

The **INTERNATIONAL**



PROPELLER CLUB

of the United States

INTERNATIONAL PORT OF PIRAEUS, GREECE



**To promote Maritime Relations, Commerce,
Goodwill and Cultural Relations
between citizens of Greece and the United States
as well as all other countries represented by their members**

Welcome Message

By Nicolas A. Tsavlis
 President of the International Propeller Club of the United States,
 International Port of Piraeus



Dear Fellow Member,

The existence of the International Propeller Club of the United States, International Port of Piraeus, makes us all – and particularly the Shipping community – very proud.

The current Board of Governors ends its tenure of office in September 2009 after two fruitful years. Moreover, during the last year, many events were successfully organized. These include: the Speech by the Chairman of the Athens Exchange and President of the Federation of European Securities Exchanges, Mr. Spyros Capralos, the AMVER Dinner Awards, celebrating its bi-centenary, the Thanksgiving Dinner, the New Year's Traditional Pitta Cutting, the Excursion to Egypt and of course, the Award Ceremony for Mr. Savas Kalafatides, a great honor and recognition on the part of the United States Embassy.

Many thanks and congratulations to all our members for their contribution and support of these events. Special thanks and appreciation go to our Sponsors – and the Propeller Club's team – for their efficiency in organizing them.

The International Propeller Club, International Port of Piraeus is dedicated to the enhancement and well-being of all constituents of the maritime community on a national and international level. Moreover, Propeller Club promotes the maritime industry through many of its programs, by partnering with other similar organizations.

It saddens me to point out that we are about ten months into what is generally considered to be the worst economic crisis in living memory. There can be no doubt that we were existing in a bubble – a

bubble, which eventually – and inevitably – burst. The Shipping Industry is facing key issues in these times of uncertainty, such as gigantism – burden sharing – ethos – piracy, etc. Workable solutions and a course of direction need to be found in order to survive. Needless to say, in May 1985 we faced similar grave circumstances – but the Shipping Industry managed to stay alive.

I conclude this address with an extract from a speech entitled: "The Changing World for Shipowners", given by BIMCO's Honorary President, Dr. Helmut Sohmen, in May 1985. These words were uttered exactly 24 years ago. From history we learn – even the future.

"Change is what it's all about these days – faster change, more fundamental change, surprising change.

Quick adaptation to change seems a surer way to success than the preservation of traditions and a clinging to old standards.

This is true on the political and economic fronts as well as in the technical and social spheres.

While we may regret the passing of the old and have trouble adjusting to the new things in life – it is the flexibility to accept novelty and, even more, the ability to anticipate the unexpected which divides the leaders from followers.

In an epoch of really rapid and fundamental change such as we are now witnessing, this truth becomes more more strikingly evident."

My best wishes to everyone for a pleasant summer.

PRESS RELEASE

On Thursday April 23rd, 2009, the International Propeller Club of the United States, International Port of Piraeus in cooperation with the American Embassy in Greece, organized a cocktail in honor of former President of the Club Cpt. Sava J. Kalafatides at the Yacht Club of Greece in Mikrolimano.

Commandant of U.S. Coast Guard Admiral Thad W. Allen honored the event and presented a Distinguished Public Service Award to Cpt. Sava J. Kalafatides in recognition of his work getting the AMVER Awards to the strong position they enjoy today.

The President of the Propeller Club in Greece, Mr. Nikolaos Tsavlis, presided the event and extended greetings and warm welcome to Commandant T.W. Allen and guests. Mr. Tsavlis congratulated Cpt. Sava J. Kalafatides for his continuous and valuable efforts to promote and encourage Greek-owned fleet participation in the AMVER program, leading Greece to the top position worldwide.

Admiral Thad W. Allen upon presenting the award, the highest award for the U.S. public service to Cpt. Sava J. Kalafatides stated that Cpt. Kalafatides utilized his broad experience and convinced the Propeller Club, Port of Piraeus to work together with the U.S. Embassy to sponsor the AMVER Awards, which brought Greece to the top in AMVER participation and awards. He went on by saying that '.....without (Mr. Kalafatides') dedication the AMVER program, a cornerstone of the US Coast Guard search and rescue system would not be as strong as it is today. Captain Kalafatides' dedication, professionalism and unwavering support to the nation are mostly highly commended in keeping with



the highest traditions of the US Coast Guard.' Upon accepting the medal and certificate Captain Kalafatides thanked all the members for their presence and acknowledged that this award is a result of collective effort. He expresses his gratitude to Mr. George Angeles, former president of the Propeller Club with whom in 1992 adopted the AMVER program from US Embassy in Athens; all former and today's presidents

who have been very supportive of the program and the representative in the U.S Benjamin Strong .But above all he thanked the Greek ship-owners their executives and crews who have committed themselves and have embraced the AMVER program.

United States Ambassador to Greece Daniel V. Speckhard also commended Cpt.Kalafatides for his contribution to the AMVER program.

