

at **SEA**

SEA HEALTH & WELFARE for seafarers

**ONE
WRONG
INSTRUCTION
AND IT WILL END
IN DISASTER** 04

**CAUTION
Don't read this
instruction** 08

**Breakfast
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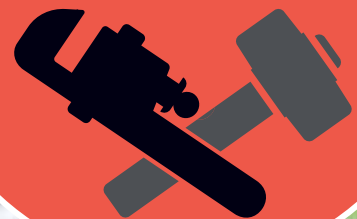


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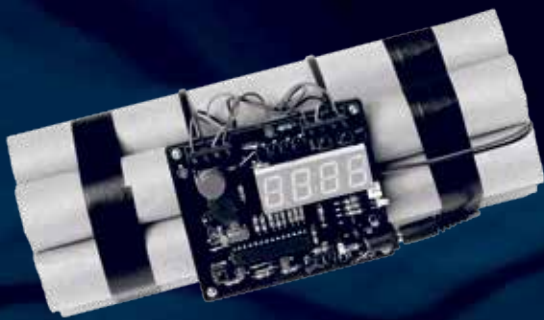
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ONE WRONG INSTRUCTION AND IT WILL END IN DISASTER

A man is sitting on the floor. His hands are damp and perspiration is beading on his forehead. He is looking at a time bomb. It needs to be disarmed. His colleague is instructing him on how to disarm the bomb over the mobile phone. There are only five minutes left until the bomb detonates.





We are not on the set of Denzel Washington's next movie, nor are we taking part in filming "Olsen Banden". We are attending the workshop of MSSM 2017 (Maritime Health, Safety and Work Environment Conference) at Nyborg Strand Hotel, aiming at giving the participants insight into long-distance management. The exercise represents the "ship-and-office" situation, which is about solving complex tasks while being miles apart from each other and having nothing available but a phone, an e-mail and a tight deadline. In this situation, you do not have physical access to the object that needs to be repaired or handled. You have to work together from two different worlds - that of a ship and that of an office. This requires a number of critical competences and attention. Even though it is rarely about time bombs on board, certain situations that require cooperation between the ship and the office can have grave consequences, both for human life and the company. You can read further down in the article whether the two participants completed the task or if the workshop "blew up".

MASSIVE GROWTH IN VIRTUAL COLLABORATION

One third of all Danish senior managers today make use of virtual technologies to a certain extent, and cooperate with employees and business partners on distance. A recent study of 50 of the largest public and private businesses in Denmark show that 95% of them expects to invest more in virtual collaboration in the future.

The development is racing towards a technified global world, and a lot of successful Danish companies like Vestas, Oticon, Novo, Lego and Systematic are



experiencing growth by expanding into other markets, crossing borders and collaborating using virtual tools. This is not new to the shipping industry. Collaboration over long distances between the ship and home office has for better and worse been a premise of the business.

THE VIRTUAL ENGINE ROOM

In the maritime world, collaboration at a distance between home office and the ship is paramount to success of the business, not least with a high safety standards and due diligence. And here, e-mail messages often take up close to 80-90 % of the overall communication.

While the workshop in Nyborg is in progress, and we are talking about the importance of e-mail messages for distance collaboration, several participants show their e-mail messages that are continually turning up on their mobile phones and obviously contain a few misunderstandings, or where the recipient replies with anger and collaboration is eventually challenged by the medium of communication itself.

One of the points from the workshop is related to the idea that as a virtual leader (captain, chief engineer, superintendent, etc.) you need to work with your e-mail communication deliberately. It requires an effort to show good form, politeness and not least to make sure that the message is clear and comprehensible. You can create and maintain relations via e-mail if you do it right. That means that you can

formulate your message to the receiver in a way that guides his or her understanding of it. For instance, "This is how I read your e-mail message. Is it correct?" or "I'm asking because I want to make sure that we agree. It is important to me that you read my message as one possible idea which you can consider and not as a command."

”The digitally native youth will ask for the good virtual leadership and the possibility of having inspirational colleagues from all over the world.”

