



International  
Port of Piraeus

# The International Propeller Club of the United States

Newsletter, January 2012 v. 12 | 27



Cpt.V.Constantakopoulos  
and one of his lifetime dreams: 'HELLAS LIBERTY'



## Antonios Stamos Faraklas

President of the International Propeller Club of the United States,  
International Port of Piraeus

### SHIPPING: PAST - PRESENT - FUTURE

Shipping, being one of the largest industries in the world, has come a long way from the first ships ever recorded in history, being wooden crafted canoes, to the present highly automated and sophisticated steel vessels and will continue to develop even further in the future.

Sea transport is considered the most safe, effective and environmentally friendly method of transportation of goods and with the efforts of all involved it will continue to be so in the future. Through time shipping has passed several stages of crisis but has always managed to come out stronger and evolved even under very difficult circumstances. The global shipping industry, with the exception perhaps of the LNG and LPG sectors, is caught once again in an international financial crisis, a crisis which began in 2008 and has yet to show signs of recovery.

Looking at the current facts, and in the midst of the global crisis, the numbers are still staggering: the number of vessels operating currently has reached 85,000 with a total capacity of one billion tones and a value of nearly one trillion US dollars. Under the present circumstances, the shipping industry is focusing mostly in energy consumption and possible alternative energy sources, their environmental impact and the economics involved. Following analysis of the current situation regarding energy demands, the possibility of liquefied natural gas becoming the alternative fuel comes into focus whereas renewable and alternative energy sources should become the focus of extensive examination and consideration.

The markets' trends have been presented by maritime economists, by analyzing basic factors such as the development of the global fleet, balance between supply and demand and the forecasted estimates of freights. An overview of the current state of shipping looked at from a different perspective may determine whether the global crisis has come to the end, in spite of the challenges faced by the maritime industry as determined by the global economic regulators, the commercial banks and geopolitics.

Shipping is an industry of high cost value and in order for a shipping company to be able to cope under these circumstances it is of paramount importance to be aware of its operating costs and to monitor them at all times and to support its people in order to get increased productivity and loyalty during the difficult times that are yet ahead.

On behalf of the new Board of Governors of the International Propeller Club of the United States, International Port of Piraeus, I am very pleased to report the results of our last elections during our General Assembly, which took place Wednesday, September 7th, 2011 at the Metropolitan Hotel.

## **EXECUTIVE BOARD**

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**Antonios Stamos Faraklas** – President  
**Gregory Timagenis** - 1st Vice President  
**Despina C. Fors-Tsirozidis** – 2nd Vice President  
**Theodoros C. Kontes** – Secretary General  
**Vassilis K. Mantzavinos** - Treasurer  
**John Kalafatides** - Deputy Treasurer

## **GOVERNORS (in alphabetical order)**

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**Costas Constantinou**  
**Stephanos Costopoulos**  
**George Dikeos**  
**Dimitrios Fafalios**  
**Dimitris Gialouris**  
**Vasileios Koutentakis**  
**Nikolaos Pappadakis**  
**Konstantinos Rokkos**  
**George Xiradakis**  
**Dimitris Zorbalas**

The Board of Governors will serve from September 2011 to September 2013.

We wish to sincerely thank all our members for their support and are hopeful this will continue on an ever increasing scale during our new fiscal year. The activities we plan are for each of you and are doomed to failure without the strongest possible support.

With warmest regards,



**Antonios Stamos Faraklas**  
President

# THANKSGIVING 2011

The International Propeller Club of the United States, International Port of Piraeus and the American Hellenic Chamber of Commerce organized the 2011 Thanksgiving dinner at the Hilton Hotel on the 22nd of November.

Guests were greeted by the Executive Director of the American-Hellenic Chamber of Commerce, Mr. Elias Spirtounias, by the Ambassador of the United States Daniel Bennett Smith, the President of the Propeller Club Mr. Antonios Stamos Faraklas, the President of the American Hellenic Chamber of Commerce Yanos Gramatides.

Addressing the audience, the President of the Propeller Club, Mr. A. Faraklas expressed his gratitude to the members present and referred to the background of the day. He expressed his wish for all members to reflect on such a holly day of the blessings that people enjoy everyday-the loved ones, the freedom of this country and that sometimes caught up in the pace of everyday life people do not appreciate the importance of them.

The event was attended by several hundred people, bringing one more time together members of the Club, leading officials and prominent executives of the business and maritime community.

Present also were: Ms. Virginia Bennett, Deputy Chief of Mission, Mr. Paul Malik, Economic Counselor, Mr. Theodore Kontes, Secretary General of the Propeller Club, Mr. Apostolos Doucas, Regional Vice President of the Propeller Club-Southern Europe and Africa Region, Mr. Gregory Timagenis, A' Vice President of the Propeller Club, Mrs. Lilly Timagenis and many members of the Propeller Club.

It was a very pleasant night and everyone enjoyed the traditional menu under the sound of live music.



H.E. United States Ambassador to Greece,  
Daniel Bennett Smith

## 29th Athens Classic Marathon

Athens Classic Marathon is not only a premier sporting event but a worldwide historical and cultural event, a bridge that connects the past with the present.

The International Propeller Club of the United States, International Port of Piraeus, was present at the 29th Athens Classic Marathon on the 13th of November 2011 and supported the efforts of the Hellenic Society for Disabled Children (ELEPAP), a rehabilitation centre that assists on the development of children with physical disabilities and developmental difficulties.

It was an unforgettable experience with almost 20,000 runners from 96 different countries.



Mrs. Covas Iro, VPresident of ELEPAP, Mrs. Marianna Moschou, President of ELEPAP and  
Mr. Dimitrios Tsirozidis, running on behalf of the Propeller Club at the Classic Marathon





### **'A Coastguard....Divided'**

This 'amazing' Greek story starts in 2009 after the general elections in Greece when the new Government decided to make structural reforms at administrative level. By a very high rank political decision, the Ministry of Merchant Marine lost its status as an independent ministry. It was also decided, the Hellenic Coast Guard, the 'driving force' of the Ministry for over 90 years, to join the other Policing Agencies (such as the Police, the Fire Brigade, the Greek National Intelligence Service and the Civil Protection Agency) under the authority of the Ministry of Citizen's Protection. For the Hellenic Coast Guard and Greek Shipping a new unexplored era had just started.

Despite the successful role of the Hellenic Coast Guard in administering the Greek

mercantile Marine since 1920s, and nobody could challenge it, according to decisions taken at the highest political level today the sector of the Merchant Marine forms part of the newly-created Ministry of Development, Competitiveness and Shipping after the last re-shuffle of Papandreou cabinet early this year.