Present were Mrs Kalafatides, Captain Kalafatides' tireless and gentle life companion, his son and member of the B.O.D John Kalafatides, former presidents of the Propeller Club, Mr.A. Skondras, Mr.C.Papagiannacopoulos, Mr.V.Katratzos, Mr. A.Doucas, regional VP for S.Europe and Africa International B.O.D. , members of the Board of Governors, Mr. Dimitris Zorbalas, Mr. Stefanos Costopoulos, Mr.T.Kontes, Mr.G.Timagenis, the General Secretary Mrs.Foros-Tsirozidis, Mr.G.Enepekides, and other members of the club.

Among the distinguished guests, were the President of HELMEPA and member for Life of the Propeller Club Captain Vassilis C. Constantacopoulos, Mr. Andreas Potamianos member for Life of the Propeller Club, President of Yacht Club Mr.A.Papadogonas, Mr.Hatzimichail, Mr.Iliopoulos and Mr.Vasiliadis from Tsakos Shipping & Trading S.A , Lutedant Camberis, the Deputy Economic Chancellor of the U.S. Embassy in Greece Mr.G. Frowick, Mr. Campbell Defense Attaché from the U.S Embassy, Mr. and Mrs. Philip Pangalos, many other distinguished guests.

The event closed with a buffet reception.



SS HELLAS LIBERTY

Symbol of U.S.-Greece Friendship

By George Frowick

The American and Greek people have much to celebrate in their long and storied friendship –all Americans grow up learning about Plato, Aristotle, and the Classic-era origins of our cherished democracy (though many Americans wouldn't recognize "democracy" as a purely Greek word!). Many Greeks have come to the United States to find fame and fortune, and to put down Hellenic roots. Indeed the bonds that tie our people remain strong. One aspect of those ties is not well known: as the United States government undertook its first steps to support Greece in the immediate post-World War II period, in what eventually became the Marshall Plan, the Greek merchant fleet, the backbone of the Greek economy, lay decimated. In the U.S.A., the opposite held true – we enjoyed a massive surplus of military materiel, including over 2,000 Liberty Ships – built on a rapid, industrial scale in shipyards across America. As the U.S. Congress considered creating a reserve fleet from these surplus ships it also decided to sell, on a concessionary basis, over 100 Liberties to Greek ship owners. These sales helped immensely in the rebuilding of the Greek post-war fleet, which is now the largest merchant marine in the world.

Over the years the Liberty ships served honorably in peacetime service, eventually reached the end of their service lives, and were scrapped. Even in the U.S. Reserve Fleet, over the years the hundreds of Liberty ships dwindled as they were sold for scrap or sunk to create artificial reefs. One, however, toiled along unknown to maritime historians, laying cable in the Pacific. The *USS Arthur M. Hubble* eventually reached the end of its long work life in 1982, and found itself in



the James River Reserve Fleet, destined to be sunk as an artificial reef. But somewhere the gods must have been watching, because for whatever reason, the paperwork was never finalized, and the *Hubble* sat at anchor awaiting its fate.

My home town, San Francisco, was a major West Coast port and transshipment point for untold thousands- perhaps millions - of U.S. military forces. My family cherishes an original letter written by my great-grandfather Edward Frowick, who posted the letter as he transited San Francisco's Fort Mason en route to the Philippines in 1899, describing his first life adventure of leaving his parents' Iowa farm to cross the USA to points unknown. In San Francisco, at Fort Mason, which is now a National Park, today we honor the sacrifices of those who went before us in a museum

located on one of three surviving Liberty Ships -- the *USS Jeremiah O'Brien*. Moreover, in Suisun Bay, just inland, lies another of the Reserve Fleets, and I recall as a youth in the 1970s sailing past scores of anchored, grey-clad ladies, amongst them several Liberties. I never knew, sailing by in my youthful reverie, that the Fates had already conspired to give me a (small) role in bringing Greece and the USA together over a Liberty Ship.

By 2005, maritime historians identified the *Arthur M. Huddle* as one of the last remaining Liberty ships. Certain Greek Americans learned of this, and, together with Greek shipping interests and led by Rhode Island State Senator Leonidas Raptakis and Mr. Spyros Michael Polemis, who were inspired by the example of the *Jeremiah O'Brien* and its sister Liberty Museum floating in Baltimore, the *USS John W. Brown*, decided to commemorate that little known chapter in our post-WW II history by bringing the *Huddle* to Greece as a museum. However, the work leading up to its transfer was long and hard and required much cooperation between the public and private sectors, and both Greek and American citizens. Senator Raptakis helped launch the "Liberty Ship Project" in 2005 noting that "ship owners, historians, government officials, and concerned citizens in both countries have come together to make this happen...to preserve a vital piece of history and create a lasting reminder of the strong ties between the Greece and the United States. What started as a dream has become a reality thanks to the commitment of people who wanted to create a living resource to educate future generations about a vital era in the world's history."

The beginning phase of the Project required members of Congress to learn about the Liberty Ships' role in our relationship with Greece and their support for post-war economic recovery. This outreach proved successful, and after months of work the Project's supporters overcame bureaucratic hurdles to win passage of an Act of Congress to facilitate the donation of the vessel to the Greek government. American and Greek government officials, including a series of Economic

officers working at the U.S. Embassy in Athens, joined forces in organizing the government decisions and the fundraising necessary for the transport and establishment of the floating museum. Private supporters of the Liberty Ship Project such as major Greek ship owners and the American Bureau of Shipping raised significant funds to demonstrate Greece's continuing



interest in creating this museum.

