

at SEA

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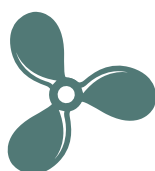
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Højnæsvej 56
2610 Rødovre, Denmark

Editor in chief
René Andersen

Executive editors
Jacob Christensen
Torsten Mathias Augustsen

Contact Dyveke Nielsen
dni@shw.dk / +45 3140 5713

Authors

Kirstine Thye Skovhøj, Irene Olsen, Ester Ørum,
Anne Ries, Pernille Voigt Nordstrand, Anna Bergmark
and Dyveke Nielsen

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IT PAYS TO GIVE A LITTLE OF YOURSELF

After seven years of sailing the seven seas, Jannie Moesgaard Dinesen had had enough. She could no longer live with the changing community aboard, and she missed her loved ones at home. She went ashore but rediscovered the dream of a life at sea, together with a brand-new ambition to contribute more to the community aboard and insist on closer relations.

By Kirstine Thye Skovhøj, reporter

The maritime influence is evident in the apartment facing Oresund on Amager in Copenhagen, where 32-year-old Jannie Moesgaard Dinesen lives with her future husband Robert when she is not at sea as 2nd mate aboard one of Maersk's many container vessels. A wooden model ship, a poster of lighthouses and a miniature container vessels built of Lego bricks reveals that the inhabitants have a penchant for the sea and sailing. Despite her young age, Jannie has over 10 years of experience navigating in the maritime profession. A profession in which she immediately felt at home when, during high school, she almost on impulse signed up for the Danish Defence Day and learned about the Navy. But also a profession that she later had to abandon because the stress of being away from home for extended periods of time, without close social relations aboard, became too great. Jannie chose to replace life at sea with an office job ashore. After a few years behind

the desk, she once again felt the pull of the sea. But she knew that something had to change if she was to be happy at sea. When she resumed work at sea, it was with a particular mantra, accompanied by a promise to herself to do something completely different. We will get back to that.

SHE FOUND HER NICHE

It felt just right when 20-year-old Jannie, after a couple of educational detours, landed at Svendborg Maritime School to train as an ordinary seaman. Before that, she had served in the Navy, where she completed her primary education in Frederikshavn, and then five weeks on a voyage with the Inspection Ship HVIDBJØRN from Iceland to Greenland. Experiences that made a big impression and confirmed that the sea was the right choice for her.

"I was unsure as a 20-year-old and did not know which education to choose. It

was very difficult for me, but I felt that this was something that I was good at and that I found easy. It just made sense. All the maritime expressions came naturally to me. I instinctively understood the language and the world at the school in Svendborg. It was nice and soothing. It felt right, and it was as if everything was exciting automatically." One of the teachers quickly spotted that here was a student who was passionate about the profession.

"My teacher, Per Gammeltoft, took me aside and suggested that I apply as an aspirant. I had not seen myself as a leader type or officer, but I applied to Maersk, was offered a position and, in July 2011, I set off on my first container vessels which at the time was called MAREN MAERSK." Jannie graduated in 2016 and received the title 2nd mate.

THE END OF THE WAVE

On board, the new seafarer enjoyed being able to alternate between technically difficult tasks and practical seamanship,



Photo: Carsten Villadsen

Jannie Moesgaard Dinesen is convinced that there is always a huge potential for creating a fantastic environment on board. The key is to show an interest in each other and keep both the easy and the difficult conversations going.

as well as understanding legislation and procedures, ship engineering and theory. "I love the mix because it is never the same. The route is often the same, but even though I know the ports and the waters, it is never really the same. There is something different in the air every time. My longing to go abroad is satisfied – even if I just stare at the waves," she explains with a small grin.

Slowly, the longing for a life at home grew stronger and stronger, and she began to focus on everything she missed by having a job at sea. She could no longer stand that there was a long time between the possibility of forging close relationships aboard and that conversations with her colleagues rarely turned into more than superficial small talk. She did not share with anyone that she found it difficult to be aboard. She solved her tasks, otherwise retiring to sleep or contact those at home. "I found that many were private and withdrawn, for such is the culture often at

sea. I was like that myself. I thought it was hugely demotivating when, for example, colleagues started counting down to when we could leave the ship again as soon as they got on board. Instead of focusing

"I found that many were private and withdrawn, for such is the culture often at sea. I was like that myself,"

on getting it over with, we should build relationships with our colleagues and be present in the moment," says Jannie.

Her boyfriend Robert, a Scottish engineer, supported her decision to go ashore. He sensed that she was demotivated and needed a change of scenery. "He agreed with me that it was a mentally tough working environment, but he had sailed for many more years and had kind of accepted that such is the culture," she says and goes on to clarify: "And that is exactly what typically happens: You get used to the working environment, and then you do nothing more about it, you just want the voyage to be over. That happened to me, too, and, in the end, I did not feel like sailing anymore."

The waves were exchanged for a job as a cargo planner at Maersk's headquarters in Copenhagen, where she spent two years coordinating the loading and unloading of containers and gaining even greater insight into global world trade.

"It was very instructive and interesting, and it was good for me to be close to my family and friends again. At the same time, ►

it reminded me of what I loved – and still love – about being at sea."

NEW WAVES AT SEA

After a few years, Jannie was once again longing for the endless blue sea and the optimal mix of practical and theoretical tasks on board. In 2020, amid a worldwide pandemic, she boarded one of Maersk's ships, this time the container ship MOSCOW MAERSK.

"Starting the conversation might feel like crossing a boundary, but it is also extremely valuable – and that is precisely why it is so important."

She took a particular mantra with her on board:

"I want to do it differently. I want to help change it. Together we can make it much better!"

Jannie felt a special responsibility to help change, develop, and strengthen the mental working environment on board. She knew that it was paramount to her own well-being and job satisfaction that she took responsibility for breaking down some of the barriers and cultures that had contributed to her losing the desire to sail. "Many people are private and withdrawn. Shipping is a conservative profession, and it takes a long time to change because that is just how the culture is. The psychological working environment has only become a topic in recent years," she says and continues:

"Much more focus has been placed on mental well-being and the mental working environment on board, which is thanks to, among others, SEA HEALTH & WELFARE and shipping companies focusing on it.

I sense that there has been a positive development in just the few years I have been ashore, but there is still really a lot that can be improved."

TIME IS A SCARCE COMMODITY

According to Jannie, one of the key challenges in creating better mental well-being on board is that time has become a scarce commodity in modern shipping.

"We are on a ship built to move cargo from A to B. We cannot dock to go sightseeing, do team building, or sit up half the night and tell cock-and-bull-stories in the salon. Supply and demand have changed markedly, and customers cannot wait for their frozen meat or trainers while we engage in social activities," she says and stresses firmly:

"Social events make a difference, but they take time, which is in short supply on board. People want change, but there is not enough time."

Her point is that if you choose to participate in, for instance, a movie night, it takes time from sleeping or calling those at home.

