

at SEA

SEA HEALTH & WELFARE for seafarers

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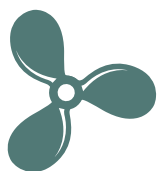
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Mattias Sonne Hansen, marine engineer from SIMAC, class June 2017.

INVISIBLE EFFECTS OF THE ENGINE ROOM

Measurements of air particles in a ship's engine room revealed potentially adverse effects. The measurements showed that crew members are exposed to ten times as many ultra-fine particles by staying in the engine room than, say, walking along one of the most densely trafficked streets in Denmark – H. C. Andersens Boulevard. And the impact of particles is as much as 25 times higher in the engine room than on the bridge.

By Mattias Sonne Hansen, Marine Engineer

There is a genuine risk of being exposed to various effects when staying in the ship's engine room. Most of these effects are well-known and are kept under ongoing review through checklists that pretty much cover every work-related task, with

work environment being further monitored by means of toolbox talk, work permit and correct PPE (personal protective equipment). And yet, there is another effect that has been neglected.

Marine Engineer Mattias Sonne Hansen

got a glimpse of what a life of a marine engineer would look like when he was serving his BA internship on board in the first half of 2017. Questions began cropping up soon, as the future marine engineer had observed several indications of poor

air quality in the engine room. Air filters on both - and auxiliary engines were quite black, among other things. These engines absorb air directly from the engine room, and the clogged filters could indicate that the air quality in the engine room, where his colleagues were working, was not optimal. The questions were then what was the source of pollution and what regulations and laws protected people working in the engine room?

EXHAUST LEAKS FOUND

With the help of Brdr. Jørgensen Instruments and AKS Total, Mattias Sonne Hansen borrowed particle measurement equipment in order to get specific figures on particle pollution. The measurements have been performed over three weeks, where engines' activity was monitored and recorded. The analysis of the collected data revealed that the level of particle pollution was connected to the activity of the main engine. As a result, the engine's exhaust system was inspected for possible leaks, and several exhaust leaks were found. Diesel emissions are well-known and well-documented for their harmful effect, as they are totally incompatible with a healthy work environment. The measurements showed that the level of particle pollution was ten times higher than the annual average of one of the most trafficked streets in Denmark – H.C. Andersens Boulevard in Copenhagen. There is no doubt that leaks in the exhaust system should be repaired immediately, which in this case was also done.

A BIG DIFFERENCE BETWEEN THE ENGINE ROOM AND THE BRIDGE

In spite of the fact that master mariners and marine engineers work on the same ship, the particle measurements proved huge differences in work environment of these two professions. Crew members in the engine room were exposed to 25 times as many ultra-fine particles than people working on the bridge. While on the bridge they inhaled approx. 2.500.000 particles for each inhalation – this may look like a lot, but in actual fact, it corresponds to a similar amount of particles in most living



Air intake filters on the main engine: The filters in the picture have been installed on the main engine for three weeks. The filters are replaced once every four weeks prior to crew shift. The amount of air that passes through the filters depends on both the activity and engine load. This has not previously been recorded, as dirty filters were just an indication of particle pollution. The measurements establish the level of pollution itself.



Air filters on injectors that blow air out into the engine room: All the air in the engine room passes through these two filters. The filters have been installed for six days. Since the ventilation system can be set at different levels, it will require complete monitoring of the ventilation process to adequately attain the amount of air passing through the system. The filters in the picture are used as an indication of the amount of pollution from the deck of the ship in the form of exhaust gases and maintenance work, such as sandblasting and welding.

rooms — in the engine room, the crew inhaled approx. 25 times as many particles, namely 63.000.000 particles per inhalation.

OBSCURE FACTORS COME INTO PLAY

Public health specialist and PhD in maritime work environment, Henrik L. Hansen, contends that it is hard to predict the direct effects of particle pollution on health as many other unknown factors like lifestyle, smoking and other bad habits can have an impact. In addition, at the present moment, there is a lack of research in this particular area. Despite lacking maritime studies of particle pollution offshore, research ashore has focused on air pollution for many years. Those studies prove that mortality rates rise concurrently with the level of particle pollution, in addition to the risk of cardiovascular diseases, respiratory conditions and cancer.

LACK OF FOCUS ON CONTROL

How can it be that air quality is monitored way too seldom? Senior Occupational Health Consultant at SEA HEALTH & WELFARE, Anne L. Ries, ascribes that to the preference for prevention rather than monitoring. No one ever doubted that the ventilation system was running properly or that the air in the engine room was free of harmful particles. Unfortunately, this has not proved to be the case, and the result is that the engine

room personnel is exposed to those harmful particles. In 2015, particle pollution was measured inside a train in Copenhagen, Denmark. The study has shown that the level of particle pollution inside the train was as high as that in the engine room, describing it as "an extremely high level of harmful and potentially cancer-causing ultra-fine diesel particles".

WHO IS RESPONSIBLE?

The Danish Maritime Authority assigns overall responsibility for work environment to shipping companies and captains. The rules prescribe procedures for ensuring adequate ventilation and providing "sufficient air supply" to the engine room. But in reality, it is a matter of judgement for crew members and the responsible officers on board. Actually, there are huge differences from ship to ship when it comes to ventilation. Indoor air pollution prevention is realised through air exchange in the ventilation system. And since the latter is usually believed to work properly and provide adequate ventilation, the quality of air is seldom monitored. In accord with Notice (A) of the Danish Maritime Authority, effective monitoring and control of potentially harmful effects on ships are mandatory. All relevant stakeholders involved should act towards this requirement.