After three years of yeoman's work coordinating with the U.S. Maritime Administration, the U.S. Embassy in Athens, and the Greek Ministry of Merchant Marine and Aegean Island Affairs, Senator Raptakis and his friends in the Greek shipping industry had forged a united front of support for the Liberty Project.

One of U.S. Ambassador Speckhard's first events after arriving in Athens in 2007 was to host a dinner for Greek ship owners and government officials to discuss the Liberty Project and seek a way to finance its transfer to Greece. It was at this dinner that Captain Vassilis Constantacopoulos, through his generous pledge to the escrow account set up to finance the transfer, gave the project the boost that saw the *Huddle* fitted for towing and transferred to Greece. U.S. law, and common sense, required the *Huddle* to be rendered safe for transfer to the Greek government. After the successful completion of a range of environmental tests and remediation required by the U.S. Marine Administration and the Environmental Protection Agency, the Liberty ship was cleared for trans-Atlantic passage. In June 2008,

the transfer of the vessel to Greece was finalized with the signing of the Memorandum of Understanding between the United States and Greece, attended by the U.S. Marine Administrator Sean Connaughton, the Greek Minister of Merchant Marine George Voulgarakis, and my boss, the United States Ambassador to Greece, Daniel Speckhard.

Senator Raptakis joined Virginia State Senator Nick Rerras, Connecticut State Representative Dimitrios Giannaros, Manolis Alifierakis, adviser to the Greek Minister of Merchant Marine, Hellenic Maritime Attaché Commander Andreas Lelakis, and Superintendent Engineer of Seacrest Shipping Matheos Ferenduros in a final inspection of the *Huddle*. Mr. Nikos Tsavlis of Tsavlis Salvage organized the towing contract, and the *Huddle* finally was on its way to Greece. All of these gentlemen, together with many other Greek ship owners (too many to name here – but suffice to say thank you to all), are responsible for the *Huddle's* arrival in Faliron Harbor. *SS Hellas Liberty*, as it is now christened, sits in Faliron Harbor and should one day be placed alongside two

famous Greek ships also moored there, the armed cruiser and flagship of the Royal Hellenic Navy during most of the first half of the 20th century *Georgios Averof*, and the destroyer *Velos*, a former American vessel transferred to Greece in 1959, which sailed for a time in the Greek Navy. The Liberty Project has achieved much in just a little over three years, proving great interest and cooperation on all sides. Senator Raptakis notes that “the idea of helping new generations reconnect with the shared history of the Greek and American people and with Greece’s rich maritime heritage brought a wide range of people to the table,” and “when it came time to raise money for initial renovations and environmental testing, Greek business and civic leaders played a vital role in advancing this effort and making sure the final hurdles were overcome.”

Of course there is still much work to be done before the museum is open for the public to enjoy, but as long as all parties continue to cooperate as they have so far, the grand opening of this floating museum will be a great success.


COMMANDER
United States Southern Command

28 May 2009

Dear Mrs Foros-Tsirozidis,

Thank you for your extremely kind note concerning my nomination to SACEUR / EUCOM. I am thrilled and pending confirmation, very much looking forward to the assignment.

Laura and I are very grateful for this wonderful opportunity and I hope I get the opportunity to visit Greece while we're there. It is just a remarkable place to be. I have nothing but the best memories of Greece.

I appreciate your thoughtful note and will looking for the first opportunity to come speak at the Club.

All the best,


J. STAVRIDIS
Admiral, U.S. Navy

Mrs Despina Foros-Tsirozidis
General Secretary, The International Propeller Club
87, Akti Miaouli 3rd Floor
GR – 185 38 Piraeus, Greece

ANNOUNCEMENTS

The Board of Governors of the International Propeller Club of the United States, International Port of Piraeus, congratulated Admiral J.G.Stavridis regarding his appointment as Nato Supreme Commander and wished him all the best for success on his new duties.

The Last Liberty Is Called “HELLAS LIBERTY”

By Theodoros C. Kontes

“HELLAS LIBERTY” is now in Greek waters and is in the process of becoming a magnificent museum for the Greek ship-owning industry.

The Greek ship Owners’ families under the leading of Mr. Polemis and Mr. Constantacopoulos have made a great effort for this dream to become a reality.

It is now planned for “Hellas Liberty” to undertake extended maintenance and refurbishing works in order to become a Liberty very closely resembling the famous building.

It is really a great moment for the Greek ship-owning family that will always remind one the great history of the Greek shipping development.

“LIBERTY HISTORY”

Liberty was a huge opportunity for the Greek ship-owners to play an important role in the Greek shipping after the World War II.

During the War, 2751 vessels of Liberty type were built in USA in order to assist the sea transportation of cargos including the war supplies from USA to Europe.

The Liberties were constructed at an incredible short time with an average delivery of two vessels daily.

The construction was proven to be strong, reliable and seaworthy for a worldwide operation. Several of those liberties were torpedoed by the German submarines and those that succeeded to be saved, were operated for a very long time, even up to more than 20 years after the War.

