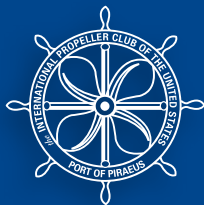


The INTERNATIONAL



PROPELLER CLUB

of the United States

INTERNATIONAL PORT OF PIRAEUS, GREECE

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2010



Message by Nikolaos A. Pappadakis

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

Editorial

Dear Members,

Posidonia was a great success in terms of numbers of visitors approximately 20000 with 1200 exhibitors from 84 countries. What could have been better, bearing in mind shipping is one of the two main pillars of Greek economy it was a great pity- and noticed by foreigners who commented negatively-the Prime Minister didn't inaugurate world's biggest shipping exhibition. A very negative message implied.

Without doubt the number of designs of ships are indicative of owners choices but most are concerned about the enormous «overhang» on new building tonnage coming on stream and the negative impact on freight rates. Generally a negative foreboding seems to permeate shipping people. Probably because of the world economic situation and questionable outlook.

Many interesting technical aspects were broached at Posidonia such as exhaust «scrubbing» and Ballast Water Treatment Systems amongst many. New regulations seem to be promulgated almost daily and the industry doesn't have-at times- proven technology existing and certified to meet what the legislators/regulators want or require.

The biannual Posidonia exhibition is a wonderful «window» for Greek shipping. It is important to remember that Greek shipping serves the world transport requirements by providing third party transportation services. As the late-and much lamented-Anthony J. Chandris President for many years of the Union of Greek Shipowners often said, «the Greek shipowners are the taxi drivers of the sea» meaning they serve the world's needs and not Greece's domestic transportation requirements. That is why international regulations for an international industry are an absolute necessity.

Posidonia 2010

During 'POSIDONIA 2010' Shipping Exhibition, the President of the International Propeller Club of the United States, International Port of Piraeus, Mr. Nikolaos Pappadakis, gave a Press Conference discussing the role of the Propeller Club and the valuable contribution of the AMVER System to the seafarer world. Present was the Director of Maritime Relations for the AMVER, United States Coast Guard, Mr. Benjamin Strong.

The event took place on Wednesday, May 9th, 2010 at 17.30 hrs, Hellenikon Exhibition Centre.

Mr. Pappadakis starting his speech presented a short history of the Propeller Club, founded in Piraeus in 1935, as a non-profit organization and that it manages to be the largest Club outside the United States by membership.

'The Propeller Club', he said, 'promotes 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'.

'...What's more, one the Club's primary aims is to provide funds for charities, ie.scholarships to young promising students'.



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Mr. Pappadakis referred extensively to the important role that the Propeller Club plays encouraging the participation of ships in AMVER to help seafarers. He explained that AMVER sponsored by the United States Coast Guard, is a unique, computer-based, and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange assistance to seafarers in distress at sea.

He noted: "This year's AMVER awards Ceremony will take place on the 19/10/2010 with most awards ever reaching 932 ships participating.

Afterwards, Mr. Strong referred to the AMVER Awards program as a reward to ships which remain "on plot" for at least 128 days and that these awards are a tribute to the support of a ship's master, crew, management, and ownership. Statistically, some 12.000 ships from over 140 nations participate in AMVER and an average of over 2.800 ships are on the Amver plot each day.

AMVER is a humanitarian program to protect life and property at sea.

Present were, the Regional Vice President for Southern Europe and Africa Mr. Apostolos Doucas, ex. Presidents of the Club and Members of the Board of Governors.



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Photos

01. The President of the Propeller Club Mr. Nikolaos Pappadakis along with Members of the Board
02. Mr. B. Strong and Mr. S. Kalafatides
03. The United States Ambassador to Greece Mr. Daniel V. Speckhard with Mr. Benjamin Strong and Mrs. Beverly Howard



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Membership Luncheon

May 18th, 2010

The International Propeller Club of the United States, International Port of Piraeus organized a membership luncheon with guest of honor and speaker, Mr. George Anomeritis, President and Managing Director of the Piraeus Port Authority SA (O.L.P.) The event was held at the Yacht Club of Greece, in Piraeus on Tuesday 18th May 2010.

Topic entitled:
"Port of Piraeus in the Next Decade".

Secretary General of the Propeller Club, Mrs. D. Foros-Tsirozidis read the welcome message of the President of the Propeller Club, Mr. Nicky Pappadakis, who mentioned:

'...Mr. Anomeritis as the person who has demonstrated over years his close connection to the sea and Piraeus and has a close understanding of problems facing seafarers and owners alike.'

Mr. Pappadakis in his message emphasized the important connection of shipping, tourism and Port of Piraeus to Greek economy and the relative importance of working closely with China for both countries best interest.

Mr. Anomeritis in his speech developed the areas of transformation and investment necessary for the Port of Piraeus in order to become the major Cruise Port of Eastern Mediterranean the service modernization required in the ferries sector the containers and logistics support in the Port.

He emphasized the necessity of modernization and the need for increased competitiveness of the Port of Piraeus, as it influences thousands of entrepreneurs and citizens in areas of shipping, of transportation and other sectors of the economy.

Answering a question regarding cabotage, Mr. George Anomeritis stated that he would not submit the findings of the Committee if he knew that jobs of Greek seamen would be lost.

'Although the bodies of Shipping and Tourism (except PNO) during long consultations came out in favor of the lifting of Cabotage concerning the cruise ships which do not bring Community flag, I accepted and included in the Findings terms, conditions and new provisions, that will multiply Greek seamen and executive

employment in the new international environment of cruising companies. After a long-lasting course of protectionism of the Greek Cruise Ship, we all must give answers for the lost chances and the current situation.

....Today we owe to follow an aggressive policy supporting Greek seamen in a dynamic cruise market environment and not to follow defensive policies of protectionism. Ending his speech he said: '...the shipping industry and our seamen achieved to be great even under stringiest conditions, precisely because they believed in open horizons, as those of the sea and not in closed societies and calm waters.

In the current reality tourism and shipping owe to advance cooperating and not competing.

In case cabotage creates adversities against each other, then they will both lose and along them Greece.