"During the longest periods, I have eight hours between shifts, during which I have to eat, sleep, recharge and maybe call home. So, I have to choose between 'Jannie time' and 'social time', and if I choose social time, I have less time to sleep. We are often asked if it is not possible to just hire more people, just one or two more employees, but it is also a cost, and I cannot say if it would really make a difference. Someone still has to man the bridge and thus cannot participate in social events," she says and stresses her point: "Also, the engineers do not decide when something breaks down in the engine, so they cannot always be present. The same goes for activities before barbecue nights. The cook and steward always miss those because they prepare the meal. After all, there is nothing illegal in the way we work – it is modern shipping. So, I see only one possibility, and that is that we ourselves address and change the social environment on board with the means we have."

ASK – ALSO ABOUT THAT WHICH IS DIFFICULT

Instead, she believes that there should be much more focus on how you as colleagues can create value for each other in all contexts – not only during movie or barbecue nights but also during meals, working on tasks together, or taking a short break.



It takes an effort to arrange social activities on board, but it is well replaced by enthusiasm. It created a good atmosphere and energy.

"We need to show a greater interest in each other. We should not just ask one question; we should let the conversation continue, ask more questions and pick up on previous conversations. To begin with, we can ask each other about family, what other ships we have worked on, why we have chosen such a working life. It is about starting a conversation with each other and letting it continue," she says and stresses: "Starting the conversation might feel like crossing a boundary, but it is also extremely valuable – and that is precisely why it is so important."

The difficult part is moving from small talk to meaningful conversation, approaching each other and creating intimacy and

trust, thus becoming a real support for each other in tough situations. Precisely supporting each other is more important than ever because everyday life at sea has been, and still is, strongly influenced by COVID-19. The corona crisis has had many negative and severe consequences for seafarers:

on board and at home with their families easier, or at least less unbearable, is to talk to each other.

"I try to talk to those who are having a hard time, for instance colleagues who have lost someone. But I experience a reluctance to ask about that, which is difficult. It is hard to open up, be honest and lower the

good time together also strengthens the professional collaboration:

"When you feel at ease, you also become less afraid of speaking out, and you dare to come up with ideas. As an employee and colleague, you become more motivated to take an extra turn, help others and be more efficient, and that is good for both the



Photo: Carsten Villadsen

worth the effort, says Jannie Moesgaard Dinesen. For instance, she and a colleague have been responsible for arranging Olympic Games on board: "The silence on board was heavy because people enjoyed an activity together."

"Some have not been able to come home to very sick or dying family members, others have been barred from attending funerals. Then there are those who have experienced what it is like not to be able to come ashore and get medical help to, for instance, get a toothache treated. They have been forced to choose between the pain or to have a tooth pulled out on board. Even though the world is normalising, there is still a great deal of uncertainty, and you are still holding your breath and wondering if your replacement is coming," tells Jannie and stresses: "These are all tough cases, and all the hardships affect the ship." The means to make all the difficult things that the crew members experience both

defences. We have a lot of built-in barriers, and it is as if there is a limit to how much you share of your personal issues – I am like that myself."

That is exactly why Jannie herself does her utmost to hold on to her mantra of being a co-creator of deeper conversations with colleagues.

"I try to let go of my own self-control, for instance by sharing my own feelings. I say out loud what is hard. I say out loud that I miss Robert and that it is hard to be away from each other for six months, and that it is hard to live with the insecurity that COVID-19 brings."

Jannie believes that approaching each other on a personal level and having a

ship and the shipping company. I also think it is about needing to see and appreciate each other to a greater extent. Those of us who have a leadership role have a special responsibility for this."

Conversely, it can have a very negative impact if you do not feel at ease, and you may not make the extra effort that stressful situations on board sometimes require, Jannie believes. It can affect your work effort, but also the mental adjustment required when going home. "If you do not feel comfortable on board, you come home extremely demotivated. You cannot just forget the mood and mental pressure you have been under on the ship. It takes time to shake off



JANNIE UNFILTERED – follow her on Instagram

On the Instagram profile @jmdinesen, she shares her personal experiences of life in modern shipping:

"I share an unfiltered insight and admit that everything is not rosy. I think it is important to say that out loud. On my profile, you get insight into both the wheat and the chaff! I also encourage that we listen to each other's stories: I share the stories I encounter among my colleagues. Stories that move me and that are part of my drive, as well as part of the passion that still makes every day at sea the most amazing in the world for me."

BUILD CLOSER RELATIONS ON BOARD – FOLLOW JANNIE'S FIVE TIPS:

- It is always worth getting to know each other, even if you are only together for a short period of time.
- Show an interest in and talk to each other.
- Regardless of who you are and where you are from, whether you have been at sea for 5 minutes or 15 years, think about how your attitude affects others.
- Do not be afraid to ask about that which is difficult and follow up on the difficult conversations.
- Keep an eye out for those who withdraw to their own company, they may need an extra invitation to participate in conversations or social activities.

again. I myself have had this frustrating feeling of having sacrificed time with my friends and family to be part of a working environment that is not good. If, on the other hand, you are part of a value-creating community, then it becomes meaningful and energising."

SPREADS LIKE RINGS IN THE WATER

The desire to talk to each other, to show an interest in each other and support each other during difficult periods will spread like rings in the water, Jannie hopes.

We owe it to each other and to future generations of sailors. If we do not succeed in changing the culture, she is worried that it will become harder and harder to get young people to swallow the sea bait.

"I am fully aware that culture change takes time, but we do not have a choice. We have to change, otherwise the profession will face a huge challenge in terms of recruiting young people."

She exercises patience but does not accept that nothing is being done to create a

better mental working environment on the ships. It requires a joint effort:

"Space must be created for us to dare to talk to each other and confide in each other. For instance, I had a colleague who confided in me that he was homosexual, but who would not admit this to the rest of the crew. It is not good having to hide who you are for so many weeks or months. There is something completely wrong with an environment where you do not dare to stand by who you are as a human being. It is too hard. It is awful to be afraid that your surroundings will not accept you as you are. I simply will not accept such a working environment anymore."

Major events are underway in Jannie's private life. Not just one, but two weddings, albeit with the same man, are waiting just around the corner. One wedding for the Scottish family and one for the Danish, since the future couple has had to adapt to the corona situation in the wedding planning. The future bride also has career plans, her next professional goal being

to become chief officer over the next few years. The goal of living up to the mantra of being both a frontrunner and co-creator of strengthening the social community on board requires a sustained effort. An effort she can already feel has created change: "Step by step, I dare to open up more to people. I have gone from a feeling of 'what am I doing and what am I doing here' to feeling really good on board. If you feel good, the long and hard-working days fade into the background – they are worth it," she says and concludes: "When you approach each other and create relationships, you also become interested in following each other's development – both professionally and personally - because you bond. I have learned that it pays to share and give a little of yourself. It adds value to me and to the community. It is really motivating to follow others on their further journey, watch them flourish, and watch how the friendly connections that arise spread like rings in the water."

NEWS:

Learning tools DIRECTED AGAINST HARASSMENT AND BULLYING

SEA HEALTH & WELFARE has developed a range of new learning tools that can be used by anyone who wants to put focus on and prevent harassment and bullying!

PERHAPS YOU ARE:

- Member of the safety organization aboard?
- An officer aboard a ship who needs inspiration to start a conversation with the crew about offensive behaviour?
- A shipping company employee who needs to deliver a half or full-day training session on harassment and bullying at an officers' seminar?
- A teacher or instructor at a maritime school who needs tools to spice up the teaching on the, sometimes, difficult subject?

