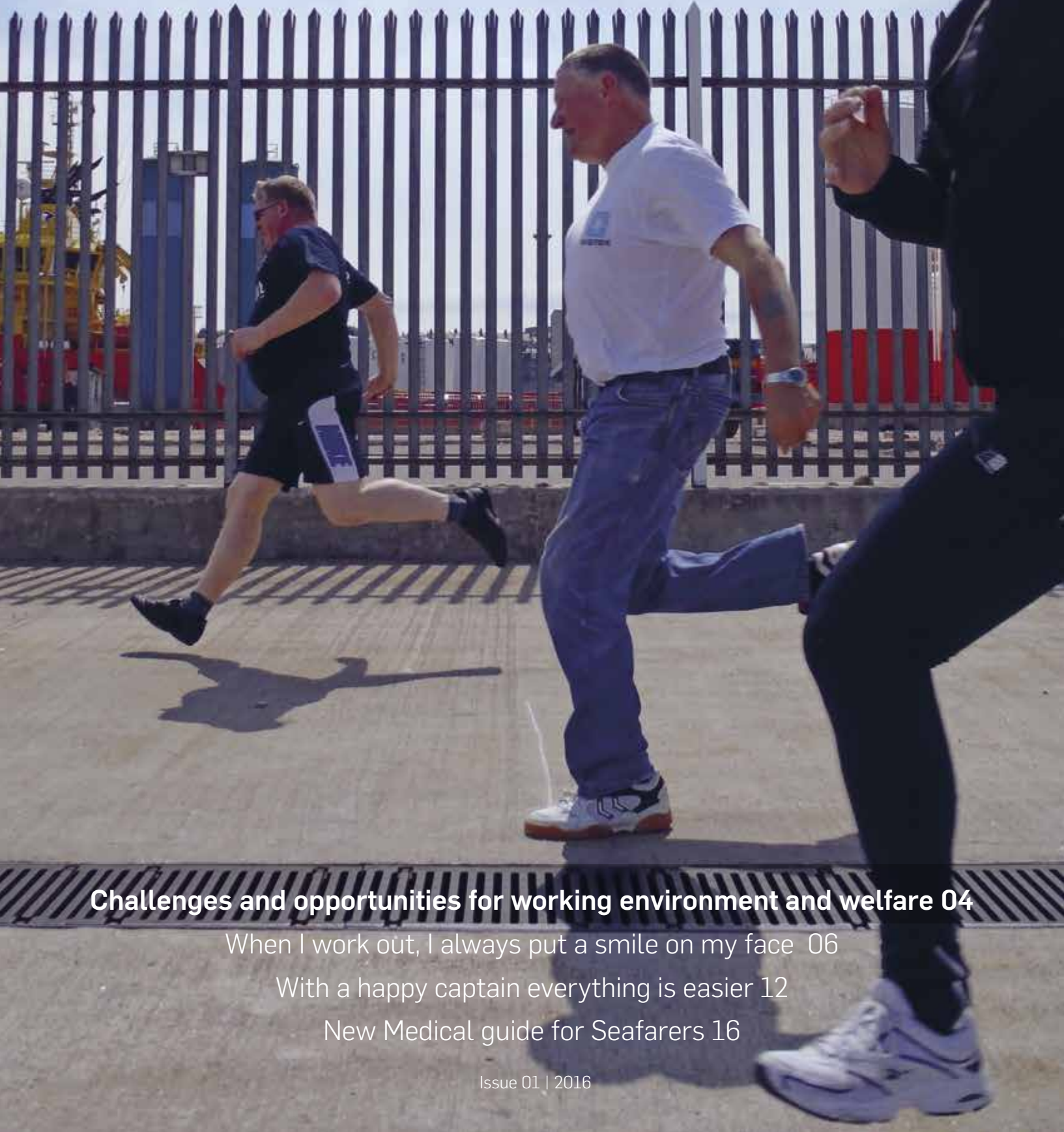


at SEA

SEA HEALTH & WELFARE for seafarers



Challenges and opportunities for working environment and welfare 04

When I work out, I always put a smile on my face 06

With a happy captain everything is easier 12

New Medical guide for Seafarers 16

WORKING ENVIRONMENT AND WELFARE AT SEA – THE FUTURE

At the end of 2015, SEAHEALTH, the Danish Government's Seamen's Service and the Maritime Library relocated together at Højnæsvej 56 in Rødovre.

This followed a decision by their respective Boards that closer collaboration between the three organisations could release resources to maintain and improve working environment and welfare for seafarers.

In the first instance, this does not mean a merger. That is currently not possible since SEAHEALTH and the Danish Government's Seamen's Service each operate under their own legislation. However, it was decided at a joint Board seminar that they would work towards merging under the name of "SEA HEALTH & WELFARE".

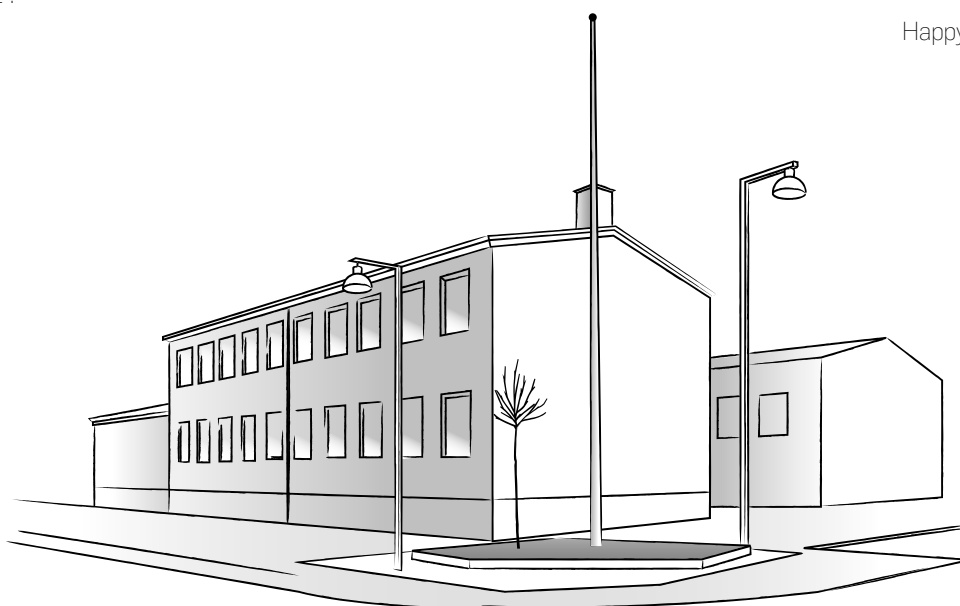
Until then, the three organisations will continue as independent units working closer together.

