



at **SEA**

SEA HEALTH & WELFARE for seafarers

**EXHAUSTED
SEAFARERS
RISK ACCIDENTS
AND POOR
HEALTH 04**

**We are
tired of
being tired 12**

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a better sleep 16**



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Publisher

SEA HEALTH & WELFARE 

Organisations under SEA HEALTH & WELFARE



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CSR & Environmental & OHS certified

Print run 2500

Published quarterly

Cover photographer: Shutterstock



EXHAUSTED SEAFARERS RISK ACCIDENTS AND POOR HEALTH

When seafarers sleep too little, it can result in fatigue – a prolonged tiredness that impacts your health and judgement. New research findings show that captains and first mates are especially vulnerable

By Sune Gudmundsson

You cannot sleep and sail at the same time. Seafarer sleep loss has caused everything from groundings to work-related accidents, putting the issue in sharp focus in recent years. A recently completed project – code-named MARTHA – sheds more light on the dangerous phenomenon.

SEAFARERS DO NOT GET ENOUGH SLEEP

An international group of scientists, including researchers from Center for Maritime Health and Society at the Danish university Syddansk Universitet, has spent the past three years investigating seafarer fatigue. Nearly 1.000 seafarers from both European and Chinese ships completed surveys on their quality of sleep, tiredness and stress at work. The responses indicate that no one on board gets the sleep they need to function optimally. This, despite the fact that international rules of rest

require that seafarers get 10 hours of sleep and rest spread out over 24 hours.

“ Seafarer fatigue can in the worst-case scenarios lead to injury or death on board the ship ”

Research Project

MARTHA

CORRELATION BETWEEN RANK AND LEVEL OF FATIGUE

The replies from the seafarers reveal a correlation between rank and risk of being exposed to fatigue. The type of work being

performed also affects which respondents are most at risk of being exposed to fatigue. Generally speaking, officers are most frequently tired while working, they sleep more poorly and experience a higher level of stress than the ratings. The captain is at particular risk for fatigue because their work when at harbour is especially demanding and mentally exhausting. The watch keeper is also at heightened risk of fatigue, and mates, working at night, sleep less than the rest of the crew, too.

LONG JOURNEYS WEAR ON BODY AND MIND

These findings do not mean that all seafarers suffer from fatigue. Yet, research indicates that, the longer time spent at sea, the bigger risk of being fatigued. In one survey, among 110 seafarers of all ranks, approximately six out of ten is more likely to be fatigued towards the end of

their trip than in the beginning. Almost all captains experienced more fatigue towards the end of the trip. When asked what they believe causes their fatigue and tiredness, seafarers pointed to demands of the job, quality of sleep, shifting work hours, and rest. Seafarers also pointed to the concrete factors, including increased level of bureaucracy, work in the harbour, and the condition of the ship as reasons contributing to fatigue.

FATIGUE MUST BE TAKEN SERIOUSLY

Issues of seafarer fatigue are being treated with great importance at SEAHEALTH. There is good reason, says Vivek Menon, interim head of department. "In the long term, fatigue has a negative impact on the health of seafarers. On top of this, fatigue can have urgent and severe consequences - both for the seafarer, for the entire business and the marine environment, too" he says.

The research project, MARTHA, shows the many potential consequences of seafarer fatigue: poor performance, work injuries, sick leave, bad health, and in the worst case scenarios leading to injury or death on board the ship. Not only does fatigue lead to a feeling of being tired, it has psychological consequences as well. Seafarers become distressed, irritable, unhappy, and confrontational. Furthermore, research shows that people suffering from fatigue can develop lasting health issues, such as sleeplessness, cancer, multiple sclerosis, and depression.