The Greek Commercial fleet in the beginning of the War counted 600 vessels in total. 315 were lost during the War together with 2002 Greeks and 386 foreign seafarers participating in the “CONVOYS” in the

Atlantic Ocean.

These were really heroic moments for the Greek fleet and its seafarers.

The USA Government in order to assist the Greek Shipping to recover and support War effort and victory, offered at the end of the War about 100 Liberty vessels to be purchased by Greek ship-owners.

These 100 Liberties remained in history since they were restructured to cargo vessels. Today, Greek fleet counts more than 3500 vessels today.

This fleet is the biggest fleet worldwide on actual numbers as well as on gross tonnage count. This was called “the Greek Miracle”!

The specific Liberty called “HELLAS LIBERTY”, already in Greek hands, had the following characteristics:

Class:	EC2-S-C1 Type Liberty Ship
Keel laid:	25 Oct 1943
Launched:	7 Dec 1943
Delivered:	18 Dec 1943
Shipyard:	St. John’s River Shipbuilding, Jacksonville, Florida
Length:	441 feet, 6 inches
Beam:	56 feet, 10 ¾ inches
Draft:	27 feet, 9 ¼ inches
Displacement:	14,257 tons
Gross:	7,176 tons
Deadweight:	10,920 tons

The Liberties were ordered by Britain to replace the torpedoed ships by German V-boats. They were purchased for the US Fleet and for lend-lease provision

to Britain. Eighteen American shipyards built 2751 liberty ships between 1941 to 1945, easily the largest number of ships produced to a single design. They were cheap and quick to be built and they became the symbol of US Wartime industrial output. The production of these vessels eventually developed to vessels of a much larger scale, like for example the "Hog Islander" ship and of her similar standardized types during the World War I. Following are the Class overview particulars in general:

Name:	Liberty Ship
Builders:	18 shipyards in the USA
Planned:	2,751
Completed:	2,710
Preserved:	2

General characteristics	
Class and type:	Cargo Ship
Displacement:	14,245 tons
Length:	135 m (441 ft, 6 in)
Beam:	17.3 m (56 ft 10.75in)
Draft:	8.5 m (27 ft 9.25in)
Propulsion:	Two oil-fired boilers, triple expansion steam engine, single
Screw,	2,500 horsepower (1864 kW)
Speed:	11 o 11.5 knots (20 to 21 km/h)
Range:	23,000 miles (37,000 km)
Capacity:	10,856 metric tons deadweight (DWT)
Complement:	41 men
Armament:	Stern-mounted 4-10 (102mm) deck gun for use against surfaced submariners, variety of anti-aircraft guns)

In 1940, the British Government ordered 60 tramp steamships from USA shipyards to replace the losses and boost the merchant fleet. These Ocean class ships were simple but fairly large with a single steam 2500 horsepower (1864 kW) re-

ciprocating engine. Britain specified coal fired plants because it had plenty of coal mines but no indigenous oil fields. The accommodation, Bridge and main engine of these vessels were located amidships with a long tunnel to connect the main engine shaft to its aft extension to the propeller. The first Ocean class ship "OCEAN VANGUARD" was launched on 16.8.1941.



The design was modified by the USA Maritime Commission to conform to American construction practice and to make it even quicker and cheaper to build. The USA version was designed "EC2-S-C1" for emergency cargo. The new design replaced much riveting, which accounted for one third the one third of the labor costs with welding and featured oil fired boilers.

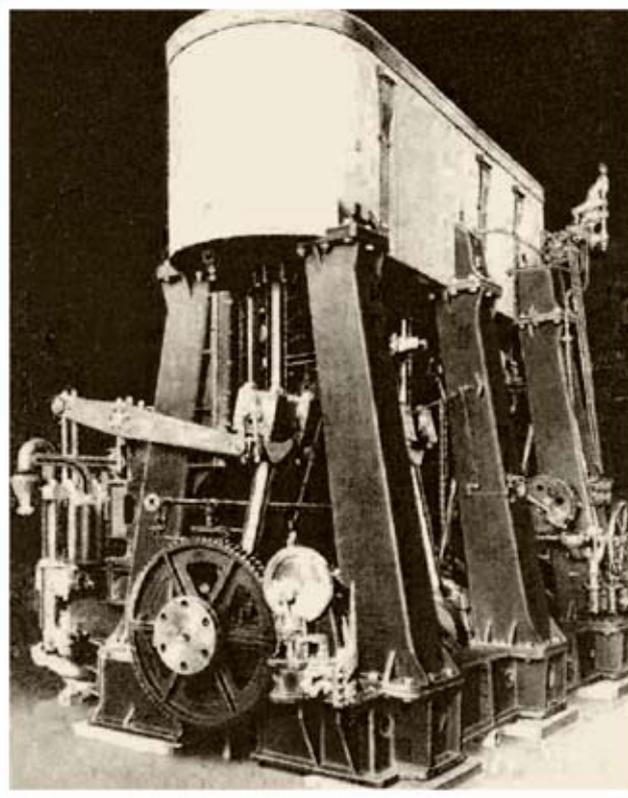
On 27.3.1941 the number of lend-lease ships was increased to 200 by the Defense Aid Supplemental Appropriations Act and increased again in April to 306 of which 117 would be Liberty Ships.

