

# at SEA

SEA HEALTH & WELFARE for seafarers



EPOXY - IT'S  
REALLY NOT  
FOR FUN 04

"MUST HAVE"  
APPS FOR THE  
SEAFARER 17

The internet has  
almost become  
a human right 14

At sea,  
on land  
*and always  
with you.*



Danish Maritime Officers  
World Class Ship Management

# CONTENT



## Epoxy - it is not for fun 04



Important step for an international definition of seafarers 09



Fit4Sea – this is how you did 10



The internet has almost become a human right 14

"MUST HAVE" APPS FOR THE SEAFARERS 17

PULL THE PLUG - ENJOY OUR HOLIDAY HOUSES 18

"SOMETIMES YOU CAN HEAR A SMILE" 20

WINNERS OF THE DANISH PHOTO COMPETITION 22

NEWS FROM THE MARITIME LIBRARY 25

WE LOVE PODCASTS! 26

Publisher

**SEA HEALTH & WELFARE** 

Organisations under SEA HEALTH & WELFARE



Højnæsvej 56  
2610 Rødovre, Denmark

Editor in chief René Andersen

Executive editors  
Connie S. Gehrt  
Søren Phillip Sørensen

Contact Dyveke Nielsen  
dn@seahealth.dk / 3140 5713

Journalist  
Peter Finn Larsen

Design and Graphic Production  
Kailow A/S,  
CSR & Environmental & OHS certified

Print run  
2500

Published quarterly



# EPOXY – IT'S NOT FOR FUN

Think carefully before using epoxy. If you do use it, there is no room for errors. Just a single mistake can lead to allergy and eczema for the rest of your life.

**You do not need to be exposed to epoxy** for years before getting a condition that stays with you for life and reduces your options for your work, career, pay and quality of life. The message was clear in January when SEAHEALTH held a go-home-meeting on avoiding epoxy paint. There are better alternatives. But if you do, think very carefully. Follow all the 10 (+2) commandments for using epoxy.

### "TRY USING SOMETHING ELSE"

It is no secret that Anne Ries, who is a chemist and senior consultant at SEAHEALTH, is critical about the increasing use of epoxy.

"Try using something else. There are excellent alternatives. Epoxy is not easy to use and it is full of hazards too," points out Anne, who is then often told: 'But it lasts longer.'

A claim that she doubts is true.

Because epoxy paint is a so-called 2

component paint. The two components must be mixed very precisely according to weight and the paint must be applied to a clean, dry surface which is difficult to achieve at sea.

It sounds simple but if mixing is not done exactly as described and if the surface is not dry and clean, epoxy paint does not last longer than other paint. Moreover, there is a risk that it does not even harden properly. Dust from epoxy paint is not dangerous once it has dried up but if it gets hot, during welding for example, it may in some cases give off vapour that can be harmful to health. You should also be aware of the dangers of the organic solvents in your exterior paint. They can lead to cancer and brain damage.

### EPOXY FLARE-UP

There has been a new focus ashore on epoxy and the consequences of incorrect handling in the wake of two very widely

publicised cases from Siemens and Vestas. Several employees there contracted serious allergies and eczema because they had been using epoxy in making wind turbine blades.

"Before we heard about these cases, it was as if nobody was taking epoxy and its hazards seriously," said Peter Herskind from the Confederation of Danish Industry at the SEAHEALTH go-home-meeting. He was a member of the commission appointed by the Minister of Employment after hearing about the many industrial injuries at Siemens and Vestas. Jan Toft Rasmussen from the Danish Metalworkers' Union also agreed that the quality of epoxy training courses should be improved and so also the training of individuals working with epoxy. They jointly sent 20 recommendations to the Minister of Employment, Troels Lund Poulsen. See the recommendations on our webpage [www.seahealth.dk](http://www.seahealth.dk)

## THE 10 COMMANDMENTS + 2

### BEFORE WORK:

1. Consider substitution.
2. Requirement for training when using hazardous chemicals at work.  
For painting, this is described in SEAHEALTH's training film and associated booklet: "Chemicals - Take care of yourself and others, from knowledge to practice."
3. Individuals with eczema, allergy and asthma must not use epoxy.
4. Spray painting forbidden.
5. A risk assessment must be done and workplace user instructions must be available for all painting, as must the manufacturers' safety data sheet. The Health and Safety at Sea software programme can help you manage the chemicals you have on board.

### DURING WORK:

6. Other people must be kept away. Barriers to be erected around the work with a warning of epoxy painting. It is important to keep barriers in place for the entire curing process.
7. Separate changing room must be available with access to showers for people using epoxy. Wash basins must not have manually operated taps.
8. Use good prevention practice such as long-handled rollers to keep individuals away from breathing vapours.
9. If the surface temperature is 35° C or more, increase the first Code Number by 1.

10. Since it is absolutely vital to prevent all skin contact, use protective gloves (e.g. 4H or Nitrile gloves) and replace them after use (max. 4 hours). Special protective clothing and face masks must also be used.
- +1. Other health hazards – protection against inhaling solvents, for example. Here it is important to provide the right kind of breathing protection (filter/air-supply). Use the Code Number table.
- +2. Paints containing the solvent xylene also contain ethyl benzene which is a carcinogen. SEAHEALTH is often asked about registering personnel for a period of 40 years after having worked with these substances. This rule relates to substances that cause cancer.