They will collaborate on a shared website and administration, etc., and a joint magazine. This collaboration has led to shared administration, but with each organisation continuing to have its own professional responsibilities.

When the organisations can merge depends on when the necessary legislative amendments can be made but that is, however, a parliamentary matter.

This magazine, 'at SEA', is a specific result of the collaboration and replaces the organisations' previous magazines, Seahealth.dk and Horisont.

Happy reading!



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Challenges and opportunities for working environment and welfare at sea

'at SEA' asked the chairmen of the two boards of the Danish Government's Seamen's Service and SEAHEALTH to give their views on the future of the two organisations now that it's been decided to merge them.

What do the chairmen of the two boards think about the future in which they have to help set the political guidelines for the two organisations' operations. A process that is intended to help create an even better working environment and welfare offerings for personnel in the Danish maritime industry. Yet, without the prospect of a better financial framework.

Ole Philipsen, Chairman of the Danish Government's Seamen's Service, who has a seat on SEAHEALTH's Board, and Bent Nielsen, Chairman of SEAHEALTH, agree that the two organisations are needed in future to help make seafarers' working lives and leisure time even better. They also agree that merging the two organisations can release resources that can be used to develop the services provided to seafarers.

By and large, they generally agree that a single shared organisation will benefit the industry and its employees. However, they also acknowledge that merging the two organisations will take some time.

Ole Philipsen: "One of the strengths of a merger is our obligations to members of both organisations. Sharing personnel is also a strength if they are able to think out of the box. The two organisations are needed, but the needs will change. It is difficult to say in which direction. For the

boards, it is important to set the framework for future operations.

Bent Nielsen: "Our strength lies in the skills of our staff which naturally differ widely. In SEAHEALTH, for many years we have been assisting owners and crew members to a better and safer working environment. The Danish Government's Seamen's Service has professionalised the distribution of books, films, news and visits to vessels. They have also developed and run sporting and leisure events."

SYNERGY

Bent Nielsen: "The two organisations may not have much in common. In some way, it is like mixing oil and water but a decision has now been taken to merge them work as a single unit. There are of course some immediate synergies such as in, IT and communication. These must be taken advantage of. We also need make use of each other's skills. It is like any to other organisation, with departments having different skills. A merger takes time but in two or three years I believe perhaps we will be in tune and have made savings to develop both parts of the coming joint organisation."

Ole Philipsen: "Yes, ship owners hardly want to pay more and expenses keep rising. The alternative to merging is cut-backs, which would not be helpful. Perhaps we should have tried to merge

the two organisations earlier but it is difficult to combine the two cultures. In working with management, it is important for the boards to establish a common footing so that users get the greatest amount of welfare and occupational health and safety as possible for the money. After all, that is the reason we are here."

Bent Nielsen: "You are right, Ole. As the market is nowadays, we in the industry need to be cost conscious on board and in company offices, so spending more on welfare and wellbeing is not realistic.

MORE WELFARE AND BETTER HEALTH AND SAFETY

The two chairmen agree that the opportunities arising from working together and merging need to be taken advantage of to provide more welfare and health and safety for seafarers and ship owners.

Ole Philipsen: "We currently each operate under our own legislation but the same organisations appoint members to the boards. This could be coordinated so that individuals serve on both boards. This would not require changes to the legislation and would most likely strengthen both organisations."

Bent Nielsen would like to see the legislation amended and only have a single board, something that Ole Philipsen agrees with.



Ole Philipsen: "Collaboration and a merger must be used to create better working environments and more welfare."

Bent Nielsen: "Our organisations will also be needed in the future."

TECHNOLOGY PROVIDES OPPORTUNITIES

The chairmen agree that technological developments provide new opportunities.

Ole Philipsen: "The day all ships have sufficient bandwidth and can stream everything from entertainment and videos to instructional videos on welfare and health and safety, the need for services from us will change. It is difficult to say where it will end up but it is inevitable that the two organisations' resources and way of operating will change. Neither of them will be the same in a few years. People that think we can keep things as they are would be a threat against changing to meet new needs".

Bent Nielsen: "Technological opportunities must be utilised. Also for communication between us, ship owners and seafarers. A joint website with daily updates is on its way. This means that new legislation and guidance can be posted quickly. When connections to ships are less heavily loaded, we can be independent of printing and magazine deadlines and we can set up databases with hundreds of downloadable films and podcasts. That day is not too far off. New satellites are being launched constantly. Better access to family, friends and news ashore are also important for social life on board."

SAFETY AND WELFARE VS. HIGHER PAY

Legislative changes are required in order to integrate the two organizations and it will be necessary to maintain the mandatory membership.

Ole Philipsen: "I don't think that abandoning affiliation would benefit either the working environment or welfare. From what I know about seafarers and the different nationalities on board, I think that Filipino or Chinese seafarers prefer higher pay rather than having to pay for welfare or working environment. For them, every dollar counts. Higher pay means welfare for them but for Danes, welfare is more widely interpreted."

Bent Nielsen: "I don't think it will have much of an impact. I

know that many of our foreign crew are pleased with the Danish industrial injuries system and their insurance cover and these are arguments for applying to hire on a Danish vessel. Whether or not they would exchange welfare and safety at work for higher pay, I know too little about it to express an opinion."