SHIPPING COMPANIES ARE AWARE OF THE PROBLEM

According to Vivek Menon, fatigue amongst seafarers may have grave consequences for the companies as well as for seafarers themselves. Accidents caused by fatigue among the crew are costly and negatively impact a company's reputation within the industry. Shipping companies have good reason to deal with the issue and take steps to prevent employee fatigue. "Some shipping

companies have hired specific employees to help this issue. Others make sure to have extra staff on hand to accommodate the needs of the seafarers when they are in harbour. That is common in large ports like Rotterdam and Panama," says Menon. On a political level new steps are being taken to update training and instruction to address fatigue. The IMO guidelines on fatigue currently being revised addresses shipping companies, flag states, and port states, and other stakeholders in the maritime industry.



You can download the report here: www.seahealth.dk/en/news/nyheder

FATIGUE IN SHORT

According to researchers specializing in fatigue, the condition can be defined as "a progressively increasing loss of mental and physic alertness that may result in sleep." Unlike being tired, fatigue may not necessarily disappear if the affected person catches up on sleep.

Fatigue can affect anyone, regardless of profession or cultural background. Fatigue can be a symptom of various diseases, but can also be triggered by work.

Physical fatigue is marked by weakness and a loss of stamina. Mental fatigue occurs as a result of stress and emotional exhaustion. It can also be triggered by a heavy workload and long work days. Shifting work hours can as well contribute to fatigue by disturbing sleep rhythm, which reduces the quality and amount of sleep.

Source: *Maritime Psychology*



The captain is at particular risk for fatigue because their work when at harbour is especially demanding and mentally exhausting.

IT IS HARD TO SAIL WHEN YOU SLEEP

Because accidents often go unreported, we do not have a full overview of the number of ship accidents and occupational injuries that are caused by or related to fatigue. However, there are many registered cases of groundings happening as a result of the mate having fallen asleep. In 2013, the ship DANIO ran aground near the Farne Islands, United Kingdom. For 90 minutes, none of the six seafarers on the ship had been awake. In 2010, the SHENG NENG 1 ran

aground on the Great Barrier Reef off the Australian coast. The grounding severely damaged the hull, leading to heavy pollution from the fuel oil tanks to the vulnerable nature of the reef. An investigation of the grounding showed that the chief mate made the bad decision of not changing the ship's course in time because he was affected by fatigue. He had only slept 2.5 hours out of the previous 38.5 hours.



ISWAN NEWS

Working together to improve the safety and welfare of seafarers

The International Seafarers' Welfare and Assistance Network (ISWAN) and the Confidential Hazardous Incident Reporting Programme (CHIRP Maritime) have entered into a Memorandum of Understanding (MoU) so that the two organisations can work closer together to help improve seafarers' safety and welfare.

ISWAN regularly hears from seafarers about unsafe working practices their future offer to assist seafarers to complete the initial report to CHIRP highlighting unsafe working practices.

CHIRP is regularly told by seafarers about personal and employment problems and will now ask them if they want to be put in contact with ISWAN's SeafarerHelp team. If so, a SeafarerHelp officer will contact the seafarer to offer assistance with personal and employment problems, as well as emotional support and counselling if necessary.

By working together in this way, CHIRP and ISWAN will help to ensure that seafarers' safety and welfare are given a high priority.

Read more on ISWAN, News and media: www.seafarerswelfare.org

To learn more about CHIRP and ISWAN, please visit their websites at:
www.chirpmaritime.org
www.seafarerswelfare.org

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SeafarerHelp on WhatsApp

SeafarerHelp – a free, confidential helpline for seafarers around the world – can now be contacted using mobile messaging app WhatsApp

High cost on mobile calls and data are often the biggest barriers to seafarers seeking help, and ISWAN is keen to offer a wide range of ways in which seafarers of different nationalities can contact SeafarerHelp. WhatsApp is a free, convenient and widely used mobile messaging service, and its use of the phone's internet connection to send messages and make calls means seafarers can avoid SMS fees and calling charges (although SeafarerHelp will always call seafarers back if they have no internet connection and are only able to phone).



SeafarerHelp can be contacted via WhatsApp on +44 (0)7909 470732. ISWAN aims for this contact method to be available for as many hours as possible, so the SeafarerHelp team will be online on WhatsApp from Monday to Friday between 8am and 6pm (UK time). Any messages received outside these hours will be responded to within the monitored times. All other contact methods for SeafarerHelp remain available 24 hours a day.