Our tools are free of charge and can be downloaded at www.shw.dk/be-a-buddy





Once you have seen each other toiling and sweating, your defences are naturally lowered, and you see new sides of each other. At the same time, you invite to a common interest and time spent together, across cultures, languages, and areas of work.

STRENGTHEN YOUR MENTAL WELL-BEING WITH PHYSICAL ACTIVITY

In the maritime industry, long watches, deprivation of time with family and friends, busy working days, and monotonous surroundings (especially in a corona time) are well-known factors to which many try to adapt. But unfortunately, these factors can also have negative consequences for mental well-being. Symptoms of mental disorders, such as anxiety, depression, and stress, are not uncommon consequences. However, physical activity can be a tool to reduce the symptoms of mental disorders and positively affect mental well-being. When you are physically active, there are in particular 5 factors that can help strengthen your mental health.

1. PHYSICAL ACTIVITY TRIGGERS HAPPY HORMONES

You may have experienced or heard others say: *"You feel so much better after*

exercising!" or *"I just get so much more energy after exercising!"* What? After exercising? What are they talking about? It might be hard to understand if you do

"You will find that you have more mental energy and become better at being in and dealing with difficult situations, even outside the gym. "

not love going for long runs or lifting heavy weights, and most of all just feel like lounging on the couch after a long day. But

there is some truth to it. During physical activity, several different hormones are released. Among the hormones are endorphins, which positively affect your mood and state of mind. People who experience stress, anxiety, depression, or general sadness can therefore strengthen their mental health with physical activity because endorphins are released and affect the state of mind. So even though it may have been a really hard training session and you are physically exhausted, you can experience an intoxication of joy and feel completely "high" and full of energy.

2. YOU BECOME FAMILIAR WITH THE "DANGER SIGNALS"

Your heart rate rising and sweating are both natural consequences of physical activity. When you find yourself in



situations promoting stress and anxiety, your pulse and body temperature may also increase. In these latter situations, however, high pulse and sweating seem unnatural, irregular, and maybe uncomfortable – as a type of danger signal from the body that might intensify your spiral of negative thoughts. Through physical activity, you can "train" or familiarise yourself with having a high pulse, sweating, etc., so that this, in itself, does not feel dangerous.

3. FLOW

Your heart is beating fast, you are sweating, and one kilometre takes the other on the bike. "Suddenly" you are done with today's bike ride. During physical activity, you may experience being in flow. Flow is a state where there is an opportunity to immerse yourself and where you can experience

that your thoughts are being diverted or that you "swim away". During training or physical activity, you can get into flow, for instance because you are concentrating on performing the exercises correctly, or focusing on breathing and controlling your heart rate, or maybe because you just love feeling the sweat trickling down from your forehead. A state of flow can give you a sense of both calmness and immersion in what is happening at that moment, that is, the training. In this state, sad thoughts take up less space in your thought patterns, and they may even be completely diverted during physical activity. Therefore, physical activity and exercise can feel like a "respite" and a good distraction.

4. SUCCESSES

Even if you do not feel sad or affected by stress, anxiety, or depression, physical



WHAT CAN SEA HEALTH & WELFARE HELP ME WITH?

Knowledge and information about physical activity:

Visit our website to learn more. For instance, read the article: *7 tips to get started with training.*

Training communities, fun competitions and challenges:

Participate in the annual sports competition **Fit4SEA**, where you can win great prizes and earn Fit4SEA training gear.

You can also join the **Fit4SEA Community** group on Facebook. Search for "Fit4SEA Community".

Download **training challenges** that you can do aboard. Either as part of your training, as a start-up phase, or as a means to challenge your colleagues during your breaks aboard.

Free training programmes and exercise videos:

On our website, you can find free programmes for your running or rowing practice. There are also videos showing correct techniques, tips and tricks.

Events on land:

Every year, SEA HEALTH & WELFARE arrange football and golf tournaments for all seafarers aboard ships sailing under Danish flag.

Contact SEA HEALTH & WELFARE:

You can always contact a consultant at SEA HEALTH & WELFARE. If you have questions regarding physical activity, training, diet and nutrition, you should contact Health Consultant Pernille Nordstrand.

E-mail: pvn@shw.dk

Telephone: +45 31 40 65 00

All of this can be found on our website: www.shw.dk/motion-og-sundhed



activity and exercise can also positively affect you and your mind. Maybe you know the feeling of having to force yourself out the door in your running shoes because you have left your motivation on the couch? Or staring at the barbell in the gym and beginning to doubt whether you will be able to lift it? Still, you manage to run 5 km even though you did not really want to: "I did it!". You lift the barbell from the floor even though you doubted: "I did it!". These feelings of overcoming yourself become successes that you can take with you, strengthening your self-esteem, self-confidence, and belief in your abilities. You will find that you have more mental energy and become better at being in and dealing with difficult situations, even outside of training, because you, through training, have learned that you can tackle and overcome that which is difficult at first.

5. A SENSE OF COMMUNITY

Imagine a training session with your colleagues. It could, for instance, be a table



tennis tournament, small workouts on the bridge during your breaks or participating in the Fit4SEA competition. Once you have seen each other working out, your defences are naturally lowered, and you see new sides of each other. At the same time, you invite to a common interest and time spent together, across cultures, languages, and areas of work. Therefore, you can contribute to a good social working environment for yourself and your colleagues by being physically active together.

It can be difficult to get started with physical activity: It does not just happen by itself. Also, you cannot be easily persuaded to do it, but have to try how it feels on your own body. So, there are many good reasons to get started with physical activity, both physical and mental, which we have focused on in this article. At SEA HEALTH & WELFARE, we want to help you get started and provide inspiration to be more physically active.



WHO'S (WORLD HEALTH ORGANISATION) RECOMMENDATIONS REGARDING PHYSICAL ACTIVITY

Cardio training:

WHO recommends being physically active and doing moderate-intensity cardio training for at least 150-300 minutes a week.

Alternatively, you can shorten the time in which you are active to at least 75-150 minutes a week – but that requires increasing the intensity to high-intensity cardio training.

It is recommended to combine both high-intensity and moderate-intensity cardio training within a combination of the recommended time span: 75-300 minutes a week.

Strength training:

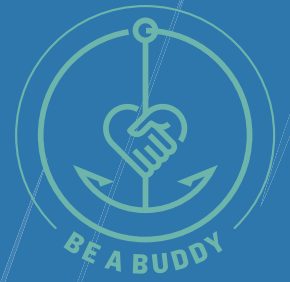
You should also perform muscle-strengthening activities of moderate or higher intensity involving all larger muscle groups, preferably two or more days a week.

Inactive behaviour:

Reduce the time in which you are inactive. Replacing inactivity with physical activity of any intensity (even low intensity) is beneficial to your health.

WHO generally advises all adults to aim at being more active than the recommendations to reduce the adverse impacts of too little physical activity.

ARE YOU OKAY?