The level of pollution that Mattias Sonne Hansen found on board is well under the present exposure level established by the Danish Working Environment Authority. This is attributed to the fact that exposure levels for ultra-fine particles have not been stipulated. Some shipping companies are taking implementing preventing initiatives: For example, some ships will install monitoring systems for gases and oil spray, which can also detect particles — though not ultra-fine particles. This will be done in order to detect and prevent inhalation of exhaust gases as well as preserve as good a work environment as possible. In addition, the ventilation systems on most ships are continually optimised, for example by installing filters and air inlet systems in new building projects.

Mattias Sonne Hansen's bachelor project "Particle pollution in the engine room" was proclaimed as the best of the year in 2018 by the Danish association for marine engineers (Maskinmestrenes Forening). You can read the whole version of the article on our website www.shw.dk.

SEA HEALTH & WELFARE HELPS YOU GET STARTED

Senior Occupational Health Consultant at SEA HEALTH & WELFARE, Anne L. Ries, tells, "we were happy to be of help and provide advice with this BA-project. It provides food for thought. Can it be the case that leaks in exhaust systems in engine rooms is a general problem? And is it possible that oil spray can be the source of pollution in the engine room? We can take precautionary measures against that in the future through monitoring and, therefore, we advise you to take action if:

- you experience discomfort when inhaling
- you can see that filters are clogged — as has been the case here
- you can see oil spray in the air".

We can help you get started. Call us + 45 7240 2610 or write to info@shw.dk.



SeafarerHelp now on Viber

The International Seafarers' Welfare and Assistance Network's (ISWAN) free, confidential helpline for seafarers is now available on the instant messaging app Viber.

In 2017, ISWAN's SeafarerHelp assisted 8,862 seafarers of 92 different nationalities with concerns such as family issues, personal problems, unpaid wages, repatriation and health issues. ISWAN is keen to make it as easy as possible for seafarers and their families around the world to get in touch if they need assistance.

The helpline offers a range of contact methods including e-mail, telephone, Live Chat, Facebook and WhatsApp. Following feedback from seafarers, Viber is the latest platform to be launched.



New app makes it easier to measure safety – also at sea

National Research Centre for the Working Environment in Denmark (NFA) has released an app called Safety Observer that can be used to measure the level of safety on a given workplace. We have tested the app and it is also a convenient method to measure safety when you are working at sea.

The app gives you a picture of the safety level at work and the results are delivered in numbers that are based on your registrations. The number can be supported by notes, photos and smileys. You can define yourself what you wish to measure. Download the app in App Store (iOS) or Google Play (Android). It is free and is both in Danish and English.

New report on the risks posed by fumigated shipping containers

A new report from EU-OSHA highlights the safety and health risks to workers in ports who come into contact with fumigated shipping containers. A key recommendation is to prioritise risk assessments before containers are opened and to enforce legislation on labelling of containers.

The report reviews the legislation and identifies gaps in the existing knowledge in this area. It also provides practical examples and preventive strategies to improve current practice and workers' safety and health.

You can find the report on our webpage www.shw.dk/nyheder



CORRECT LIGHTING ON BOARD

Proper lighting can be helpful in preventing workplace injuries as wrong lighting can lead to poor working posture, headache, eye pain and general discomfort. In practice, that means there should be adequate lighting conditions for your work task as well as you should avoid glare light and ensure true representation of colours.

By Mads Monrad Møller, Health and Safety Consultant

REPRESENTATION OF COLOURS

It is important that the source of light delivers adequate representation of colours. This requires you to choose a source of light for the workplace with a CRI value of over 80. According to the workplace lighting standards, particularly demanding workplaces such as the galley require a light source with a CRI value of over 90. The CRI of most of LED bulbs is 80, but LED lighting products are continually improving allowing for LED bulbs with a CRI value of more than 90.

We recommend as a rule of thumb that you stick to light sources with a CRI of over 90 as it ensures the ideal representation of colours.