It is similarly critical to follow the form of writing of the person you correspond with. If his or her style is informal, you should also try to be less formal. Using the same style and form in writing helps to create a good relationship. If your e-mail messages are particularly important, it could also be a good idea to ask another person to proofread them for you in order to ensure that the message is formulated unambiguously and does not allow for

misunderstandings. In other words, it is utterly important that the way you communicate your messages is thought out properly. In this way, trust and relationships can be developed via e-mail.

SHARED RESPONSIBILITY FOR VIRTUAL COLLABORATION

Shipping seminars is also the right place to discuss general issues related to the improvement of the ship-and-office communication. What kind of messages require you to go and enter into a dialogue? When is it appropriate to use e-mail — or is it perhaps better to call or, if possible, to make a video call?

A united stance on e-mail policy can also be helpful to you, your employees and colleagues. Virtual collaboration is a shared responsibility; otherwise it will not work. It is about having the courage to inform when mistakes or doubt occurs; or when the employees are overloaded and heading towards stress. You have no idea of how your message will be comprehended by the receiver. That is why it is critical that your colleagues do not hesitate to give you and each other feedback, thereby solving conflicts prior to their escalation. Conflicts can easily intensify at a distance, because it is not that easy to reach an agreement when you are not in the same place together. In this respect, trust is of prime importance.

THE IMPORTANCE OF TRUST

If the level of trust is high, it will be easier for us to accept or turn down a proposal and to tolerate each other's mistakes and misunderstandings. Conversely, the low level of mutual trust may conduce to the misperception of even the most trifling matters. This particularly concerns communication at a distance, where people have not had the opportunity to meet each other by the coffee machine or in the canteen, to talk the things through and overcome possible misunderstandings.

Trust is generally abundant in Denmark, but it requires a lot of effort and ingenuity to establish trustworthy



MADS SCHRAMM

is an organisational psychologist specializing in leadership and collaboration at a distance. He is also the writer of the book "Virtual leadership - bring about results, visibility and intimacy at a distance".

If you need consulting in virtual leadership, contact Mads Schramm on 3029 1975 or ms@netpsykologer.dk.

relations at a distance — especially when different cultures meet. Informal communication is important to building trust. In this respect, it is crucial to make regular calls and have more informal phone conversations about the current state of affairs on board or at the office. Paying calls on a ship or a home office, where you meet your collaborators in person, will also make a difference.

TECHNOLOGICAL CAPABILITIES THAT FORGE TRUST AND STRONG COLLABORATION

Land-based organisations that enjoy access to the internet and various technologies, say, in the form of online meetings and collaboration software, work creatively with various virtual tools in order to build trust.

This will also become a reality at sea at some point in the future. The possibility to use these technological tools will ease the workload; especially the amount of e-mails is expected to be reduced.

In the Danish company, Systematic, Danish IT-engineers work together with Ukrainian IT-engineers on the same tasks. The day begins with general “virtual coffee” and online meetings, where tasks of the day are discussed through the screen along with some informal talk about what is going on at the different locations, as well as how everybody’s weekend went.

In Oticon, project teams in Poland, the US, Switzerland and Denmark collaborate on the development of new products. People discuss similar issues here: how to build trust irrespective of the

distance, — and they exchange experience of what is important for having good online meetings, what medium is the right one for a given message? When can I, say, “settle for” sending an e-mail message? Can I take this difficult conversation online? When should I insist on gathering people face-to-face with respect to the implementation of the new strategy? How do I use new communication capabilities optimally and creatively — should I, say, make a video blog and wish my colleagues in the US a nice weekend?

Creating intimacy, common goals and motivation at a distance are among the things that are in demand in the virtual global marketplace. The digital natives that at the moment are rushing into the workplaces will call for good virtual leadership and the opportunities of having inspiring colleagues from all over the world.

BANG! — THE BOMB EXPLODED

The five minutes to disarm the virtual bomb were not enough. Our two participants put up a good “communication fight”, but the time available was too short, the task’s complexity was too high, and despite the fact that they had almost achieved their goal, the bomb exploded. The exercise, however, gave rise to exciting discussions about the importance of communication for achieving success at a distance in order to deliver results for the customers, and, especially, in relation to creating a good and trustful work environment between the ship and home office.

Did you find this article interesting?