President Roosevelt said that this new class ships would bring Liberty to Europe, which gave rise to the name "Liberty Ship".

At the beginning of construction, each ship took about 230 days to build but the average eventually dropped to 42 days.

The record time was set by ROBERT E. PEARY which was launched 4 days and 15 ½ hours after the Keel was laid.

In 1943, three new liberty ships were completed every day. Several Liberty ships were constructed and perform various trading and different operations. The last Liberty ship, which was constructed, was the s/s ALBERT M. BOE, launched on the 26th September 1945



and delivered on 30th October 1945.

Problems were noticed on early Liberty ships, which suffered from hull and deck cracks and a few were lost due to such structural defects.

During the World War II, there were nearly 1500 instances of significant brittle fractures. After the War many Liberties remained and made up a large percentage of post-

war cargo fleet.

Many of them were bought by Greek shipowners at very low prices. Shipping magnates like Takis Theodoracopoulos were known while having started their fleets by buying many Liberties.

All USA shipyards that built such vessels, were located along the Atlantic, Pacific and Gulf coasts.

NEWSLETTER Vol. 7, #22

Owner: The INTERNATIONAL PROPELLER CLUB
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Piraeus, 3rd June 2009

The 12th annual meeting of the Hellenic and Black Sea Committee of Bureau Veritas was held on the 29th of May 2009 under the Chairmanship of Mr. George Procopiou and the presence of the Bureau Veritas Management, namely Mr. Frank Piedelievre, President & Chief Executive Officer, Mr. Bernard Anne, Executive Vice-President, Managing Director/Marine Division, Mr. Didier Chaleat, Senior Vice-President Marine West Zone, Mr. Didier Bouttier, Senior Vice-President Marine East Zone, Mr. François Teissier, Regional Chief Executive for Hellenic & Black Sea Region, Mr. Lambros Chahalís, Chief Executive Marine for Greece & Cyprus, Dr. John Kokarakis, Director of Technical Services Hellenic & Black Sea Region and Mr. Anastasios Angelopoulos, Marine Department Manager.

This year the Committee event took place in the beautiful surroundings of the island of Mykonos.

The meeting, chaired by Mr. George Procopiou, started with President & Chief Executive Officer Mr. Frank Piedelievre presenting the Bureau Veritas Group activities for the year 2008, which showed once again a continuation of the strong growth of the Group.

Mr. Anne then presented the Bureau Veritas Marine activities for the year 2008.

Dr. John Kokarakis presented the Bureau Veritas Services for Environmental Requirements.

Mr. Didier Bouttier presented in his turn the Shipbuilding activities in Asia.

Mr. George Gabriel, Director of Golden Union Shipping presented a topic regarding ships' recycling.



At the end, Mr. Vassilios Dimitropoulos, Crew & System Operational Manager presented to the members of the Committee the ILO Maritime Labour Convention 2006 (MLC 2006).

On the occasion of the meeting a gala dinner was held the same evening at the restaurant "Sea Satin" in Mykonos town, joined by the members of the Committee, the Head of Merchant Ships Inspection Service Directorate, Commodore Christos Koutsoukos, the top Management of Bureau Veritas and selected journalists from Greek shipping magazines.

“Development of Big Ports”

Interview by Marcos Foros,
President, Greek Shipowners
Association for Passenger Ships

Since the 23rd April 2009, two rules regarding a ships passengers' rights were approved and passed through by the European Union Committee. Firstly, one which foresees remuneration of passengers in the case of delays, postponements, accident or death, the rights of persons with disabilities, and secondly the improvement of the examination process of passengers' complaints.

The rights of a passenger begin from the moment one buys a ticket and marks all those cases that one could claim in the position for which one paid and traveled, ones tie in the case of dissatisfaction as per agreement for the terms and conditions of the scheduled trip and for which there is transporter's real responsibility.

According to rules – which the Association aim to implement – it should not be overlooked that the transporters side should be secured at certain points, in order to avoid misuse and not be obliged to be charged unfairly in various ways. For example, in cases of forced majeure which do not allow ship's departure, the transporters are not affiliated in any way with the vessel's responsibility.

“The reconstruction of a country's big port (such as Piraeus) premises of deregulation of cabotage for Piraeus port in order to release ships of all nationalities embarkation, immediate suspension of receipt of payments of dues of using ports,abolishment of deduction for third parties, amplification of Italy's route, and provision for limited permissions at small ports while more for big ports are required by the members of the Greek Shipowners Association for Passenger Ships” underlined the President, Mr. Markos Foros, at

his interview at “Hv-Ωv» Particularly:

Q: What are the possible advantages for Greece allowing “Home Porting” for cruise ships with foreign flags?