ILLUMINATION

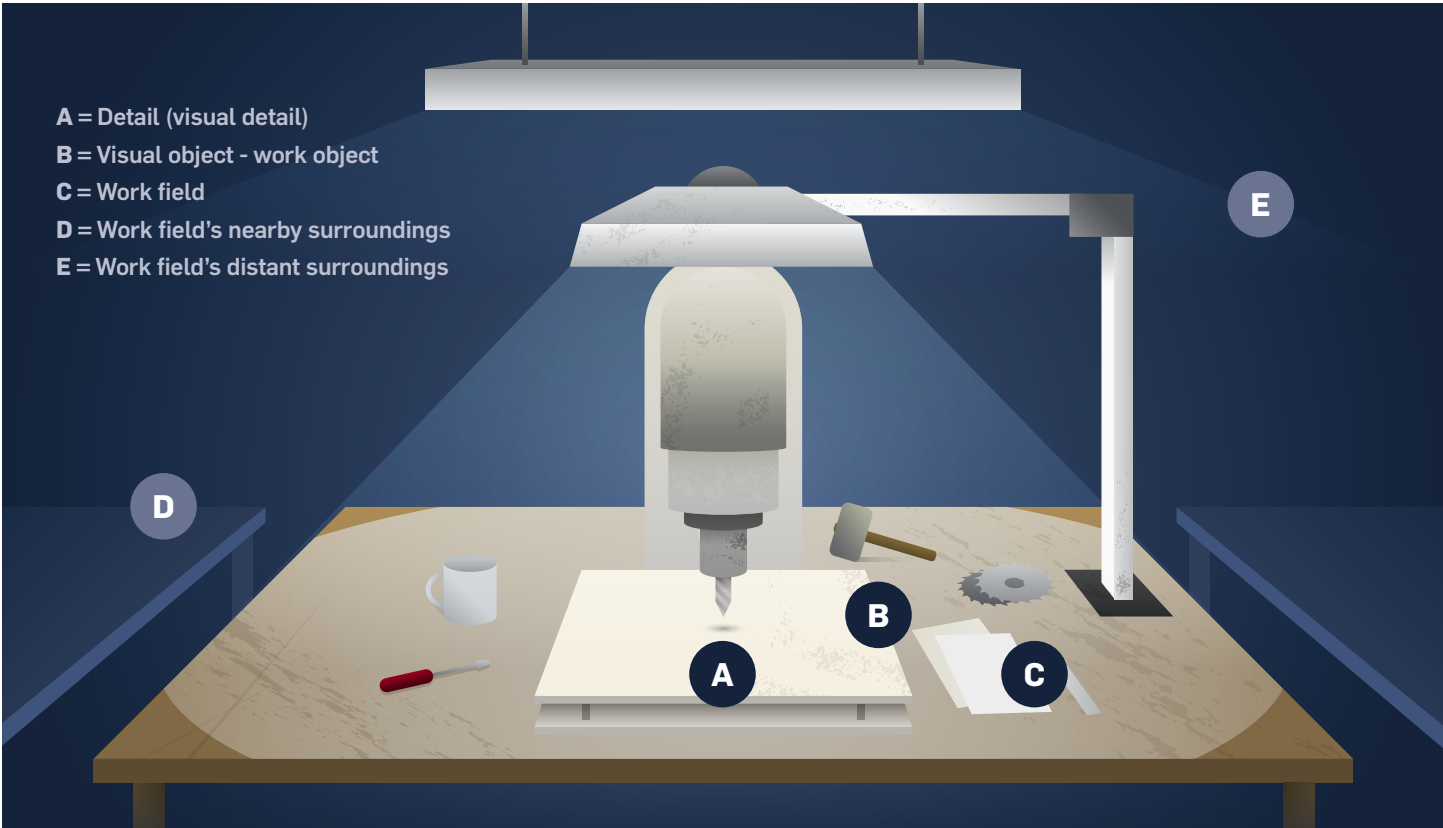
In order to ensure the best possible concentration and attention, it is important that the work area has sufficient light. There are stringent requirements for illumination

depending on the activity. It is recommended to have adequate allround lighting in a room because large differences in light can be annoying and prompt headache. In general, the recommended light level for fixed workplaces should be 500 lux and 200 lux for ambient lighting.

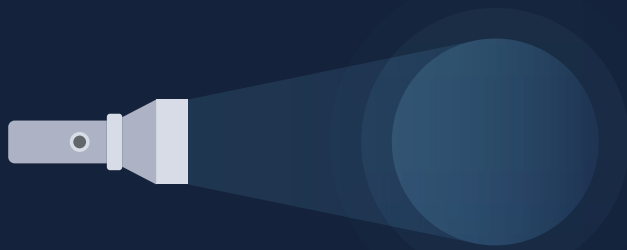
GLARE AND FLICKERING

When installing light fittings, glare and reflection have to be taken into account. Glare should be avoided completely since it can cause discomfort and poor working postures. It is important to notice that light sources should not be observed directly. To avoid direct exposure to a light source, light fittings and/or the shading have to be installed properly. You should likewise be aware of artificial light flickering. It can cause stress and headache. Old fluorescent strip lights and low frequency LED bulbs can flicker. That is why, you should opt for strip lights with HF ballasts in sockets.

- A = Detail (visual detail)
- B = Visual object - work object
- C = Work field
- D = Work field's nearby surroundings
- E = Work field's distant surroundings

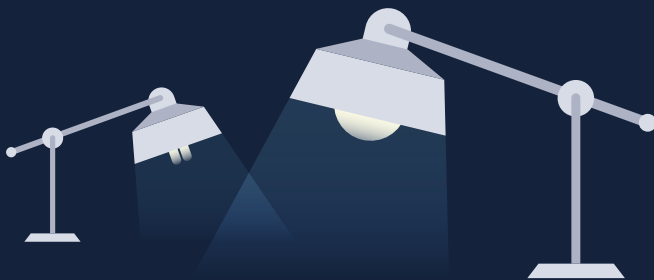


KNOW YOUR TERMS



LUX

Lux describes the intensity of light, understood as how much the light covers a specific area, and is defined by lumen/m². . The sun shines at about 100,000 lux while it takes about 25 lux to get your bearings, 200 lux in a workshop, and an intensity of 500 lux for visually demanding tasks.

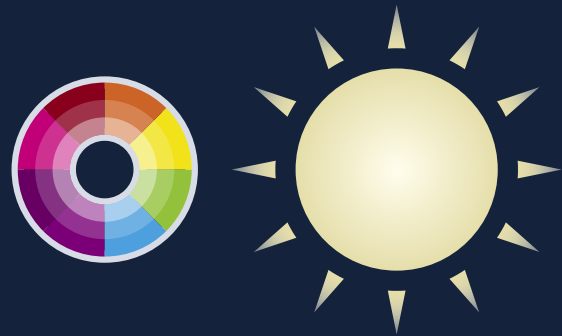


LUMEN

Lumen expresses the total amount of light from one specific light source. Lumen replaces the earlier Watt, an old 60 Watt incandescent bulb equals 800 lumen.