I would like to call the professional and union leaderships of the two sectors, without Committees and Governmental



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Sponsors of the Event



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intermediations, to meet and to find ways to support the shipping industry, seamen and tourism.

In the international and multinational circles of tourism and shipping industry, either we will all row together with solidarity or we will all sink.'

Present were the 1st Vice President of the Propeller Club Mr. Nikolaos Tsavlis, the Regional Vice President for Southern Europe and Africa Mr. Apostolos Doucas, the President of the Greek Shipowners' Association for Passenger Ships and 2nd International Vice President of the International Propeller Club, U.S.A Mr. Markos Foros, Mr. Athanasios Christopoulos, General Secretary of Security-Ministry of Citizen Protection, Mr. Paul Malik, Counselor for Economic Affairs of the U.S. Embassy in Athens, Mr. Mpournias Vasillios, Rear Admiral of Hellenic Coast Guard, Cpt. Panayiotis Tsakos, Founder of Tsakos Group, Cpt. Vassilis C. Costantakopoulos founder of Costamare shipping Co and Chairman of HELMEPA, Mr. Gregory Timagenis Chairman of NAT and Board Member of the Club.

Also present were, the President of Entrust Maritime Co. Ltd, Mr. Elias Tsakos, Mrs. Eleni Plessa, representative of Prime Maritime Inc., Mr. George Aggelopoulos, Mrs. Eirini Moustaki, Mr. Damianos Constantinou, Mr. Antonios Faraklas CEO of Chartworld Shipping Corp. and Treasurer of the Propeller Club, Mr. Alexandros Tourkolias General Manager Corporate and Investment Banking, Mr. Michalis Nomikos from Royal Caribbean Cruises, Mr. Apostolos Poulouvassilis, Managing Director Hellenic Lloyd's S.A., Cpt. George Koumpenas Senior General Manager Fleet Operations, Mr. Miltiadis Wanger, President of NEL Lines, Mr. Dimitris Patrikios General Manager of Springfield Shipping Co., Chairman of the European Navigation Mr. Karnesis, members of the Board of the Propeller Club, Dimitrios Zorbalas, Mr. Costas Constantinou, Managing Director of Moore Stephens, former Presidents and members of the Propeller Club, distinguished guests and representatives from the shipping, tourism, business community and press.



Photos

01. Cpt. V. Costantakopoulos, Mr. M. Foros, Mr. G. Anomeritis, Mr. A. Doucas, Cpt. P. Tsakos
02. Mr. Christopoulos and Mr. Mpournias
03. Mr. Malik with Mr. Constantinou
04. Mr. G. Anomeritis and Mr. A. Doucas

see details of the event:
http://www.propellerclub.gr/press_releases_12.php

Pitta Cutting Ceremony

January 17, 2010



01

During a warm and elegant ceremony the Board of Governors and the members of the International Propeller Club of the United States, International Port of Piraeus, cut their 'pitta'. The event, took place on Sunday, January 17, 2010 at the Grande Bretagne Hotel.

The event was opened by the Secretary General of the Propeller Club, Mrs.D. Foros-Tsirozidis and the Minister of the Economy, Shipping and Competitiveness, Mrs.Louka Katseli, extended warm greetings and wishes to the members for the New Year and elaborated thoroughly Greek Maritime issues in her speech. The Economic Counselor of the United States Embassy in Greece, Mr.Paul Malik, welcomed the audience and expressed New year wishes .

Following, the board of Governors along with the Minister and U.S Embassy Counselors cut the 'Pitta'. Right after, Mr.John Kalafatides, Deputy Treasurer of the Propeller Club, took the podium and invited the Minister Mrs.Katselli to present the 1st scholarship check to Panagiotis Lefantzis, Graduate of Merchant Marine Academy of Aspropyrgos.

Mr.Miller, Counselor for Public Affairs of

the United States Embassy to Greece, presented a scholarship check to the student Vassiliki Tressou from the University of Piraeus and Mr.Markos Foros, President of Greek Shipowners association for passenger ships and V.P. of the International Propeller Club, U.S.A., Board of Governors delivered a check to Esther Markaki , student of the American College of Greece.

The event continued with the presentation of monetary awards to the winners of the countrywide essay contest which is announced every year on the occasion of the Day of Greek Merchant Marine through the Greek Ministry of Education.

1st winner of countrywide high school essay contest is Xrysanthi Papoutsidaki, from the 21st High School of Patra, monetary award of 1.500Euros in memory of ANTONIS CHANDRIS, presented by Mr.Markos Foros.

2nd winner of high school essay contest is Nikolaos Vlastos from the High School of Ag.Efstratios, Lesvos, award (1.000 Euros) presented by the representative of the Hellenic Coast Guard, Commodore Mr.Apostolos Spentzas.

3rd winner of high school essay contest is Markos Despotidis from the High School of Amorgos, award (500 Euros) presented by Mr.Xiradakis, Board Member of the Propeller Club and Coordinator of Maritime Committee.

Cpt. Panayiotis Tsakos, Founder of Tsakos Group and top supporter of AMVER Program and the Propeller Club, presented a scholarship check to Kyriakos Tsiligkrian Sideriadis, student of the Shipping Dpt. of the Aegean University located in the island of Chios.

Mr.Apostolos Doucas, Regional Vice President for Southern Europe and Africa of the International Propeller Club presented a scholarship check to Mrs. Lydia Legaki, member of the Board of Trustees of the American Farm School.

Mr.Faraklas, Treasurer of the Propeller Club presented a scholarship check to Fulbright Foundation Mrs.Paraskevopoulou Christina.

Vassiliki Tressou, was the lucky recipient of the golden coin of 2010 Popeller Club Pitta.

Finally, the dancing group of the American College of Greece contributed cheerfully to the entertainment showing their excellent skills once more . The event closed with a buffet reception.