CULTURAL DIFFERENCES

Ole Philipsen mentions in this connection the cultural challenges of having crews with very different cultural backgrounds and only a few of them being able to relate to each other. This could also mean that we have different views on what welfare is. Small talk in the mess has disappeared and loneliness is sneaking in. This challenge still remains unresolved but does need tackling.

Ole Philipsen: "I think that we need to make much more of an effort on this challenge in coming years because the problem has come to stay."

A view that Bent Nielsen agrees with.

Bent Nielsen: "I think, or hope, that technological developments with easier, faster distribution of material and knowledge will allow us to free up resources for more visits to ships and for developing entertaining, physically challenging competitions that can help interaction and break down cultural barriers. Not everything can be electronic. We shall still need personal interaction and ships' visits and there will still be things to do on the health and safety and welfare front."

Ole Philipsen: "That is also why we need to tackle the issue of getting better feedback from seafarers and to identify their needs."

Bent Nielsen: "I absolutely agree. Both services were set up to improve conditions for seafarers at work and when off duty and to ensure that we are always able to keep up with developments in the industry."



Jacob puts a smile on his face during his workout

When I work out, I always put a smile on my face

Body mechanic and brain gymnast Jacob Søndergaard has four recommendations that could be the start of a healthier life - also at sea.

Jacob Søndergaard (the guy from the Danish TV show about five real men

who transformed from couch potatoes to being actively fit) made people smile at this year's MSSM-conference (Maritime Safety Health & Environment) in Nyborg in Denmark by drawing a straight line between male well-being and the condition of their genitals. That got the audience nodding - and their attention, too. Provocative maybe. And yet.

When everything is peaceful and there is no danger, when we are relaxed and feel well, we men think of procreation. That is Jacob's simple explanation of the physical phenomenon that is one benefit of a healthier lifestyle. A life in which you do not get out of breath by climbing the smallest steps but rather have surplus energy and pleasure from physical activity.

What should I do if I don't have the opportunity to hire a personal trainer because I am on a long haul tour far away from home or commuting between the ports of the world?

GET TURNED ON

"Let's go for a walk in the woods. I talk and think the best when I'm walking. Jacob leads the way into the woods. On his back, he is carrying a heavy pack to train his otherwise solid legs. We are in the midst of

a 'golden age' painting of tall beech trees with the autumn sun glinting on the leaves, far from the daily routines of a seafarer. Your surroundings should not be a barrier to getting fitter. That is no good as an excuse for just hanging around, Jacob emphasises.

He has made it his life's mission to turn on people's desire to live a healthier life. Using your body makes you feel better.

” You have to work hard to get results. But you will get to love the challenge, too ”

BE REALISTIC

"It is really not a matter of standing on the winner's podium to get an Olympic gold medal or doing an Iron Man. Many people make the mistake of setting goals way too high when they start to exercise. They focus on the goal - to lose weight, run a whole or half marathon - instead of the process," Jacob explains.

"People may have top-level motivation but

"The problem with our brain is that it behaves just like a conservative nobleman from the beginning of the 18th century.

Even though you might be very overweight and in risk zone of having a heart attack, the brain thinks your daily routines are working just fine:

You are alive, you have clothes to wear and food on your plate - so why change anything?

eventually daily routines kick in. Weight does not fall off as quickly as expected. Muscles hurt. They lose motivation. When that happens more than once, they end up in a condition of "acquired helplessness" which is no good to anybody.

"I just cannot lose weight or get in better shape". We need to get ourselves away from that feeling.

FOOL YOUR BRAIN

"We need to admit that the brain hates change.

If we want to see changes, we need to make small steps at a time to "fool" the brain.

We need to constantly boost our motivation and that is much easier when we see

“When exercising, I always put a smile on my face. If you choose a sport that bores you, you will quickly drop your exercise sessions in favour of the sofa and a bag of crisps.”

that our hard work has an impact. Simply boosting your motivation is the greatest challenge,” Jacob says on the basis of more than a decade or so as the personal trainer of individuals such as the Danish Crown Princess Mary and five tubby workmen on the Danish “Real Men” TV show, and many more.

AT SEA

When at sea, it can be difficult to follow all the advice that Jacob has for those of you wishing to change your lifestyle and go for a healthier life, such as having regular sleep patterns, getting 7-9 hours of sleep every night.

But he does think the following four tips are realistic:

1. Drink water

Drink lots of water. It is the first step towards better health. If you drink a couple of litres a day, you will quickly note improvements in your well-being. If you have a water deficit, you may not sleep well and you will probably not make the best decisions.

2. Eat eggs

Eat eggs for breakfast. Eggs contain practically all the nutrients the body needs to function. Eggs contain the proteins, fats and carbohydrates that fuel the body. They make sure you can move and that all the body’s organs work. Eggs also contain vitamins and minerals that are the

nutrients that help ensure the vital functions of the body.

3. Do push-ups

Do push-ups. They are effective training for the whole body, not just the upper arms. The trick is to do only half as many as you can and then do them several times during a day. It has an effect but it does not make you break into a sweat. You can do push-ups anywhere. This exercise requires no equipment and very little space. You train your shoulders, chest, the back of your upper arms, back and stomach. Remember to keep your body stiff as a plank.

4. Get out in the fresh air

Go on deck in the fresh air and daylight as often as possible. Light and air are essential factors for a healthier life.

EXERCISE AND SMILES

If you follow the four tips, you will be well on the way to your lifestyle change and then you can slowly start to change your eating habits if weight is a problem. Put more and more vegetables on your plate. “If in time you want to do more exercise, you will know what you need to do. The most important thing is to find the kind of exercise that you enjoy. Exercise must put a smile on your lips. If it becomes a miserable chore, it will soon kill your motivation.

Initially, it is all about making a start and keep on going. If you have an hour to exercise, do so by spending 20 minutes in the beginning and slowly increase, recommends Jacob.



Push-ups or pull-ups are a good way to start if you want to strengthen your body. You can do them practically anywhere such as by the roadside, as demonstrated by Jacob.