It is recalled that in 2009, the new Government merged the functions of the Merchant Marine Ministry, firstly, in the new Ministry of Economy, Competitiveness and Shipping, while, secondly, in 2010 it was decided the establishment of the Ministry of Maritime Affairs and Island Policy in order to concentrate the shipping issues as a whole under one umbrella. It was, in other words, an 'effort' to re-establish the Ministry of Mercantile Marine but, once again, without the HCG personnel in its organization. Finally,

the Ministry of Maritime Affairs abolished a few months later. Why? Nobody can explain. Everybody, even in Greece or in Europe, at IMO, has really been confused by all these continuing changes and reforms with regard to Greek Shipping, a vital pillar of our national economy, without being in a position to explain this 'phenomenon' especially at a time that the financial crisis jeopardizes the 'existence' of Greece itself.

On the other hand, the Hellenic Coast Guard has changed orientations and its role, now, is very clearly dedicated to law enforcement in sea, search and rescue, marine safety, pollution prevention in sea, fishery patrolling, prevention of the illegal immigration, drug interdiction. In simply words, after 90 years got in service of shipping, the Hellenic Coast Guard got a 'divorce'.

In this article my intention is to describe the current situation as regards the administrative reforms in shipping sector and the new role of the Hellenic Coast Guard while on the other hand I will try to find and evaluate the 'benefits', if any, of the decisions of 2009 in the context of the financial crisis in Greece today.

The Hellenic Coast Guard was founded in 1919 by an Act of Parliament (N. 1753/1919) and the legal framework for its function was reformed in 1927. Its foundation based on the Elefterios Venizelos' vision which was, in fact, the administration of the Hellenic Mercantile Marine, a potential financial power for Greece in 1920s.

Today, the Hellenic Coast Guard, like most other coast guards, it is a military organization that can support the Hellenic Navy in wartime, but resides under separate civilian control in times of peace. After the 2009 reforms, part of HCG officers still remain for a transitional period (until 2013) at the Ministry of Development, Competitiveness and Shipping in order to support the 'shipping' functions and administration as well as to 'transfer' knowledge and expertise to civil servants who are intended to staff the Directorates of the new Ministry. So far, two years after the decisions of 2009, nothing has been done towards this direction and nothing has been scheduled in order to implement the new ideas which dictate that the new Ministry should be staffed by experts in the field of maritime affairs and not by a military, HCG, staff. Some people claim that the international shipping community 'taunts' Greeks because when their representation in the international shipping fora based on the HCG personnel. At this point, it is recalled that the Mr. E. Mitropoulos was an Admiral (rtd) of the Hellenic Coast Guard who joined IMO years ago and finally elected as the Secretary General after a successful career in various posts of the Organization. Of course we can't forget Capt. Zinon Szougos, who had also been a HCG officer and served shipping in IMO for many years. Last but not least, it is also recalled that Mr. Jeffry Lantz, a retired officer of the USCG, today Director of Commercial Regulations and Standards for Marine Safety and Security of the US Coast Guard was nominated by the US for the post of the Secretary General of IMO during the recent elections procedure earlier this year. Therefore, to my understanding, Coast Guard

people are fully linked with IMO and shipping because they are called to implement the international legislation for which they have an active role in the context of its consultation and adoption. Similar examples as regards representation at IMO or EU we can find into the composition of the Argentinean and Italian delegations at IMO and EU respectively where Coast Guard officers are usually attend meetings and Sessions as Heads of Delegations. Therefore there is no incompatibility for a representative of a country to be a Coast Guard officer.

Regardless of the what has been mentioned so far, it should pointed out that from the outset of this political initiative for reforms at shipping sector in Greece, the Greek shipping community as well as the Seafarers' Unions have expressed their objection. The significant issue of "the unjustifiable abolition of the Ministry of Merchant Marine remains unresolved.

Circles of the maritime cluster in Greece claim that the channelling of the Hellenic Coast Guard to other competences hinder the daily operation of shipping companies while, at the same time, weakens the Greek presence in international organizations and the EU. "The dynamism and prestige of this presence was due to the significant contribution of the experienced officers of the

Coast Guard.". "This is a policy with purely national characteristics, especially since shipping is the only sector unaffected by the domestic crisis and which, in the future, will be able to sustain the difficult process towards growth," contends the President of the Union of Greek Shipowners.

There is no doubt that dynamism and prestige of the Greece's presence was in the international fora and the EU was, and still is, due to the significant contribution of the experienced and skillful officers of the HCG. Nevertheless, despite the difficult times that Greece is facing, the Government maintains the "umbilical cord", the institutional framework linking shipping with our country, which in the last decades has led to its maritime leadership worldwide. This is a policy with purely national characteristics, especially since shipping is the only sector unaffected by the domestic crisis and which, in the future, will be able to sustain the difficult process towards growth.

The Secretary General of IMO Mr. E. Mitropoulos said that beyond the economic benefits Greek shipping offers, it is a bargaining tool in foreign policy. He stressed the need in these difficult times to maintain the supremacy of Greek-owned shipping. It seems to me that Greeks live a new Greek tragedy.





Furthermore, the views expressed by shipping stakeholders in Piraeus would appear more receptive to the change than the UK-based Greek Shipping Co-operation Committee (GSCC) which used a statement to lambaste the change. "The Hellenic Coast Guard [is] an integral and inseparable part of the Ministry of Merchant Marine," the statement read, calling the old ministry a "highly specialized and capable administrative body". The GSCC is concerned that the separation of the Hellenic Coast Guard from the Ministry of Merchant Marine will create widespread upheaval, resulting in inevitable, significant and prolonged operational dysfunction, detrimental to the Greek shipping industry, maritime safety, security and the environment.

The Panhellenic Seafarers Union (PNO) has also expressed objections against this reform. Both Unions have declared that the 'One Stop Shop' shipping administration which served for more than 90 years has been actually abolished and divided in two or more parts among different Ministries with different competences.

So far, nobody can detect any added value of this political decision. The argument that the impetus behind the reform of the HCG was the challenge of combating illegal immigration, which could best be done by combining into one ministry all the civilian agencies responsible for Greece's security

seems to be inadequate of what the HCG did since its foundation in 1919. The difficulty of guarding the maritime borders of Greece -which has 18,000 kilometers of coast line and roughly 3,000 island and islets- is a reality. Nobody can challenge it.

The fact that the HCG has to worry about economic crime, narcotics smuggling, and human trafficking, as well as illegal immigration is finally a crucial factor to make this reform while on the other hand the same organization administers successfully the Greek Shipping? The fact that Greece has "bad neighbors" makes this problem worse, I agree. There is no doubt that Greece has to confront the huge challenge to its stability and security posed by illegal immigration.

We can not overcome that illegal migration has also created a severe financial strain on Greece, since once illegal immigrants arrive in Greece, mainly from Turkey, they can activate all the protections of EU laws and institutions, thereby making Greece responsible for them. Can this situation make a Government to take a decision against its interests, especially in an area where Greece is considered as one of the major maritime countries?