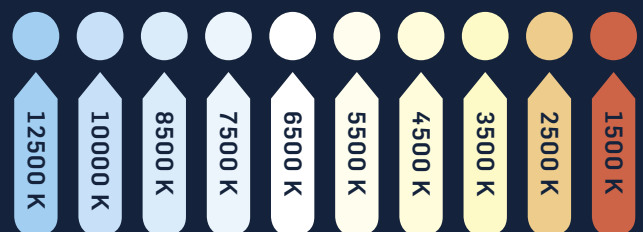
CRI (ALSO CALLED RA-INDEX)

CRI describes how accurately a light source reproduces colors. The index spans from 0-100, and the higher the number the better the colour rendering is. The sun is the only light source with a CRI value of 100, while an incandescent bulb will have the CRI of about 99.



KELVIN

Kelvin is the term describing the colour of light. The higher Kelvins the cooler (bluish) and whiter light will be. You should choose light sources in the 2700K - 3300K range.





Are you crazy about golfing?

And are you in Western Jutland on the 15th of August 2018?
If so, drop by our "SEA HEALTH & WELFARE golf tournament"
in Varde. The tournament is for both active and retired seafarers.

We are playing on the golf course of "Varde Golfbane"
at 8.00 am. Lunch will be served, and an award
ceremony will be held at 14.30.

Sign up on www.shw.dk. Go to Welfare and Fit4SEA.





Do you want to walk here on a sunny day?

At Søfarendes Ferieboliger, you can – as a seafarer – rent beautiful holiday homes for a reduced price. We still have a few weeks available in our summer house in Holmsland Klit, Western Jutland, Denmark. It is a lovely brick house by the town Klegod, 4 km south of Søndervig and 9 km north of Hvide Sande. In the

house, you will find sleeping accommodation for 7 in 3 bedrooms and all you need for a relaxing holiday.

Book your week of relaxation on www.shw.dk or call Amanda on +45 3023 7695 for more information.

MSSM 2018 on tour – new adventures coming up

After more than a decade in Nyborg, the MSSM conference is moving location and is soon ready to present the Blue Denmark with a brand new concept. In 2018, this year's great conference on Maritime Health, Safety and Environment will be held at MARTEC (Maritime Training and Education Center) in Frederikshavn, Northern Jutland, Denmark on 23rd and 24th of August. MSSM 2018 will this year be a collaboration between MDC (Maritime Development Center) and MARTEC.

INNOVATION IN MARITIME HEALTH, SAFETY AND ENVIRONMENT

That is the sound of this year's theme of the conference where more than 200 people are expected to participate. Our maritime industry is in a rapid development - new technology, new digital solutions, new communications channels, ways of working and business models are some of the changes we are facing.

Read more about MSSM and sign up at www.mdc.center.





VOX POP

The term vox pop is derived from the Latin vox populi, that means the voice of the people and that is exactly what we try to do in the vox pop: Give the seafarers time to talk by interviewing a number of everyday people about their opinion or knowledge of a particular topic.

VOXPOP ON THE FOOTBALL FIELD IN SVENDBORG

Every year, SEA HEALTH WELFARE hosts football tournaments for seafarers. This month, we took the temperature of maritime students. We asked about active life as a seafarer and what makes good welfare at sea.

By Irene Olsen, head of department



OLIVER ERIKSEN
SVENDBORG SØFARTSSKOLE. HAS SAILED WITH FYLLA

Why have you joined the football tournament today? I really enjoy playing football with my friends. We joined last year, too. It is a cool event.

What do you think is good welfare at sea? It is important that we have a good team spirit, and a good sense of collaboration with colleagues at sea. It is also important that we respect one another.



KATRINE LARSEN
SVENDBORG SØFARTSSKOLE. WILL BE SAILING WITH ESVAGT IN JULY.

Why have you joined the football tournament today? I have played football for many years, and since there was an opportunity to play today, I took it.

What do you think is good welfare at sea? I think it is really important to have a good team spirit on board in order to do things together. Then life at sea becomes a little more "normal".



TEIS MØLLER JØRGENSEN
SIMAC. HAS SAILED WITH JENS MÆRSK AND CORNELIUS MÆRSK

Why have you joined the football tournament today? I was lured into participating but I do it for my team. I haven't played for long, but it is nice to get started again.

What do you think is good welfare at sea? I think it is important that everybody can talk to one another. I also think it is important with events on board, so people don't just go to their chambers.

Do you want to join the football tournament too? Check out www.shw.dk/maritime-fodboldturneringer and sign up.

GRANDDAD CHEF SPREADS WELFARE FROM THE GALLEY

There is a way to be healthy at sea, but it requires commitment - on the part of the cook companions and captains. That was Anders Hjarsø's message when asked about healthy food in the galley (Anders Hjarsø is a Chief Cook at AXEL MAERSK, and he is known on Instagram as Kogemand Bedstefar, that is "Granddad Chef"). And Anders knows what he is talking about. He himself lost as much as 28 kg after changing his diet composition and leading a more active life.

By Dyveke Nielsen, communications officer

"SHOOTING STAR" OPEN SANDWICH PAVED THE WAY FOR A CAREER AT MAERSK

How have you become chef at AXEL MAERSK?