# Enhancing Life at Sea

Connectivity | eLearning | Crew Welfare



Let us advise you on your requirements

+44 020 7299 1800  
sales@videotel.com  
videotel.com



## SEA KIDNAPPINGS RISE | 2016

### **Despite plummeting global piracy.**

More crew were kidnapped at sea in 2016 than in any of the previous 10 years, despite global piracy reaching its lowest levels since 1998, the ICC International Marine's Bureau's (IMB) annual piracy report reveals.

In its 2016 report, IMB recorded 191 incidents of piracy and armed robbery on the world's seas.

"The continued fall in piracy is good news, but certain shipping routes remain dangerous, and the escalation of crew kidnapping is a worrying trend in some emerging areas," said Pottengal Mukundan, Director of IMB whose Piracy Reporting Centre (PRC) has monitored world piracy since 1991.

Worldwide in 2016, 150 vessels were boarded, 12 vessels were fired upon, seven were hijacked, and 22 attacks were thwarted. The number of hostages fell to 151.

Maritime kidnappings, however, showed a threefold increase on 2015. Pirates kidnapped 62 people for ransom in 15 separate incidents in 2016. Just over half were captured off West Africa, while 28 were kidnapped from tugs, barges, fishing boats, and more recently merchant ships, around Malaysia and Indonesia.

IMB is urging governments to investigate and identify the kidnappers and punish them under law.

Mukundan said ships should stay vigilant in high-risk areas. "Shipmasters

should follow the latest best management practices and where possible take early action to avoid being boarded. They should inform the IMB PRC or regional counter piracy centres for help and advice," he said.

**The IMB Piracy Reporting Centre** is the world's only independent 24-hour manned centre to receive reports of pirate attacks from around the world. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC.

The report can be downloaded at ICC Commercial Crime Services, [icc-ccs.org](http://icc-ccs.org)



# Ship owners must have insurance to provide compensation to seafarers

## Seafarers protected under new MLC provisions for abandonment, death and long-term disability

The latest amendments to the Maritime Labour Convention, 2006 (MLC) require ship owners to have insurance to provide compensation to seafarers and their families in the case of abandonment, death or long-term disability due to an occupational injury, illness or hazard. Under the new provisions ships whose flag states have ratified the MLC must carry mandatory certificates and other evidence on board to establish that a financial security system is in place.

Seafarers in danger of abandonment can contact the insurance company, which will cover up to four months' outstanding wages and entitlements in line with the seafarer's employment agreement, along with reasonable expenses such as repatriation, medical care, and food and drinking water (more information can be found here). The new requirement of the MLC is expected to prevent cases where seafarers remain stranded in port for long periods when ship owners abandon their crews without paying wages or repatriating them.

Payment of outstanding claims to seafarers or their families in cases of death or long-term disability resulting from their employment will also be expedited.

Ratification and implementation information for the Maritime Labour Convention, 2006 can be seen on [ilo.org](http://ilo.org)



---

## News from IMO:

# Important step for an international definition of seafarers

In the wake of ILO's Maritime Labour Convention 2006 which took effect in 2013, the existing SOLAS definition of someone who was and was not a seafarer no longer applied. A new IMO resolution for the carriage of industrial personnel on board vessels is the starting gun for a new common international standard.

On 25 November 2016, IMO's Maritime Safety Committee (MSC) reached substantial agreement on a provisional solution to the issue of safe maritime

carriage for industrial personnel on board offshore vessels on international voyages. At its 97th meeting, the MSC decided to support a legal process for implementing obligatory safety standards for maritime transport of more than 12 industrial personnel. The consultative documentation also includes draft definitions of industrial personnel and activities, including a specification of the types of vessel to be covered by the new obligatory legal instruments and an action plan for the further development process.

The outcome to the draft resolution was that MSC 97 adopted a guideline that signing up to it would be voluntary. This means that the resolution will serve as an interim measure until the new SOLAS chapter relating to the carriage of industrial personnel and the obligatory code take effect in 2024. The new SOLAS chapter and the new code are intended to ensure the safety of industrial personnel (such as offshore employees, offshore technicians, maintenance engineers on windfarms, etc.).



## THIS IS HOW ACTIVE YOU WERE IN 2016!

Last year you have once again been incredible active in our Fit4Sea competitions. You have been very busy with cycling, running and rowing, you have used the cross trainer, and you have been doing a lot of body exercising.

We have drawn lots amongst you all for all the great prizes, and we congratulate all the winners.

But but but, there is no time to rest on your laurels because the 2017 competitions have already started – and so have you.

Have you already done 100 km cycling, running, rowing, been on the cross trainer, or have been doing a lot of body exercises for four hours, don't hesitate to sending us your results. We will then send you the

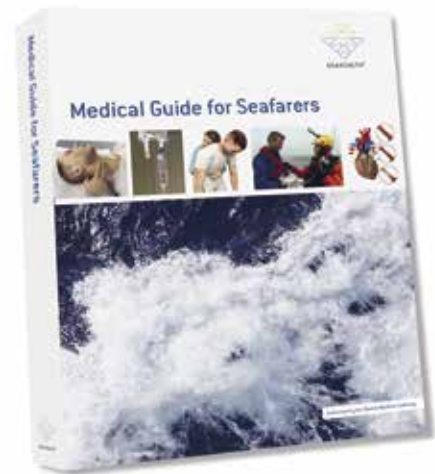
T-shirt of the year. Results must be emailed to [Amanda@hfv.dk](mailto:Amanda@hfv.dk). Remember that at the same time, you get lots for the drawing by the end of the year. Among the prizes we have Bluetooth headphones, sports pulse watches and sports bags.