You may want to drop by our webshop www.seahealth.dk/shop. Here you can order our guidance “Ship and office on the same wavelength”, where you can find suggestions to a better collaboration between ship and office.





WARNING!

**DON'T READ THIS ARTICLE IF
YOU LIKE COMPLEX INSTRUCTIONS
AND BLAND DIAGRAMS**

In the previous issue of at SEA, we published an article on how nudging can be used to change engine room personnel's conduct in relation to getting better sleep through, say, healthy food. But how about safety — can nudging also be used to improve safety? We have asked our colleague at SEAHEALTH, senior consultant, Søren Bøge Pedersen, about his opinion.

SØREN, WHAT IS NUDGING ANYWAY?

You can think of nudging as a way of gently encouraging people to make the right choices. It can be the *safest* or *healthiest* choices in the context of a work environment. This can be achieved through various minor changes in the surroundings that prompt people to intuitively make the right decisions — simply because it makes

sense to do so, because it is easy, because you do not have to speculate about it too much, because others do it and, finally, because you *want* to do it.

Nudging is clever in the sense that the method helps people to act in a way they actually want. I imagine all of us have an experience of disastrous signage in

airports, where as an air traveller you are rushing around aimlessly. But we have also seen the good ones, where everything works flawlessly and where displays with boarding time and gate directions are placed correctly and show the information clearly. You can easily tell when things have been thought through and when they have not.



FAST THINKING (system 1)

Figure out whether a person is angry or sad

Orientate oneself towards a sudden sound

Trace hostility in a person's voice

Answer to what is two plus two

Read words on a large sign

Drive a car on a desolated road

Be able to ascertain that an object is further away from another

SLOW THINKING (system 2)

Prepare yourself for the sound of a start gun before a race

Focusing on walking faster than normally

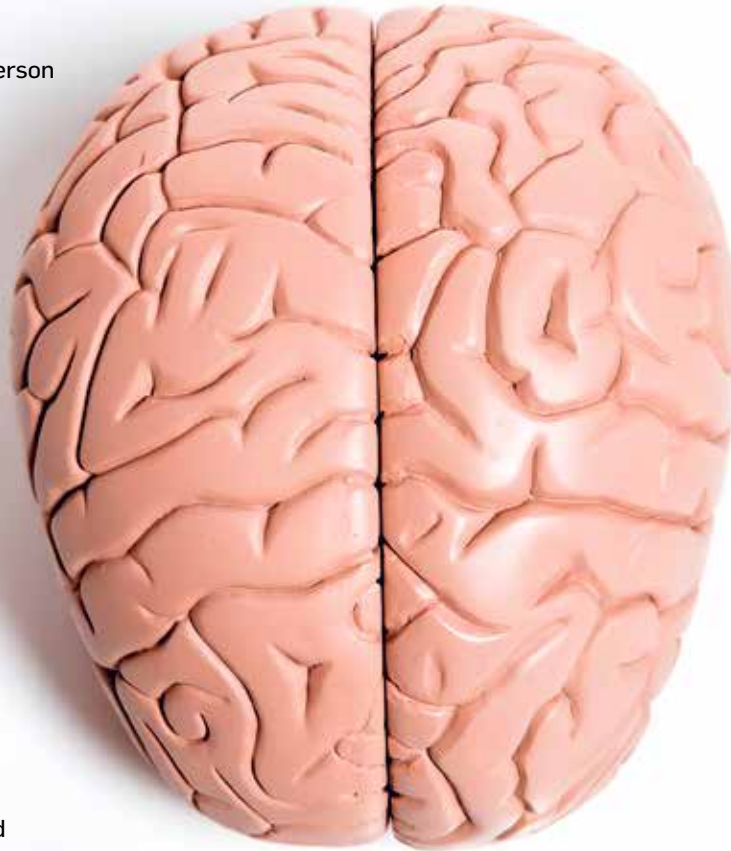
Consider if one's behaviour is appropriate in a given social context

Make mathematic calculations

Park a car in a small area

Fill out your tax return form

Compare prices of two washing machines



WHY DOES IT WORK THIS WAY?