"I used to work at the Slotspavillon by Bagsvaerd Lake. That's the one from the Danish TV-show Matador, where Joergen Varnaes had lunch with Gitte Graae. That's also the restaurant where Mr Moeller used to have "shooting star" the fish fillet open sandwich with his wife, Emma, on Saturdays. And it was me who made the sandwiches. One afternoon, Mr Moeller came into the kitchen and said that chefs such as me were wanted on board the blue ships. Soon after that, I sent my application to Maersk and hereafter started my career as a ship's cook - and have been there for 18 now."

THE DEEP FRYER HAS BEEN SIGNED OFF – FOR GOOD

What inspired you to think of healthy eating?

"I saw the Netflix documentary Fat, Sick & Nearly Dead, which struck me deeply. The documentary follows 140 kg heavy Joe Cross and his fight against kilos and prescription drug use. The

movie made me look inwards. Back then, I hadn't taken care of my body for too many years. My lifestyle was too unhealthy. And I had to do something about it because I suffered from both diabetes and arthritis. The first thing I did was to throw the deep fryer out of the galley. I pitched into vegetables afterwards and even ventured into the ship's fitness room. I have lost 28 kg now. It was a good, but mostly necessary, decision for me, and that can be felt all over the ship.

FOOD MUST BE TASTY

What do you mean by saying that it can be felt all over the ship?

"I deeply care about my job as a chef – which, I believe, should resonate with my colleagues. I'm proud of my job, and I'm constantly looking for new ideas for delicious and healthy recipes. When ashore, I visit new restaurants for inspiration. I don't feel like making the traditional "soup, roast and ice cream" – or chips for that matter. It is a taboo in my galley. I'd much rather experiment with ingredients. Smoked duck breast has recently been on the menu at AXEL MAERSK. I borrowed a bit of sawdust from the



Anders' galley golden nuggets

- Get the recipes laminated and they will last for longer.
- Cut vegetables into sticks — and we will consume more of them.
- Remember to buy beans, lentils and root crops for long voyages. They last for a long time, and they are cheap and healthy.
- Invite colleagues and accompanying travelers to the galley to do the cooking.
- Keep an eye on those who did not manage to have their meal and make sure that there is food for them in the fridge, ready to be heated up. In this way, we will avoid snacking in the slop chest. You will also receive some karma points, too.
- Collaborate with the captain when shopping. This will include him or her into the “battle” for healthy food on board as well.

Anders always makes sure there is a tempting salad bar.

engine room and made my own smoker in the galley. It was superb.

My food must be delicious. That is why I occasionally add a drop of cream to my sauce and simultaneously make sure that there is an abundant and appetising salad bar. The point is that it should be easy to make healthy choices. There's no harm in a drop of cream as long as we eat enough fruit and vegetables. And don't forget to drop by the fitness room."

INDIAN DAL, SPICY THAI AND FILIPINO BREAD ROLLS

How do you tackle so many different nationalities with various preferences on a ship?

"You can think of many nationalities gathered in one place as a challenge or

as something to learn from. I'm curious about people around me and their ways of cooking. For instance, a Filipino guy taught me how to make these delicious bread rolls, which are loved by all members of the crew. A lot of my Indian colleagues don't eat beef, and some colleagues of mine don't consume meat, whatsoever. That is why I often make dal — a delicious Indian vegetarian dish comprised of lentils and delightful spices. Besides, lentils, beans and root crops, which I use in vegetarian dishes, are ideally suited to long voyages, when there are more than 20 days between provisions. It's a win-win situation, you see.

I often invite my colleagues to participate in the cooking. My colleague from Thailand has recently helped me in the galley by

making delicious spicy Thai dishes. It was a huge success. My colleagues love having an influence on the food. And they are always allowed to do so because I learn from them as well. I've even enjoyed the company of my colleagues' wives who made local food in the galley. That is exactly what is needed for all of us to commit ourselves to a varied, healthy and tasty diet."

HEALTH IS NOT JUST ABOUT FOOD

Anders, you are so engaged in welfare on board. How do you motivate your colleagues to follow suit?

"I love my job. And that's how it should be. The way, in which crews are put together these days comprising people from all over the world, makes collaboration necessary.



Christmas Olympics at AXEL MAERSK

Otherwise, we'd simply retire into our cabins after work. It's not good for the unity among crew members. That is why it is crucial that you make the right choices and take the initiative in improving well-being on board.

This December we had Christmas Olympics at AXEL MAERSK where we competed in five disciplines. We had a hell of a time - it was a lot of fun. We played hockey in the galley and battled each other in dart and basketball. It's really important that as many as possible of us

on the ship is in on initiating and planning these initiatives so that when I go ashore the activities continue. That is why we have a new coordinator responsible for the activities on the ship whenever the previous one signs off. It's important to keep that fire going."

THE EASIEST **BROCCOLI SOUP** IN THE WORLD

Anders is not happy about food waste. That is why he uses lock, stock, and barrel in the fridge. He recommends not to throw out broccoli stems. Save them for this soup recipe instead — a favourite at AXEL MAERSK.

Broccoli soup (4 pers.)

4 cups chicken broth
3-4 broccoli stems (chopped)
1 onion (chopped)
1 cup cream
Cook chopped broccoli stems and onion in some oil until softened. Add broth. Bring it to a lively simmer and cook about 20-30 minutes. Puree the soup in batches in a blender until smooth. Heat the soup through and add cream before serving or using. When desired, the soup can be thickened with a flour-and-butter roux. Top the soup with small broccoli florets or croutons, when serving.