30-day challenge

50

push-ups at Sea

HELP US GET ALL SEAFARERS ON BOARD THE PUSH-UPS SHIP!

1. Get 3 of your colleagues and tell them they can't beat you in push-ups.
2. Remove this page from the magazine and hang it somewhere visible to all.
3. Gently begin Day 1 with a few push-ups four times during the day and increase the amount of repetitions each day.
4. Once you have completed your daily routine X your name on the list.
5. When you reach Day 30 you will now be able to do 50 push-ups. **Well done!**

Record your push-ups and send us the video to dn@seahealth.dk and we'll post it on our SEAHEALTH Facebook-page.



Ready, set, go!	Sets of push-ups	Name:	Name:	Name:	Name:
Day 1	2 + 2 + 4 + 4				
Day 2	3 + 3 + 6 + 6				
Day 3	4 + 6 + 8 + 6				
Day 4	8 + 6 + 4 + 6				
Day 5	10 + 8 + 6 + 4				
Day 6	5 + 5 + 2 + 4				
Day 7	2 + 2 + 4 + 2				
Day 8	6 + 8 + 10 + 2				
Day 9	8 + 10 + 12 + 8				
Day 10	4 + 8 + 4 + 8				
Day 11	12 + 8 + 10 + 6				
Day 12	16 + 8 + 6 + 8				
Day 13	14 + 12 + 14 + 12				
Day 14	5 + 8 + 5 + 10				
Day 15	10 + 15 + 10 + 15				
Day 16	5 + 10 + 5 + 5				
Day 17	20 + 10 + 10 + 8				
Day 18	8 + 15 + 8 + 8				
Day 19	15 + 10 + 15 + 5				
Day 20	10 + 20 + 10 + 8				
Day 21	10 + 14 + 18 + 10				
Day 22	20 + 5 + 5 + 5				
Day 23	10 + 20 + 10 + 10				
Day 24	5 + 10 + 5 + 10				
Day 25	25 + 15 + 15 + 10				
Day 26	25 + 15 + 15 + 10				
Day 27	10 + 10 + 20 + 8				
Day 28	30 + 5 + 5 + 5				
Day 29	15 + 15 + 15 + 15				
Day 30	50 push-ups in one go				

CHANGE MY LIFESTYLE? ME? WHY WOULD I?

Lindy Aldahl reports on the change from couch potato to keen exerciser.

Lindy had checked out the four others. The tubby one and the guy with the big beard, too. They would end up hopelessly behind. The two others? Couldn't he also trounce them? He was definitely ready to give it a try. Lindy looked at the four others and thought about his chances of winning. Benefiting from a strong competitive streak and being, he felt, reasonably fit, he was ready to show them what a North Jutlander from Denmark was made of.

The five men stood ready at the bottom of a long stairway. The first physical challenge awaited. Their race up the stairs marked the start of a lifestyle programme on a Danish TV-show "Real Men", who would change their lifestyles, coached by Jacob Søndergaard. Lindy had been signed up for the challenge by his wife, Anette, and had agreed even though he felt he no need to change anything about himself. "After all I'm a man, and there is nothing wrong with us" - Lindy summed up the usual feeling amongst men about themselves and their health. An approach that he had also had at that time two years before.

The 38-year-old bricklayer kept in shape with a little old-boys football and poker evenings. These were topped up with a quick beer after work, cigarettes, good food and a glass or two of red wine.

" I am a man and so I definitely don't need regular exercise. I was in great shape, I thought! "

DOWNER

Lindy got to the top of the stairs as the last of the five. Completely smashed, he faced up to Jacob's demands: quit smoking or you're out of the program! At that moment Lindy hated Jacob like the plague.

First, his pride had taken a hit. And now the cigarettes were going. Just what more could he expect? It would get worse.

TURNING POINT

Lindy was 38 but a test showed that his body age was actually like a 52-year-old. The downer on the stairs had hit him harder than he was willing to admit but even so, the fact that already as a 38-year-old, he had a body of the middle-aged man was more than his pride could bear. And half of Denmark would be watching the show. It was a turning point for Lindy. He skipped the football and poker evenings and took up running, biking and swimming instead. Regular meetings with the other four and careful coaching by Jacob helped along the way.

RECOMMENDATIONS

Eat breakfast. Drink a couple of litres of water a day and get your sleep. And then start your exercise. Simple, manageable advice, just the way we men like it. Lindy recommends having a weekly

exercise plan. Write it down and make an agreement with yourself. Fix a time and duration so that you can see that half an hour has been set aside for exercise.

"It makes it manageable, not like if you make do by saying that you will remember to take exercise on Tuesday and Friday. And do not be too ambitious. Start gently, for example with push-ups or a few minutes with a kettlebell. There are lots of small videos on YouTube on using kettlebells that I think are an excellent way to exercise and you can always find the space to use them on board a ship.

Write down what you do. Preferably find a keep-fit buddy so you can compete against each other and keep each other going."

FROM COUCH POTATO TO INSPIRATIONAL SPEAKER

Lindy is convinced that participating on the TV show made it easier for him to make his way from couch potato to keen exerciser.

However, he is also convinced that it is possible to work out without coaching if you want.

And now he is passing on the message across the country - changing his lifestyle has also led to another change in his life. He is now in demand as a speaker and with a twinkle in his eye and his North Jutland warmth, he shares his experiences with large audiences whilst the builder's trade has more or less been put on standby.

SURPLUS AND HAPPINESS

Exercise has become part of his daily routines.

A trip in the woods with running shoes on or on a mountain bike is fantastic medicine against laziness, physical and mental tiredness.

"Exercise gives you a surplus and pleasure, and remember to call it exercise and not training. Training has a negative feel and in no way reflects the pleasure, fun and energy that you get from taking exercise," Lindy points out.



A kettlebell is a good bit of kit and there is always room for one on board a ship. 20 minutes with one and you are drenched in sweat," reports Lindy. He recommends YouTube, where you can find tonnes of keep-fit videos.