ARE YOU EXPERIENCING

- DIFFICULTY CONCENTRATING?
- LONELINESS?
- SLEEP PROBLEMS?
- TIREDNESS?
- OUTBURSTS OF ANGER?
- ANXIETY?
- SUICIDAL THOUGHTS?



Contact **SEA HEALTH & WELFARE** for free, anonymous and independent counselling by a professional psychologist.

Call us on + 60 15 58 24 or write an email to helpline@shw.dk

SEA HEALTH & WELFARE

For a good work life at sea



BRIEF NEWS FROM OUTSIDE :

New consolidation act on threshold values for substances and materials

The Danish Working Environment Authority's new Consolidation Act no. 1426 of June 28th, 2021, on threshold values for substances and materials, became effective July 1, 2021. The Danish Working Environment Authority's threshold values also apply at sea. This is stated in Notices from the Danish Maritime Authority A, chapter 1 A, rule 4.10.

The consolidation act implements 5 new EU threshold values regarding carcinogenic substances and tightens the Danish threshold value for diesel exhaust particles in the working environment.

The EU threshold value for diesel exhaust particles of 50 µg EC/m³ was implemented in Denmark in February 2021. In response to the Danish Working Environment Authority's suggestion, the Danish government has decided to lower the Danish threshold value for diesel exhaust particles from the current 50 µg EC/m³ to 10 µg EC/m³ as of July 1st, 2021. This corresponds to the level in the Netherlands, which is the lowest limit value in Europe.

In addition, it is the government's ambition to lower the threshold limit value for diesel exhaust particles even further to 5 µg EC/m³ in 2024. The final decision on this will be made in 2024, and the proposed further lowering of the threshold limit value may be postponed until 2026 regarding industries that are able to present measurements that show, that it is difficult for them to comply with a threshold limit value of 5 µg EC/m³ concerning certain work processes.

The new threshold limit value for diesel exhaust particles may have a great impact on passenger ships and ro-ro ships in terms of the dimensioning of their ventilation systems on car decks. Presently, we are not aware of any current measurements that may indicate whether it is possible to comply with the future threshold limit values in relation to the current capacities. This may also impact ships where exhaust fumes from the ship's engine enter the bridge or other places aboard the ship where work is performed.

Noise

DEAR SEA HEALTH & WELFARE

We have recently taken over a secondhand vessel from 2010 into our fleet and would very much like your advice regarding the high noise levels we are experiencing on board. Having been working mainly on vessels built according to DMA requirements (Danish Maritime Authority), I have noticed a considerable difference in this vessel. The noise levels are much higher, even in the cabins where one should expect to be able to relax, after a long day with high noise levels. I would like to ask the following questions:

Q1: Are there any limits/recommendations regarding the noise level in the engine room workshop? From DMA-approved vessels I have been on, the workshop is usually insulated and soundproofed, and we can usually stay in the workshop without wearing ear protection and be able to speak to each other. On this vessel, we have about 90dB at slow steaming, which is actually a little higher than from outside the workshop, in the main engine room. Some added structural noise is perhaps compounding the measured sound level.

Q2: For a secondhand vessel that is now under DK-flag, are we as a company required to take any actions to reduce the noise levels in the areas covered by the rules, to lower the exposure to our crew?

Q3: Are we required to have a sound level report made for the vessel, so we know where the highest exposures are to our crew, regarding recommendations for protection?

Q4: Would a sound level report be able to bring forth some recommendations for alleviating the problems we have with noise, that could be addressed during, e.g. Berthing of the vessel?
Looking forward to your response.

Best regards
John
Chief engineer

DEAR JOHN

Prior to the year 2013, the international regulation of noise was only a recommendation. The problem in your case is that the ship is built based on the international regulation at that time (2010) regarding foreign-flagged vessels, and not based on the Danish regulations.

I have tried to answer your questions in the order you asked them:

Q1: The international recommendation for the "Workshops other than those forming part of machinery spaces" was 85 dB(A) and 60 dB(A) regarding the cabins at the time the vessel was built in 2010.

Q2 + Q3: To the best of my knowledge, the company needs to map the sound levels on board and have a sound level report made, not necessarily in order to reduce the noise but to make it possible to protect the employees by using proper hearing protection (PPE). The TLV (Threshold Limit Value) for noise onboard Danish vessels is 85 DB(A) for 8 hours of work, regardless of whether the regulation is from before 2013 or after.

In any case, you will have to ask the Danish Maritime Authority how they, in practice, handle cases like this.

Q4: Yes, typically, the noise report will also cover suggestions for improvement. We can help you and your company with a noise report covering the vessel, and we will also advise which improvements you should make. You should be aware that the company must pay for this kind of service. The best way to get started is to bring up the issue for the onboard safety committee and forward the meeting minutes to the company.

I hope this will help you get a better noise reduced work environment.

For your information, this reply refers to existing regulations which you can find on our webpage www.shw.dk.

Best Regards
Anne Ries
Senior Consultant at SEA HEALTH & WELFARE



RESPIRATORY EQUIPMENT

What is respiratory equipment? What different types exists? When should I use it? We have gathered good advice and answered questions about the personal protective equipment protecting your lungs and airways against air pollution.

WHAT IS RESPIRATORY EQUIPMENT?

Respiratory equipment is personal protective equipment protecting your lungs and airways against air pollution such as dust, liquid mists (aerosols/spray mists), fumes or gases. The pollution may either cause local damage in the airways or enter via the lungs to be transported around in the body with the bloodstream.



WHY SHOULD I USE RESPIRATORY EQUIPMENT?

Respiratory equipment should only be used if you are otherwise unable to protect yourself. For instance, if you may be able to use a less hazardous chemical or a less dangerous work method. It is also better if you can use point extraction removing the pollution from the point of origin or a closed system. Respiratory equipment is uncomfortable to use, and it only works when used correctly. You should also remember that you wearing respiratory equipment does not protect your colleagues working near you. On board ships, however, there are work situations where you will typically use respiratory equipment. This can be paint work, rust chipping, work on a manifold or in connection with oil and chemical loads or tank cleaning.

ARE THERE DIFFERENT TYPES OF RESPIRATORY EQUIPMENT?

In general, there are two different types of respiratory equipment: Filter respirators (including turbo equipment and filter masks) and respirators with air supply. Both types are available as full, half and quarter masks.

Here you can see some examples of these:



Full mask with air supply



Half mask with filter



Quarter mask with filter



Quarter mask with filter

THE PURPOSE OF THE RESPIRATOR IS TO PROTECT YOU FROM LONG-TERM EFFECTS

However, the concentration of air pollution must first be reduced to such an extent that there is no danger of unconsciousness or acute poisoning if you have to take off the mask. This may become necessary if the air supply to the respirator fails. Ventilation can be a way to reduce the pollution concentration.

HOW DO RESPIRATORS WITH AIR SUPPLY WORK?

Regarding respirators with air supply, air is supplied via a tube from a compressor or from a stationary pressure cylinder. The air intake of the compressor must be from a place where the air is clean. Respirators with air supply provide the best protection because you are supplied with air from a place where the air is not polluted. The respirator with air supply thus provides better protection than both filter masks and turbo equipment. The air from the compressor must be clean, which must be checked at least once a year. This check can be performed by the ship. The respi-

rator with air supply can be worn with a full or half mask and hood and visor. A full mask provides the best protection and is easier to adapt to different face shapes than a half mask, thus reducing the risk of leaks.