In the ships competition you can win an annual subscription of "Men's Health".

Read more about participating in the competitions on our website [www.hfv.dk](http://www.hfv.dk)



See the great new Fit4Sea tops. Sign up to Fit4Sea to get your own T-shirt.



## The new Medical Guide for Seafarers has arrived!

It's a long distance to the doctor when you're at sea and your co-worker is suffering from a kidney infection or has been involved in an accident. The new Medical Guide gives you a practical overview of what to do when an incident occurs at sea.

Order the Medical guide for Seafarers on [www.seahealth.dk/shop](http://www.seahealth.dk/shop). The price for SEAHEALTH members is 950 DKK ex VAT. Included is 17 instruction films, access to website and e-book.

The majority of seafarers say:

# WE WANT INTERNET!

But studies show that the internet is not an unconditional benefit for the welfare and wellbeing of seafarers – being online may cause social isolation on board.

Having internet on board is definitely a great step forward for seafarers. There are many operational and social benefits for ships with internet connectivity. It makes it easier to communicate with the company, family and friends. It also provides more options for entertainment, games and information from around home and the rest of the world.

But does the internet also have disadvantages? After all, the time you spend on e-mail, searching for information, the social media, games and entertainment, takes time away from the things you used to do. Is close contact with the family a total advantage when you have limited opportunities for example in taking part in child rearing, as an example.

## SEAFARERS REJECT SHIPS WITHOUT INTERNET

We actually do not know how internet access affects seafarers' wellbeing and welfare. As yet, there have been not much scientific investigations of the issue.

We know that Futureonautics looked into it in their Crew Connectivity survey in 2015. This revealed that more than half of the respondents said that they turned down ships without an internet connection.

So internet access is highly significant for recruitment and retention for personnel in the maritime industry. And that will hardly be less so in future.

At a seminar on seafarer's health last autumn at ISWAN, Dr. Olivia Swift, Royal Holloway, University of London, addressed the issue. Olivia Swift and Dr. Rikke Jensen from the same university investigated whether there is an connection between digital technology, (internet) and the mental health of seafarers and cohesion amongst the crew. There were no definite conclusions but they did find various advantages and disadvantages.

## CONTACT WITH THE FAMILY HELPS PREVENT STRESS

The data that are available generally indicate that for seafarers, having regular easy contact with family and friends ashore is an unconditional advantage. It boosts mental health and reduces boredom.

However, there are also negative effects. Especially if there are problems either at sea or ashore. A marriage in danger or problems with children can lead to a lack of concentration on the job in hand. Olivia Swift and Rikke Jensen both feel that further research into the issue is needed.

It is perhaps interesting that the experience of the UK armed forces shows that people look to their family for help especially when exposed to stress.

There are no comparable investigations for seafarers but experience from the army shows that what is especially interesting is the opportunity to be in touch with the family. Olivia Swift and Rikke Jensen's study provides no clear conclusion on whether greater digital access is good or bad for seafarers' mental health and social cohesion on board..

But having easy access to communication with the family is in itself an advantage, they state.

## COULD INTERNET ACCESS LEAD TO SUICIDE?

There has been relatively little investigation into the issue of the mental health of seafarers and therefore also a lack of solid data on whether it is improving or declining.

There is widespread agreement, according to Swift and Jensen, that this is something that needs more study, since social isolation can also lead to depression which is the most frequent reason for being off work. And depression can in worst case lead to suicide.

It is estimated, according to Olivia Swift, that at least 13 of the deaths registered for seafarers around the world between 1969 - 2009 which had been classified as due to illness were in fact suicides. We do not know whether suicide among seafarers is an increasing or decreasing problem. Sufficient data are not available.

"But even one suicide is one too many," points out Olivia Swift, in addressing the seminar in Copenhagen.

# What seafarers say

When seafarers decide on a hire, more than 70% check out the opportunities for staying in touch with family and friends on a day-to-day basis. If the options are not good, they choose another company. And of these 70%, almost 80% say that internet access is important or very important for their choice. That is equivalent to 56% of seafarers thinking that it is very important for a ship to have good internet connectivity. Four out of 10 feel that social relations on board have declined

with the arrival of internet access on board. This is especially so for the more elderly crew.

## SECURITY

Only 16% of seafarers feel that better opportunities for communication have had an impact on the safety of the ship and crew. 4% feel that safety has benefited because seafarers have become happier and more aware of information about piracy for example and welfare opportunities in port. 12% think exactly the opposite.

Namely that easier access to the digital media has had an adverse effect on safety.

They feel that fatigue and mental distraction are increasing, due in part because equipment is also being used on-duty, especially when a highspeed internet connection is available and when loading and discharging. They also point to the fact that personal equipment such as mobile phones and laptops are insecure and could put the safety of the ship and crew at risk.

Source: FutureNautic Crew Connectivity survey 2015 - [www.futurenautics.com/crewconn15](http://www.futurenautics.com/crewconn15)

# THE INTERNET HAS ALMOST BECOME A HUMAN RIGHT

Capt. Kim Feldthusen, 43, has been at sea since he was 15 and at that time practically no seafarers had internet access or could use mobile phones at sea. He says: "I may not die without internet, but I prefer to have it on board."