WITH A HAPPY CAPTAIN, EVERYTHING IS EASIER

So said Elizaldo Baul, Chief Officer on the tanker AMAK SWAN, when we went aboard in England and asked him about a good working life on board. The happy captain mentioned here is Freddy Flindt-Petersen – a first mover when we speak of a good working life.

GOOD WORKING LIFE ON A BUSY SHIP?

Like most vessels in the Danish merchant fleet, Uni-Tankers' AMAK SWAN has busy daily routines with a string of tasks and challenges. This demands not just a strong focus on safety but also a good,

healthy working environment for the international crew on board. How can this be tackled and what is needed to keep the individual crew from simply staying in their cabins?

We asked Captain Freddy and his crew this question and many more when we

him and the rest of the crew on the ship in Eastham, UK. Freddy is not just an experienced seaman and skipper who has made the long journey from able seaman to master. He is also extremely committed to his crew's wellbeing. Freddy is a frequent user of Danish Government's Seamen's



Fishing competition on board AMAK SWAN.

Service. He orders books and films for the crew, participates in keep fit competitions and much more. However, he has also introduced a whole range of initiatives to create even better working conditions. Doubtless, some of these initiatives are those we would all recognise. Especially from the time when ships' clubs had a higher profile.

5-STAR HEALTH, GREAT FILMS AND DARTS COMPETITIONS

On board the AMAK SWAN, they do film show evenings for the whole crew to get together. You might naturally be tempted to say that the Danish cult film Martha is

one of the offerings. There are regular pancake days and fresh baking several times weekly. Although, healthy, varied food is a big part of the crew's diet. As Freddie himself puts it: "Meals must be 5-star" and the skipper is happy to lend a helping in the galley, just like at home in his kitchen on Fanø in Denmark.

Through the ship's club, T-shirts, mugs and caps has been purchased for the crew to show that they are part of a community. It is a very simple but effective way.

The gym is probably not the largest in the merchant fleet but is still popular and Chief Engineer Gracjan Tondel won one of the great prizes in the "Fit4Sea" compe-

tion. You rarely see a queue in the gym though, so Freddy recently suggested to SEAHEALTH and the Danish Government's Seamen's Service that playing darts might be popular on board. We surely do our utmost to get people off their chairs. So now darts fly through the air in the gym on the AMAK SWAN.

RESPONSIBILITY AND FUN - AT THE SAME TIME

How are these initiatives and the captain's very open leadership style viewed by the crew? As Elizaldo Baul, on his first tour as chief officer, puts it: "With a happy captain and his support, everything is easier". All in

all, it is very clear that the atmosphere and relations on board are good. A good atmosphere is contagious and without doubt makes the working day better and more fun. Especially, when the skipper organises social events. Of course, the rest of ship's management team naturally also have a responsibility.

However, no one should be left with the impression that even though this may be a 'happy ship', it is not also a highly professional ship. The one definitely does not exclude the other and there is no doubt that the crew on this ship are fully aware of their responsibilities and duties.

FREDDY'S KNACK IS GOOD LEADERSHIP

Freddy has attended the MSSM conference run by SEAHEALTH in Nyborg in Denmark several times. One important reason for doing so is to hear about new initiatives that can be used on board to become a better manager. The company and several of Freddy's colleagues also attend the annual MSSM conference, that focuses on maritime safety, health and environment. For Freddy, motivation and collaboration are the key words for a good working environment on board. He constantly thinks about giving his crew responsibility by way of trust and respect for their professional pride. He does his best to be a good role model as the most senior safety manager, but also by delegating and keeping an eye from the side lines without getting too involved.

Much water has flowed under the bridge since Freddy started his maritime career. Being the kind of reflective man he is, his attitudes have also changed since then. He focuses more on the whole working environment with softer values playing an important role. Health and safety are not just for the safety organisation but very much a management responsibility. If wellbeing on board is not apparent to the crew, it is difficult to get everyone to work together Freddy thinks. It all hangs together like two ends of a reef knot.

PAPERWORK IS A SPANNER IN THE WORKS

It is no secret that there are challenges in creating a good working environment. For instance, Freddy prefers much less paperwork and for things to be simplified. He prefers more focus on people's skills rather than the procedures. He would also like to see simpler dialogue with organisations and the company. Dialogue with other crew members than the skipper could also be improved. People with fingers on the pulse should be listened to - after all they are doing the work every day and they have the solutions. The less time spent on paperwork and procedures, the more time can be spent on improving conditions for the crew.

WHERE ARE WE GOING, CAPTAIN?

Speaking of the captain's next move in improving the working environment, he says: "More of the same - try to involve as many as possible". The AMAK SWAN is on its way to dock in either Croatia or Turkey where the crew will naturally spend time experiencing the local environment. You can go a long way with a positive approach and a clear desire for a good working life. We should really like to thank Freddy Flindt-Petersen and his crew for a few highly rewarding days on board.

AMAK SWAN is a tanker delivered from Desan Deniz shipyard in Turkey in 2001. The crew members counts 18 men from Denmark, Poland, Russia and the Philippines.

Captain Freddy Flindt-Petersen





COMPETITION

Perhaps you have already heard about the Fit4Sea competition run by the Danish Government's Seamen's Service. If not, you better listen now.

We all know that health and wellbeing is good for us. But sometimes it can be quite a hazzle to get started or keep up the motivation. That's why we would like to give a helping hand.

We are running keep-fit competition in which we follow you and your ship. We cheer you on when you need it most.

In Fit4Sea, we compete on five disciplines: running, rowing, cycling, cross training and strength training. We pitch seafarer against seafarer and ship against ship. The most important thing for us is that everyone can take part at the pace and level they wish. Some people put a lot of energy into exercising - others do so more spontaneously. It is all about having fun while keeping fit.

Next up is a darts tournament on board. The first 10 ships to sign up will receive a free board and darts.

The winners of our competitions will get great prizes sponsored by KVH Media and UFDS (Danish Shipowners' Accident Insurance Association), including fitness tracker watches, cycle computers, training kit and great gift vouchers. Just by taking part in the competition, you get one of our cool T-shirts.