Apart the officials mentioned above, present among numerous Propeller Club members were, former presidents of the Propeller Club , Mr. V. Katrantzos, Mr.A. Skondras and members of the board of Governors of P.C., Mr.C. Constantinou, Mr.S. Costopoulos, Mr.T.Kontes, Mr K. Koutsoubelis, Mr.K.Rokkos Mr. G. Timagenis, Mr. D. Zorbalas. Mr. G.Katsakos, Deputy Master of the Merchant Marine Academy of Aspropyrgos, Mr. N.Xaidoulis, Lieutenant officer of the Hellenic Coast Guard. Representatives of the Academic Institutions, Mr. N.

Πελαγοδρομώντας.....

Κατέβασα το ακουστικό και πλησίασα το παράθυρο. Για άλλη μια φορά δεν μπορούσε να έρθει από το νησί ο ξάδελφός μου για να περάσουμε μαζί τις γιορτές. Δεν βόλευαν τα δρομολόγια και τα ειδικήρια ήταν πανάκριβα. Χαζεύοντας τη γέφυρα Ρίου-Αντιρρίου, εκκεφτόμουν πόσο μας ενοχλούσε η καθυστέρηση μιας ώρας και χτίσαμε μία από τις μεγαλύτερες γέφυρες του κόσμου, ένα τεχνολογικό θαύμα. Τεχνολογία που δε φαίνεται να βοηθάει τους κατοίκους των νησιών μας, αφού γι' αυτούς οι αποστάσεις μεγαλώνουν και γεμίζουν εμπόδια, αντί να ευρρικνώνονται, όπως συμβαίνει παντού.

Μπερδεμένη Πολιτεία, φιλάργυρες επιχειρήσεις, απαρχαιωμένοι νόμοι και κενές συμβάσεις, όποιος και να ευδύνεται για την ελλειπή ακτοπλοική και αεροπορική σύνδεση των ελληνικών νησιών, τις συνέπειες τις βιώνουν καθημερινά οι νησιώτες, το άλλο μισό του Ελληνισμού, ένα βασικό γονίδιο του πολιτισμού μας και ζωντανό κομμάτι της ιστορίας μας. Οι επιπτώσεις της αποκοπής, πολλές και βαθιές, σε κάθε επίπεδο. Πλήττονται βασικοί τομείς, όπως αυτοί της Υγείας και της Παιδείας. Ελλείψεις σε ιατρικό εξοπλισμό και προσωπικό βάζουν σε κίνδυνο καθημερινά την ζωή των νησιωτών, οι οποίοι αυτή τη στιγμή αναγκάζονται να βασίζονται στον ηρωισμό και την αυτοθυσία των πιλότων των ελικοπτέρων έκτακτης ανάγκης. Όσον αφορά στην εκπαίδευση, παιδιά κάθε ηλικίας αντιμετωπίζουν προβλήματα στην καθημερινή μετακίνησή τους από και προς τα σχολεία, χρησιμοποιώντας επικίνδυνα σκάφη και καΐκια, ευρρικόμμενα στο έλεος του καιρού.

Όταν οι μεταφορές είναι ακριβείς και χρονοβόρες τότε αγαθά, υλικά, καύσιμα, εργαλεία, εφόδια φτάνουν με καθυστέρηση και μεγάλο κόστος. Όλες οι δραστηριότητες επηρεάζονται, η τοπική οικονομία φρενάρει και δεν υπάρχει ανάπτυξη των νησιών μας. Και οι συνέπειες των προβληματικών μεταφορών δεν σταματούν εκεί, αλλά επεκτείνονται και προς την άλλη κατεύθυνση. Το υψηλό κόστος των ειδικηρίων και τα ασυνεπή, άβολα δρομολόγια με πλοία αμφιβόλου ασφάλειας, αποτελούν τροχοπέδη για ένα από τα μεγαλύτερα έσοδα των νήσων μας, την τουριστική βιομηχανία και ιδιαίτερα τον εσωτερικό τουρισμό. Υπάρχουν περιπτώσεις που η επίσκεψη σε ελληνικό νησί στοιχίζει περισσότερο από αντίστοιχη του εξωτερικού. Η κατάσταση αυτή επιβαρύνει τις μικρές επιχειρήσεις που ζουν από τον τουρισμό, οδηγώντας σε αδιέξοδο τους νησιώτες, οι οποίοι είγουρα νιώδουν όλο και πιο απόμακρα από την υπόλοιπη χώρα μας.

Αποτέλεσμα της παραπάνω εικόνας είναι η υποβάθμιση της ποιότητας ζωής των κατοίκων. Ολοένα και περισσότεροι φεύγουν για να αναζητήσουν την τύχη τους έένα μέρος όπου θα έχουν άνετη πρόσβαση σε καθημερινά αγαθά και δημόσιες υπηρεσίες, και γενικά έόλα αυτά τα οποία θεωρεί δεδομένα ένας κάτοικος της ηπειρωτικής χώρας, όπως για παράδειγμα εκπαιδευτικούς, γιατρούς, βιβλιοπωλεία και εφημερίδες.

Θα πρέπει να σταματήσουμε να 'πελαγοδρομούμε', συντηρώντας μια υδροκέφαλη πρωτεύουσα και να προσφέρουμε σε όλες τις περιοχές της χώρας το ίδιο επίπεδο υπηρεσιών και υποδομών. Οι μεταφορές αποτελούν δημόσιο αγαθό και η Πολιτεία έχει την υποχρέωση να το εξασφαλίζει σε όλους μας.

Παπουτιδάκη Χρυσάνθη
21ο Γυμνάσιο Πατρών

Nikitakos of the Aegean University, Dr. D. Horner with Mrs Horner, President of the American College of Greece, Mr. Vlachos of the University of Piraeus, Mrs. Julius, Mr. Phylactopoulos from the International Centre for Hellenic and Mediterranean studies. Mr. Tegopoulos, Mr. G. Dikeos Mrs. L. Batler, Mrs. K. Angelis, Mr. Pakis, Mr. A. Mally, Mr. J. Veymos .