The Greek shipping community still continues to be dismayed by the unfortunate and misguided abolition of the Greek Min-

istry of Merchant Marine, more that 2 years ago and the efforts to separate the Coast Guard from the administration of the Greek flag registry, except for policing and security issues, the experiments that followed, and the continuing and worsening disorganization not to say paralysis of the administrative authority of the Greek register, which is very damaging. And this is while the Ministry of Maritime Affairs, Island and Fisheries in the recent past and the Ministry of Development, Competitiveness and Shipping, today, is still mainly stuffed with Officers from the Coast Guard, who have the expertise, but are soon to be replaced by who knows whom in less than two years. Today, by splitting the HCG staff in two administrations (the Ministry of Citizen's Protection and the Development, Competitiveness and Shipping) undoubtedly creates confusion to the Greek maritime cluster.

Concluding, there is doubt that the re-establishment of an autonomous Ministry of Mercantile Marine staffed by the HCG Hq. Staff is the only reliable and effective solution for dealing with the disorganization problems that Greek shipping faces the last two years. The HCG Staff can concurrently continue to carry out its tasks in the framework of policing and guarding the sea borders and ports as well as in investigating any illegal action at sea or in any area of its responsibility while on the other hand to complete its tasks in the field of the administration of Greek Shipping. The successful exercise of the Olympic Games of 2004 in Athens proves that the HCG can provide adequate and quality services in every area related to maritime surveillance or shipping activity in the framework of the 'One stop shop' concept.

With this in mind, today pending the special circumstances that Greece suffers due to financial crisis, perhaps the re-establishment of the Ministry of Mercantile Marine with the HCG Staff in its organization could be considered as the modern 'wooden walls', that would lead to a sustainable and viable solution for the problems of its national economy.

Article by

**Mr. Theodoros P. Rentzeperis**

Admiral H.C.G. (Ret)

Honorary Commandant

*Member of the International Propeller Club of the United States, International Port of Piraeus*





In peacetime, being a sailor is surely one of the toughest occupations. Dreary and cruel, it keeps you far from family and loved ones. Sea voyages demand hard work; they require mettle and courage. The work itself is physically tiring and soul destroying, as the seaman becomes a cog in a dull routine lasting seemingly endless hours, days and months, seeing the same things, doing the same jobs, washing the same bulkheads, scaling the same metal plates.

And suddenly war comes, making you appreciate just how pleasantly monotonous and tranquil, relaxing and desirable routine actually is. For in war there is no routine. The unexpected, the unforeseen is never far away. Death is omnipresent. It comes from the air in just a few moments, it comes from the surface in the form of enemy raiders, it comes from beneath the surface as torpedoes fired by the unseen submarines, which like steel arrows head for the hulls of vessels and tear them apart, opening them for death to enter.

The 20th century was the bloodiest one in the history of mankind, for it hosted two world wars, in both of which our country participated.

It is an undisputed fact that countries at war need huge quantities of supplies of every type. The main categories are food supplies for the general population, raw materials especially for the war industry, military supplies such as munitions, fuel, spare parts, plus long lists with hundreds of categories and thousands of different materials, from railroad cars and engines of every kind and capacity, to accessories for the uniforms of those doing the actual fighting, appropriate for the different climates and seasons in which the war is being conducted.

These massive quantities of materials and supplies are what in the first place ensure the survival of the population in the rear, which maintains life, activity, industry, electricity supply in the cities etc.

In addition, the support staffs of the Armed Forces must manage the so-called Daily Supply Flow. These supplies include the fuel that allows tanks to move, aircraft to fly, artillery to fire, armies to fight and the war to be pursued.

In both great wars of the 20th Century, this vital chain of supply could be effectively maintained only by sea transport. Air communica-

tions were either non-existent since air navigation was still in its infancy at the time of the First World War or entirely inadequate from the point of view of transport capacity, as was the case during the Second World War.

Thus, it was the merchant marine vessel that maintained this chain of command and supply, ferrying supplies mainly to England but also to all the other theatres of war during the two world wars, to Africa, the Mediterranean, northern Europe, the Indian Ocean, the Pacific, northern Russia. Moreover it was the merchantman who took part in almost all large scale transportation of military units from one front to the other, or in the major landing operations at Gallipoli, Odessa, northern Russia, Sicily, Anzio and Normandy. It was the merchantman that saved thousands of lives by evacuating trapped units, as at Dunkirk and Crete and it was the merchant ship which broke the blockades and brought supplies to besieged garrisons as at Tobruk. By way of conclusion, one could reasonably maintain that it was the merchantman which, sailing thousands of miles across the oceans and seas of the world, supplied the war and implemented the strategic troop movements



# GREEK MERCHANT MARINE

## The 'Fourth Service'



and manoeuvres that had been planned on the military maps.

The Greek Merchant Marine and Greek seamen wrote their own chapter in this struggle for freedom and democracy, against the forces of authoritarianism and fascism in the two world wars, making their own contribution which represented a significant part of the nation's overall participation. With patience and endurance, silently, with no fanfares, no paeans, with dignity, they created their own place in history with losses, with blood, with unbelievable carnage that is generally unknown to most people. Their contribution was to mankind and, above all, to the country. However, it was a contribution involving great suffering. Hundreds of ships were sacrificed, along with thousands of dead and wounded. This struggle marked the highest point of the contribution of Greece's 'fourth service' to the cause of liberty.

During the first World War the merchant marine too suffered the consequences' of Greece's dividend and irresolute foreign policy. The Entente allies systematically undermined the Greek Shipping business, using

searches for supposed wartime smuggling as a pretext. Greek vessels were subjected to exhaustive inspections, searches, long periods of impoundment, seizure of cargoes, etc. and naturally the financial losses resulted in the total ruin of traditional shipping companies.

Meanwhile, German warships and submarines were sinking Greek merchantmen on the pretext that they were armed and thus entitled to be treated as naval vessels.

After 1917 when Greece had entered the war on the side of the English and French, Greek merchant vessels found themselves vulnerable to the attacks of German submarines which ruled the Mediterranean and Atlantic.

During the First World War, from 3 August 1914 to 11 November 1918, a total of 178 ships (over 100 grt) were lost, with an overall capacity of 434,946 tons. These figures represent 45% of the total number of vessels and 53% of the capacity of the Greek merchant marine prior to the outbreak of the war.

However, the virtual destruction of Greek merchant shipping aside, it was the terrible loss of life among Greek seamen which

strengthened the Greek arguments put forward at the victor's negotiating table and concerned the inalienable rights of Hellenism. The lives of our seamen, together of course with the other Greek losses, served as the foundation on which the nation based its effort to liberate enslaved parts of the homeland which had been inhabited by Greeks since time immemorial.

During the Second World War, Germany continued the strategy applied in the First World War, consisting in all-out attack by its naval forces against the sea lanes used by England and allied merchant shipping.