For more information on SeafarerHelp and details of how to contact our helpline team, please visit the SeafarerHelp website: www.seafarerhelp.org.



You can help us win!

SEAHEALTH is nominated for 'Safety4sea sustainability award'

We are very happy to announce that SEAHEALTH has been nominated for the 'Safety4sea Sustainability award' for the compilation of our Medical guide for Seafarers. Please help us win the award by voting here www.safety4sea.com/2017-safety4sea-awards/

Thank you!

WE'RE CHEERING ON YOU IN FIT4SEA!

The competitions are going full steam ahead, but there is still room for you. Get your gym clothes, jump on the bike, the rowing machine, run a mile or two, use the cross-trainer or lift a few weights. Get fit and

get more energy, and enter the Fit4Sea competition with great prizes by the end of the year.

Read more about Fit4Sea at www.hfv.dk.



Cycling: 285 seafarers have cycled **100.317 km.**

Ro-ro machine: 190 seafarers have rowed **20.442 km.**

Running: 354 seafarers have run **49.611 km.**

Cross Training: 60 seafarers have cross-fitted **7.788 km.**

Weights: 227 seafarers have lifted weight in **6.401 hours!**

Fit**4**SEA



Happy, but tired engine room workers. From left, Sven, AB, Árni, Junior Engineer, Rasmus, 2nd engineer.

WE ARE TIRED OF BEING TIRED

Irregular working hours, tasty cinnamon buns and a bit too many cups of coffee makes it hard for the engine room staff of DFDS PEARL SEAWAYS to perform their best at work. SEAHEALTH has together with Kasper Hulgaard, from the company iNudgeyou, been on board PEARL SEAWAYS, to investigate the ways in which nudging can improve the working environment of the engine room personnel.

By Dyveke Nielsen, Communications Consultant, SEAHEALTH

How do you make a group of merry, but weary engine room workers strong enough to cope with demanding everyday work and irregular working hours? Søren Bøge Pedersen, Senior Occupational Health and Safety Consultant, decided to answer this question when he received an enquiry from 2nd engineer, Rasmus Andersen, at the beginning of the year. "We experience issues with our sleep patterns and particularly night shifts suffer from

irregular working hours and inconvenient mealtimes." In short, "we are tired of being tired". This is how the message ran from the workers in the engine room that, unfortunately, share on duty fatigue issues with many other seafarers.

AWARENESS OF FATIGUE IS IMPORTANT

"Being tired and fatigued at sea is a problem that can have grave repercussions

for the individual seafarer, as well as the shipping companies. Seafarers fall sick or suffer from illnesses or stress due to fatigue. And a moment's inattention caused by fatigue can have dire consequences not only for the people involved, but also for the reputation of the shipping company and its economy. That is why we always keep our attention to sleeping problems associated to fatigue, and that is also why we continuously need to come up



Árni and Sven present the machine's night snack; open faced sandwiches and hotdogs. Who would not want to snack on that?



Jonna, AB, is going for a Coca Cola. In this fridge, it is easier to grab a sugary coke than a mineral water.

with solutions and methods, that help people getting the sleep they need. That is a benefit to all of us," says Søren Bøge Pedersen and continues, "nudging has become a popular tool of influencing people's behaviour (including health improvement at the workplace) over the last few years. When employees – and the management – are highly motivated to stay alert at work, nudging can be used as an effective tool of improving work environment."

But what is nudging anyway? And what can it be used for?

NUDGE YOUR WORK ENVIRONMENT

In 2012, Google conducted a health experiment in their offices in New York, since a employees had put on weight. In the experiment, M&M's chocolate sweets were moved from transparent sweets machines to opaque bowls that had been placed behind more healthy alternatives like fruit and vegetables. Over a period of seven weeks, the 2,000 New York employees ate 3.1 billion fewer calories as a result of this experiment. (Harvard Business Review, 2016).