"These days, internet access had almost become a human right," he adds.

"In the early years of internet on board ships, there was only access to e-mail but that was a major advance. It enabled us to be in touch with the family and get replies almost immediately. Contacting the outside world became easier and faster."

Kim mainly uses the internet for e-mail and communicating via such apps as WhatsApp, iMessage and Messenger.

"I like to stay up to date so I also use the internet to read the news. Previously, we never used to know what was happening while we were on board. Nowadays it is easy to keep up-to-date and follow the conversation when we get home."

Kim also uses apps like LinkedIn for job-seeking and to see what is happening in the market in his industry. He uses Facebook for friends and groups he is a member of.

"It used to be more social on board. We either watched films or TV from the Seamens' Service. We played cards and sat and chatted. There were not so many

options back then. Life on board was definitely more social."

## BETTER WELFARE

Despite that, Kim thinks that welfare on board has improved.

"Everyone wants to communicate with their family. That is probably the best thing about having internet on board.

We used to just accept things the way they were. Life at sea meant you had practically no contact with the family. These days it is difficult if you are not constantly in touch with everyone. My parents are elderly - 83 years-old - and it is good to contact them and hear how they are while I am away at sea. Nowadays when seafarers are in touch with their families practically every day, I think they are happier and more satisfied. It is easier to keep up with what is happening at home. You know that everybody is OK and can help sort out minor problems."

Kim's wife Tania is also happy with the new possibilities for daily contact. Especially now when they can communicate privately. Earlier on, messages went through the

ship's mail system where everyone could read the personal mails.

For that reason, we developed a secret code system, says the laughing couple.

## CREW'S BEST FRIEND

The downside is that there is less social interaction between seafarers. They all go off to their cabins after work and sit alone with the internet and do not need the same social contact that they used to.

"The internet has become the crew's best friend who is always there for them. We have a bit of that on my ship but because we have the crew of between 30 - 40 on board, there is always someone to talk to or play cards or backgammon with," says Kim.

Even so, he thinks seafarers have become slightly more lonely these days since the internet has taken over the social functions that people still need in their daily lives.

"I don't think that the internet should take all the blame for the lack of social interaction among crew. Just as big a sinner is the general lifestyle on board



Kim Feldthusen: "Having wi-fi on board makes it easier and faster to get in touch with friends and family but we tend to keep more to ourselves than we used to."

these days when crews are smaller than they used to be. Pressure of work has increased so seafarers prioritise what little time off duty they have differently than they used to. They would rather spend their leisure time on the internet and communicating with the folks back home than with their shipmates."

### MENTAL FATIGUE

Another possible consequence of e-mail and the social media is the issue of the safety of the vessel and crew.

Is there a risk that e-mail, updating Facebook, news, etc. could take attention away from the job and thus put the safety of the ship and crew at risk?

Kim acknowledges the risk. He does not think that the internet has improved safety. He mentions such examples as making use of the mobile when on watch could distract crew from their main duty, with a risk of collision and shipwreck as a result. He also mentions lack of sleep and mental fatigue if the internet steals sleep time. "We don't allow mobiles on the bridge

when we are at sea. If we are in port or at anchor, people can take their smartphones up to the bridge and use the ship's internet, but they have to be responsible.

"Mental distraction puts the safety of the ship and crew at risk. I often mention the issue at our safety meetings. Fatigue and mental distraction are a 'no go' for us in Offshore Dive Support, when there are so many things that can go wrong and could in the worst case lead to a serious accident for the ship and crew."

### INTERNET POLICY

"Everyone on board knows our internet policy which is posted up several places on board such as the bridge, engine room and our Dive Control.

Even so I still have had to confiscate various mobile phones from seafarers not following the rules. Then they lose their mobile for a week. That usually helps to concentrate their minds.

When crew are off-duty, they are welcome to use the internet. But no downloads or Youtube since it kills our internet

connection. We only have limited bandwidth available. No offensive uploads on social media and no online porn are allowed. Crew are allowed ordinary communication such as e-mail, Messenger, WhatsApp, Viber and Facebook. Reading the news is also permitted," says Kim.

#### Kim's recommendations

- As an experienced user of communications platforms, Kim Feldthusen has following recommendations for the use of smartphones on board:
- Safety first! Never check your smartphone during a shift or other task where your full attention is needed.
- Only use apps that takes up little space on the broadband.
- Do not download huge files.
- Don't let the smartphone steal your sleep.
- Make sure you read and understand the internet policy of the ship.



# INTERNET ON BOARD – WHAT DO YOU THINK?

SEA HEALTH & WELFARE visited the Port of Rotterdam to ask seafarers what they feel about internet on board. Three seafarers explain what they use the internet and apps for, and where there can be challenges.



**CHRISTOFFER GEERT VESTER**  
CADET - SELANDIA SWAN

Most seafarers have families at home, many with small children who also have to get used to being without their father or mother for long periods. And friends at home also need to be kept up with the latest news and happenings. So yes, I definitely feel that we cannot do without the internet. If considering the advantages and disadvantages, there are definitely more advantages.