The Germans therefore attempted to impose a form of naval blockade in order to isolate England and, if possible, bring it to its knees. The main tactical weapon of the German navy in implementing this strategy was the submarine, which had been developed considerably to reach a high level of technical perfection. The German tactics made no distinction between warships and merchantmen. In actual fact, the main target was merchant shipping. At that critical point in the war, in 1941, the enormous production ca-



capacity of US shipbuilding industry came into play and mass construction began of a new type of cargo vessel-with a displacement of about 10,000 tons- at what was an amazing rate even by today's standards. The construction design, involving thousands of pre-fabricated parts which were subsequently joined by the then pioneering method of electrical welding, as opposed to traditional riveting, enabled the construction of some 2,700 vessels of this type in just four years. This means that an average of two ships were being launched daily!! On account of the contribution made by these cargo vessels to the cause of freedom, they were called ' Liberty Ships'.

Greece and its merchant shipping gave all to the Allied war effort to prevent the severing of the vital flow of supplies, initially to England and Europe, later in the North Atlantic to Murmansk and latterly to South Africa and the Indian Ocean

A total of 539 merchant ships of all types were under the Greek flag in 1939, with a total capacity of approximately 1.7 million tons. By the end of the war in 1945, only 121 ships remained with a total capacity of approximately 0.5 million tons. This means that 77% of vessels and 70%of capacity were lost. As for Greek seamen, 2500 lost their lives and many more were crippled or permanently disabled, although these losses were never formally recorded.

Greek society was never officially informed about the enormous, unprecedented contribution of its Merchant Navy during the great efforts to achieve the nation's goals which followed the two World Wars of the 20th Century.

It never learned about the disproportionately high-for the size of the country-loss of life and resources, which remain unrecognized, which was never properly appreciated at the negotiating table of the victors. Immediately after both wars, the expediences of the major powers of the time and the cold realism which prevailed in international relations took the place of the hymns and praise for the Greek contribution to the common cause of the Allies and all hope of national unification through the liberation of still enslaved areas of the country once again faded.

Article by **Mr. John Paloubis**  
Vice Admiral (ret.) H.N.





# AMVER AWARDS 2011

Once more the International Propeller Club of the United States, International Port of Piraeus in cooperation with the United States Embassy to the Hellenic Republic and the United States Coast Guard organized the AMVER Awards Ceremony.

The ceremony took place at the Athinaeum Intercontinental Hotel on October 13th, 2011, among 880 members of the maritime community.

One Hundred and thirty six (136) Greek controlled shipping companies received 944 awards on behalf of 944 vessels participating in the AMVER System.

The President of the Propeller Club, Mr. Antonios Stamos Faraklas and the Deputy Chief of Mission, Mrs. Virginia Lynn Bennett of the United States Embassy of America to the Hellenic Republic, welcomed attending guests. The President remarked "We need to work together, owners and seafarers to achieve the common goals of safety at sea. During these times of world crisis, which has not left shipping untouched, by joining the AMVER program you assist our common target, providing safety for the seafarer".

Secretary General, Mr. Theodoros Kontes, Ceremony coordinator, invited immediate past President of the Propeller Club and President of Intercargo, Mr. Nicky Pappadakis, who was presented by the President the Propeller Club Special Achievement Award in recognition of his outstanding services to the Greek and International Shipping.

Mr. Pappadakis thanked the Propeller Club for the award and said 'Hope dies

last, and many thought they were dead before being rescued by a ship in the AMVER scheme', emphasizing the importance of AMVER Program.

The representative of United States Coast Guard, Rear Admiral James Watson, director of prevention policy for marine safety, security and stewardship in Washington, saying he "has never seen so many AMVER participants" reflected on the fact that of the 5,742 participants in Amver's voluntary search and rescue scheme "in any one day an average 4,000 ships worldwide are available to save lives"... and so far "265 lives have been saved this year".

Governor Vasileios Mantzavinos, announced the AMVER Awards which were presented by Rear Admiral James Watson, DCM, Mrs. Virginia Lynn Bennett, with top in receiving Awards Company, Tsakos Shipping and Trading with 53 awards.

Mr. George Anomeritis, President of OLP and CEO, Vice Admiral of the Hellenic Coast Guard, Mr. Constantinos Soulis, Secretary General of Safety of Navigation Mr. Athanasios Christopoulos, Secretary General of Shipping, Mr. Nikolaos Litinas, Secretary General of PORT AND Port Policy Mr. Athanassios Pallis, Mr. John Plakiotakis, New Democracy Political Party responsible for Shipping Domain, 2nd VP of International Propeller Club Mr. Markos Foros, Dr. John Coustas, Chairman of HELMEPA.

Following Mr. Dimitrios J. Fafalios, Propeller Club, Maritime Committee Coordinator, referred to the heavy artillery of Greece namely Merchant Shipping and its contribution to Libyan evacuation and an-

nounced the 'Special Propeller Club Rescue Awards'.

Honored by their presence, Cpt. Panayiotis Tsakos, Founder of Tsakos Group, H.E. Balzan Walter, Embassy of Malta, Mr. Rolle Davy, Bahamas Maritime Authority, Mr. Dalakas Aristidis, Nippon Kaiji Kyokai (ClassNK), Mr. Houliarakis from ABS.

Also present were the Assistant U.S Navy Attache CDR, Jonathan Schawartz, Deputy Counselor for Economic Affairs, Daniel Ross, U.S Embassy.

Attended by Messrs: Mr. Elias Tsakos Entrust Maritime, Mr. Apostolos Doukas – Regional Vice President of the Propeller Club for Northern Europe and Africa, Mrs. Despina Foros Tsirozidis, 2nd VP of the Propeller Club, Mrs. Katerina Kalafatides, Mr. Geory Timagenis 1st VP of the Propeller Club, Mr. V. Katratzos, Mr. Zorbalas, Mr. Vasileios Koutentakis, Mr. K. Rokkos, Mr. I. Perantinos Atlantic Bulk Carriers, Mr. D. Patrikios General Manager of Springfield Shipping, Mr. S. Bertilone a RINA Regional Manager for Greece and Mr. S. Zolotas Head of RINA- Piraeus, Mr. K. Koutsoubelis Excel Maritime, Mr. D. Constantinou and C. Constantinou, Managing Director Moore Stephens Greece and Board member of Propeller Club, Mr. F. Teissier Managing Director of Bureau Veritas, Mr. Alek Tomazos Wartsila Group, Mr. Poulouvassilis Lloyds Register, representatives of DNV, Danaos Shipping Co.Ltd, Kassian Maritime, Cayman Registry, Mrs. Lemou, members and friends of the Propeller Club.