A: According to the report “Contribution of Cruise Tourism to the Economies of Europe (February 2007)”, in the case that passengers embark a cruise ship with a foreign flag in Greece (in comparison to the embarkation figures of Spain), then embarkation would reach 2.100.000 persons meaning 18.91% of tourists. Cruise ship passengers expenditure – if calculated - are 2.8 million – will increase to 900.000.000 euros and 13.1million visits, of which they will spend an additional 700.000.000 euros for drinks, food, etc. Port's incoming capital with embarkation income – according to statistical data – per passenger is 321.43 euros and income per visit 53.44 euros. At the same time there will be additional income for Greece with direct purchases if cruise ships have an embarkation port in Greece, extra income from embarkation and extra income from such capital will incur a total benefit to Greece of 430.000.000 euros.

Q: Are there going to be any measures from the Government to ensure amplification to the Greek Shipping Industry?

A: The members of the Greek Shipowners Association for Passenger Ships ask that the Government ensures that whatever happened with cruise ships in the past, to happen for Italy's route cruise ships too. Meaning, ensuring that N.A.T. contributions are sponsored. In any other case our vessels will change flag.

Q: Do cruise ships with a Greek flag offer passengers high quality services?

the International Propeller Club Newsletter

A: Only new generation ships can provide high quality services. Therefore, only big companies can offer them because small companies have old ships, which will not be able to survive in the future.

RESUME OF MARKOS A. FOROS

1999 -Present	CHANDRIS (HELLAS) INCw, Managing Director and Member of the Supervisory Board of CHANDRIS GROUP, actively involved in International Shipping Finance, Real Estate, Insurance, Fund management and venture capital activities of the Group in Greece. President of INTERNATIONAL CRUISES S.A.
1987 -1998	CELEBRITY CRUISES INC., S.V.P., C.F.O. CELEBRITY CRUISES (MANAGEMENT) INC., Managing Director. Negotiated, re-negotiated and structured loans of over U.S.\$ 1.2 Billion. Also negotiated multi million contracts for all worldwide concessions on Cruise Vessels.
February 1976-1987	THE CHANDRIS GROUP OF COMPANIES. Had various assignments in New York, London and Piraeus in many positions in all different activities of the Group covering areas of finance, control management and policy decisions. In July 1977 became Executive Director of A.Chandris Cables S.A. Negotiated the J.V. agreement with Cables de Lyon in 1980. Remained Director of this Company till 1991 and negotiated its final sale in the first quarter of 1991 to Alcatel.
June 1974 January 1976	THE FIRST NATIONAL BANK OF CHICAGO, CHICAGO ILLINOIS. Member of the International Banking Group. Actively participated in the review and approval of the international Loans of the Bank.
Education 1972 -1974	Harvard Graduate School Of Business Administration Boston, Massachusetts. Received Master in Business Administration in June 1974. Second year emphasis in Finance, International Business and Control. In top third of the class. President of the Interclub Council for 1973-1974. Committee member of the Finance Club for 1972-1973 and member of the International Business and New Enterprise Clubs.
1969 -1972	London School of Economics and Political Science London, England Received Bachelor of Science degree in Economics with Honors.Special Subject: Industry and Trade. Active member of the debating society, class representative. Professional Fellow of the Institute of Commerce: AffiliationsMember of the British Institute of Marketing, the British Institute of Management and the Institute of Management Consultants. Member of the General Council, Member of the Greek Industrialists' Federation for ten years up to May 1992. Member of the Association of the Societes Anonymes, Member of the Governing Body of the Chamber of Shipping and Shipping Arbitrator, President of the Greek Passenger Shipowners Association, Vice President of the Propeller Club and Associate of the Chartered Institute of Arbitrators
Board appointments	Executive Board Member of the Greek Chamber of Shipping for the last seven years. President of the Union of Greek Shipowners for Passenger Ships. Non-executive Board Member of CHANDRIS HOTELS (HELLAS) S.A., MIG, MARFIN POPULAR, MARFIN EGNATIA BANK and ATTICA GROUP. Executive Board Member of the International Propeller Club.
Languages	Fluent in Greek and English. Some knowledge of French.
Personal Background	Born in Chios, moved to Athens in 1960. Lived in London from 1966 to 1972. Lived in the U.S. from 1972 to 1976. Member of Many Association and Executive of Community Groups.
Interests References	Include reading, travelling, ballet cinema, backgammon Personal references available on request.

Shipping in Transition

A conversation on the state of the industry, chaired by the BBC's Jeremy Hayes, and involving NOL's Ron Widdows, Clarkson's Dr. Martin Stopford and Harsha Vardhana Singh from the World Trade Organisation, offered a fascinating insight into the economic climate the industry was facing at a time when world trade had contracted for the first time since 1930. And it is a complex and fascinating picture they were trying to decipher, in a volatile period following an unprecedented boom fuelled by easily available credit, which saw demand for goods, raw material and energy soaring. And in an industry which in the past had seen great variety in the duration of previous recessions, it was almost impossible to judge either how deep or how long would be the present slump in demand, exacerbated by the astonishing surge in the supply of ships from a swollen orderbook. There were further complexities arising from changing trade patterns, concern about the continued long-term viability of some banks, and growing worries about protectionist measures. This emphasised the need for legal frameworks for multilateral trade, and measures that would encourage the free flow of credit. The lack of precedents made any form of forecasting of the pace of any recovery almost impossible. There was some optimism that recovery might be encouraged by the fact that governments have intervened on an unprecedented scale, along with a certain buoyancy and strength in the emerging economies, such as China, where a focus upon domestic growth, environmental improvement and education would see this vast country becoming closer linked to the world economy. This more positive message about the emerging economies, notably when viewed from Asia would be a counterweight to the pessimism of the west during the meeting. There was a need to look more closely at the developing world, too, observing the increasing spending power of even the rural poor.