Your brain is divided into two systems. System 1 includes decisions that are fast, automatic, uncontrollable, unconscious and intuitive. System 2, on the other hand, is responsible for decisions that are lengthy, deliberate, conscious and reflexive. Research has revealed that System 1 controls ninety per cent of the decisions we make, even though we, as human beings, want to believe that we are System 2 people, who make clever, rational and thoughtful choices. But this is not the case. In simple terms, our brain is extremely idle and we prefer to stay within System 1 in order to save energy for hard times. As human beings, we make easy choices and — if possible — take the path of least resistance.

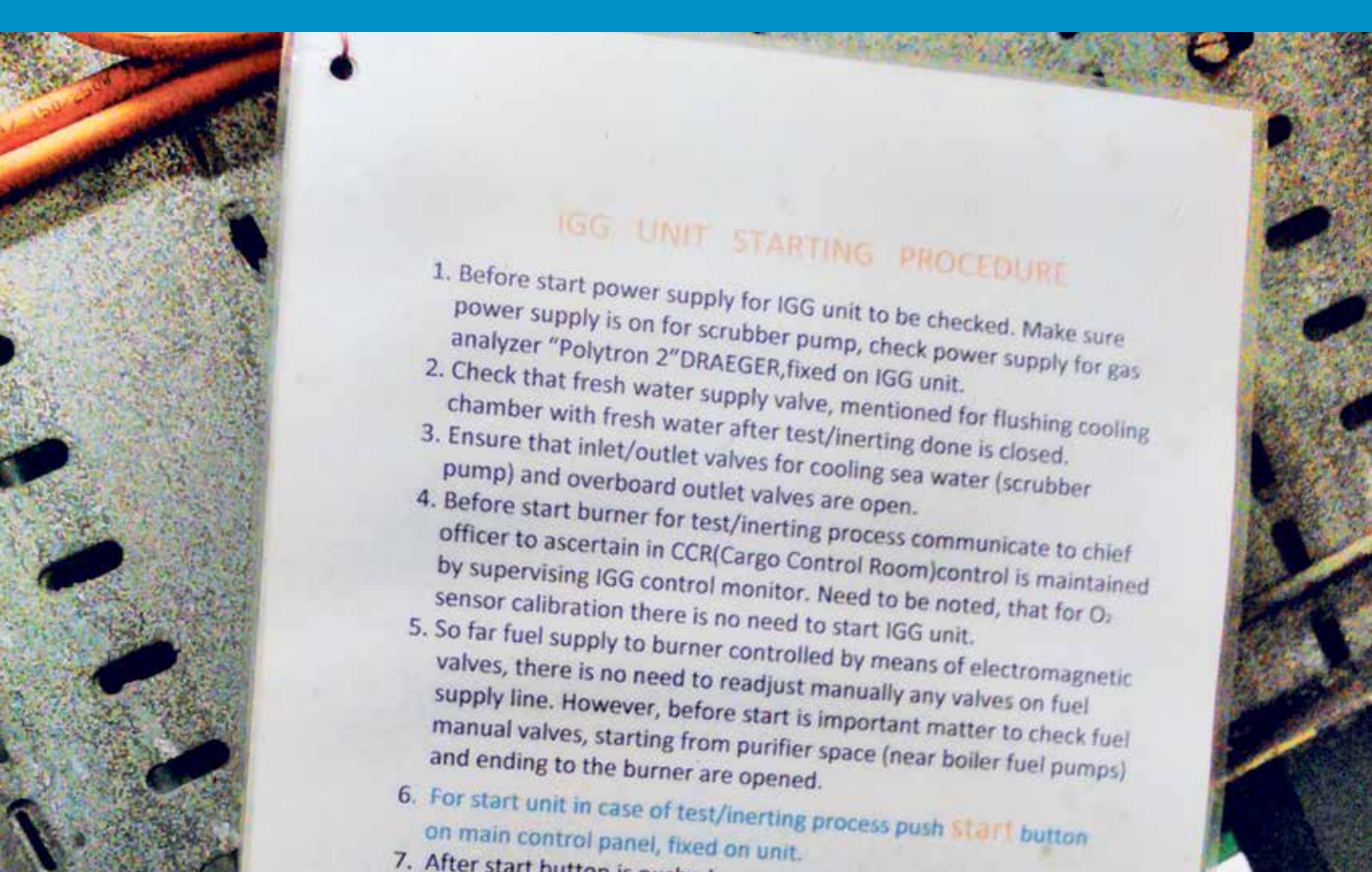
We do not have the strength to read an IKEA-manual and would rather avoid studying detailed instructions on how to start a backup generator. But we would, however, read the manual if it were readable, short and simple.