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Mr. Nicky Pappadakis receiving the Special Achievement Award by the President of the Propeller Club Mr. Antonios S. Faraklas



Mrs. Marigo Lemou from Atlas Maritime Ltd



Mr. A. Patrinos, Cpt. Panayiotis Tsakos Founder of Tsakos Group  
Mr. Th. Afthonidis, Cpt. G. Kostalas, Cpt. C. Gripeos and Mrs. Gripeou



RADM J. Watson, Mr. Faraklas, Mr. A. Doucas, Regional VP of Southern Europe & Africa Region, Propeller Club



Rear Admiral James Watson, Mrs. Fafalios, Mr. Dimitrios J. Fafalios, Mrs. Despina Foros Tsirozidis, Mr. Antonios Stamos Faraklas



Deputy Chief of Mission, Mrs. Virginia Lynn Bennett

## PROPELLER CLUB-LE HAVRE CONVENTION

More than 140 members and officials of the International Propeller Club worldwide met once again from 18 to 21 October to the 85th Annual Convention of the International Propeller Club in Le Havre, France, hospitality of French Maritime Industry presence of Edouard Philippe, mayor of Le Havre; Francis Vallat, conference chairman; Pascal Galichon, Port of Le Havre Authority; Michel Donner; and Yann Alix.

Attendees had the opportunity to be informed on the current status of the Propeller Clubs globally, as well as of the further steps for promoting interests of maritime community on both international and national basis. The International Committee was reinforced with new members, while President Wade Wetherington, First Vice President Sonny Smith and Second Vice President Markos Foros are in the midst of two-year terms, the Board of Governors in its meeting on Oct. 20 elected other members as well and all Regional Vice Presidents were elected to an additional one-year term.

Mr. Richard D. Steinke was named Propeller Club's 2011 Maritime Person of the Year for his more than two decades of service to the port authority of Long Beach with significant environmental milestones under his leadership. Mr. Alexander M. Giles, members of the Propeller Club of Baltimore was elected as the 2011 Propeller Club Member of the Year.

Delegates were chosen based on their service to the Propeller Club, of their efforts to advance, support and promote good will, wealth of the community and worldwide with reference to maritime issues.

Next International Propeller Club Convention, New Orleans, Louisiana, Oct. 2-6, 2012

# THE GREEK SHIPPING CLUSTER

THE PIRAEUS ASSOCIATION FOR MARITIME ARBITRATION

Despite the fact that I have in my life experienced some very fulfilling as well as negative aspects from an “adventurous” shipping venture operating “Bouboulina Shipping S.A.” in the 70s, my faith in this industry and its unlimited potential remains untouched.

Further to the ship-owning growth potential the tremendous possibilities arising out of the strategic co-operations between the inter-related maritime activities through development of a Greek Shipping Cluster remains a challenge for me. The term “shipping cluster” is however often decoratively used but not exercised in its true sense.

The strong fearless entrepreneurial instinct and the characteristics of the builders of this impressive shipping industry are not the only factors that brought the Greek ship-owners to that remarkably outstanding position, which they presently hold in the International community. The hard work, the dedication and the loyalty of the Greek seafarers, as well as, a continuously growing number of experienced technocrats and consultants in all fields is giving us the leadership and world wide recognition.

The successful merging of the foreign crews has partially resolved the lack of sufficient number of officers and crew to man the increasing number of ships, placing us in the first position in terms of tonnage.

The state has been watching this dramatic expansion with pride and awe, practically unable however to support efficiently this precious foreign currency importing industry. Cargoes and the necessary financial support, both have to be sought over the years in the international markets.

A supportive role that the state could very well play, for the benefit of all concerned, is the instrumentally positive “interference” and contribution in the neglected field of the shipping infrastructure in Greece.

A large number of shipping unions and associations, almost all of them not for profit, are striving to financially survive and perform their admirable scopes and goals. The

highly qualified human element in those associations is largely recognized by the international shipping community who employ them in Shipping Banks, Classification Societies, P+I Clubs, Shipping Law firms etc., as specialized Consultants and Expert Witnesses in litigations, Arbitrations and other disputes.

For many years now the locally operating sale, purchase and chartering brokers, technical firms and many serious and competent individuals serve the Greek Shipping Industry’s needs and those of many foreign shipping firms that have discovered their unquestionable high level qualities.

The “GREEK SHIPPING CLUSTER” is here ready to make the difference and produce added value for the Greek economy that is desperately struggling to attract investments, create additional working positions and why not export the shipping services worldwide!

In the context of the efforts for the further development of Piraeus as an international shipping centre for the supply of high level services to shipping the “Piraeus Association for Maritime Arbitration” (PAMA) was established in Piraeus by private initiative.

Founding members of the PAMA are retired Supreme Court judges, university professors, bankers, maritime lawyers and other personalities who have been involved with various aspects of shipping.

The purpose of the PAMA is to develop maritime arbitration in Greece and more specifically in Piraeus and to create a team of Greek and foreign arbitrators able successfully to perform the duties of an arbitrator or umpire for the resolution of maritime disputes.

The intention is for such an arbitration to become an alternative dispute resolution procedure for maritime disputes that will be reliable, with international recognition and able to produce high quality results at lower cost and within a shorter time than other international arbitrations.

The members of the PAMA are divided into ordinary (full) members, supporting members and honorary members. In addition to physical persons companies, associations and groups are eligible as supporting members. The parties may freely appoint an arbitrator of their choice, whether a member of the PAMA or not, and the arbitrators can agree an umpire who may or may not be a member of the PAMA. In addition, the parties may freely use foreign arbitrators, legal counsel or other advisors or consultants.

In case of disagreement on the appointment of a sole arbitrator or of an umpire, the appointment will be made by the President of the PAMA among its ordinary (full) members. In addition, the procedure of the arbitration, including hearings, may be conducted at a place other than Piraeus. The procedure may be in English or in any other language agreed by the parties and foreign law may be applicable to the merits of the dispute.

The arbitrations will be governed by the Maritime Arbitration Rules adopted by PAMA (the Rules), and have been drafted in accordance with international standards and the UNCITRAL Model Law for International Commercial Arbitration as adopted by Greece. The Rules are easily accessible to the parties internationally through PAMA’s website and will be referred to by the arbitration clauses in charter-parties, memoranda of agreement for the sale of ships and other maritime contracts.

The development of Maritime Arbitration in Greece and the further development of Piraeus as an international shipping and arbitration centre will result in considerable expenses savings for the resolution of maritime disputes to ship-owners, charterers, cargo interests and their respective insurers. Piraeus can be a competitive and reliable alternative for the resolution of maritime dispute resolution.

By a recent resolution of the PAMA board it was decided to extend the activities of the Association to other forms of Alternative Dispute Resolution including Mediation.



# 'Insight and Evaluation of Piracy Threats'

## Piracy is a significant threat to Industry

Information including the Rules, model arbitration clauses, and CV's of its members are available at the Associations' website: [www.mararbitpiraeus.eu](http://www.mararbitpiraeus.eu)

All Greek maritime services could be properly and effectively promoted to the international shipping community for the benefit of our suffering National economy. Many players of the industry are available and keen to serve this idea!