**ABHAY SHRI KRISHNAN**  
3RD OFFICER - MARIT MAERSK

The internet on board is not very fast but it is better than nothing. I usually use Skype to stay in touch with friends and family. One app I can recommend is IMO. It is a communication app and is a good alternative to Skype and Whatsapp. I use it to contact my parents who live in Dubai. There are some restrictions in Dubai that mean Whatsapp cannot be used there.



**JIMMY KROGH**  
CAPTAIN - BRO NORDBY

As the internet has improved, one consequence is that people on board retreat to their cabins more, especially on multicultural ships. It takes some effort to get them out of their cabins. But we do so for example by arranging events for everyone which is definitely good for relations on board.



# MUST HAVE APPS FOR THE SEAFARER

SEA HEALTH & WELFARE did a survey among seafarers. We asked you what apps you have installed on your mobile or tablet and what you would recommend to your colleagues at sea. This is what you answered:



## Vessel Finder Free

"I use his app to check out the maritime traffic and also to figure out where my colleagues are".

*Lea, O.S*

Vessel Finder is a free tracking-app, that shows real time data of more than 100.000 vessel positions.

Find the app here: [www.vesselfinder.com](http://www.vesselfinder.com)



## C-Alarm

"Cool program and easy to use. Keeps tracks of my certificates and their expiry dates. Really recommendable!"

*Jens, Deck Officer*

C-Alarm is an online webapp reminder service that helps seafarers and maritime companies worldwide. The app keeps track of and monitors important certificates and other documents that regularly require renewal and updates.

Find the app here: [www.c-alarm.com](http://www.c-alarm.com)



## Xe currency

"This app is really handy when I need to check out currency around the world. The best part is that it works offline so I don't receive massive phone bills".

*John, chief cook*

Xe converts currency from all over the world.

Find the app here: [www.xe.com](http://www.xe.com)



## Marine Rules & Signals

"This app helps me learn more about for instance light and sound signals. It's really cool."

*Pedrio, cadet.*

The reference guide to rules and signals at sea. Part of a series of Marine Navigation apps, Rules & Signals is a useful tool for sailors, fishermen, surfers and people involved in sea water sports. The Imray Marine Navigation reference products are intended for quick reference and learning.

Find the app here:

[www.imray.com/navigation-apps](http://www.imray.com/navigation-apps)



## Tides Planner

"I really appreciate the apps specifically for seafarers. I cant wait to get started with this one."

*Leo, Deck Officer*

Essential TIDES tool for sailors, divers, canoeists, fishermen, surfers, swimmers, photographers and anyone involved with sport or leisure at the seaside.

Find the app here:

[www.imray.com/tides-planner-app/](http://www.imray.com/tides-planner-app/)



## Maps.me

"I use this app for whenever I'm on land. It's great because it works offline".

*Winnie, Captain*

Fast, detailed and completely offline maps for mobile devices. All countries, all cities.

Find the app here: [www.maps.me/en/home](http://www.maps.me/en/home)



## Human - Activity Tracker

"Human Activity Tracker is a cool app that challenges me to be more active every day. It can sometimes be a struggle to stay fit on a ship. But this one makes it a little easier".

*Haakon, 1st Officer*

Human - Activity Tracker tracks all your activity throughout the day.

Find the app here: [www.human.co](http://www.human.co)



# PULL THE PLUG – ENJOY OUR HOLIDAY HOMES

Do you know that as a seafarer, you can have a cheap holiday in one of our three great holiday homes in Denmark?

*Martin, Elisabeth and their daughter Sophie have already done so and report:*

OUR LATEST HOLIDAY WAS, LIKE MANY TIMES BEFORE, IN SØNDERVIG

We have been to all three holiday homes, twice to Skallerup, twice to Bornholm and the other times to Søndervig. Søndervig is probably the one that fits best with our needs and 'homeliness'.

Our daughter Sophie join us and enjoys the local area. She always wants to see the lighthouse at Lyngvig before going home. She loves her room with a bunk bed - it has been a jungle, ocean, volcano, dinosaur den and much much more. She actually

learned to cycle on the terrace at the Søndervig holiday home.

We try to balance outings and relaxation more or less evenly so we don't spend the whole holiday on 'Must Do' things but also have time to slump and do nothing more than be by ourselves or whatever else we want to do.