Photos

1. 'The Minister of the Economy, Shipping and Competitiveness, Mrs. Louka Katseli, Cpt. Panayiotis Tsakos, Founder of Tsakos Group and the Board of the Propeller Club cutting the Pita'
2. Minister of the Economy, Shipping and Competitiveness, Mrs. Louka Katseli with Mr. Panagiotis Lefantzis
3. Cpt. Panayiotis Tsakos, Founder of Tsakos Group with Mr. Kyriakos T. Sideriadis

DAVID McNEIL

PROFILE OF

COMMERCIAL COUNSELOR UNITED STATES EMBASSY ATHENS

I am proud of the special relationship that exists between the U.S. Embassy and the Propeller Club and am pleased to be a part of that connection. Building on an impressive Greek maritime tradition and on the continuous international dependence in seaborne trade, the Greek shipping industry today operates one of the largest merchant marine fleets in the world.

I commend the Propeller Club's outstanding efforts to promote Greece's commercial marine interests, which closely align with our own priorities. An important element of our work together is the U.S. Coast Guard's AMVER Award ceremony which is organized annually by the Propeller Club to honor acts of bravery performed by Greek shipping companies.

In my position as Commercial Counselor at the U.S. Embassy in Athens, I represent the U.S. Commercial Service which serves the needs of American companies and which last year facilitated almost \$70 billion in U.S. export sales worldwide.

The Commercial Service offers a range of services to U.S. companies to help

identify customers and trade partners and to promote and launch new products in the market.

We also organize trade events such as business missions and U.S. trade pavilions at major international expositions.

Here in Athens, under the leadership of U.S. Ambassador Daniel Speckhard, we provide the entire array of Commercial Service programs to deliver new products and technologies to Greek consumers and strengthen commercial relations between the U.S. and Greece.

We recently organized a successful U.S. Pavilion at Posidonia 2010 for thirteen U.S. companies and I very much enjoyed meeting so many Propeller Club members there. I look forward to continuing our strong presence at the Show in 2012.

I would like to express my appreciation for the warm welcome extended me by the Propeller Club since my arrival here. I look forward to cooperating with the Club on initiatives to further develop the bonds of commerce between the U.S. and Greece.



by Theodoros Kontes

PIRAEUS MERCHANT MARINE HISTORICAL MUSEUM



Introduction

The acquaintance of man with water, began in the lakes and in the rivers. Residents of riparian areas of lakes and rivers were the first to get on the trunks of trees they saw floating and being carried away by the current. Acquaintance with the sea came later.

From the ancient times, Greeks have been pioneers in navigating and exploring the world. Despite their primitive navigation instruments they discovered India, Euxine Pontus sea, Marseille, and other places. In the same time, they provided us with the first naval charts.

The habitants of the Aegean Shores and Islands were the first who got into the naval business. From the Mesolithic period (8000 – 7000 ad), the Aegean has become the naval road that connected the eastern coast with the mainland of Greece.

The Greek morphology, the length of the Greek coast and the islands, had foreshown the leading role of the sea in the Greek history throughout the centuries from the thalassocracy of Minos up to our days.

The sea made possible the prevalence of

the Hellenism and the realization of the Greek miracle. There is no doubt, that the the Golden Age of Pericles that laid the foundation of democracy and of western civilization in general, was based on the naval force of the Athenians.

Aegean vessel

Nations that starred in the Aegean were – in chronological order – the Cycladians during 3000 – 2000 b.C, the Minoans during 2000 – 1500 b.C (and more precisely 1700 – 1450 b.C.) and residents of Mikines during 1600 – 1100 b.C. Being bold seamen, pirates and tradesmen the residents of Aegean islands, corrugated the Aegean Sera with small boats and they commercially connected their islands with Crete, Cyprus, Asia and the Hellenic peninsula.

During the Copper Age, Crete is no longer the center of the civilization growth. The mainland of Greece takes its place and the Mycenae people dominate the sea instead of the Minoans.

The fifty oar vessel that according to Homer was the ship that used Achilles, Ulysses and the Faiakes with 25 oarsmen to each side, was invented during this period

Achilles and Filokritis transported their troops from Magnesia of Thessaly to Ilio (Troy) with such ships. They were roughly 125 feet long and 15 feet wide. In the 7th century they undertook an exclusively martial mission because from the Trojan War and until the 7th century B.C. they were used for transportations. They were the basic type of martial ships prior to dominance of Triremes. According to Herodote, Focaeans used them in their long voyages in central and Western Mediterranean. As they were ships for long voyages they offered important services not only in the martial but also in Commercial Navy. Their use stopped after the 1st century b.C. maintaining until then the name “Pentikontoros”.

In order to maximize the strength, the speed and their flexibility of movement, the ships should be shorter. The boat builders constructed ships with two parallel lines of oarsmen. They called these ships “bireme” and they appeared simultaneously in Greece and in Eastern Mediterranean.

Biremes were divided in “triantakontori” (thirty oars) roughly 45 feet long and “pentikontori” (fifty oars) roughly 65 feet

long. Pliny reports speech writer Damastis, synchronous to Herodote, according to whom biremes were initially introduced by the Erithreans, residents of the so – called Erithra of Asia Minor (today “Lithri”, opposite of Chios) which were colonists of Boeotians. Fifty – oared biremes could reach a speed of six nodes, had crews of 60 men (sailors and oarsmen), bore food and water for eighty days and must have transported a cargo of three tons, along with the weaponry.

Kerinia Vessel - Discoveries

During the last century, and especially during the last 40 years, the evolution of the submarine archeological research proved to be a major help for the students of the ancient boat building. Many parts of ancient vessels were found and examined. Some of them were found in such a good condition that allows us to form a complete idea of the vessel.

One of the most representative types of cargo ships of 4th century is the ship of Cyrinia, now well known all around the world, whose wreck gave us the opportunity to re-construct it and study it as the typical ship of the Aegean.

Carbon 14 dating method showed that the timber had been cut around 389 B.C., it was from pine and that the ship had been repaired three times. It was 14meters long, it weighted 14 tons and had been constructed under the method “brickwork first”. Its cargo weighted 20 tons and it consisted of 400 amforas from Chios, Samos and Rhodes that contained wine and oil, 29 burstones from Nisiros and 10.000 almonds that were dated from 288 B.C.