Read more about Fit4Sea at www.hfv.dk



Finally here!

The new Medical Guide for Seafarers

The new Medical Guide for Seafarers is authorised by the Danish Maritime Authority and is a completely new, updated medical guide for maritime use. Updating the Danish Maritime Authority's medical guide from 1996 has long been on the wish list and with funding from The Danish Maritime Fund and with SEAHEALTH as publisher, this has now been achieved.

The new Medical Guide has just been released. It is easy to read and designed for the conditions found at sea. As a new feature, it is accompanied by 17 instruction films which give the person providing treatment the opportunity to see the procedures on film before getting started.

It is a long way to the doctor when you are at sea. If someone falls ill or gets injured on board, the person in charge of medical care can help with everything from dispensing medicine to treating injuries. Persons in charge of medical care are backed up by Radio Medical, the ship's medicine chest and now also a completely new, easily accessible medical guide. The guide gives a practical overview of what to do if accidents happen and there are many miles to the nearest clinic.

STEP-BY-STEP GUIDES

The new medical guide comes as a printed book, website and e-book. It contains information on ordinary and serious illnesses, symptoms and treatment, with step-by-step procedures for what to do if an accident happens, what can be treated on board and what requires a trip to a doctor.

BASED ON PRACTICAL EXPERIENCE AT SEA

Many groups of professionals assisted with the new Medical Guide for Seafarers. For example, A2Sea master Runi Fjallstein helped

ensure that the content reflects the practicalities of the work done by seafarers on board.

He felt it was also extremely important for the guide to be user friendly, with the chapters structured in a uniform way to make them easy and quick to use in practice:

"The old medical guide had not been updated to reflect the way we now work. The new medical guide means we are free of all the extra loose pages stuck into the old guide. I think that the guide is easy to understand and there are good illustrations for exactly what to do in various situations," he explains.

USER FRIENDLINESS ESSENTIAL

User friendliness was the critical driving factor in every facet of producing the guide. So it is richly illustrated with simple descriptions of the various methods and procedures.

Short instruction films accompany the guide to help understanding. The guide has been produced in conjunction with a broadly-based observer group with representatives of Radio Medical, the medical training centre on Fanø, Danish Patient Safety Authority and individuals from the industry representing seafarers and fishermen.



FACTS ABOUT THE NEW MEDICAL GUIDE FOR SEAFARERS

- The Medical Guide for Seafarers is authorised by the Danish Maritime Authority and is available in Danish and English.
- The guide will not be circulated to ships automatically but needs to be ordered, either via SEAHEALTH's website: www.seahealth.dk/shop, or by email to: sales@seahealth.dk.
- The guide costs DKK 950 ex VAT. for SEAHEALTH members.
- The guide is accompanied by 17 instruction films and access to website and e-book.



Painting on board – EPOXY

Are you clear about the rules on painting with epoxy?

We had made it easy for you to have an overview of the work involved in painting.

Check it out here: www.seahealth.dk/epoxy



KODENR. 1993
3 – 5



Figure before hyphen

Risk when inhaling the product

There are 7 code numbers:

00, 0, 1, 2, 3, 4, 5

The higher the code number, the greater the risk when inhaling vapours.

Figure after hyphen

Risk when in contact with the product

There are 6 code numbers:

1, 2, 3, 4, 5, 6

The higher the code number, the greater the risk when in contact and ingestion of the product.

SeafarerHelp Annual Review 2015

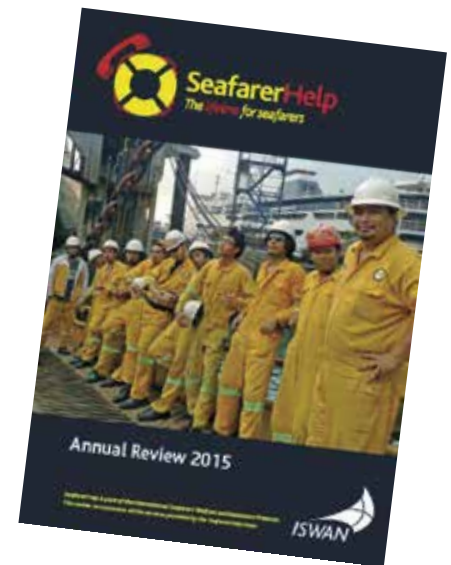
SeafarerHelp is a 24-hour multilingual helpline for seafarers run by the International Seafarers Welfare and Assistance Network (ISWAN). Seafarers can contact the office via phone, email, SMS, web chat, or through our facebook page.

With ten team members who speak more than 11 languages, SeafarerHelp assisted nearly 10,000 seafarers of 86 different nationalities in 2015. Seafarers contacted SeafarerHelp from 129 different countries. The most common problem they encountered was unpaid wages while repatriation and contractual problems were also recurring issues. Many of the contacts that SeafarerHelp receives are referred on to specialist organisations for direct assistance. These include the International Transport Workers' Federation (ITF) and welfare organisations such as Mission to

Seafarers, Apostleship of The Sea, and the Sailors Society. Other agencies that assisted included national embassies, harbour authorities, and medical service providers.

The SeafarerHelp team follow up on all cases, and seafarers are given the opportunity to provide feedback on the service. Seafarers said "don't stop helping seafarers that need assistance", "it is important that all seafarers have a charity like SeafarerHelp..." and "It made a lot of difference as it gave huge relief to me and my family."

Roger Harris, the Executive Director of ISWAN said: "2015 was another busy year for the SeafarerHelp team. We are proud of our dedicated staff who are able to provide round the clock assistance every day of the year to seafarers no matter where they are in the world."



Read the full report on ISWAN's homepage on <http://seafarerswelfare.org/> - Find it via the search field: Seafarerhelp annual review 2015

COMPETITION

SAFETY SELFIE

Would you like to win an iPad?
Send us your best 'Safety Selfie'



...like Martin here:

"Hi there, I'm Martin and I always wear safety gear when I'm on deck and I make sure that emergency exits are in place. On board this ship in Køge Havn in Denmark, security is on fleek".