Kasper Hulgaard, from the company iNudgeyou, explains that a nudge is "an intervention that alters people's behaviour without a carrot-and-stick approach. To put it differently, nudging is not about

denying you the possibility of, say, eating M&M's. It is actually about making it easier for you to avoid the temptation and/or choose a healthy alternative. For example, you can nudge people to eat more fruit through such factors as location and visual presentation."

So, how do you nudge tired engine room workers to be sufficiently strong to manage with irregular working hours?

"Caffeine free coffee should be available in the room. If there is no alternative to a caffeinated coffee, we will be more liable to drink whatever is in front of us."

FATIGUE IS MORE THAN JUST LACK OF SLEEP

We are inclined to think of fatigue as mainly a lack of sleep or changeable working

hours, especially night shifts. But there is much more to it than that. It is about getting quality sleep and making use of initiatives that will boost your energy, say through healthy food to help you cope with irregular working hours. A survey that was carried out among the engine room staff revealed that they were will aware of these possible initiatives. What they lacked was methods to put this knowledge to practical use. Methods that can simply modify undesirable habits and practices that are liable to interfere with sleep and eat into our energy reserves.

WE WILL TAKE IT OVER A CUP OF COFFEE

The employees of PEARL SEAWAYS are taken good care of. The mess offers roast, gravy and big baked potatoes, that the kitchen staff go the extra mile for. The chef tells that they strive to accommodate the wishes of as many employees as possible because "they should feel good" — those hard-working people. So, there are both good, old-fashioned, Danish dishes and a salad bar with all sorts of fresh vegetables and herbs. Warm cinnamon buns, lavish open-faced sandwiches and toasted hot dogs are served for the night shifts working in the engine room. As one of the engine room workers put it, "It is nearly impossible



Although fruit is available in the machine, it is just a little too easy to go for the delicious cinnamon buns. Nudge: keep the cinnamon buns in a closed box and cut the fruit into ready-to-eat pieces.

not to fall on the 'goodies', as the smell of cinnamon buns fills the air". These less healthy treats are often enjoyed with colleagues, as it is a good way of getting together. If a problem arises and this is "something that needs to be talked through", we will usually do that over a cup of coffee. When chief engineer, Allan Kaae Jensen, conducts regular talks with 10-12 different persons during a single shift, this will be accompanied by a good deal of coffee. And you can really have a hard time falling asleep when the shift is over.

OBVIOUS NUDGES

After having visited the engine room, the bridge, the mess and the chef's office, Kasper Hulgaard noted that there were both high- and low-hanging fruit on PEARL SEAWAYS. "Some nudges that we can put to work do not require much effort, others are more demanding. We cannot make changes in the employee shift schedule, but there is a number of easy solutions that can be effectuated on the spot." Kasper Hulgaard has together with SEAHEALTH composed several suggestions for the nudges that can easily be implemented on board. For instance, Kasper Hulgaard proposes to swap positions for mineral water and soda. The latter should still be available in the fridge, but the bottles with mineral water should

be at eye level, preferably dominating the visual range (water bottles should take up more shelves than sodas). This will make people drink more water without really giving it a thought.

Moreover, caffeine free coffee should also be available in the room, for if there is no alternative to a caffeinated coffee, we will be more liable to drink what is whatever is in front of us, quickly consuming too much caffeine into our system making it hard to get a sound sleep. For most of us, drinking coffee is a matter of habit. Perhaps, we drink the first cup of coffee in order to wake up, but the rest is often consumed because it is nice or simply by habit.

You can also place a thermometer in employees' cabins for them to make sure that the temperature is between 18 and 21 degrees, namely the best temperature for sleeping. In order to avoid big, high-calorie meals immediately before bedtime, Kasper Hulgaard suggests changing the placement of meals in the mess. Healthy meals should fill up the counter and be the first thing you see when you load your plate with food. In addition, it is a good idea to use dish signs that describe a particular dish, such as "fresh salad" or "whole-wheat bread", and thereby helping us make a healthier choice. The healthy choices help us sleep better and be more robust to irregular working hours.