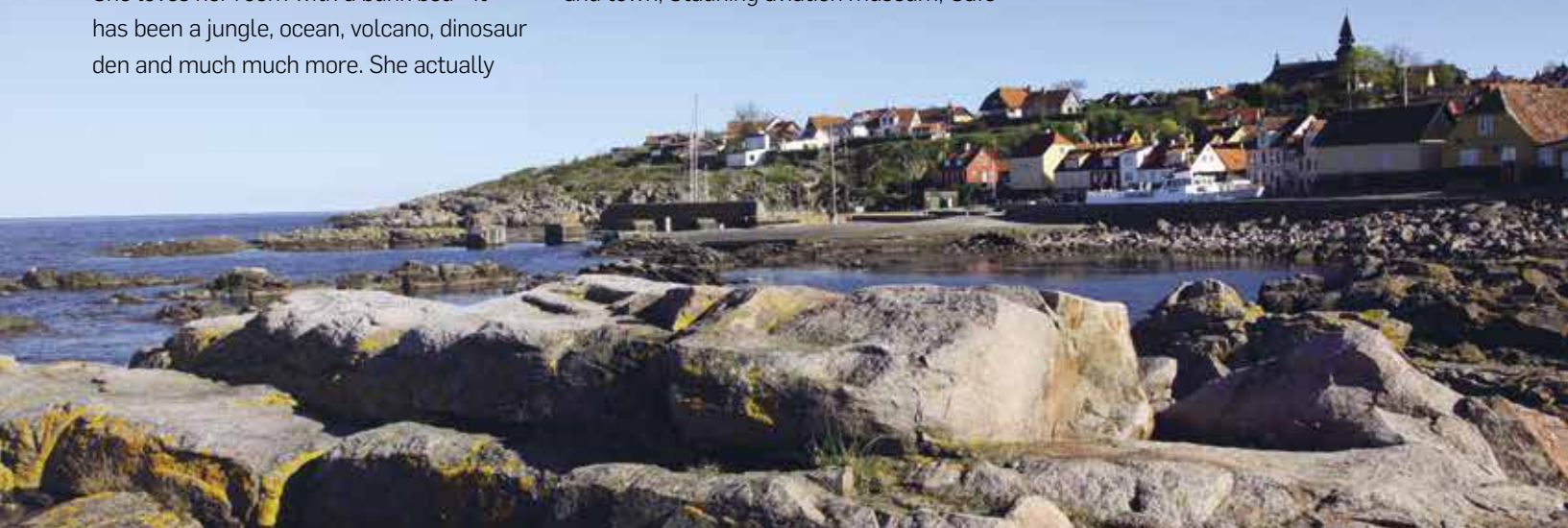
## RECOMMENDATIONS

Sophie says: Sand Sculpture Festival and Lyngvig Lighthouse.

We say: Hvide Sande, Ringkøbing museum and town, Stauning aviation museum, Café

Marina's brunch and Restaurant Sandgaarden - in fact the whole area.

If you have worked on board a Danish flagged ship for at least six months in the past two calendar years, you can rent a holiday home at a very reasonable price. Read more about our holiday homes on our website at [www.hfv.dk](http://www.hfv.dk), and mail [Amanda@hfv.dk](mailto:Amanda@hfv.dk) if you would like to rent one. We book vacant weeks on the "first come, first served" principle.



**JOIN US FOR  
THIS YEAR'S  
MSSM 2017?**

**THEME:**

**'PERFORMING  
IN A RAPIDLY,  
CHANGING  
WORLD'**

**MARK YOUR  
CALENDAR**

**X**

**AUGUST  
24th - 25th  
@ NYBORG STRAND**



**MSSM 2017**

MARITIM SIKKERHED - SUNDHED OG MILJØ

[www.mssm.dk](http://www.mssm.dk)

# “SOMETIMES YOU CAN HEAR A SMILE”

Vadim Serdobolsky, welfare consultant from the Danish Government's Seamen's Welfare Service, could hear a sigh of relief on his mobile when he called to give the best news of the day to the stranded 1st Officer, Dormido. It is time to pack bags now. Next stop: Back home to the Philippines.

*"The crew we met in Svendborg Harbour were really happy,"* said Vadim Serdobolsky as he was asked about his meeting with first officer and five other Filipino crew from the bankrupt HENRIETTE, abandoned at their last stop in Marstal on Ærø. The crew then transferred to Copenhagen Airport to fly back to the Philippines.

## STRANDED IN MARSTAL

Everything had been rather uncertain for the Filipino crew of two officers, two ABs, a cook and a crane operator after arriving in Marstal shortly before last Christmas aboard the general cargo ship 'HENRIETTE'. The ship-owner, the Norwegian 'Minor Shipping & Trading' line had gone bankrupt when it turned out that major work had to be done to replace the bilge tank before she could proceed. An operation that was far too extensive for an ageing ship. And in the midst of all the bankruptcy chaos, somebody had forgotten to take care of the Filipino seafarers working on the ship.

## DANISH GOVERNMENT'S SEAMEN'S SERVICE IN ACTION

Over Christmas, Søren Phillip Sørensen, Director of the Danish Government's Seamen's Service, was informed about the stranded Filipino crew by the International Transport

*But when they do happen, we are naturally quick to react. It is first and foremost a matter of ensuring they have enough money for food, water, fuel and any medication. Whilst the International Transport Worker's Federation (ITF) make sure that the crew get their pay, we take care of getting crew home or onwards to another ship if they have been lucky enough to get another job,"* says Søren Phillip Sørensen.

## USD 40,000 PAY OUTSTANDING

The six crew had not been paid since the end of November and were rather concerned about their future prospects. Even though they were grateful to Vadim and the Seamen's Service, returning home was not an easy decision for them. They were unsure whether they would ever get their pay. As Vadim explains: *"We have to remember that Filipino seafarers do not have a safety net like we have in Denmark. They cannot just go home and be sure that rent, school, food and water are covered by insurance or some*

*"Once you have ended up in Marstal, you also need be able to get away again.*

*Ha, ha!*

Customer service at Ærø Ferry

Worker's Federation (ITF). He then took action initially to ensure the welfare of the seafarers and then their trip home to the Philippines from Marstal on Ærø. *"Fortunately, we rarely see such cases.*



Caption: The crew of the Henriette on their way to Copenhagen Airport Left to right: 1st Officer Dormido, AB Zabala, 2nd Officer Nunez, Cook Monet Recalde, AB Mabini and consultant, Vadim Serdobolsky.