With a self-suction mask, the user breaths through a tube that leads out to fresh air. This system is safest if it is equipped with a motor. It is important that the entire system is approved.

Respirators with air supply can also protect against oxygen deficiency.

HOW DO FILTER MASKS WORK?

A filter mask can be a full-, half- or quarter mask with a replaceable filter. The filter can protect against various pollutants such as liquid mists (aerosols) and dust as well as fumes and gases. The filters can also be combined to protect against different things at the same time, for instance both dust and fumes. The latter is called a combination filter. Filter masks filter the air, but you have to breathe through the filter yourself. Here, too, the full mask provides the

best protection. The half mask is lighter and provides better visibility than the full mask. Finally, there are filter masks ("paper masks") where the entire mask is discarded when the filter is used up. These are lighter and more comfortable, and good when it comes to dust, but it is important to choose an approved type, preferably with adjustable head straps, exhalation valve and sealing ring along the edge.

HOW MANY FILTER CLASSES EXIST?

There are three different filter classes for particle filters:
 P1 (FFP1) with low effect,
 P2 (FFP2) with medium effect and
 P3 (FFP3) with high effect.

P1 particle filters may not be used if the threshold value for the contaminant is below 5 mg/m³. P3 particle filters are mainly used for radioactive dust, bacteria, and viruses as well as aerosols in the form of airborne droplets.

Gas filters are also divided into 3 classes: low, medium, and high.

In addition, gas filters are divided into different filter types as shown in the table. For Hg-P3, NO-P3 and SX, only class 3 filters are available.

TURBO EQUIPMENT

Draws air through a filter, but the air is retrieved from the polluted environment.

Turbo equipment is a common term for all respirators with filters where the user does not have to inhale the air from the surroundings through the filter by himself.

There is therefore no respiratory resistance, which has an impact on the time per day you can use it.

As turbo equipment has a battery and electric motor, it is important to know if the equipment is explosion proof if it is to be used in areas where there is a risk of explosion.

AGAINST WHAT DO THE DIFFERENT FILTER TYPES PROVIDE PROTECTION?

Filter type	Colour	Protects against
A	Brown	Fumes from organic solvents with a boiling point above 65°C.
AX	Brown	Fumes from organic solvents with a boiling point at or below 65°C.
B	Grey	Inorganic gases and fumes, eg. chlorine and hydrocyanic acid and similar gases.
E	Yellow	Acid gases and fumes, eg. sulphur dioxide.
K	Green	Ammoniac and similar gases.
Hg-P3	Red/white	Mercury fume and particles.
NO-P3	Blue/white	Nitrous gases and particles.
SX	Purple	Special substances.

In addition, there are different combinations of particle- and gas filters that are not mentioned here.

HOW DO YOU CHOOSE THE RIGHT RESPIRATORY EQUIPMENT?

In order to choose the right respiratory equipment, you should consider the following factors:

1. What do you need to protect yourself from? What are the dangerous substances in the air pollution? Is it dust, liquid mist, fumes, gases, or a combination?

Choose respirators with air supply if there are no filters that provide protection against the chemicals in the air, for instance low-boiling liquids with a boiling point below 65°C, such as acetone, or substances that are poorly absorbed on carbon filters, such as benzene. This information must be listed in the safety data sheet from the supplier.

2. How high is the air pollution? How high are the concentrations?

The respirator has a protection factor that is stated in the mask and the instructions for use. The protection factor is set for an ideal situation, and it is therefore only indicative of which respiratory protection should be used for a known and given pollutant. In practice, a significantly lower degree of protection must be expected.

The protection factor indicates how many times the respirator can reduce the concentration of harmful substances inside the mask in relation to the concentration in the environment, which is established by laboratory testing. For instance, if there is a contaminant of 1000 mg/m³ in the environment and the protection factor of the respirator is 500, there will be a contaminant of 2 mg/m³ in the inhaled air.

The protection factor for a full mask with air supply from a compressor is 2000, while it is 50 for a corresponding half mask.

The protection factor for filter respirators is:

Filter	P1	P2	P3	Gas
Half mask	4	10	50	50
Full mask	-	16	1000	2000

Choose respirators with air supply if the air pollution is so high that filters do not provide adequate protection.

3. Is the work performed indoors or outdoors? Is the humidity high? Is the temperature high?

At high temperatures, the evaporation of organic solvents will increase significantly. For instance, when the product is applied to a hot surface, such as the deck or the tank top, the first code number must be increased by 1 when the temperature is 35°C or higher.

Choose respirators with air supply for high humidity.

4. How dangerous are the substances – are they, for instance, carcinogenic, causing allergy by inhalation or similar? Do the substances have a threshold value?

Choose respirators with air supply for highly hazardous substances.

5. What is the duration of the work?

Choose respirators with air supply if the work is of more than 3 hours' duration. Use of turbo equipment is another option.

6. How physically demanding is the work?

Choose respirators with air supply if the work is so physically demanding that breathing through the filter becomes difficult. Use of turbo equipment is another option.

7. Do you work with a product with a code number?

In that case, you can easily see what type of respirator to choose from the code number table.

8. Is there danger of oxygen deficiency (less than 21% oxygen)?

In that case, respirators with air supply should always be used. However, as not all respirators with air supply are suitable for these situations, you should pay attention to the special rules on safety measures in case of risk of oxygen deficiency.

9. Can the air pollution be smelled at the threshold limit value?

If the air pollution cannot be smelled, this cannot be used to determine when the filter has been used up and needs to be replaced. Therefore, respirators with air supply should be used. An example of this is benzene that may, for instance, be found in crude oil products.

Always use turbo equipment with overpressure or respirators with air supply if you have a beard, stubble or a special face shape, as regular filter respirators do not fit tightly in these cases

WHAT SHOULD YOU REMEMBER WHEN USING AND MAINTAINING YOUR RESPIRATOR?

Respirators are personal protective equipment. This means that they should only be used by one person, or otherwise be thoroughly disinfected.

All respirators must have instructions for use with information about storage, cleaning, maintenance, etc. It is important to maintain the mask by cleaning and storing it properly. For instance, respirator filters must be packed airtight when not in use, as they may otherwise absorb fumes and gases during storage. This means, for instance, that respirators and filters may not be stored in the paint shop.

In any case, it is important to check that the respirator seals sufficiently tight to the face. It can, for instance, be tested by closing/covering the filter with plastic foil or by hand, subsequently checking whether the mask maintains overpressure or underpressure for 10 seconds. Testing the tightness of the mask can also be done by spreading a harmless odour or flavour around the mask, subsequently checking if there is an odour or taste of the substance inside the mask.

You must be instructed in the proper use, maintenance, and storage of your respirator. It is also important to practice proper use, including how the mask can be adapted to you.

WHEN OR HOW OFTEN SHOULD YOU CHANGE FILTER?