At the same time it was impossible to deny the trouble the industry was facing from the sudden decline in demand for ships. Even though the industry is accustomed to recession (spending some 60% of its time in such a condition over the years), the speed of the swing caught the industry ill-prepared. The huge overhang of tonnage still to be delivered, changing trade patterns, demographics, and consumers changing their spending habits, all would appear to aggregate to a lengthy period of famine for the shipping industry. Is this unrelieved bad news? While this particular audience was unlikely to cheer the observation to the rafters, it was pointed out that five years of cheap freight rates might be an excellent stimulus for world trade!

The Market Session

The balance between crisis and opportunity formed the basis of a fascinating tour through the shipping sectors, viewed from both the owners' eyes and the standpoint of those who used their ships, along with comments from the shipbuilding world and that relating to finance. Moderated with aplomb by Philippe Louis-Dreyfus, shifting trade patterns and market drivers were examined in respect of the three sectors by Angeliki Frangou of Navios, Tom Beney of Cargill speaking for dry bulk, Varun's Yudhishtir D. Khatau, and Total's Philippe Evrard commenting on the tanker sector. The situation in the liner sector was covered by BIMCO President Designate (now President) Robert Lorenz-Meyer of Ernst Russ, with Otto Schacht of Kuehne+Nagel. Turbulence in the shipbuilding world was described by Dr. Rheinhard Lueken of CESA, while an economic and financial perspective was provided by the distinguished London Evening Standard commentator Anthony Hilton. There was a need to restore scepticism and prudence into decision making in the dry bulk market, it was suggested, after a period where the industry had forgotten its cyclicity. At a time

when the industry was facing the most challenging period since the 1930s, with its violent corrections, there was a need to look at the long term, as it comes to terms with a lot of decisions which have been overtaken by events. Were there any positive signs? Adversity tends to provide new leadership and new organisations, the urbanisation of populations and fiscal stimuli could provide positive impacts. Nevertheless, the reality of the freight market collapse could not be ignored, there was a need for better financial risk management, new tools to assess risk, and a less rigid and more flexible approach to contracts. China and India might have “paused”, but there was some evidence that confidence might be returning. Was this a false dawn? The only way to look is ahead and in this direction is to be found the assurance that eventually, no matter how serious is a recession, the recession does end. And in the east at least, it was possible to see the seeds of recovery emerging. In India, one of the world’s biggest refining industries was emerging, consumption levels were increasing, and there was some confidence in a sustained demand for oil, gas and bulk.

But there was a need to make a bridge to the other side of the recession, a need “to endure”. Survival required a continuous access to capital, thus much was dependent upon the restoration of confidence in the financial markets.

If the world had “avoided Armageddon”, there was still a great divergence between reality and expectation, and a need for OPEC to bring back stocks to a normal level. There were 400 million bbls of oil “waiting for a market”, some 70 million of which could already be afloat. Additionally, there was an untenable surplus of more than 30% surplus tankers, which cannot be controlled merely by slowing down steaming speeds. A “purge” of the orderbook, possibly of 50-60% of what was on order, would be necessary to promote tanker market health. It was not an optimistic picture. And still worse scenario obtained in the liner trades, which were handicapped by the fact that they did not have surpluses from several years of healthy trading behind them as they entered the recession. Tramp owners in particular are being hit from all sides, with charter rates sinking and an inability to finance the newbuilding orderbook, of the large ships which they needed to build. There was a backlog of 50% of the existing fleet still to be delivered, and the utmost difficulty in cancelling or postponing deliveries. Moreover, the fleet was young in relative terms, while recycling would only remove a small proportion

of the available container slots. Speed reduction was an obvious strategy, although layup was only “a band-aid”, and there was a need to reach some accommodation with the shipyards.

From a shipper’s point of view, there was a belief that cargo would be 10% down this year, next year perhaps recording a small increase. Importantly, the perception was that at today’s rates, no shipping company will survive. And while rates unarguably need to increase, the question must be as to how much they can. And despite the unpromising picture, there are opportunities for forwarders, who seem certain to increase their influence, growing the amount of cargo they are responsible for, well beyond the present 33% of sea freight, as carriers cut costs by closing their offices. More professionalism with better IT solutions will help to upgrade the efficiency of the logistics chain. As for shipbuilders, these are going through “turbulent times, heading for serious overcapacity as the huge expectations and massive orders experience a violent correction.” Greenfield yards will see the bulk of the cancellations, while it is suggested that for the next three years production will remain static. Niche markets, perhaps, will be less affected. But the situation remains dire as yards do not have reserves, not having made huge profits during the recent busy times, and the newcomers, the environment, the west will all suffer, while the shift in market share to the east is likely to continue. The industry meanwhile would have to cope with globalisation, climate change issues, new rules, and a demand for more quality.