FILIPINO BREAD ROLLS

4 cups lukewarm water
0.4 cup rapeseed oil
about 4 cups wheat flour
14.3 grams sugar
4 grams salt
50 grams yeast (or 28.4 grams dry yeast)

In a food mixer, stir together the flour, sugar, salt, oil and yeast.

After that, stir in the remaining flour, little at a time, until the dough's got smooth and elastic, though without being sticky.

Let the dough stand in the food mixer, about 15 minutes. Deflate the dough. After that, divide it into two equal portions. Form one of them into round balls, about 20 pieces. Brush them with egg. Roll the other portion of dough into a long log and cut it into slices. Fold the slices in breadcrumbs or dry coconut as you prefer.

Let both portions of dough rise under a clean cloth, about 45 minutes. Meanwhile, preheat oven to 338 degrees F (170 degrees C).

Bake rolls for 11 minutes in the preheated oven.



Podcasts are getting more and more popular these years, and if you haven't started listening we really recommend that you dive into this world. There are so many podcasts out there, funny and sad stories, and both fact and fiction podcasts. And the best part is that it is easy to get started, just use one of the free Apps like Podcast Addict or Sticher, listen via iTunes or directly from your computer.



HOME OF THE BRAVE

A podcast by the American author, journalist and radio producer Scott Carrier. Danish journalist, Malene Jensen (Politiken) says: "Home of the Brave is a favorite. Scott Carrier is one of the best interviewers I have ever heard. He goes around talking to a lot of people, people who we seldom hear from. He has made some of the best interviews at all with followers of Donald Trump". But the podcast is not only about Americans. In 2015 Scott Carrier rented a car and drove through Europe where he interviewed refugees which led to a series of short podcasts in the podcast called "The Refugee Trail".



HOME COMMING

Psychological thriller. Homecoming centers on a caseworker at an experimental facility, her ambitious supervisor, and a soldier eager to rejoin civilian life. The fiction story is presented in an enigmatic collage of telephone calls, therapy sessions, and overhead conversations, and played by real actors. The way the podcast is made, with people acting you get the feeling that the story is real – and it's quite scaring!

If you want more inspiration go to our website www.shw.dk/library



DID YOU KNOW THAT WHEN YOU PARTICIPATE IN SEAFARER'S Fit4SEA COMPETITION WE SEND YOU ONE OF THESE AWESOME T-SHIRTS?

If you participate in one or more disciplines you can win really cool prizes, like clothes for training or pulse watches.

It is never too late to get started. Send your results to fit4sea@shw.dk and you are automatically in the competition.

Fit4SEA – your results count when you exercise at home

On numerous requests we have now decided that from the 1st of June you can register the results of the training you do when you are at home. The training both count in the individual contest and in the ships contest and your training will figure at the ship you have just left.

At home you can register the results of the following disciplines:

RUN AT SEA
BIKE AT SEA
ROW AT SEA

CROSS AT SEA
LIFT AT SEA

The Fit4SEA competitions are for all seafarers working on board Danish ships and for students on the maritime schools.

Remember that it's also important to exercise when you are at home. Your good shape quickly fades away when "it's all holiday", and you have to start from scratch when you go back to work!

Send your fit4SEA results to fit4sea@shw.dk

Please note!

When you send us your Fit4SEA results you accept that we can publish your name and workplace/ship on our homepage and other SHW platforms.

REMEMBER you can compete in darts and fishing, too.



Row at sea - **10.579 km.**
Run at sea - **25.473 km.**
Bike at sea - **51.234 km.**
Cross at sea - **2.805 km.**
Lift at sea - **3.715 hours**

This is how much you all have been active so far in 2018.

Fit4SEA

TEKKEN 7

For Playstation, Xbox and Microsoft Windows.

The Tekken series has a long history, and if you're the type of player who likes a bit of story in video games, then Tekken 7 represents the climax for the series' current arc. For those who focus more on gameplay, Tekken 7 holds second largest roster in a Tekken to date, including 3 DLC characters.

As something new, Tekken 7 adds Rage Arts – special techniques that always deal at least 30% damage to the opponent's HP. Furthermore, Power Crush is another new mechanic, which allows the player to continue a combo, even if attacked and hit by the opponent. Tekken 7's Story mode is a big selling point of the game, but it also has the common Arcade ladder, Practice, and Versus modes alongside an all-new Tekken Bowling mode, which has to be purchased separately. Still this allows you to challenge your friends to game of bowling, once they get tired of losing to you in martial arts contests.



TICKET TO RIDE

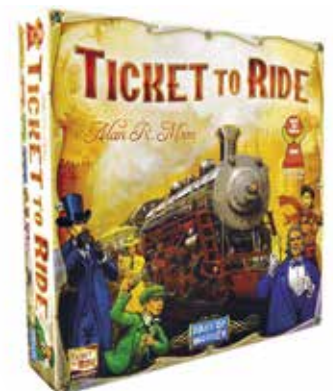
Board game

When the settlement of the West began, and the early Americans began moving towards the Pacific Ocean, there were blood, sweat, and tears aplenty. The journey was too long for most ordinary folk, so the introduction of steam locomotives and railways were a boon that made it possible for every man, woman, and child to travel to the west coast.