For **gas filters**, these can absorb a certain amount of air pollution, after which the air pollution will leak through the filter. Before this happens, the filter must be replaced. Some suppliers will be able to calculate the probable usage time if you can state the pollution concentration and the workload. Filters must be replaced well in advance of the estimated usage time. If you use the filter more than once, be aware that the contaminant travels through the filter when it is not in use, and it is therefore recommended to change the filter after a maximum of 2 uses. A1 filters may only be used for a short time: maximum half an hour at low concentrations. AX is also a disposable filter that needs to be replaced after the day's work.

The filter must always be replaced as soon as the contamination can be smelled through the mask. People with poor or no sense of smell should not wear filter masks or, alternatively, should change their mask at the same time as their colleagues with a good sense of smell. For particle filters, the dust coating increases the respiratory resistance. When the respiratory resistance becomes too demanding, the filter must be replaced.



HOW LONG MAY RESPIRATORS BE USED PER DAY AS A MAXIMUM?

Filter masks may be used for a total maximum of 3 hours per day.

If it can be predicted that the work will take more than 3 hours, turbo equipment or respirators with air supply must be used.

Respirators with air supply and turbo equipment may be used for a total maximum of 6 hours per day.

Depending on the workload and how difficult it is to breathe, you should take appropriate breaks during the workday.

WHAT ARE THE REQUIREMENTS FOR RESPIRATORY EQUIPMENT?

Respirators purchased within the EU must be CE approved. Respirators purchased outside the EU must be of at least the same quality. The entire system (all parts) must be approved. There are

standards (EN) for all the different types of respirators. An approved filter respirator must be labelled with EN149:2001 and filter type.

You can find additional specifications in these selected EN standards for respirators:

EN 136 + 136/AC	Full masks
EN 137	Pressure-bottle apparatuses
EN 138	Self-suction masks with or without fan
EN 14594	Pressurised air-supplied respirators with continuous flow (full and half mask, HD hood and face shield, sandblasting hood, LD hood and face shield) (replaces EN 139, 270, 271 and 1835)
EN 140 + 140AC	Half masks
EN 14387	Gas and combination filters, AX gas and combination filters for low-boiling organic substances (replaces EN 141 and 371)
EN 143	Particle filters
EN 149 + A1	Filter masks – disposable (2001)
EN 405 + A1	Filter masks – maintenance-free
EN 529	Respirators, recommendations for selection, use and maintenance – instructions
EN 12941 + A1 og A2	Filter respirator with turbo and hood (replaces EN 146)
EN 12942+ A1 og A2	Filter respirator with turbo and mask (replaces EN 147)
EN 14387	Respirators – gas filters and combined filters – requirements, testing and labelling
EN 14594	Respirators – compressor masks with continuous air flow – requirements, testing and labelling

FAQ:

MAY PRESSURE CYLINDERS BE USED WITH RESPIRATORS WITH AIR SUPPLY?

Pressure cylinders carried on the back during normal work on board must not be used, as these give an excessive ergonomic load (the equipment weighs up to 18 kg). Furthermore, the pressure cylinders are part of the emergency response on board and must be ready for use if necessary.

MAY A FILTER RESPIRATOR BE USED WHEN PAINTING WITH AN OUTDOOR PAINT WITH CODE NUMBER 4-5?

Yes, if you can organise the work so that each crew member only has to paint briefly, for instance staining and post-repair to a limited extent, for a maximum of 1 hour per day.

WHAT ARE THE OBLIGATIONS OF THE EMPLOYER AND THE USER, RESPECTIVELY?

The employer must bear all expenses for acquisition, maintenance and cleaning and have the property right, while you as a user must use the respirator when this is prescribed.


13

Questions on

SAFETY

How well do you and your colleagues know resting hours, CE labels, and point extraction?

Grab your colleagues and test who knows the most regarding safety rules by quizzing these 13 questions on safety together!

Spørgsmål	
1	What is an RWA (Restricted Work Accident)?
2	Should point extraction be used if "hot work" is performed on the deck?
3	What does this sign mean? 
4	Is smoking allowed indoors aboard Danish ships?
5	How often should the quality of the drinking water aboard be tested?
6	How often is health and safety committee meetings required to be held?
7	How many hand-arm vibrations may a person be exposed to during an 8-hour workday?
8	How often should a workplace risk assessment be revised?
9	How much rest should a seafarer as a minimum get during a week (7 days)?
10	How hot may the liquid in an eye wash bottle as a maximum be when used?
11	What is the required minimum diameter of a back brace system?
12	Should personal protective equipment be CE labelled?
13	How big was the drop of reported work-related injuries at sea in 2020 compared to 2019?

- Quiz -

1	
An injury caused by a work-related accident that renders the person to be absent from work for 1 or more days.	<input type="checkbox"/>
Yes, always.	<input type="checkbox"/>
Respirator required.	<input type="checkbox"/>
No, smoking is not allowed aboard Danish ships.	<input type="checkbox"/>
At least once a year.	<input type="checkbox"/>
Every month.	<input type="checkbox"/>
The threshold value may not exceed 5 m/s ² .	<input type="checkbox"/>
At least every 5 years, but it is recommended to do so yearly or in the case of accidents.	<input type="checkbox"/>
At least 87 hours.	<input type="checkbox"/>
Max 40°C.	<input type="checkbox"/>
At least 500x500 mm.	<input type="checkbox"/>
Yes, or labelled with a similar foreign standard.	<input type="checkbox"/>
20%.	<input type="checkbox"/>

X	
A minor accident that does not affect the person's ability to work.	<input type="checkbox"/>
No.	<input type="checkbox"/>
Access restricted to persons wearing a gas mask.	<input type="checkbox"/>
Yes, but only in designated smoking areas in accordance with Danish smoking laws.	<input type="checkbox"/>
Every time known water is bunkered from land.	<input type="checkbox"/>
Once a year and in the case of work-related death.	<input type="checkbox"/>
The threshold value may not exceed 10 m/s ² .	<input type="checkbox"/>
At least every 3 years and in the case of changing work procedures or unforeseen events.	<input type="checkbox"/>
At least 67 hours.	<input type="checkbox"/>
Max 38°C.	<input type="checkbox"/>
At least 600x600 mm.	<input type="checkbox"/>
No, it does not matter.	<input type="checkbox"/>
25%.	<input type="checkbox"/>

2	
An accident that renders the person incapable of performing their normal work assignments for 1 or more days.	<input type="checkbox"/>
Yes, but only in close proximity to others.	<input type="checkbox"/>
Hazard of poison gasses.	<input type="checkbox"/>
Yes, the ships make their own rules regarding smoking.	<input type="checkbox"/>
Only in cases where contamination of the drinking water is suspected.	<input type="checkbox"/>
At regular intervals and in case of specific circumstances due to accidents aboard.	<input type="checkbox"/>
The threshold value may not exceed 2.5 m/s ² .	<input type="checkbox"/>
At least once a year and in the case of accidents.	<input type="checkbox"/>
At least 77 hours.	<input type="checkbox"/>
Max 25°C.	<input type="checkbox"/>
At least 800x800 mm.	<input type="checkbox"/>
Yes, always.	<input type="checkbox"/>
30%.	<input type="checkbox"/>

1:2, 2:1, 3:1, 4:X, 5:1, 6:2, 7:1, 8:X, 9:2, 10:X, 11:X, 12:1, 13:2

Mohamed Brings a Piece of Homeland On Board

Mohamed Salah Osman, who is a welfare consultant at SEA HEALTH & WELFARE in Port Said in Egypt, provides daily news and reading material from the seafarers' home countries to ships sailing under Danish flag. When the opportunity arises, he likes to do a little extra for the crew.