Shipping Megatrends

What is the “big picture” that the shipping industry needs to grasp as management attempts to determine long-term strategies? What is really going on? The final session of the Athens meeting was a presentation by Professor Peter Paludan of the Copenhagen Institute for Future Studies on the “megatrends”, which will shape our future. A number of scenarios were presented in a descending scale of likelihood, the most likely being one in which the emerging technologies form a major positive, while the need to fight incipient protectionism is a balancing problem. All indeed require an element of balance in strategic thinking. Thus the east may have the appetite to lead the recovery, but is handicapped by a lack of the west’s economic weight. It was a fascinating presentation, designed to make people think rather differently.

Suggested Next Trip 24-28/10/2009

LEIPZIG - DRESDEN 5 DAYS / 4 NIGHTS

LEIPZIG: the city of intellectuals Goethe, Bach,

Mendelssohn, Schuman, characterized as the "small Paris" of Germany.

National Opera: The Gipsy baron, Johann Strauss



Flights:

24/10/08 Athens - Munich - Leipzig

28/10/09 Dresden - Munich - Athens

DRESDEN: The Florence of North in the Elva River, the residence of the Kings of Saxony was rebuilt as it was before the bombardment.

National Opera: Marriage of Figaro,

The Kidnap from Serai (Mozart)

You are kindly requested, if interested in taking part to this trip, to notify our office till 10th of August 2009.

Detailed schedule and cost of trip will be sent to the applicants on time.



Welcome to our new members enrolled to the International Propeller Club

Andreadis Paul
Campell Philip
Charalambous Michalis
Dalassou Konstantina
Dikeos Chrysanthos
Efstratiadis Hercules
Fragakis Dimitris
Frances Anthony
Galanakis Stayros
Hahos Evangelos
Horner David
Kampanis Leonidas
Kapetanakos Georgios
Koumartzakis Michail
Los Pantelis
Panoutsopoulos Elizabeth
Pateras Vagelis
Polychroniou George
Rokkos Konstantinos
Roussis George
Botopoulos Vasilis
Dovles Alexander
Georgiadis Evangelos
Hatzidakis Evi
Julius Olga Elaine
Kampani Dimitra
KampaniS John
Karamichalis Nicholas
Manussakis Dimitrios
Poulis Spyros
Raptakis Leonidas
Stefanou Dimitrios
Stefanou George
Teissier Francois
Vranopoulos Dimitris
Zagkas Konstantinos
Zagkas Vassilios

From Europe To Africa And Asia In Five Days!



The International Propeller Club, International Port of Piraeus, organized a five day excursion to Cairo, Sharm al Sheikh and Saint Catherine's monastery at Sinai, March 21-25, 2009.

Upon our arrival in Egypt, we visited the City Stars. Later on that day, after a one hour flight we arrived at the beautiful tourist resort of Sharm el Sheikh, situated on the southern tip of the Sinai Peninsula, which is also known as the City of the Peace, because of the large number of international peace conferences that have been held there. We stayed at the five star hotel Marriot.

Next day we embarked on a glass bottom boat on a cruise during which we admired some of the most stunning under water scenery and the magnificent sea coral reefs.

In the afternoon we went for a visit to the new and ancient Egyptian market of the city, and afterwards we enjoyed a lovely dinner at the Tam-Tam restaurant, where we watched traditional and local dances, performed by dervishes and beautiful female dancers.

On Monday 23rd, we set off by bus, driving through the impressive and unfriendly environment of the desert; we arrived at the beautiful Coptic women



monastery in the Faran oasis.

Next stop in our trip was the Saint Catherine's Orthodox Monastery, on the god trodden Mount Sinai.

The monastery constructed by order of the emperor Justinian is a formidable fortification, with high walls, surrounded by gardens and cypresses.

Archontaris- father Paul welcomed us and gave us a tour through the monastery, the museum and the famous library where we admired the most important collection of pre-iconoclastic panel icons in the world. That night after an early dinner with the very friendly monks, we slept at the cells of the monastery, which were comfortable, impeccably clean and air conditioned.

The next day on the way back to Cairo through the undersea tunnel of the Suez Canal, we made a stop at the old part of the city to admire the Giza pyramids.

We spent the afternoon browsing through a part of the old city, with their chaotic atmosphere of tourists like us, cars, camels, tracks, sellers and buyers, bargaining just about everything imaginable for sale. We stayed overnight at the luxurious hotel Hayat at Nile.

Later that evening, during a two hour cruise on the Nile, we enjoyed a farewell dinner by an excellent folklore performance at the Maxim restaurant.

The excursion was a pleasant and interested experience for the participants, thanks to the people of the Mid East International Tours and the endless interest of the Governor Dimitris Zorbalas.

With our special thanks and appreciation to all the sponsors that have supported

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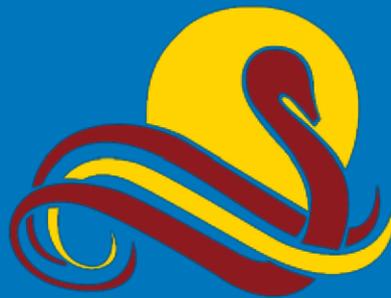
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