NUDGING IS NOT THE ANSWER TO EVERYTHING

A number of conditions ought to be met for nudging to succeed. For example, there should be the desire (the preference) to change the status quo. Otherwise, you are back where you started. Kasper Hulgaard tells, "we cannot expect that everybody would want to change undesirable habits and routines. But we can help those who do want changes towards a more healthy and safe working environment. So, we can just hope that they will inspire other colleagues to follow suit."

The biggest and most important step has already been taken the moment the engine room personnel contacted SEAHEALTH. "What we see here is the desire to make things better. The fact that an employee shares his frustration with fatigue at work opens up for a dialogue with those who are in the same situation. And as long as we have each other to lean on, the task will be much easier to carry out. Besides, we are experiencing a huge support from the management that allot time and resources for the nudging-against-fatigue project. This is the way it should be," Søren Bøge Petersen from SEAHEALTH adds.

YOU CAN ALSO GET A NUDGE

The 18 suggestions for nudges on PEARL SEAWAYS are the advice which most people struggling with tiredness on duty can make use of. On the next page, we have collected nine of them for you to cut out and hang on the wall. You can find all of the nudges that have been recommended to the engine room staff on PEARL SEAWAYS as well as the dish signs for the mess on the SEAHEALTH's website www.seahealth.dk.





SIMPLE NUDGES FOR A BETTER SLEEP

No. 1. Avoid screen work just before going to bed.

No. 2. Avoid too much coffee. Drink decaf instead.

No. 3. Do not eat Danish just before going to bed.

No. 4. Drink water instead of fizzy drinks.

No. 5. Make sure the room temperature where you sleep is
between 18-21 degrees.

No. 6. Avoid sunlight before going to bed.

No. 7. Make time to fall asleep.

No. 8. Avoid fatty foods just before going to bed.

No. 9. Carry out a plan of when to exercise.

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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 people time to talk by interviewing a number of everyday people about their opinion or knowledge of a particular topic.

Welfare consultant Jacob Christensen
has visited to the port of Rotterdam,
to take the temperature of

THE SEAFARERS' SLEEP

Here is what you answered:



KIMBERLY RUIZ
THIRD OFFICER, EBBA MAERSK

"I sleep well on board. This is because I work hard and have shifts when we are at the dock from noon. 06.00-12.00 / 18.00-24.00. At sea, I am on shift from 08.00-12.00 and 20.00-24.00 - where there is a better chance of getting some sleep between shifts. But I can get very tired when there are many ports in Europe. If I have not worked all day, I can go on board the fitness room. It makes me tired in a good way".



CHARMAINE JOY RANADA
SECOND OFFICER, TASING SWAN

"I always sleep well on board. But the weather can have an impact on my sleep. Sometimes the ship rolls a lot. A good advice for a better sleep will be to eat healthy and varied food and read books. Reading books is de-stressing and it gives me peace of mind".



DAVID MARTIN
SECOND OFFICER, MOGENS MAERSK

"Due to the implementation of MLC, there has been a focus on sleep and rest. A few years ago, I thought it was a bit more difficult getting enough rest on board. A good planning of the shifts can prevent these problems.

If I have not had proper sleep for a long time, I can talk with my colleagues on board for help".



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By Irene Olsen



You can always get a good book at the Maritime Library. We have both fact and fiction!

This time we present books from the British ex-soldier, adventurer, writer and television presenter from Northern Ireland, **Edward Michael Grylls** – better known as “**Bear Grylls**.”

You might know Bear Grylls from his television series “Man vs. Wild” but he is also an author of several books – both about surviving and getting fitter – and he is writing a thriller series.

Grylls' book **FACING THE FROZEN OCEAN: One Man's Dream to Lead a Team Across the Treacherous North Atlantic** tells the story of Grylls and his team's attempt to complete the first unassisted crossing of the frozen North Atlantic in an open rigid inflatable boat. They started out from the north Canadian coastline, crossed the Labrador Sea, pushed through ice-strewn waters to Greenland and found themselves in a perfect storm 400 miles from Iceland ending the journey in the north of Scotland. The journey was a terrifying battle against storm-force winds and icebergs as large as cathedrals.