By Kirstine Thye Skovhøj, reporter

45-year-old Mohamed Salah Osman almost grew up in Port Said. He lives just 15 minutes' walk from the port on the Suez Canal, where about 50 ships pass through the important junction between Europe and Asia every day. Ever since he was a boy, he



has been used to jumping on board some of the ships that pass through the canal every day to deliver newspapers, books, films and sometimes special greetings to the crew on board.

Every day, Mohamed receives a list from the port authorities of which Danish vessels, are either passing through or berthing.

"Ships sailing under Danish flag arrive every day. Some days 4-5 ships, other days 1-3 ships – and when some of them berth, I have the opportunity to go on board and stay and talk for a while."

60-70% of the ships pass the canal without stopping, but others berth in the container terminal for 6-7 hours at a time, and then there is enough time for Mohamed to embark and have a slightly longer chat with the crew.

To get to embark the ships that do not berth, Mohamed uses a taxi boat, and the delivery of newspapers and books takes place while the ship is sailing.

Mohammed runs SEA HEALTH & WELFARE's welfare office, which is open 24 hours a day, every day of the year. The office is equipped with a special printer that can print fresh newspapers from the crew's home countries.

"We give them a little bit of their home countries when we embark with fresh newspapers. It is something special to have a newspaper in your hand rather than reading news on the internet, and many ships do not always have a particularly good internet connection," explains Mohamed and continues:

"I think the newspapers help to stir their feelings and make them think about their home countries in a good way. Flipping through a newspaper is something very special for them. It is the same with books, it is something special to have a real book in your hand rather than reading on a screen."

The office has a nice little library, which is supplied with books from Denmark, and Mohamed occasionally receives book requests from the ships approaching the canal.

"There was a captain the other day who sent me an e-mail and asked for a certain book – I think it was a crime novel. I had it ready for him when they sailed through. He was very happy," says the welfare consultant and says with laughter in his voice that he has gradually become well versed in Danish literature and Danish newspapers, and also speaks a little Danish.

FROM FATHER TO SON

Mohamed has been visiting ships in the port of Port Said ever since he was a child. Before him, it was his father who took good care of the seafarers:

"My father started the office in 1976 and worked here for more than 40 years. At that time, he took care of ships from Sweden, Norway and Denmark. I started helping when I was about 14 years old, and in 2014 I took over the job from him." He especially remembers an experience he had with his father when they boarded a Norwegian ship with a newspaper for the captain. The Norwegian captain flipped through the newspaper and found an article and pictures of his son, who had

won a major sports competition back home in Norway.

"I still remember how moved he was to get that newspaper. We need to keep in mind that seafarers are away from home for weeks or months, far away from their home and family. That makes it special to get a newspaper from your home country in your hands."

Occasionally Mohamed gets help from his eldest son, who is about the same age as he was when he started helping his father in port.

A LITTLE EXTRA

Like everywhere else, Covid-19 has made the welfare consultant's work challenging.

"There are a lot of restrictions and rules we have to follow. Thankfully, it has become easier, especially now that we are vaccinated. But we have had long periods where we could not go on board."

And it has frustrated the energetic Egyptian, for he likes to do a little extra for those on board when the opportunity arises. "Even small gifts make the crew very happy. One year, the Christmas greeting from SHW was various games like backgammon and playing cards. They were very happy about that, I remember."

In his own words, Mohamed always tries to do a little extra when given the chance.

"Once I was told that the captain of MUMBAI MAERSK had a birthday. I was told well in advance, so I could bring a cake on board. That brought a lot of joy," he says and emphasises:

"I love my job, and I always try to do my best, and then just a little more than that. I try to put myself in the seafarers place. Theirs is a hard job, far from their families. That is why I always do my best, and it is nice to see the joy on their faces when they get a book, newspaper, a greeting or a little surprise."

Mohammed runs SEA HEALTH & WELFARE's welfare office, which is open every day of the year.



MOHAMED SALAH OSMAN:

45-year-old Mohamed lives in Port Said with his wife, 9-year-old twin sons and his 15-year-old son.

In addition to his mother tongue Arabic, he speaks Dutch, Spanish and English – and is learning Danish.

Has worked as a welfare consultant since 2014.

Every year, he newspapers and books/ delivers to approximately 660-750 ships sailing under Danish flag.

Has visited Denmark once and hopes to be able to do so again soon.

THE SUEZ CANAL:

Connects the Mediterranean Sea at Port Said and the Red Sea at Suez.

The world's longest shipping canal, which is navigable for large ships.

193,3 kilometres long and between 300 and 365 metres wide.

Up to 25,000 ships sail through the canal each year, corresponding to about 14% of the world's shipping transport.

The International Chamber of Shipping (ICS) estimates that goods worth up to 3 billion dollars pass through the Suez Canal every day.

Opened on 17 November 1869 by the Empress Eugénie of France. Construction of the canal took ten years and employed a total of 1.5 million people, 120,000 of whom died during the work. The primary cause of death was cholera, followed by a strained workload.

Maximum ship width 77,5 m.

Maximal draught 20,1 m.

PERSPECTIVE

There is no doubt that the Suez Canal is important for world trade. For instance, it costed 400 million dollars every single hour that the container ship EVER GIVEN was stuck in the Suez Canal. Subsequently, the Egyptian government announced that it would expand the canal where it is narrow.

THE WELFARE OFFICE IN PORT SAID

Provides ships sailing under Danish flag with newspapers, books and DVDs. Open 24 hours a day, every day of the year.

REMEMBER!

**December 31st 2021,
is the deadline for ...**

... applying to the lottery for a holiday home in 2022



... submitting your results
to Fit4SEA



... submitting photos for the photo competition



**So don't hesitate sending in
your applications, photos
and results now!**



Good books in Libby recommended by the librarian:

WHERE THE CRAWDADS SING by *Delia Owens* – a lovely story about the girl Kya who is left alone by her family members and yet finds a way to survive.

GREENLIGHTS by *Matthew McConaughey* – stories from McConaughey's life – both fun and interesting. Recorded by the author.

KAFKA ON THE SHORE by *Haruki Murakami* – a lovely novel about a boy leaving home, to experience the world.

THE HANDMAID'S TALE & THE TESTAMENTS by *Margaret Atwood* – The Handmaid's tale is the book behind the first HBO series, The Testaments. It is the authors own answers to what happened to some of the women from the first book.

SHARK DRUNK by *Morten Stroknes* – read more about the book on page 29.

SHUGGIE BAIN by *Douglas Stuart* – read more on page 29.

MY DARK VANESSA by *Kate Elizabeth Russell* – disturbing and interesting.

THE QUEEN'S GAMBIT by *Walter Tevis* – The Netflix series is based on this book, but the book is still good reading, even if you have seen the TV Series.