The naval force of the Byzantine state that was closely attached to the population of the mainland had a special role in history. Up to the 5th century, Byzantine did not have a substantial naval force. In order to cover the needs of its territory, the Byzantine Empire had to create a large naval force (commercial – military).

From the 5th century, the boat builders follow the ancient Greek model of vessel with one row of oars on each side, and one oarsman for each oar.

Although Byzantine destiny was closely attached to the sea, in opposition with the ancient Greek times, there are not many vessel paintings in Byzantine art.

The two dominant types of vessel in Byzantine were Dromond and Helandion.

Helandion was bigger than the Dromond. It carried two rows of oars and it had a high stern. Helandion started as a carrier vessel, which was big and slow. It was meant to carry horses. In Constantine the 5th the Copronimus days (740 – 775) each vessel could carry 12 animals. Helandion carried all the necessary navigation and battle equipment. Helandion became a help

war against the Turks (1768 – 1774). The smallest sheep’s keel was of 25 nautical ells long, with 16 oars on each side and 80 men crew.

The first type of caique built by the Greeks was a light and fast sailing boat called “trehantiri”.

Its evolution was the “lugger”. Other types of cargo-boats of the time were the “schooner”,



vessel of the fleet, as a carrier vessel for men “military vessel” and a patrol vessel. It ended to be a purely military vessel that was smaller than Dromond.

Pre-Revolutionary Years – The fight for Independence

The evolution of the galley was the galliot or fisherman’s galliot. Usually it was a vessel of 42 meters length, 4,5 meters width and 75 – 100 tons displacement. Its topsides were low, its bow was pointed and low too, and its stern was high. It moved using 16 – 26 oars on the side rowed by one and rarely two oarsmen each one of them. It was equipped with two and sometimes three masts and each one bared a triangle sail. It was armed with two or three guns on the bow and it had a crew of 100 men. It was used as a scouting vessel, a hitch vessel (between two naval formations) and a pirate vessel. There was a small cargo – boat with round bow and high stern, two masts with square sails and 12 – 16 oarsmen, also named galliot. During the revolution of 1770, the habitants of Psara, allocated 36 vessels to the Russians to be used in their

the “brig” etc. The “brig” was the type of vessel that was used during the revolution of Greeks against the Turks in 1821. It was equipped with two masts and it could carry 200 – 350 tons of cargo. Other types of cargo – vessels appeared later. “Briolette”, “Nava”, “Barka” and “Polaka” are some of them. Their main characteristics were the speed and the large cargo transport capacity.

During the post – revolutionary period commercial shipping was the only economic sector of the country that managed to shortly recover its old vitality despite all the destructions that had occurred. During the revolution a high percentage of ships had been destroyed but a powerful core was rescued. Even if Hydra and the Spetses had lost 78% and 50% respectively of their commercial navy, at the end of the revolution fight, the first still 100 possessed ships and the latter 50. Upon emancipation many new ship yards were build in many islands and harbors and shipbuilding became one of the most significant industries of the newly established state.

From the sails to the steam

The use of steam as a moving force of ships was not disregarded from the Greek ship owners that gradually replaced their wind - powered boats with small steamboats, either using family financial resources either with the help of the Greek merchants from abroad. The first three steamboats of the Hellenic cargo fleet appeared in 1857 and by the end of 1915 they became 475.

Steamships were initially introduced in the first decade of 1800, they were made of wood and sailed in the rivers and channels. In 1850 they sailed in the Pacific and were made of iron. During 1870 – 1880 they were made of steel. During 1860 – 1870 they became a perceptible threat for sailing boats.

In 1900 sailing boats had been replaced by steamships.

The first steamships were wooden with side steering wheels. From 1880 and up to the World War I, local commercial cargo steamships were of the tree – island type. This type of ships, constructed at the British ship yards, reached the 5000 gross tonnage at the beginning of century. Greeks bought these ships used, and gradually replaced all their sailing boats.

In 1945, the Hellenic Shipping lost 372 cargo, 52 passenger and 551 sailing ships. Simultaneously with the uses of the propulsive power, major changes in the boat building techniques are taking place as well. The use of metal instead of wood, of propeller instead of wheels and finally the invention of the steam turbine are the most significant ones. At this point starts the heroic attempt to rebuild our cargo fleet.

The “Liberty” was the type of ship, which attracted the Greek ship owners, and in 1946 they bought the first 100 with the help of the Greek government. Those ships became the vaulting horse for the evolution of the Hellenic Shipping the years that followed the war. In 1946 the Hellenic Shipping numbered 154 ships and in 1982 reached the 4.257 and earned the first place worldwide.

This type of ships was named “Liberty” because they were massively constructed in the USA and Canada during World War II. The allies were in great need of cargo and transportation ships were built only in the USA. This remains impressive even with the technological means of our days. The new method of boat building that consisted in the electric welding of prefabricated pieces (instead of nailing them) was faced with skepticism by many that were concerned about the strength of the ships. The results proved them wrong.

The “Liberty” served worthily the international sea transportations for 25 years before they take their place in history. The Greeks that used them refer to them as “blessed ships” and they consider them the dawn of Hellenic Shipping. No nation has to demonstrate such an astonishing evolution as the one of the Hellenic Shipping. To be honest, there is no such thing as “blessed ships!” in the history of the Hellenic Shipping, but “blessed people”, the Greek ship owners and mariners.

In 1947 – 48, the big fleet of tankers starts to be reconstructed around a core of really few “T-2” tankers.

During the decade 1960 – 1970, the S.D 14, the FREEDOM and MK II appeared as replacements of the Liberty, and the T-2 gave their place to larger tankers with capacity up to 200.000 tons in order to cover the growing transportation needs. During the second half of the 20th century, oil was major energy source for heating, electricity, e.t.c. The international fleet, transferred 1,6 tons of oil per year to every port around the world.

In 1900 a tanker’s capacity was 3.000 registered tons. In 1990 the capacity of tankers reached the 300.000 registered tons. The Greeks entered the galloping international oil commerce at the best time. This was the key to their success in the tanker field.