You don't need to look like a model. Neither do you have to be a professional photographer. Just snap a selfie of you, either alone or with your shipmates when you are 'safe at sea'. If your picture illustrates creativity, team work, good spirit and that safety is not that difficult, you are well on your way to win an iPad.

To make it a little easier for you, we've sent our student intern Martin in the field.

This is what you do:

1. Take a picture of a safety situation that you think other seafarers should see.
2. Make sure you or your shipmates are in the picture.
3. No thumbs in front of the lens, please.
4. Pictures should also preferably be sharply focused.
5. Write a short description of the picture.

Email your picture to: dn@seahealth.dk and you will automatically enter the competition. Remember to write your name and the ship you work on, your email address and phone number.

The winner will be featured in the 'at SEA' magazine in December 2017.



Photo: Ole Jacobsen, MARY ARCTICA, from the 2015 Photo Competition

DON'T FORGET *the* PHOTO COMPETITION!

The Danish Government's Seamen's Service's photo competition ends at New Year so don't forget to send us your pictures before then. There are great prizes to be won in the Danish and Nordic photo competition for seafarers. In both competitions, the first prize is photo equipment worth DKK 5,000 and everyone who participates will also get a T-shirt with the photo competition's logo.

The competition is open to present and former seafarers on Danish ships and is for any kind of picture. Pictures of sunsets or the foredeck in heavy weather are always popular but we need a few shots of people at work or off duty. You decide how many pictures you want to send us.

Pictures can be mailed to foto@hfv.dk. The deadline is the last day of the year. Visit our website for more details of the competition: www.hfv.dk/fotokonkurrence

HEALTH AND SAFETY AT SEA IT PROGRAM VERSION 5.0

We are happy to announce that in the beginning of the new year, you can order the latest update of the 'Health and Safety at Sea IT program'.

We have introduced many new users defined features, some of which are below:

- The program can be used both on-line and off-line.
- A brand new web-based design makes it easier and more user friendly.
- Install the program in any one location on board (i.e. on a server or client computer). All other devices can then access the program.
- Access to a new Safety Committee module.
- A brand new SEAHEALTH publications e-book module and the new Medical Guide as e-book.
- Paperless user-guides in the form of short videos to help users watch and understand how to use the new program.

SEAHEALTH will reach out to companies on the final release date of the new program and to enable smooth distribution and transition from the old program.



SODA CAN HELP REMOVE SULPHUR

Scandlines' hybrid ferries are a win for the working environment and nature

EUR 25m. That is about DKK 185m and is how much Scandlines has invested in its four ferries on the Baltic Sea to be able to comply with the EU's Sulphur Directive.

But it has been worth it, also by benefiting the working environment, says superintendent Fini Hansen, Scandlines.

The benefit to the working environment comes from ordinary baking soda to substitute for the highly corrosive sodium hydroxide (caustic soda) in the newly installed scrubbers.

As a result of the Sulphur Directive, scrubbers have been installed in each ferry. Put briefly, they work by leading exhaust gases in a closed circuit through the fine mist of seawater which combines with the sulphur in the exhaust. Adding a strongly alkaline product, traditional sodium hydroxide, neutralises the sulphuric acid that is a product of exhaust gas and sea water.

Sodium hydroxide is highly corrosive and can be a risk to the crew members who handle the chemical and maintain the plant.

Which is why the possible alternatives were investigated and it turns out that sodium bicarbonate is just as effective. That is the ordinary soda that we know from our homes. It is also cheaper. So now the scrubbers on Scandlines' ferries now also use soda.

CLEAN WATER BACK TO THE SEA

The water from the scrubbers is centrifuged and the residues

transported to a newly built plant in Gedser and after processing, clean water flows back into the Baltic Sea.

This benefits nature as well as the working environment since less sulphur is emitted, not only as a result of exhaust scrubbing but also from lower diesel consumption, which further reduces CO₂ emissions.

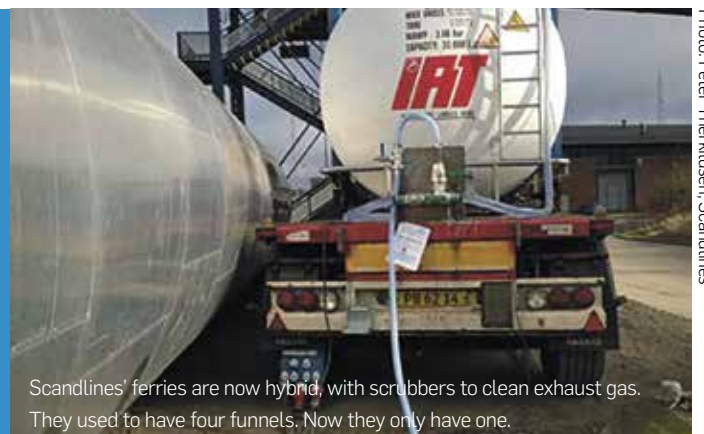
The lower diesel consumption comes from the four ferries having supplemented their traditional diesel with hybrid electrical power. Switching between diesel and batteries is automatic and has cut diesel consumption by about 15%.

THE AIM IS FOR ZERO EMISSIONS

So this investment is not just a question of complying with the Sulphur Directive even though it has helped achieve implementation. The investment is also part of Scandlines' objective of zero emissions. The company expects to achieve this by the end of 2018/early 2019, when the ferries will only be discharging water to the environment. CO₂ emissions will also be reduced to zero, reports Fini Hansen.

Sodium hydroxide is strongly alkaline and highly corrosive. So the main hazard is getting burns on the skin and splashes in the eyes. In order to avoid inhaling sodium hydroxide as dust and aerosols you need to protect yourself. The limit for sodium hydroxide is 2 mg/m³ and that is the maximum value. This means that there is no minimum limit for vapour (ppm) and sodium hydroxide does not evaporate but it may occur in the air as dust or small droplets.

