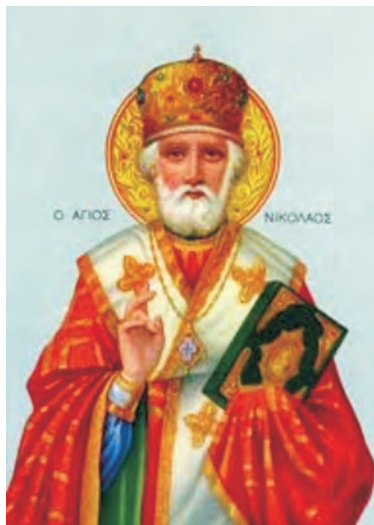


Our Technical Director, Mr. Dimitris Vastarouchas, who is also a writer, presented his second novel named, "The Genesis of Nasi" of the trilogy "O 9os Oikos" which is published by "Govostis". This is an excellent book which is difficult to stop reading and deserves the valuable time of the reader. The story is rich in detail, the characters are unforgettable, and the language is so good that you want to read every sentence twice. The book enters into an Asian world covering its secrets and philosophy. Anna, a smart and passionate woman, with Alex, a mysterious photographer, will search the hidden secrets of a heritage in order to enter into Feng Shui world. The book presentation took place at Island Club-Restaurant on June 3, 2011. Everyone enjoyed the cocktail party. Mr. Dimitris Vastarouchas with his beautiful wife welcomed and thanked everyone for their support and warm congratulations. From all of us, we would like to express our best wishes for his new book and every success in the future.

Tech Dept.

Saint Nicholas: our Santa Claus

The true story of Santa Claus begins with Saint Nicholas, who was born during the third century in the village of Patara located on the southern coast of Turkey. At that time, the area was Greek and is now Turkish. His wealthy parents, who raised him to be a good Christian, died in an epidemic while Nicholas was still young.



Obeysing Jesus' words to sell what you own and give the money to the poor, Nicholas used his whole inheritance to assist the needy, the sick and the suffering. He dedicated his life to serving God and was made Bishop of Myra while still a young man. Bishop Nicholas became known for his generosity to those in need, his love for children and his concern for sailors and ships.

He died on December 6, AD 343 in Myra. The anniversary of his death became a day of celebration, St. Nicholas Day.



Saint Nicholas is the protector of sailors and that is the reason why many churches built in his honor are near many seaports. Also, Saint Nicholas is the saint of children who around the world know and love him as he brings gifts and treats in December. Although he is known by different names and even looks differently from place to place, he is the same Saint Nicholas who delights children with small surprises and good things to eat. Saint Nicholas gave to the needy, was alert to others' needs and expected nothing for himself in return. It was Saint Nicholas' selfless generosity that sought only the good of others that made his gifts the gifts of a saint. As Santa Claus appears once a year to be seen and heard for a short time, Saint Nicholas is part of the communion of saints, surrounding us always with prayer and good example.

29th Athens Classic Marathon... we were there!

DANAOS NEWS

The ancient Greeks believed in "Νους υγιής εν σώματι υγιεί" which translates into "Healthy mind in healthy body". Sustaining the physical and mental commitment as a fundamental value and also supporting **ELEPAP** (Hellenic Society for Disabled Children), Danaos' Employees participated in the **29th Classic Marathon** held in Athens on 13th November 2011.

Danaos also sponsored our colleague **Mr. Kyoungsu Kim**, who has been working for



the past 11 years in our offices in Korea (Sundong Site Office) and visited our country in order to participate in this race!

Despite the bad weather conditions, we were all there to support **ELEPAP** and most importantly, to experience of **29th Classic Marathon!** The attached photos depict the unique moments we all shared during the race!

Congratulations to all participants!



Making the green difference!

DANAOS NEWS

As every year, this summer we were there to support our idea for a better tomorrow with cleaner beaches and seas around Attiki. Our team attended the HELMEPA Coastal Clean Day 2011 and cleaned a public coast in the southern suburbs of Attiki. This year our young members also had the chance to learn about the importance of protecting the marine environment and the life underwater. They visited the Greek Association of Turtle Protection and learned about the life cycle of sea turtles as well as the dangers they face from human negligence.



As we are heading towards the cold winter – at least the habitats of the Northern hemisphere – and just before the holiday season cures our emotional pain of having to leave summer behind with all the fun, sun, sea and hot sand (!), the only things that can make us smile until our next summer vacation are the memories of all the good times we had and the many photos we took – souvenirs for a lifetime!

Among other beautiful things that we collected from our summer holidays, there was a small, cute, eco-friendly, practical, elegantly designed ashtray! No, this was not a common ashtray with some folklore touch, bought in a hurry from the local shop. It was made out of cardboard and had its own name. “Ladies and Gentlemen, we present to you the one and only Beach Ashtray!”

The Beach Ashtray is free – you can find it on board ferries travelling to the islands. It has simple instructions on how to use it. It’s easy: “Nail the ashtray down in the beach, fill it with sand and put out your cigarettes. Before you leave, release the sand from the special hole (empty sand). After you throw



away the cigarette-butts you can re-use it.” So simple!

It is very simple indeed and by this way, you keep the beaches clean from thousands of cigarette ends that are sinking every year into the sand. Please take a minute to think about it. The bottom line in being environmentally friendly is nothing more than changing our daily habits. Let’s make a small change in our habits – one step at a time. If you consider the positive impact that we can make on the environment, you will realize that the future is in our hands.