In Ticket to Ride the players take on the personae of Railway companies attempting to get monopoly on the railway lines between the largest cities of USA. 2-5 players can play at the same time, and the game is won by whoever has the most points. The game ends in the round following one of the players only having 1 or none of their trains left.

Ticket to Ride has won many prizes over the years, most notably 14 prizes incl. "Spiel des Jahres" and various "Best game" awards in 2004 and is one of the best introductions to advanced board games according to many enthusiasts.

Other than the standard version which takes place in the USA, you can also find Ticket to Ride: Europe, Ticket to Ride: Nordic Countries (is only sold in Scandinavia), Ticket to Ride: Asia, Ticket to Ride: Rails and Sails – which encompasses the entire world and includes sailing routes, and many other versions.



Ask SHW to help you buy games for the ship's club.

“YOU ARE ALLOWED TO USE YOUR HEAD”

Maybe you heard this phrase on board before, maybe in connection with an accident or a near-miss. But why is it that human error is often given as a root cause when investigating accidents?

By Mads Monrad Møller, Health & Safety Consultant

THE ACCIDENT THAT SHOULD NOT HAVE HAPPENED, OR?

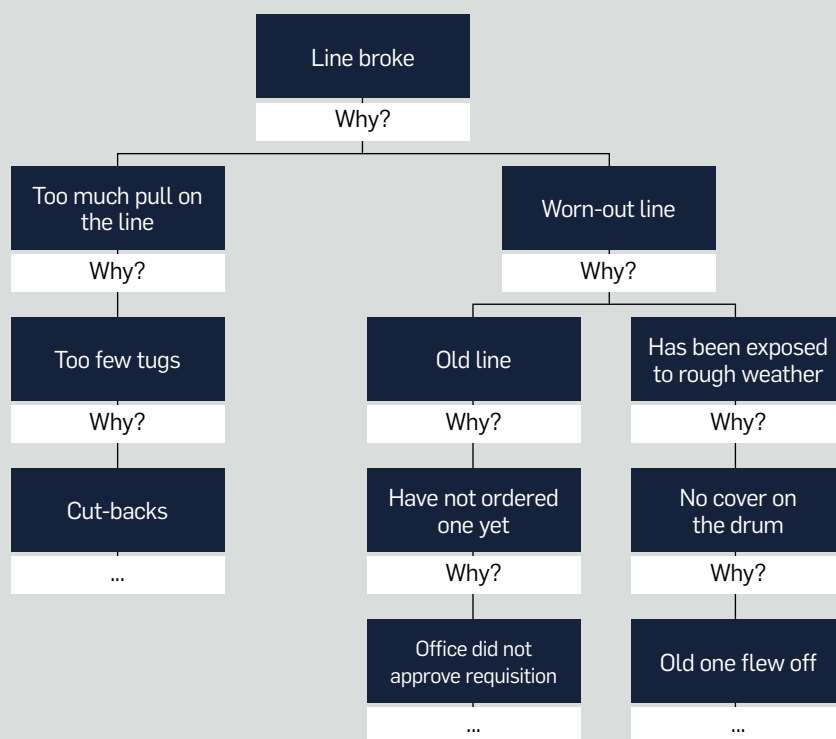
Try to imagine that you are on the mooring deck, it is a beautiful evening, and you are entering Algeciras with your ship. The tug boat is coming closer, and the tug line has

to be attached. There is a lot of chatter on the radio, the captain is busy, even though you have kept to the agreed resting periods, you are tired after a long day's work. You get the tug line on board and get it secured in place, but just as the tug boat is pulling

its hardest, your greatest fear is being realised. The line breaks and misses you and your colleagues by mere inches. In the preceding investigation of the near-miss, it turns out that the tug line was worn out. And isn't it your job, as a

THE 5 WHYS

When investigating something, it is important to ask why-questions - and preferably five times. By doing that, you will get to the core of events beyond blaming the individual. It is crucial to get to actual reasons, in order to insure that a change will prevent a similar situation in the future. Make sure to make good use of the time after an incident. Make sure that you get to the core of why it happened as it did, by allowing enough time for a thorough investigation. In this way, you can make sure that your colleagues return home with ten fingers. Every time!





seafarer, to be aware of that? That is what your captain thinks, and you are met by the comment: "You are allowed to use your head"

ONLY NINE FINGERS

Accidents happen. That is just how it is. Obviously, no seafarers, on their way to the ship in the airport, think: "This time I will only come back home with nine fingers". And yet it seems that the industry sometimes thinks differently. Between 2011-2016, 60 percent of accident investigations attribute "human error" as the contributing factor or cause. But maybe it would make sense to dig a little deeper than that. It is often the easy way out to blame everything on human errors. Why not figure out what leads up to the human errors? What is the motivation behind the seafarers' actions?

Let us continue with the example; Yes, maybe if you had "used your head", you would have discovered the worn out tug line. But why didn't you? Was it because you were tired? Was the lighting all right? Were you busy answering a captain's question on the radio? And what if you had discovered it? Would the ship/captain accept a delay, waiting for a new tug boat?

YOU ARE ALLOWED TO USE YOUR HEAD

when you *investigate accidents*. It could be that common sense would prevent most accidents or near misses. But common sense is not always as straightforward as one might think. There is a lot of factors in play: noise, lighting, psyche or physique. Next time you need to investigate something, you could try to turn a few more stones before accepting the "easy" solution. Ask yourself, why did the person act the way he or she did and could there be more important issues to shed light on than human errors. So, instead of pointing at the individual, maybe the system should be blamed. By conducting a more thorough investigation, you can reveal where practices and procedures fail and find the deeper reasons why things are done as they are. "The 5 whys" is a good tool for you to use. And perhaps this will lead to fewer accidents on board.