Passenger Ship

The Greek passenger lines history, have its roots in 1857 in Syros where the Greek Shipping Company was established. Up until the beginning of the First World War, another ten companies of the same interest were established. In 1907 was established the Greek Transoceanic Shipping Company that sailed for the first time the route from Piraeus to New York. During the post – war era, the ocean liners operated as cruisers as well. After the World War II, the built of passenger ships was carried on. Greece had ocean liners dedicated to this itinerary. Some of them were “Nea Hellas”, “Arcadia”, “Lakonia”, “Olympia” etc.

Epilogue

The Hellenic Merchant Shipping has been serving the international sea transportations and the international economy during the 20th and the 21st century. In our days, you can see a Greek flag waving on the sterns of cargo ships and tankers in every sea an ocean around the globe. This fact stress out the dynamic and successful course of the Hellenic Merchant Shipping and the Hellenic Shipping companies in the naval industry.



PIRACY

Enough is Enough



by Nicolas A. Tsavlis

Throughout the history of the human race there always was only one way to rid ourselves of the scourge of piracy/terrorism/ extortion – and that is – by the conscious use of lethal force.

Although the bandits may be defeated in courts and ports and on beaches and at banks or in their “rat holes” – it is axiomatic that they must be confronted at sea while actually in the act.

A review of the landscape – shows that piracy has evolved into lucrative big business. Complacency and lack of political will have permitted this. Clearly the approach to date has failed dismally. Indeed various industries are flourishing from catering to the “kidnap for ransom” business. Despite protests to the contrary, I feel that the world has become too comfortable – particularly with the situation out in the Gulf of Aden/ Indian Ocean. There is a clear lack of outrage – at least of outrage at the intensity the crime deserves.

Naval forces have recently shown more willingness to engage with pirates – primarily sinking mother ships – but they lack the mandate to stamp out piracy. This is so because we are operating in “self-defense” mode – in accordance with “International Law in Time of Peace”. We are defending ourselves – under “Rules of Engagement” – against an enemy waging asymmetrical warfare.

It is my considered opinion that – if we really are minded – seriously – in earnest – to put an end to this tragicomic nonsense – we need to change attitude and policy in favour of a more militaristic strategy.

We have already wasted valuable time. (Even legal experts say killing pirates is the only effective way to tackle hijackings – Lloyds List 21/1/10).

There are many precedents in the past for

declaring war on groups of villains rather than nations – the obvious and most recent example being the Americans’ prosecution of the war against Al-Qaeda and terrorism generally.

Any unauthorized vessel entering the “box” would be “taken out” as they say in military jargon. I believe this is a war that can be won – at virtually no risk and at comparatively low cost – as the assets deployed would be engaged basically in rapid lethal strikes. The basic concept would be to deny the pirates’ access to the ship by keeping them a long distance away – then to strike them fatally whenever they dare to cross the line.

I am not a warmonger. Like all of you – I want peace and tranquility. It upsets me when I hear that a teenager in blue jeans with a Kalashnikov strapped over his shoulder – just got himself killed as a pirate. But on the other hand: enough is enough.

We cannot continue to allow brutal organized big time crime to hold the civilized world to ransom – to terrorize our crews and their families – to disrupt the smooth flow of world trade.

Finally I would like to emphasize this: We are not concerned with the paradoxes of piracy nor with the reasons it has developed. That may be the work of others.

We are concerned first and foremost about our seafarers well being. We are also concerned about our property – our ships – our cargoes – our trade – our environment – our money. We are disturbed about crime without punishment.

Let’s not beat about the bush!
Piracy demands to be treated with a severity commensurate with the crime, with a force that is fully justified.





More specifically I propose the following strategy:

1. War should be formally declared on piracy and extortion - thus creating a "state of war" and thus invoking an "International Law in Time of War" legal regime.
2. Under a Supreme Commander-deployed Naval and other legitimate forces-should be mandated to embark upon a campaign to irradicate piracy.
3. A naval blockade should be imposed wherever necessary and with whatever that entails. (Note that Saudi Arabia recently blockaded Yemen's Sea Coast and undertook air strikes inside Yemen in an effort to halt insurgency).

4. Mandatory transit corridors or zones should be established to facilitate innocent passage - within which all shipping plying the designated areas would be funneled.

5. Planning and implementation should be left to the naval/military High Command – on a "free hand" basis - including: opening fire while engaging in hot pursuit, engaging in preemptive strikes, using decoys and Q ships to lure pirates, etc.

6. All the necessary warnings and announcements - including notices to mariners should be made - the implementation date / time be set - then "Let's do it". Thereafter it's an entirely different "ball game". The pirate becomes the prey.

'This article represents the position of its author and does not necessarily reflect the view of the International Propeller Club of the United States, International Port of Piraeus'



**Continuous update on Piracy Reports by visiting our webpage:
<http://www.propellerclub.gr/piracy.php>**

“Gourmet Club”

Since its inception in 1935 the Propeller Club of the United States, Port of Piraeus has faithfully pursued a part of its mission ‘TO PROMOTE BUSINESS, CULTURAL AND SOCIAL RELATIONS BETWEEN ITS MEMBERS AND FRIENDS’ with considerable success. This is particularly true after the end of World War II.

In the years of the 1970’s and onwards brought significant ‘progress’ in this respect. Luncheons with prominent speakers, Dinners and various other activities brought many members together developing friendships that exist to this

day. An example of this is the so called ‘GOURMET CLUB’ which came about the latter part of 2003/early 2004.

Discussions between regular members of our Club concluded that it would be a good idea to establish a Gourmet Club which would feature regular ‘get togethers over dinner at some well known area restaurants, tavernas, clubs, etc. The members with their wives would appreciate the food as well as the discussions that this environment would encourage.’

Some of the members involved in this from its inception are Savas Kalafatides, George Enepekides, George Besi, Pericles

Tsakiris, Stratis Molinos, Steve Kourtis, John Bailey. Others who have been very supportive and regular attendees are Dimitri Zorbalas, Dimitri Papakosmas, Argyris Skondras, Mrs.Nitsa Dikeos and many other friends (Andy Dikeos, Costa Ioannou, George Kourakos were Gourmet Club Members that have passed away.