*other kind of public benefits. Filipino seafarers often sponsor a large, extended family that are heavily dependent on their earnings. Not getting their pay has really serious consequences for Filipino seafarers. So it was important for them to know that everything was being done to ensure they got their pay and that it would be better to go home and get another job than sitting and waiting on board in Marstal.*

### "SOMETIMES IT ALL JUST WORKS OUT"

In such sad situations when things are so uncertain for seafarers, it is nice to know that help is available from organisations such as the International Transport Worker's Federation that works hard to protect seafarers' rights but also support from locals who had been following the case in the local media.

*"We had a practical challenge in getting the crew from Marstal on Ærø to Svendborg Harbour without having any money on them. So we called the Ærø Ferry to hear if we could pay for their ferry tickets using Mobilepay. The ferry*

*office attendant said: "Oh, we have read about them in the papers. Of course they should go home again. It won't cost them anything." It is great to come across this kind of attitude when somebody has ended up in a difficult situation. Sometimes it all just works out when people give a helping hand," says Vadim Serdobolsky.*

### UPDATE

We contacted Morten Bach, Inspector at the International Transport Worker's Federation, to hear the latest on the Filipino crew. He was able to confirm that they had all got home safely. Unfortunately, it often takes some months for crew to get their outstanding pay. "But I can definitely confirm that they will get it. Luckily, most of them already found new jobs.

# DANISH PHOTO COMPETITION 2016

The winners of the Danish photo competition have been chosen again this year. There was a great selection of beautiful pictures of life at sea.



## 1ST PLACE

Camera equipment for DKK 5,000

Finn Salomon Nielsen

Title: Relaxing on the aft deck on a long-haul tow

The contrast between the seafarer relaxing with his paper and the violent natural forces involved made this picture a sure winner.

The picture is also well composed with strong colours and its interplay between the soft person in the foreground and the hard, unyielding ship in the background.

## NB

We have received several comments about the winning picture, saying that from a purely safety point of view, it was sending the wrong message. Especially because safety plays a major role for seafarers and shipping companies. In future, we will be more aware of the safety angle when looking at the pictures sent in for the competition. We do not wish to offend anybody but on the other hand, we would not want to stop anyone from participating in the photo competition in future. This year's winning picture was solely chosen for its artistic merit.

**34 photographers sent in about 350 pictures in the competition for the three judges to choose amongst.** Two of this year's judges were the same as in previous years' competitions: Jens Kostrup who teaches photography and museum curator Benjamin Asmussen from M/S Maritime Museum, and as a newcomer in order to get a maritime view of the photos, we called in Anders Krog, 2nd Engineer on the MAERSK TRANSPORTER.

The three judges tackled the job with sharp eyes and good humour and commented as follows on the photos:

"Yet again, it is fascinating to get an insight into life at sea seen through seafarers' eyes. As ever, there was a wide range of pictures and the technical quality was generally good. This year, we lacked a little more liveliness in the compositions, and more thoughtfulness in depicting

shipmates. Do seafarers have more to do than they used to in these days of cutbacks and fewer hands on board? Or is it just a coincidence? Even so, the standard of the winning pictures was as high as ever and this year gave us insights into areas we have not seen before, ranging from the galley to the scrap yard quay."



### 2ND PLACE

Gift card for DKK 1000

Aksel H. Lützhøft – STRIL MARINER

The cook gives us a strong yet warm glance while the steaks are cooking. The large chunks of meat suggest all the hard work that has gone into the meal. The cook's muscular arms and general appearance show that he has got his job under control and can cope with any weather. The interior of the galley is rarely seen as a motive and puts the cook in 2nd place.



### 3RD PLACE

Gift card for DKK 500

Rasmus Kokholm

Title: Maersk Giant in the North Sea

The lines converge in the centre of this very clean image of an oil rig in splendid isolation, almost alone in a sea that merges with the sky. The clarity puts this photo into 3rd place.

#### 4TH PLACE

Gift card for DKK 500

Frederik Oxenvad – ESVAGT PRESERVER

Title: Ekkofisk Field in a winter storm, shot from ESVAGT CORONA

5th place goes to a very different view of an oil rig as the giant detailed structure fights the sea in a battle just to stand there.

There is something defiant over the way the ship has come sailing into the midst of the sea, sunk its legs into the underground and then sprouted a town on top of the sea.



#### 5TH PLACE

Gift card for DKK 500

Rasmus Christoffersen – ESVAGT CAPRI

Title: VALDEMAR M's last voyage to be scrapped in Esbjerg

The special prize goes to a motive that we see for the first time in this competition - the scrap yard. Scrapping is usually done far from seafarers' cameras as shipping companies prefer not to show what happens. So it is exciting to see a snapshot of the situation when the ship has sailed its last mile. An orange monster is waiting on the quayside to slowly gnaw its way through the old ship.