We would not make an effort to go far to get personal protective equipment, unless it is close to our work place, and we would certainly not take the trouble reading a long and complicated manual on how to protect ourselves from the hazards posed by epoxy. On top of that, we are tired and worn out after doing long shifts or being stressed because of the workload. In the end, our brain will certainly be operating from the uncomplicated System 1. System 2 of the brain has long since been shut down.

We take the easy way out, if the instructions on the machine are incomprehensible; and if the flow diagram to opening the bow door is hard to read, we will approach it in a way that makes sense to us at the moment — and that is not always the safe way.

YOU ARE SAYING THAT WE ARE LAZY... WHAT THEN CAN BE DONE TO AVOID IT?

After 15 years in the shipping industry, I have seen very few instructions, work place risk assessments, signs or manuals that address System 1. On the contrary, they usually contain too much text, a kind of a hodgepodge without colours or icons to highlight essential elements. In other words, everything evens out. System 1



IGG UNIT STARTING PROCEDURE

1. Before start power supply for IGG unit to be checked. Make sure power supply is on for scrubber pump, check power supply for gas analyzer "Polytron 2" DRAEGER, fixed on IGG unit.
2. Check that fresh water supply valve, mentioned for flushing cooling chamber with fresh water after test/inerting done is closed.
3. Ensure that inlet/outlet valves for cooling sea water (scrubber pump) and overboard outlet valves are open.
4. Before start burner for test/inerting process communicate to chief officer to ascertain in CCR (Cargo Control Room) control is maintained by supervising IGG control monitor. Need to be noted, that for O₂ sensor calibration there is no need to start IGG unit.
5. So far fuel supply to burner controlled by means of electromagnetic valves, there is no need to readjust manually any valves on fuel supply line. However, before start is important matter to check fuel manual valves, starting from purifier space (near boiler fuel pumps) and ending to the burner are opened.
6. For start unit in case of test/inerting process push **start** button on main control panel, fixed on unit.
7. After start button is pushed

This procedure makes people fall asleep before they even begin reading.

whispers in your ear, "You are not up to it". While working on ships, we rarely stumble on pictures, while diagrams are designed by engineers who not necessarily have knowledge of the shipping industry.

Then why not take a picture of the backup generator and insert it into a Powerpoint?

1. Start here, 2. open here and 3. close here while you 4 etc. Imagine a ship's assistant is being sent down to the backup generator room and he has no memory of what he learned three months ago during the extended boat and fire drill exercise. It is dark, mixed messages are blaring out of the VHF radio and some of them are directed to him. He is stressed and uses his brain capacity to the full. Send him into a dark room to follow detailed instructions on a sheet of A4 paper without pictures or diagrams. It is doomed to fail. It could similarly be a situation where an emergency fire pump or an emergency steering had to be started up. If you were a seaman, you would know that things always tend to escalate. When the accident occurs, the ship will perhaps be heaving

and rolling in rough waters, and the VHF radio has not been charged up. The more stressors you add, the higher probability of people making impulsive or intuitive choices is, as the brain is just about to burst from the input. Why not paint the epoxy shelves red? Paint the epoxy PPE closet red and use a red bullet to make a reference to the PPE table. Then those who paint it will know exactly how to protect themselves. It should be easy for people to make the right choices – the safe choices. Put small labels on food containers that show the correct lifting techniques. Label the shelves with the maximum weight the items can weigh when lifted. Unfortunately, the design, build and organization of the ships are made for System 2 part of the brain. You have to think and not be complacent, you have to be rational, you have to be alert, you have to pay attention, and if something goes wrong, it is the seaman's own fault, because he accomplished none of the above mentioned. We still read pretty often about that in accident reports. It is unfortunate that the seamen get the blame

when accidents could have been avoided by using clearer instructions.

IS THERE A DESIRE TO CHANGE THE SYSTEMS?