So as one may see the Propeller Club of the U.S.A., Port of Piraeus has given us and our beloved wives an opportunity to go ‘out on the town’ in the company of good friends and associates.

New participants are always welcomed.

Andrew Natsios | ANCIENT ATHENIAN MERITOCRACY HOLDS LESSONS FOR TODAY



Georgetown University Professor and former USAID Administrator Andrew Natsios said during an address at DERE - The American College of Greece address that modern Greece could learn from the ancient Greek commitment to meritocracy.

Natsios’ May 27 lecture, titled “What Classical Greece teaches Modern Greece | Lessons on History and Crisis,” took place at DERE’s John S. Bailey Library, and was part of the celebrations for the 135 years of The American College of Greece.

Greece’s economic development over the past half a century has been astounding, Professor Natsios said during his lecture. In 50 years, Greece has gone from being a Third World country to being in the upper 10 percent of the world’s countries when it comes to per capita income.

But Greece retains features of a “patrimonial state,” in which patronage, rather than merit and talent, determines whether individuals advance, he said. When it comes to corruption, Greece is in the bottom half of the global table.

“When you graduate, how will you get a job?” Natsios rhetorically challenged the students in the audience. “Will it be based on family connections and political influence, or purely based on merit and talent?”

Quoting his favorite historian, Thucydides, Natsios said the insights of Periclean Athens retain their relevance. “If we look to the laws, they afford equal justice to all in their private differences,” wrote Thucydides in his famous funeral oration ascribed to Pericles. “Advancement in public life falls to reputation for talent, class considerations not being allowed to interfere with merit.”

Natsios said those words from the PELOPONNESIAN WAR still stand as a “statement of the governance and democracy strategy of USAID, the World Bank and the United Nations in the developing world.”

While Greece is a developed country, Natsios said, there are “four critical

elements” in Thucydides that “deal with the problem Greece is facing right now. It is the rule of law, it is a merit-based economic and political order and it is individual freedom and a democratic political system.”

Natsios said there are two kinds of societies: limited access societies based on patronage, and open access societies based on a technocratic state which promotes meritocracy because it is efficient to have the most able person in a job. In the 19th century, the West moved to a technocratic state model where people are hired on the basis of merit. Merit-based societies, such as the U.S., do not tolerate corruption, they punish it severely, he said. The ancient Greeks understood that a merit-based society could unleash the creative forces of society, said Natsios. Today, Greece must decide if it is going to stick to its patrimonial ways or learn from its ancient past.

In a series of interviews with Greek and international newsmen in Athens, Natsios also made extensive references to current world events. In particular, he analyzed the tensions building in the Korean peninsula and developments in Iran, especially the recent deal on nuclear material signed between that country, Turkey and Brazil.

Relations Between Greece And United States

In light of the special discussion event held by the Institute for Regional Dialogue & Strategy - IPEDIS on March 23 under the title "What's Next - Capitalizing on the positive impact of the Prime Minister's recent trip to Washington", a public opinion poll was conducted in cooperation with KAPPA RESEARCH, regarding the relations between Greece and the United States, to explore possible grounds for renewed bilateral collaboration that could support substantial business and economic development.

The following are a few of the interesting key points/conclusions generated by the poll:

The respondents consider that the most important countries with which Greece must target closer commercial cooperation are China - 47%, Russia - 32.7% and UAE - 30%, while the United States holds the fifth place with 12% of the respondents.

73.8% of those asked apparently display a "Realpolitik" approach to international affairs, believing that the United States deals with Greece according to its enduring national interests and only 1.3% believe that Greece constitutes a "strategic partner" for the U.S., as we often hear from Greek and American politicians. It is worth noticing that this inclination remains essentially stable, compared to a similar poll conducted in 2005.

In a question regarding the current economic crisis and specifically asking how Greece should manage it, 29.1% of the respondents would prefer that Greece aim for a closer relationship with the United States to achieve this, while 23% of the respondents want our country to confine its efforts to the European Union

ΙΠΕΔΙΣ

Institute for Regional Dialogue & Strategy

for support and solutions. However, the majority of those asked - 43.9% - prefer to deal with "our problems by ourselves".

Significantly high is the percentage - 57.5% - of those asked, who consider that Greece's long-awaited admission into the U.S. Visa Waiver Program (VWP) will re-energize bilateral commercial relations, while 73.9% of the respondents believe that Tourism Sector will benefit the most under a stronger collaboration between Greece and the United States.

One out of three respondents - 36.3% - believe that the lack of coordination among all related domestic institutions is the main reason for the limited exports of Greek products to the United States, while 26.8% of them believe that the lack of government support to is to be blamed.

Equally important is the fact that more than half of the total respondents - 54.1% - believe that promoting the comparative advantages of Greece's geopolitical position -- as well as our traditionally good relations with the Arab world -- can increase the perceived value and role of Greece to the United States, and could accordingly generate a higher level of support from Washington.

Finally, the most noteworthy element of the research is that 68.2% of those asked believe that each U.S. Ambassador here

in Greece has significant influence on Greece's domestic political decisions, while the U.S. appears more influential than the entire Cabinet (all Ministers, except the Prime Minister) as well as the Greek Church. This is a significant change, if one considers that in 2005 the United States was perceived as the most influential element, surpassing even the Prime Minister. We should point out also that currently, the most influential element is considered to be the "mass media."

During the event, Alternate Professor of International Relations, Mr. Sotiris Rousos, the President of the American Hellenic Chamber of Commerce, Mr. Yannis Grammatidis, and the Managing Director of Boston Consulting Group, Mr. Nikos Vrettos, discussed with representatives from the business and diplomatic community the Prime Minister's recent trip to Washington and the next critical steps for re-energizing economic growth here.

In the course of the discussion all participants commented on the absence of a long-term Greek strategy in relation to international affairs including Greece's foreign economic relations, exchanged ideas with regard to the myriad obstacles to increased foreign -- as well as -- domestic investment and agreed that in moving forward we should concentrate in those areas where Greece can effectively develop a competitive advantage.