One might wonder if cigarette-butts are harmful for the environment. The answer is that cigarette-butts along with other

waste found on the beach (tin cans, bags, metals, ropes, etc.) can harm marine life and affect water quality since most of the time this waste ends up in the sea. As a result, fish and birds very often mistake waste for food. There is a health hazard also for people, especially children. In addition, seeing cigarette-butts everywhere gives us a negative image of a beautiful environment.

According to HELMEPA from the recorded data of litter collected by volunteers during beach cleanups, it becomes evident that cigarette filters remain the No. 1 litter item on beaches. Therefore, please do not forget the next time you go to the beach, if you are a smoker, to be fully equipped with your own Beach Ashtray! And if you do not find one, you always can dispose cigarette-ends in an empty cigarette box that you can take with you leaving the beach. “Let’s keep the beaches clean!”

Vassiliki Giannakou
SQE Dept.

Reference:
<http://www.helmepa.gr>



Top 10 litter items on Greek beaches 2011	Number	Percentage
Cigarette ends	101,202	59.9%
Plastic bottles	12,562	7.4%
Straws	11,365	6.7%
Caps/Lids	10,757	6.4%
Aluminum beverage cans	6,718	4.0%
Plastic bags	6,350	3.8%
Food wraps	3,075	1.8%
Glass bottles	2,423	1.4%
Paper bags	2,287	1.4%
Cups, plates, forks, knives, spoons	2,011	1.2%
TOTAL	158,750	93.9%

Source: <http://www.helmepa.gr>

TIME TAKEN FOR OBJECTS TO DISSOLVE AT SEA	
Cigarette filter	1 - 5 years
Rope	3 - 14 months
Painted wood	13 years
Aluminum can	200 - 500 years
Paper bus ticket	2 - 4 weeks
Cotton cloth	1 - 5 months
Woolen cloth	1 year
Tin can	100 years
Plastic bottle	450 years

Pork Stew with Celery and Avgolemono Sauce

Xoirino me Seleri (Selino)

This is a favourite winter dish and one that combines the succulent flavours of braised pork, celery, and the beloved “Avgolemono” (egg-lemon) sauce. It's a great main course that yearns for crusty bread to be savoured in its flavourful sauce.

Ingredients

- 4 tbsp. unsalted butter
- ¼ cup olive oil
- 3½ lbs. pork shoulder (or pork butt) roast, trimmed of fat and cut into 2 inch pieces
- 2 leeks, diced (include 2 inches of green)
- 2 medium onions, diced
- 2 tbsp. all-purpose flour
- 2 cups chicken stock or broth
- 8-10 large stalks Pascal celery (with leaves) cut into 1½ inch pieces
- ¼ cup chopped fresh dill
- Juice of two lemons (strained)
- 2 large eggs (at room temperature)
- salt and pepper to taste

Preparation

In a Dutch oven or stockpot, heat the butter and olive oil together over medium high heat. Season the pork chunks with salt and freshly ground black pepper and then sauté until nicely browned on both sides. Remove the pork to a platter and keep warm. Add the leek and onion to the pot and sauté until nicely tender, for about 5 minutes. Add the 2 tbsp. flour to the pot and cook for about a minute until incorporated. Add the celery and the chicken stock and allow the liquid to come to a boil. Reduce heat to medium-low and simmer covered for about 10 minutes. Add the pork (with juices) and the dill to the pot and simmer covered for approximately 45 minutes, stirring occasionally.

Prepare the Avgolemono Sauce

Using a whisk, beat the eggs in a medium bowl until frothy. Slowly whisk in the lemon juice. Ladle one cup of the pot liquid little by little into the egg-lemon mixture to temper the eggs. Remove pot from heat and add egg-lemon mixture stirring gently. Heat over very low heat until sauce thickens. Take care not to allow the sauce to boil or the eggs will curdle. Re-season with salt and freshly ground black pepper as needed.

Prep Time: 15 minutes

Cooking Time: 1 hour

Servings: 6



Apple pie



Ingredients

- 1 cup of oil
- 1½ cups of sugar
- 1 cup of milk
- 4 eggs
- 2-3 portions of vanilla extract
- 4 cups of flour
- ½ cup of melted butter
- 6-7 apples
- cinnamon (as much as desired)

Directions

Beat with a mixer the sugar and oil for 3 minutes. Add milk, vanilla, eggs (one at a time) and flour. In a 30-40 cm diameter pan, put the melted butter. Slice the apples and place in a circle. Sprinkle the apples with sugar and cinnamon. Pour the rest of the mixed ingredients in the pan. Bake in the oven at 200 degrees Celsius for 1 hour.

Popi Chelioudaki
Tech Dept.

Spiridoula Dimitropoulou
Supply Dept.

A message from CSCL Pusan

Good afternoon

I have a great pleasure to share my experience with perfect Danaos fleet and wonderful seamen

Capt: N. Roidis, E. Markatos

Ch. Mates: K. Kiriakoulis, N.A. Kalatzis

Ch.Eng.: G.Tzagkarakis

2nd Mate: C. Kaffes

on board of APL Duke (ex. Hyundai Duke) this year

If you will find my attached pictures enough good to be published this would be perfect

Wish all the best for all Greece and Danaos shipmanagers

mr Anton Nelyubov

stormytony001@rambler.ru



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

At christmas time, the most treasured sentiment is being part of a compassionate family.

Therefor this festive season, rather than honour our valued partners with a token of our friendship, all of us at Danaos rejoice, as last year, in embracing the invaluable efforts of the ELEPAP Foundation, The Hellenic Society for the Protection and Rehabilitation of Disabled Children.

We hope you'll join us in this gift of support and affection.