Surviving is a keyword for Bear Grylls, and in the book **A SURVIVAL GUIDE FOR LIFE**, he shares the hard-earned wisdom he has learned from some of the harshest environments on earth. The book consists of 75 statements to which the author gives his personal explanations – for instance: “Honour the journey, not the destination”, “Fuel well, train regularly”, “Failure isn't failure” and “Creature comforts are only temporary” – the last one, Grylls says, was one of his most painful lessons of his life.

YOUR LIFE – TRAIN FOR IT: how to gain strength, tone and flexibility through express 30-minute workouts is Bear Grylls' book about training. In this book, Grylls and Natalie Summers (fitness coach) show their training program in many pictures and with easy-to-follow instructions. The principles behind the program are: Train with purpose, Train hard and short, Make

it progressive and diverse and Focus on functional and core training. When you have learned the different exercises, you can try on “Bear's Hero Workouts” – the ultimate challenge that he does with his crew and his friends.

” You can't become a horseman until you've fallen off a horse. ”

Bear Grylls
in A Survival Guide for Life

Action and surviving are two words that match Bear Grylls, also in his fictional thrillers about ex-soldier Will Jaeger – the hunter! Until now two books in the series that take place all over the world has been published and a third is on its way. You can also find **BURNING ANGELS** og **GHOST FLIGHT BY BEAR Grylls** in our library.

Should you feel tired of all the action with Bear Grylls, we also have a book about sleeping better:

THE SLEEP REVOLUTION: Transforming Your Life, One Night at a Time, Arianna Huffington

Everybody wants to sleep well, and there are many things you can do to improve your sleep. The author of this book covers all the subjects. You can do a questionnaire that makes you determine how and when you sleep, you can get recommendations and tips from leading scientists on how you can get a better and more restorative sleep, get ideas to find programs to help you go to sleep, and you can read about what exactly is going on while we sleep and dream.

Don't hesitate to contact us for new books at sbib@sbib.dk – and remember that we also have books in Polish.



If you haven't started listening to podcasts yet, we recommend that you get started, there are podcasts for everyone out there – and it is easy to get started. Use one of the free Apps like Podcast Addict or Sticher, listen via iTunes or directly from your computer.



www.sleepwithmepodcast.com/



www.nytimes.com/podcasts/the-daily?_r=0

If you have a favourite podcast, write us and we'll tell everyone.

Hard news and a way of going to sleep are the topics for the podcasts that we recommend this time.

SLEEP WITH ME

"The podcast that puts you to sleep, a lulling, droning, boring bedtime story to distract your racing mind". This is what it says on the homepage of the podcast where Drew Ackerman, librarian and lifelong insomniac, makes you go to sleep with meditative talk and black humour.

And it looks as if it works, many of the comments on the web page sound like this one: "Thank you for putting me to sleep. I had tried everything, but nothing seemed to work. Your voice is very relaxing after a long day and I am so happy to have found this podcast."

THE DAILY

A Podcast from The New York Times

Daily news, twenty minutes a day, five days a week, hosted by Michael Barbaro and powered by New York Times journalism.

The podcast was reviewed like this by a Danish journalist:

"Right now I'm excited by 'The Daily'. Every day the podcast chooses a couple of the most important stories of the day and debates them in a skilled way. The view of the podcast is American, and there is a lot about American politics, but luckily The New York Times is so internationally oriented that it often discusses international politics and global development. 'The Daily' makes my world bigger, more interesting and gives a perspective on the global development."

(Marcus Rubin, journalist at the Danish newspaper Politiken)

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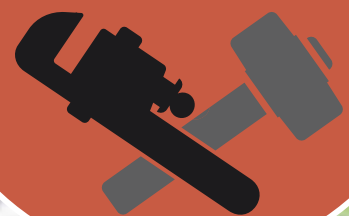


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