Trip to CAPPADOCIA



A beautiful shorex in Cappadocia was organized by our club for all our members and friends from 25/06 till 28/06/2010. Following are summarized Historical places visited during this tour.

Cavusin:

Half way between Goreme – Avanos we met a small buried village Cavusin, known for its dovecotes carved. The big sculptured in the rock dovecotes make part of common characteristics of the view and the more important local breeding of birds.

One of the most important churches is John the Baptist which is situated on the top of the hill.

Uchisar:

In the north – west side of Goreme is situated the dominating castle.

It's a natural fence, in a neuralgic position which protected since the time of Byzantine, Cappadocia.

Anacu:

Anacu is a small rural village 19 km south of Nevsehir (Neapolis) not much attractive. Mainly Anacu is known about the underground civilization, two or three Greek rocky houses and a small cave on top of the hill.

Sinasos:

Sinasos is built in a beautiful location in the heart of Cappadocia in the central Minor Asia. Sinasos had 2 churches, a monastery and close to 40 chapels all around.

Due to the social, difficult and economic situation going on, the Sinasos people were constricted to leave their village and move to Istanbul, where they worked hard, mainly in commercial bussiness. Today Sinasos is protected as a historic heritage from Unesco.

We follow the church service ESPERINOS on 26/06 p.m at St. Constantine church

in the Center of Sinasos in the presents of Patriarch Vartholomaios, the Greek Archbishop Ieronimos and other Archbishops from Greece e.t.c

Goreme:

In a magic place full of bee-nest hills and conical rocks with high porosity in situated Goreme rounded by vines.

The out door museum is one of the Roman Monuments owned by Turkey. It regards a compilation of churches and monasteries digged in the rock in the slope of the hill. 1km far from the center of the village.

Elmali Kilise:

Here we can find a great collection of frescos inside the church with 9 cupolas, one big in the center and 8 smaller all around. The apple is missing. Someone thinks that the Archangel Gabriel keeps it in the top of the main temple.

Also some decorations from the iconoclastically period (725 – 842) – red ochre painted on the rock, without any figures of human or animal.

Yilanli Kilise:

There are frescos of the 11th century in a part crypt. In the left hand wall Saint George and Saint Theodore kill the dragon and Constantine the Great and his mother Helen keep the Holy Cross. In the right hand side Saint Onoufrios from Egypt, hides his nakedness with a palm leave.

Karanlik Kilise:

Famous and full of frescos the church took its name in a period with no windows. The darkness helped the maintenance of the colors of the frescos.

Carikli Kilise:

The church took its name from the steps in the floor in front of the entrance.

Tokali Kilise:

It's one of the greatest churches of Goreme, with wonderful frescos and two small chapels. The new church was built

at least at least 100 years after the old one and disposes similar frescos.

Malakopi (Danrikuyu):

In Turkish means “Deep well” cause the underground villages and their drainages. The habitants of Malakopi built two churches, which now became Tzami.

On Sunday, we follow church service on 27/06 a.m at St. Theodore church in the center of MALAKOPI in the presents of Patriarch Vartholomeos, the Greek Archiepiscopo Ieronimos and all other Archiepiscopo from Greece and elsewhere.

Guzel Yurt:

1485mt over the sea is situated Karvali, a great rural and range Cappadocian village, with rocky houses, churches digged in the rock as well as entire underground states. In the main square is located the Greek School (Loukidio) which is now converted into a Hotel.

The major lounge of the hotel (which once was the event class) could, easily, in that times, be changed into theatre and the rest of the classes had names of the Saints of Cappadocia.

Monastery of Saint Prodromos:

The monastery of Saint Prodromos was one of the most important of Cappadocia. On top of the ancient Greek temple was built initially a church. Later was converted into a Monastery (Monastery Flavianon).

In the 1861 the monastery started functioning as a religious school which was named Rodokanakios leratic School. The fathers of the School achieved to avert the Greek civilization in order not to loose their faith.



FUTURE EVENTS

The International Propeller Club
announces the

2010 AMVER Awards Ceremony

Tuesday, October 19th – Athens, Athenaeum Intercontinental

It is our pleasure to announce that the International Propeller Club of the U.S.A., International Port of Piraeus, is organizing a dinner on the occasion of the presentation of the AMVER Awards to Greek controlled vessels which is the highest number (932) in the 52 year history of Amver!

Do not miss this great maritime event!

Let's all be there to congratulate the AMVER participants who contribute to safety at sea and preservation of seamen's lives when a maritime disaster occurs.

September Events

- > "Current financial issues in shipping"
- > Excursion to Chios-Smyrna

October Events

- > Membership Luncheon & Private Viewing of the Piraeus Merchant Marine Historical Museum

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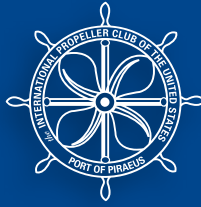
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New Members

of the Propeller Club from January 2010 till today (alphabetical order):

- Mr. Dimitri Andreadakis
- Mr. Ray Aston
- Mrs. Danae Bezantakou
- Mrs. Alexia C. Couccoullis
- Mr. Costas Kontes
- Mr. Stefanos Lekanidis
- Mr. Athanasios Moutafidis
- Mr. Ioannis Papadopoulos
- Mr. Dimitrios Papavasiliou
- Mr. Dimitris Patrikios
- Mr. Anastasios Philippakos
- Mr. Evangelos Zoupas



of the United States

INTERNATIONAL PORT OF PIRAEUS, GREECE

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:

Company Name			
Company's Business		Position	
Street	Number	City	Zip
Company Phone	Company Fax	Cell Phone	
Email Address			

Home (optional)

Street	Number	City	Zip	Home Phone
--------	--------	------	-----	------------

Check address to be used for mail:

Home Address

Company Address

Sponsored by:

1. _____

2. _____

Signature of Applicant

MAIL TO:

The International Propeller Club
International Port of Piraeus
87, Akti Miaouli, 3rd floor
GR 185 38 Piraeus
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-

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