Article by,  
**Ms. Jenny Pournara -Vardavilia**

Piraeus Association for Maritime Arbitration,  
Secretary  
WISTA Hellas, Vice President  
Hellenic Mediation Society, Founding member/Partner  
Member of the International Propeller Club  
of the United States, International Port of Piraeus



We all know that Piracy is a multibillion dollar activity totally abt.13 billion but for the owners the important is that this particular employment via the GOA is a commercial discretionary decision which is taken at an acceptable risk level and when overall benefits outweigh the cost. Unfortunately in the today's general poor market more owners are willing to accept piracy risk by put only no cost controls in place. In recent year we have had over 500 piracy attacks, vessels have been hijacked, crew members kidnapped, hostages taken and there have been attacks that have resulted in murder. IMO and other organization BIMCO,ICS, INTERCARGO, INTERTANKO, OCIMF, IG P+I Clubs developed industry's guidelines for the available options provided including the last updates of BMP 4 and MSC Circular 1405 ,it's revision 1 and 1406 and the guidelines on deployment of privately contracted armed security guards. The available options for the preventive and mitigating measures are procedural and structural and with available resources by the nations, organizations, insurers and individuals could detect unlawful activities and deter the potential attempt of capture and hijacking.

### Armed Guards

Last month Oct 30th we have been informed that PM D. Cameron announced that ships sailing under British flag will be permitted to carry armed guards to combat the threat of pirates. This is an important step since up to now only Norway had no prohibited armed guards and weapons onboard. This is an important step towards convenience of undertaking employment in these routes and is important for us to see what would be the future of Greek flag administration position which apparently prohibited both. FYI Danish Minister of justice on Nov 4, wants armed guards onboard Danish- flagged ships.

### Planning and response

It has been presented that piracy put at high risk lives of crewmembers, owner's assets, cargoes and the environment. This risk shouldn't be overlooked even in the present poor market conditions. It seems feasible by using proper planning and resources to undertake the risk of passage the high risk areas within an acceptable level. It is concluded that planning needed a multifunctional system and not just a form to retrieve past experience, implement requirements and assess a list of control options and resources and put them in line to achieve the strategic goals not only in respect of threat analysis but in case also of a top event. It is profound that present conditions in the market favored the chance owners to take the risk of sailing towards high risk areas with minimum freight/hire premium. There is doubt if owners could recover overall costs presently from this differential. That results to an uninterrupted trade in the high risk areas without any additional costs.



### Future approach

A measurable index should be defined to demonstrate the trends in freight/hire differential. But what about if we see again market levels of 2007 which we all expect, hope and pray? The freight /Hire differential will increase dramatically and could double the rate. It's obvious that mostly the older and substandard ships will be willing to trade such routes giving a result of higher vulnerability to hijacks and captures. This subsequently will increase costs and make these routes less attractive and commodities much more expensive. The result will be these underdeveloped countries to find no hope for development and progress. It is then their major task and concern to find ways to disrupt piracy groups ashore and at sea.

### Conclusion

Maritime piracy in Indian Ocean has become a serious threat for the international commerce, the insurance companies, and banks and mostly for owners and seafarers and inevitably will lead the cost up for all countries involved. Therefore is a common interest to develop an effective integrated system by which stakeholders will work towards to an integrated approach to manage to reduce risks to an acceptable and reasonable level.



Presentation by, **Dr. K. Rokkos** at the 10th Maritime Conference NAVIGATOR 2011r  
Maritime Professional & Managing Director of SICURO SA Ship Managers  
Member of the Society for Risk Analysis SRA  
Member of Technical Chamber of Commerce  
Member of Society of Manufacturing Engineers of USA  
Member of FEANI  
Governor of the International Propeller Club of the United States,  
International Port of Piraeus





## “Institute of Chartered Shipbrokers (ICS) Greek Branch Centenary Celebration-Forum”

When the Institute of Chartered Shipbrokers was first inaugurated - primarily to provide education to Baltic Exchange brokers - sailing vessels were still common and records were still kept by ink-pen. By the way, in those days strictly no women were allowed on the Baltic!

While much has changed since then, perhaps some of the essentials of the shipbroker's business have not changed so much between then and now.

According to a speech to mark the formal launch of the Institute, the ideal shipbroker ought to be: “good looking and of imposing presence” - “physically strong and energetic” - and, of course, he had to “be a fluent talker”. He must be careful how he gives advice so that when the decision is arrived at it is due not to the skill of the broker but to the wisdom of his principal.

The first 100 years of ICS history coincides with a century of strong associations between Greeks and the maritime centre of the City of London. The Baltic Exchange and the ICS, in particular, have been a bedrock of this relationship. On the whole, it has been a partnership of complementary strengths.

From their side, Greeks have brought entrepreneurial character and an innate commitment to shipping and the sea. The UK has contributed qualities including knowledge and trust.

Epitomising this, as you may know, London Greek offices of the old school were populated by Greek expats. But they would inevitably have at least one senior Englishman on the staff - “O Englezos mou”. His role could range from the essential understanding of charterparties and speaking the Queen's English with the necessary bank-

ers and insurers to chartering broker. Invariably, he would be the office manager. In addition, he would often occupy the position of ‘honest broker’ and of trust not accorded to fellow Greeks, sometimes not even to the owner's own kin.

The qualities Greeks found in London are also, I feel, epitomized by the Institute's coat of arms since 1931, and the famous motto: Our Word Our Bond. Just to take you through the coat of arms - according to contemporary articles, the three ships represent the fleets whose destinies are influenced by the Institute, the blue shield and four wavy bands are emblematic of the sea. The elaborate crest includes anchors representing the Institute's seafaring activities, the wheel shows it performs the function of a guide, and the masthead light may be considered a symbol of safety as well as the light of information spread by members of the ICS.

Prominent is the piece of armour - with helmet and shield in the middle. I like to think it represents the chivalrous ideal of the profession and the determination of members - to defend the Institute's values and to do battle at all times in the interest of their principal.

Beneath the shield - the ICS motto: “Our Word Our Bond”.

Shipping remains as important now as it ever was and I see no reason to doubt that the ICS will still be here in 100 years from now.

Nonetheless, economic turbulence and market uncertainty seem to be the prevailing characteristics at this current point in shipping history.

“Navigating through the economic storm. Setting a route in difficult times”

I wonder: do we really know where we are going? Before leaving the field to the truly excellent panel of speakers this evening, let me offer two quotations I like which suggest that mere knowledge and conventional forecasting tools may not always be sufficient.

French politician Georges Clemenceau, speaking around the time of the First World War, said: “There are people who know much - but who do not understand anything - and people who understand much - but who know nothing”.

But we can take more encouragement from what was said by the 20th century British explorer, H. W. Tilman. I find it in keeping with the adventurous spirit needed for the risky shipping business.

Mr. Tilman said: “No-one goes further or faster than the man who does not know where he's going”.

This is an extract from opening speech made by Nicolas A. Tsavlis (in his capacity of Chairman of ICS Greek Branch) at the ICS Centenary Celebration Forum on 2/11/2011

### Remarks

The British Ambassador Dr. David Landsman OBE was a guest of honor and participated in the panel of speakers at the event.