SEAHEALTH's chemicals database now approves the option of replacing sodium hydroxide with sodium bicarbonate, which is a local irritant.



Scandlines' ferries are now hybrid, with scrubbers to clean exhaust gas. They used to have four funnels. Now they only have one.

Photo: Peter Therkildsen, Scandlines

TAKING THE PULSE OF SEAFARERS IN ROTTERDAM

In mid-October, the Danish Government's Seamen's Service and SEAHEALTH went aboard seven ships in the port of Rotterdam. The aim of the visits was to check the status of the working environment, health and safety and welfare on board. We received a lot of good input and would like to thank you all for welcoming us. Among other things, we talked a lot about keeping fit on board and here are some of the impressions from three of the ships.

**Michael Labon, Chief Engineer,
SELANDIA SWAN**

Is it difficult to get people into the gym?

It is no problem on board SELANDIA SWAN. We use the gym often. We have even thought of seizing the smoking room to have space for more gym equipment.

Why do you use the gym, Michael?

Imagine you have built up some tension during the day. Just like if you take a fizzy drink bottle and shake it, you build up a lot

of pressure inside. You can get rid of some of the pressure by working out, and that makes me feel much better.

Tore Dansholm, Engine Cadet on the BRO NUUK

How is it going with you and working out, Tore?

On average I go to the gym three times a week. I start with a cardio workout, mostly on the rowing machine, followed by strength training. Altogether about an hour's workout every time. I often use Danish Government's Seamen's Service training programme. Some of my shipmates use it a little more often. I am also in the Fit4Sea fitness competition, also to find out whether I can locate previous shipmates on other vessels.

Captain Henri Luffe, ANGLIA SEAWAYS

How about the ship owners, are they on the fitness wave too?

Well, well, just take a look. We have got new gym equipment from the DFDS Foundation which makes it a little more fun to get in better shape.

Promoting health and wellbeing is part of Danish Government's Seamen's Service's welfare mission. After the joint ship's visits with SEAHEALTH in Rotterdam, it has become very clear that knowing about the health and wellbeing is something that you can use in your working lives on board. Please take part in the fitness competition, ask us about new books, use the DVD scheme. Or get practical assistance in getting board games, etc., on board. And if you get the chance to get away from ship in Rotterdam, visit us at our Seamen's Club in Brielle.



Michael Labon, Chief Engineer, SELANDIA SWAN.

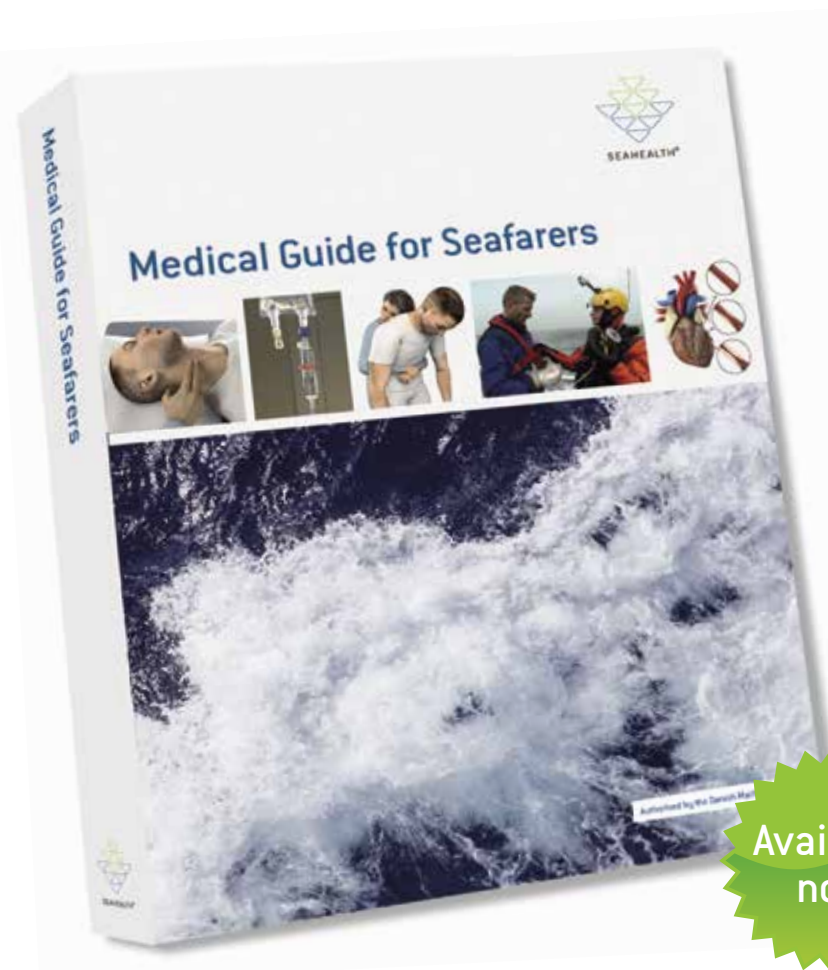


Captain Henri Luffe on ANGLIA SEAWAYS.



Tore Dansholm, Engine Cadet on BRO NUUK.

New Medical Guide for Seafarers



It is a long way to the doctor when you are at sea. The completely new, easily accessible medical guide gives an easy, practical overview of what to do if accidents happen and there are many miles to the nearest clinic.

"The guide is easy to understand, with good illustrations that shows exactly what to do in various situations"
Quote: Runi Fjallstein, Master, A2Sea

- The Medical Guide for Seafarers is authorised by the Danish Maritime Authority and is available in Danish and English. The guide is supported by The Danish Maritime Fund.
- The guide will not be circulated to ships automatically but needs to be ordered, either via SEAHEALTH's website: www.seahealth.dk/shop, or by email to: sales@seahealth.dk.
- The guide costs DKK 950 ex VAT. for SEAHEALTH members.
- The guide is accompanied by 17 instruction films and access to the website and an e-book.



SEAHEALTH