IT IS NEVER TOO LATE TO...

- begin using ear muffs
- start doing push-ups
- to say "good job, buddy"
- quit smoking

Make you own list:

- _____
- _____
- _____
- _____
- _____
- _____
- _____

Cut out this page and hang it some place everyone can see!



MARGARET
ATWOOD

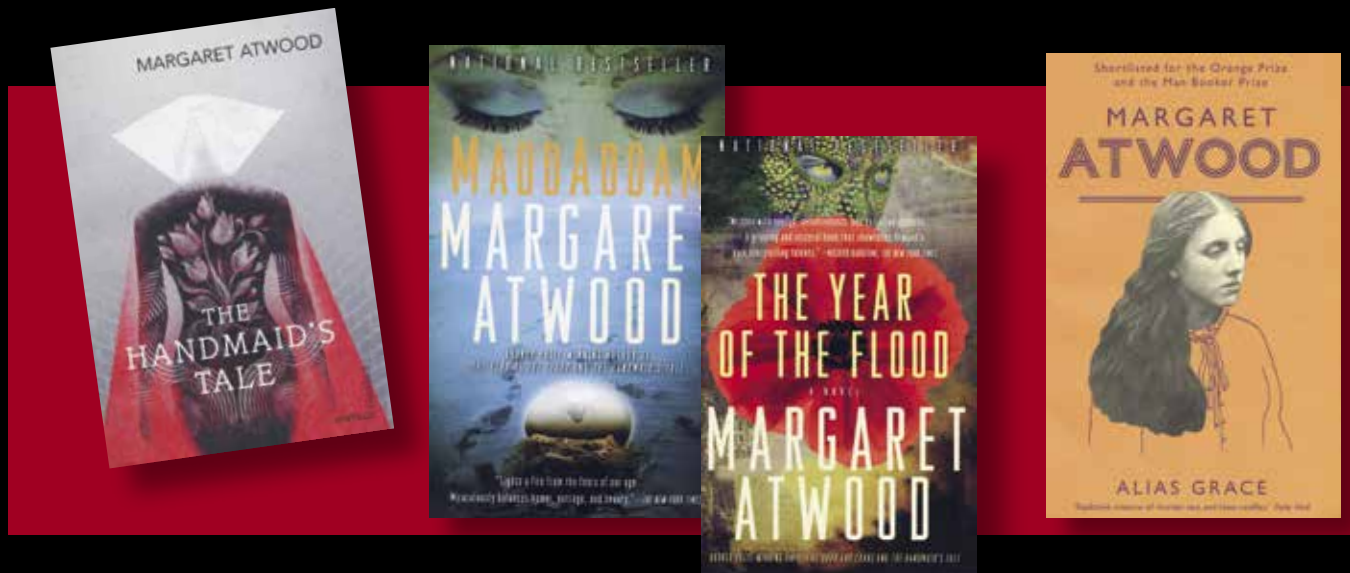


NEW BOOKS IN THE LIBRARY

Through the year, we buy new books for the Maritime Library so please don't hesitate to contact us if your library on board needs an update!

We have both novels and non-fiction books.

Send an email to library@shw.dk.



MARGARET ATWOOD

The Canadian author, Margaret Atwood, has always been a popular author writing novels that often deals with themes like climate change, religion and myth, but in 2017 she got even more popular when her book "The Handmaid's Tale" was turned into a television series with Elisabeth Moss in the leading role.

The brilliant and scary tv-series that got a second season this spring, has drawn the attention to her other books as well, and we present some of them here. Books that you can, of course, borrow from the library.

THE HANDMAID'S TALE (1985)

Don't skip this book although you have seen the tv-series. Much of the story is the same, but you get a twist in the end. The story sets in a dystopic future America called Gilead. A very religious society where the majority of the inhabitants are infertile. All the fertile women have been

caught and are held as "handmaids" in the houses of the upper class where they are raped monthly by the man of the house to get the household a child. The book tells the story of a handmaid and how our society slowly developed into this hell.

THE MADDADDAM TRILOGY: ORYX AND CRAKE (2003), THE YEAR OF THE FLOOD (2009) AND MADDADDAM (2013)

The trilogy tells the stories about how very few people survive after a worldwide epidemic that kills almost everybody, and what leads up to the catastrophe. Before the epidemic, the world had already developed into a place where the rich and powerful lived in enclaves protecting themselves from the plebs. Scientists were developing new ways to maintain youth and a good health at the expense of the resources the world. We hear the stories of some of the survivors, how they live now and before the catastrophe. The different stories are wound into each

other in a very fascinating way – and oh yes, a new species of humans has also been developed!

ALIAS GRACE (1986)

The story fictionalizes the notorious 1843 murders of Thomas Kinnear and his housekeeper Nancy Montgomery in Canada West. Two servants of the Kinnear household, Grace Marks and James McDermott, were convicted of the crime. McDermott was hanged, and Marks was sentenced to life imprisonment. In the novel, Grace tells her version of the story, and how she managed to escape imprisonment in the end.

Fun fact: Apart from being a novelist, Margaret Atwood is also the inventor of the LongPen which allows a person to remotely write in ink anywhere in the world via tablet or PC, the Internet, and a robotic hand.