Article by, **Mr. Nicolas A. Tsavlis**,  
Principal, Tsavlis Salvage Group  
Member of the International Propeller Club  
of the United States, International Port of  
Piraeus





## On Legalizing of cannabis in Greece « Will the legalization of soft drugs in Greece also affect shipping interests?»

The legalization / depenalizing of soft drugs in Greece will, hopefully, not have any effect on the coastal shipping community. There is however concern, based on the fact, that currently there is no EU legislation binding the member countries and Greece to implement D/A policies for workplace safety, even in the sensitive transportation business. By depenalizing soft drugs, the availability, purchase and growing of marihuana for “own use” is now legal in Greece. Subsequently drugs will be more easily available in port Piraeus. Presently, it is not required by law for coastal shipping to implement d/a policies.

The IMO Revised STCW Convention and Codes adopted at the Manila Conference will enter into force on 1 January 2012. This includes revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers. Drug/alcohol testing will most likely become compulsory for all types of ships (?) See below recent study on drugs found in waste water...

*(For viewing the original article, kindly visit, [www.propellerclub.gr](http://www.propellerclub.gr))*

### **Executive summary**

This article gives an overview of the current situation regarding cannabis use in Greece. Recently, legislation on legalizing /depenalizing of soft drugs was approved by the council of ministers and now it has become law. The article discusses certain negative aspects of the government’s legislation that should be amended. In view of the existing miserable economic situation in Greece it should perhaps be totally scrapped. Good points of the legislation are also discussed.

A general comment. “The below expressed opinions are those of the author as a parent and do not necessarily represent the views of ELSSI.”

Article by, **Mr. Demetris Stamatopoulos**

Chemist

ELSSI Consultant, Implementation of Drug/Alcohol policy to international shipping

Member of the International Propeller Club of the United States,

International Port of Piraeus

# 1st Ship Operating Cost Presentation

The International Propeller Club of the United States, International Port of Piraeus, along with Moore Stephens, Greece, organized on Thursday 08/12/2011 the 1st Ship Operating Cost Presentation under the title 'Ship Operating Costs: Current and Future Trends; Shipping Funds what's next'.

Mr. Costas Constantinou, Managing Partner of Moore Stephens, Greece and Member of the Board of Governors of the Propeller Club welcomed the audience and the key speakers of this event, Mr. Geoff Woodhouse and Mr. Richard Greiner from Moore Stephens LLP, London and Capt. Andreas Xapolytos, CEO of Tsakos Columbia Shipmanagement.

The presentation of Mr. Woodhouse was focused at the recent developments in shipping funds and in the context of current market conditions considering what the future might hold while Mr. Greiner summarized the results of Operating Cost 2011 (the operating costs benchmarking study unique to Moore Stephens) as well as offered some insight into future cost trends. Resuming, Capt. Andreas Xapolytos, CEO of Tsakos Columbia Shipmanagement commented on the above presentations and in the actual cost analysis.

More than 120 participants from the banking and shipping industry in addition to the great number of Propeller Club members welcomed the initiative and expressed their interest for a future Ship Operating Cost event particularly today under the difficult circumstances in the shipping.



## 10th Maritime Conference "NAVIGATOR 2011"

NAVIGATOR S.A. organized the 10th Annual NAVIGATOR Maritime Conference at the Athens Golf Club on 9th November 2011, with remarkable success, celebrating its 20-year successful course and presence in the Greek Shipping Industry.

The widely recognized shipping event has been held annually since 2001 and this year it attracted more than 400 prominent personalities from the Greek and international shipping community.

The US Ambassador, as well as the Ambassadors of United Kingdom and India, together with the Consulate of Panama, all honored the conference with their presence. Mr. Nicky Pappadakis, President of INTERCARGO, was among the conference's distinguished industry guests.

NAVIGATOR S.A. represents a portfolio of leading Agents, Towing Companies and Fuel Management Company in the Greek market and promotes their services through an innovative and sophisticated marketing plan. NAVIGATOR S.A. proudly holds a 20-year experience and course in the Greek Shipping Community and is recognized as one of the leading Companies in the field.

### **Mrs. Danae Bezantakou**

Managing Director  
NAVIGATOR SA

Member of the International Propeller Club of the United States,  
International Port of Piraeus

*(For viewing the original article, kindly visit, [www.propellerclub.gr](http://www.propellerclub.gr))*

# 'Piracy of Cargo Ship Vessels'

Having been victim of Piracy as one of our vessel was captured on 10th of October 2008 half day before coming abeam to Aden and having read and listen a lot in various conferences about piracy, I am led to write the text below, so to give a more clear picture as to what are the circumstances, when that incident occurs and what can be the consequences.

The Piracy or Riot as some Lawyers attempt to classify, is a very sever incident and it would be best if it could be avoided, if possible. To avoid to be captured a vessel when she is attacked, is a very difficult task because the means provided, except that of having armed expert soldiers on board, do not work.

It is a very difficult task because many people make profit out of it and do not assist piracy to be eliminated but rather make matters more complicated.

"Piracy" is proved to be a more profitable business than traffic or drugs. It involves Lawyers P&I Club cover, War Risks cover, good and loyal to Owners Crew. It is also becoming a need / practice for armed competent persons ex soldiers or ex commandos.

The means some people refer to such as putting fire hoses and Razor Barbed wire, to my opinion are not efficient when Pirates attack the vessel equipped with machine guns, grenades and rockets.

To those who are asking why the military does not take actions for the Pirates, the comment is, that there is the belief that military can not attack, because authorities of Somalia State do not allow direct act on Pirates. That belief can not be true as it is known to every one that there is no state, nor actual government, then who could object the attack?

Taking the matter in a more serious attitude, it is difficult to be understood why Somalia state can complain for the protection of Pirates and the other countries to which the vessel belong flagwise, do not to complain to protect the ship and the seamen on her? But it is permitted, beside a lot of money the Ship Owners and Insurance Organizations pay for Ransom, the Crews are suffering a lot of terror too from Pirates.

To my opinion it is important the Owners must insist to include the following items in their team which is handling the incident:

**1. To have a competent Lawyer who can handle the task**

**2. To request from tomorrow their Insurance and P&I Club to make clear to Owners:**

**About the policy covering Piracy, War Risks and Riot.**

**To explain to Owners how to handle the General Average if the Vessel is captured, loaded and how they will commit the cargo Underwriters to contribute for the damages / losses.**

**3. To know before hand what are the rights of the crew as they are imposed by ITF.**

**4. To have plenty of patience.**

The Lawyer I am mentioning above, it is not enough to be a good Lawyer but one who can handle such a case. I wish to mention that in our case were involved 3 very high attitude legitimate experts and they came to 3 different opinions.