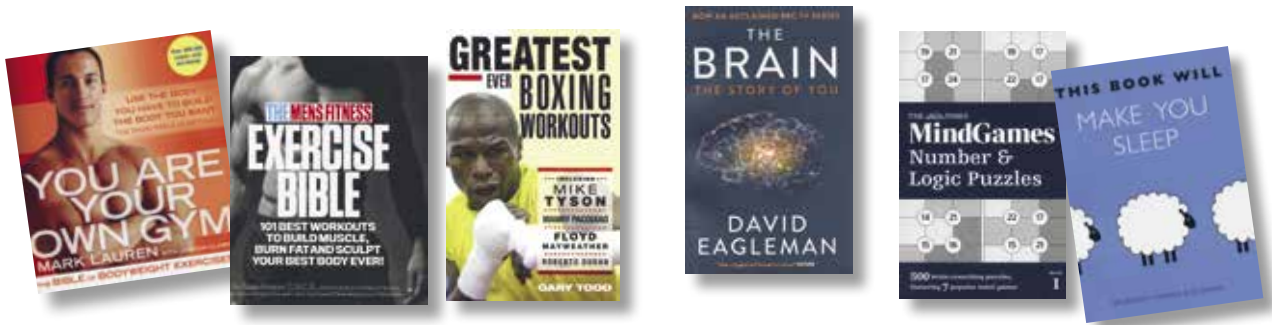
#### SPECIAL PRIZE – WHO HAS TAKEN MY FOOD?

Finn Salomon Nielsen





# THE MARITIME LIBRARY PROVIDES BOOKS FOR ALL SEAFARERS...



...The Maritime Library provides books for all seafarers on board Danish ships. The books above are examples of what the library can offer. If we can't get the exact book anymore, we will send you a similar one. Contact the library for book requests at [sbib@sbib.dk](mailto:sbib@sbib.dk)

## WORKOUT AND EXERCISE

**You are your own Gym – The Bible of Bodyweight Exercises by Mark Lauren with Joshua Clark**

125 exercises to work every muscle in your body, motivation techniques and nutritional advice by elite physical trainer Mark Lauren who developed the training system for getting soldiers lean and strong in record time. You can make the simple exercises anywhere, no gym or equipment required.

**The Men's Fitness Exercise Bible – 101 best workouts to build muscle, burn fat and sculpt your best body ever by Sean Hyson**

Whether you are an elite athlete or a complete beginner, there are workouts for you in this book. You will find more than 1.000 different exercises that will

get you bigger, stronger and leaner. Each exercise is described in words and shown in pictures.

"A fit seafarer = a safer ship"

**Greatest ever Boxing Workouts by Gary Tood**

This is not just a boxing fan's album but a fitness guide for those looking for a seriously and effective workout. Fighters like Mike Tyson, Manny Pacquiao and Nonito Donaire, are portrayed in a short biography, you hear about their typical day, and their fitness and training workouts.

## THE BRAIN

**The Brain – The Story of You by David Eagleman**

The story of how your life shapes your brain, and how your brain shapes your life. The book gives answers to how we decide, how we perceive, who we are, how our lives are steered, why we need other people, and where we're heading as a species that's just beginning to grab its own reins.

**MindGames – Number & Logic Puzzles. 500 brain-crunching puzzles, featuring 7 popular mind games**

A book full of number and logic puzzles, both easy and difficult. The categories are Brain Trainer, Cell Blocks, Futoshiki, Kakuro, KenKen, Set Square and Suko – and there are solutions too!

**This Book will make You Sleep by Jessamy Hibberd & Jo Usmar**

In ten foreseeable chapters this book will teach you how to break negative sleep patterns, feel properly rested and improve your all-round well-being. The topics are fx: "While You Were Sleeping", "Sleep Myths Laid to Rest" and "Banish Your Negative Thoughts".

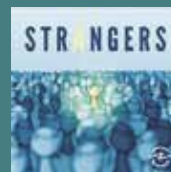


Whether at home with family or at sea, there's nothing better than pulling the plug and listen to stories on my tablet.

There are many ways to listen to podcasts. You can search for them directly on your mobile, tablet or PC and listen to a podcast directly. If you use iTunes, you can find your podcasts there, or you can download one of the many good apps to listen to and manage your podcasts. The librarian is very pleased with the Podcast Addict App, which can be downloaded via Google Play. Once you have downloaded the App, you can search for English and foreign podcasts and subscribe to them. You can then download individual sections and listen to them whenever it suits you. Once you have finished listening, you can delete a section so that it does not take up memory on your mobile.

## STRANGERS

**One of the favourite podcasts of the librarian.** Each episode is an empathy shot in your arm, featuring true stories about the people we meet, the connections we make, the heartbreak we suffer, the kindness we encounter and those frightful moments when we discover that WE aren't even who we thought we were. I strongly recommend the podcast which has both made me laugh and cry – and if you start now, you have many episodes to look forward to.



## MY DAD WROTE A PORNO

**Imagine if your Dad wrote a dirty book.** Most people would try to ignore it and pretend it has never happened – but not Jamie Morton. Instead, he is decided to read it to the world in this comedy podcast. Each week, Jamie reads a chapter for his friends Alice and James, and the three friends are commenting on what is happening in the book. It is very funny and the language is very direct. It really is porno!



## SERIAL

### SERIAL

**Did 19-year-old Adnan Syed kill his ex-girlfriend Hae Min Lee?** Based on a true story, Sarah Koenig narrates about love, death, justice and truth. First season investigates the 1999 murder of 18-year-old student, Hae Min Lee in Baltimore. Last seen on the 13th of January her body was discovered on the 9th of February in the remote Leakin park that is notorious for dumped bodies. Lee's ex-boyfriend was arrested February 28.

But did he do it?

This podcast is so exciting and worrying!

---

If you have a favorite podcast, write us and we'll tell everyone!