THE UNDERGROUND RAILROAD by *Colson Whitehead* – exciting and scary.

ON THE LIBRARIAN'S READING LIST:

ATOMIC HABITS by *James Clear* – how to change your habits.

THE STAND by *Stephen King* – King is always good reading!

NICKEL BOYS by *Colson Whitehead* – after reading "The Underground Railroad" I wanted to read more by the author.

You need a personal user-id to get access to the books in the electronic library. Send the following information to bibliotek@shw.dk, and we will create your user-id.

- Full name
- User-ID (your personal e-mail address)
- Password (4 letters/numbers)
- Ship name (the ship that you are working on now)
- Shipping company

Also make a note if you allow the library to send you information regarding questions and improvements of the library.

We send you an email when your user-ID has been created.





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.

HOW DO YOU USE THE SEAFARERS' LIBRARY?

Our librarian has asked three users of the Seafarers' Library how they use the library, their latest reading, and if they have a favourite book or favourite subject.

By Irene Olsen, Librarian and Senior Consultant at SEA HEALTH & WELFARE



PIOTR KUNOWSKI, CHIEF OFFICER, ANN ROUSING

What book formats do you use?

"During the last year I have mostly read e-books or listened to audiobooks. Sometimes if I find something interesting for me in the ship library, I also read printed books."

Which book did you read last?

"The latest book I listened to was "Alexander the Great "by Phillip Freeman."

Have you got a favourite book or a favourite subject?

"My favourite topics are sports, history, nature. I also like detective stories and culinary books."



NIELS DYHR SØRENSEN, MASTER, ANN ROUSING

What book formats do you use?

"I read both printed books and e-books depending on the format and availability of the book."

Which book did you read last?

"The last book I read was the thriller "The missing and the dead" by Stuart McBride."

Have you got a favourite book or a favourite subject?

"I have two favourite topics concerning books: Crime stories and history."



ANDERS, THE FRIGATE ESBERN SNARE

What book formats do you use?

"I read both "old fashioned books", e-books and listen to audiobooks as well. I prefer the printed book; it gives me the best feeling and it is easier for me to get absorbed by the book."

Which book did you read last?

"I'm reading the printed version of "Blood red rivers" by Jean-Christophe Grangé (made into a film with Jean Reno)."

Have you got a favourite book or a favourite subject?

"I prefer historic books, both fiction and non-fiction."



THE SEAFARERS' LIBRARY

Does your on board library need an update? Send your wish list to the library or order a box of mixed books, which will be delivered to you with your stores. You can also get in touch with one of our depots in Denmark as well as in the rest of the world, and have a change of books when you visit a port where there is a SHW station, harbour service, or a Danish church.

Contact the library at bibliotek@shw.dk or find contact information to the depots at www.sbib.dk.

This time we present three good books that the librarian has read/listened to recently, together with two books about leadership.

SHUGGIE BAIN

Douglas Stuart

It is a heart-breaking and harsh story Douglas Stuart has written. The novel is based on his own upbringing in Glasgow in the 1980s where he grew up with an alcoholic mother whom he loved deeply and had to take care of from the time he was approx. 11 years old. It sounds depressing, but it is worth reading the novel. You feel with the main characters; you cheer and hope the best for them. You can also find the audiobook in The Seafarers' Library in Libby.

THE NOTEBOOK, THE PROOF, THE THIRD LIE (COMPLETE EDITION)

Agota Kristof

Especially the first book in the trilogy, "The Notebook", made a big impression on me. A couple of twin boys are sent to their grandmother on the countryside during an unnamed war, and through their notebooks, they tell us how they learn to survive the harsh life there. We never get any names, neither the boys' nor other peoples', and the twins always refer to themselves as "we", which is a special reading experience. The following novels in the book continue the story and turn it upside down, so when you finish, you feel like one big question mark – that's cool!

SHARK DRUNK : THE ART OF CATCHING A LARGE SHARK FROM A TINY RUBBER DINGHY IN A BIG OCEAN

Morten Stroknes

This is a special book. It is not just a novel about two guys trying to catch a Greenland shark. It is a big story that takes you in many directions, that involves facts about the sea and what it has meant to people through the ages, and it tells stories about historical figures and special places. Despite the detours, you keep on reading to get an answer to whether the two friends succeed in catching the Greenland shark. It is wild, exciting, and full of information. You can also find the audiobook in The Seafarers' Library in Libby.

PEOPLE STRATEGY – HOW TO INVEST IN PEOPLE AND MAKE CULTURE YOUR COMPETITIVE ADVANTAGE

Jack Altman

Learn to unlock the potential of your employees and colleagues. This book provides readers with a powerful framework through which to develop high-performing teams, increase employee motivation, and use data to build an inviting and effective company culture. You learn to develop feedback processes that help employees feel heard, supported, and equipped to succeed.

LEADING WITH KINDNESS – HOW GOOD PEOPLE CONSISTENTLY GET SUPERIOR RESULTS

Barker & O'Malley

The two authors teach readers that kindness has a very distinct and essential place in the office. Without presenting a naive idea of kindness, this book identifies the surprising attributes successful and resoundingly kind leaders share - revealing how traits like sincerity, honesty, and respect can benefit organizations and help them to thrive. In the book, readers will learn how to apply these lessons in their own workplace, gaining tips for how to: motivate employees, recognize unique talents while nurturing all employees; establish a supportive environment; spur continuous organizational growth; adapt to change; and prepare the next generation of leaders.



THE LEADERSHIP DETECTIVES

The Leadership Detectives' mission is to discover the clues to great leadership. The host's passion is to help existing leaders or new leaders become the very best they can be. They do this by discussing leadership topics and dissecting each element of being a great leader. They also interview people from many different leadership environments to learn from them. The two hosts are Albert Joseph and Neil Thubron. Listen, for instance, to "What is a Leader?", "How not to be a really bad leader" and "Leaders – Understand the Importance of Inspirational Communication".



SONG EXPLODER

In the podcast, musicians dissect their songs and, piece by piece, tell the story of how they were made. Each episode begins with the host introducing the show's featured musician (or musicians). The artist then discusses the creative process used in the creation of a particular song. This may include anything from songwriting to recording to post-production. The discussion is interspersed with short clips of separate tracks from the song, isolated to illustrate the topics being discussed – for example, the drum track might be played to demonstrate how a particular beat was used in the song. The episode ends by playing a recording of the featured song in its entirety. Song Exploder has explored the music of Metallica, R.E.M., Arlo Parks, Cat Stevens/ Yusuf Islam, Billie Eilish and many more.



IN OUR TIME

BBC Radio 4 has produced a series of six podcasts under the main theme "In our time". The series is a mine of information in the categories:

In our time: Host Melvin Bragg and guests discuss the History of Ideas.
Culture: Popular culture, poetry, music and visual arts and the roles they play in our society.
History: Historical themes, events, and key individuals from Akhenaten to Xenophon.
Philosophy: From Altruism to Wittgenstein, philosophers, theories and key themes.
Religion: Discussion of religious movements and the theories and individuals behind them.
Science: Scientific principles, theory, and the role of key figures in the advancement of science.
In the different themes, there are many interesting programs in many subjects.