The most strange event is that when we asked one of the Underwriters to contribute on payment on account, he wanted to have proof that we were having a case that could be compensated or not. He would be right if it was a damage to Hull or to Machinery items where it should be necessary the salvage organization to give the proof that it was a real and not a fake claim. To the case of Piracy what proof Owners could give more than the vessel was captured by Pirates and shifted to Pirate's area and kept there under capture for 63 days, before being released after Owners had paid the ransom?

Referring to solidarity, I would like to mention only 1 experience, that is.

The means that we entrusted to take the Ransom to ship they should also deliver 15M.T. Gas Oil but delivered only 9. The other 6 tones we still wait (3 years now) to get the refund.

There are more bitter events we experienced, that it will take 2 pages more to describe but I prefer to stop here.

Article by, **Mr. Evangelos Zouppas**

Marine Consultant

Drasis Shipping Co. SA

Member of the International Propeller Club of the United States,

International Port of Piraeus



The trip to the 'Holy' Mount Athos, the embodiment of the spiritual Orthodox Christian tradition and Life, was a trip full of sentiments and impressions.

Based on historical data Mount Athos was inhabited since ancient times and it is certain that monks have been living there. One of them, Athanasios the Athonite who was born at Trebizond in 930 AD and was living in Mount Athos, followed Emperor Nicephorus Phocas in his expedition to Crete against the Saracens and contributed to the re-taking of the island through his prayers. The pirate treasure hidden in 1,500 caves in Crete passed into the hands of the Byzantines. After this triumph which was of great importance for the whole Mediterranean, Nicephorus in gratitude for the victory to Athanasios gave him part of the treasure and the monastery of Great Lavra was founded in 963 AD. It is still the largest and most prominent of the 20 monasteries. After the death of Nicephorus Phocas, the Monastery enjoyed the protection of other emperors of the Byzantine Empire, i.e. its building completion came under the funding of the New Emperor Ioannis Tsimiskis and during the centuries its wealth and possessions grew considerably.

The sovereign monasteries, in the order of their place in the Athonite hierarchy:

- 1.Great Lavra monastery
- 2.Vatopedi monastery
- 3.Ivion monastery
- 4.Helandariou monastery
- 5.Dionysiou monastery
- 6.Koutloumousiou monastery
- 7.Pantokratoros monastery
- 8.Xiropotamou monastery
- 9.Zografou monastery
- 10.Dochiariou monastery
- 11.Karakalou monastery
- 12.Filotheou monastery
- 13.Simonos Petras monastery
- 14.Agiou Pavlou monastery
- 15.Stavronikita monastery
- 16.Xenophontos monastery
- 17.Osiou Grigoriou monastery
- 18.Esphigmenou monastery
- 19.Agiou Panteleimonos monastery
- 20.Konstamonitou monastery

All the monasteries are coenobitic, meaning that the monks follow a common monastic rule in terms of praying together dai-

# TRIP TO MOUNT ATHOS



ly, sharing and distributing work, affording them a level of mutual practical support and security. Apart from the monasteries there are many cells, huts, retreats, hermitages and sketes scattered all over Mount Athos. There are 12 official sketes on Mount Athos and the most important is the one of Agias Annas.

We spent the first night at the Holy Monastery of Iviron, an enormous Monasterial group built in the Coast of Sea and which is surrounded by cultivated gardens. The monastery was built under the supervision of Georgian (Iberian) monk, Ioannis Tournikios between 980-983 AD and housed Iberian clergy and priests.

The most famous and miraculous icon in Mount Athos, Panagia Portaitissa- a famous 9th century icon, is the monastery's prized possession located in a chapel near the gate. In 1357 the Monastery was devolved to the hands of Greek monks that surpassed numerically and spiritually the Georgian (Iberian) monks. The 16th century has been a period of prosperity for the monastery, and, as result, it has been decorated with splendid painting works (the Katholicon frescoes etc).

The hospitality of Archontaris Prodromos was warm and a model one. We spent the second night at the Monastery of Simonos

Petra which was founded during the 13th century by Simon the Athonite. It is built on top of a single huge rock, practically hanging from a cliff 330 metres over the sea. Simonopetra was destroyed 3 times by fire but never from an earthquake. The expansion and development of Simon's original structure almost always followed one of the monastery's great fires resulting in today's form which has been described as the "most bold construction of the peninsula". The famous architect S. Calatravas who visited Simonos Petra noted the static construction of monastery as unique in the world as the monks did not use cement or iron.

All monks have high educational background. During our staying we met Archontaris Givrasios who was a very educated, polite and a mostly hospitable monk. The monastery has modern technological facilities and its hygiene is remarkable. We left Simonos Petra and through a rough trekking lasting 3 hours we visited the Monastery of Osiou Grigoriou which unfortunately was closed.

Moving on we visited Karyes and worshiped the icon Axion Estin of Panagia Eleousa before which, according to tradition, the hymn was revealed. We also visited a cell in Mylopotamos (1 and ½ trekking from Iviron Monastery) which is the largest dependency of the Holy Monastery of

Great Lavras. The tower and temple, in the name of Saint Megalomartira Evstathiou, were built by Saint Athanasios Athonitis some time before 973 AD. Saint Athanasios, like the wise and far-sighted man he was, also cleared the surrounding area and planted vineyards and olive trees, building a winery and olive press from which the great monastery got its table wine, the communion wine for the Lord's Service and also its oil.

We returned tired but satisfied. Our only disappointment is that groups of maximum 5 participants are allowed. Special thanks to Mr. Theodoros Rentzeperis for his support and the contribution to the success of the trip.

Article by, **Dr. Dimitrios Zorbalas**  
Governor of the International Propeller Club of the United States,  
International Port of Piraeus



Newsletter, January 2012 v.12/27  
Owner

Editorial Board

Newsletter Committee

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#### The Board of Governors welcomes new members:

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- Mr. Theodoros Rentzeperis
- Mr. George Resvanis
- Mr. Theodore Vakrinos
- Mr. Spyridon Zolotas

## MEMBERSHIP APPLICATION

Date: \_\_\_\_\_

I, (print or type name) \_\_\_\_\_, hereby apply for Regular Membership in 'The International Propeller Club, International Port of Piraeus, Greece' and agree, if elected, to abide by the Constitution of the Club and to assist in ways open to me in furthering its policies and objectives.

My business or profession is as outlined below:

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Home (optional )

Street	Number	City	Zip	Home Phone
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Check address to be used for mail:	<input type="checkbox"/> Home Address	<input type="checkbox"/> Company Address
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Sponsored by:	1. _____	2. _____
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Signature of Applicant

<p><b>MAIL TO:</b></p> <p>The International Propeller Club International Port of Piraeus 87, Akti Miaouli, 3<sup>rd</sup> floor GR 185 38 Piraeus Fax Number: 210 4290 974 Email: propclub@otenet.gr</p>	<p><b>For board use only:</b></p> <p>Received: _____</p> <p>Approved by: _____</p> <p>Date Approved: _____</p> <p>Notified: _____</p>
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