It makes me happy when I experience that somebody has been thinking out of the box. One example is when the room numbers are written by the seats on the inside of the free fall boat, making sure that everybody knows where to sit, and the seatbelts are calibrated to fit their bodies. Small circles on the deck of the free fall boat can also make sure that the head of evacuation immediately sees if anyone is missing. To me, that is the principles of nudging used cleverly.

WHAT WOULD YOU RECOMMEND US TO DO TO BEGIN WITH?

It is necessary to involve people who operate with it on a daily basis. We have to ask people with hands-on experience in this industry, "When you are operating this machine, do these instructions make sense? Are you conscious about the specific danger of high pressure when





Marking yellow spots on the deck quickly help us figure out if any colleagues are missing during evacuation.



you open the valve, or do you have to remember it? Can we remind you of that while you work? Is the procedure for enclosed spaces understandable? Can we tone down the complicated text and replace it with a photo, diagram or pictogram? Are we paying attention to the right issues at the right time when we are docking? Is the process in some areas hard to understand?"

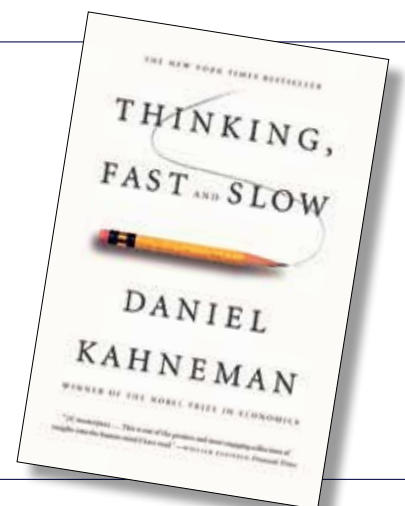
Following these questions, try to simplify and clarify the daily routines in consultation with your colleagues. Set up comprehensible signs where relevant, and avoid several signs that provide the same information.

If the management wants to modify a way of behaving, it is essential for them to be specific about the desired type of behaviour. It is not enough to simply say "We have to lead healthier lives on board" or "We have to eat more fruit and vegetables". The effect will be as expected. "Nobody takes responsibility – nobody does anything". We will have to get down to a particular type of desired behaviour. "We wish two kilograms of carrots to be served for dinner, starting out on Wednesday evening in week 34". Once the defined behavior is formulated, the nudging methods can begin.



SEAHEALTH is engaged in spreading the knowledge about nudging methods on board Danish ships. We are going to develop a catalogue with good examples from the ships which others can use as a source of inspiration and will hopefully benefit from. Should you be interested in a visit on board from a professional working environment consultant who can examine the vessel in terms of nudging methods available, do not hesitate reaching out to us and we will be happy to be of service.

Do you want to know more about how your brain works?
The bible of nudging would well be "To think Fast and Slow". Read it. It is awesome.
You can borrow it from the Maritime Library





Like to enjoy A HOLIDAY IN DENMARK?

Did you know that as a seafarer you can enjoy a holiday for a reduced price in one of our three beautiful holiday homes in Denmark?

The seafarer, Dennis, his wife and their two children have enjoyed a holiday in Skallerup Klit in Jutland and they say that the best part of the holiday is the house itself and its surroundings.

During their holiday, the family went daily to the beach, used Skallerup Resort for bathing and playland, and was in Hjørring City on a trip. The family recommends the nature, Skallerup Klit, Hjørring city and shopping centre.

YOU CAN ALSO RENT A HOLIDAY HOME

If you have worked on a Danish flag ship for at least six months within the last two years.

We have two holiday homes in Jutland and an apartment in Bornholm.

Read more about the holiday homes on our website www.hfv.dk, and write to amanda@hfv.dk if you are interested in renting a holiday home. First come first served!



SAFETY SELFIE COMPETITION 2018



MY NEW FRIEND, "MR. ORANGE OVERSIZE", AND ME.

Picture taken during 3-yearly on-board pressure testing of all 62 Immersion suits. Making sure, that they are ready without any leaks for the crew and me to use in case of an abandon vessel situation.

- and the winner is...

A big congratulation to 3rd Officer Anja Boytang on SOFIE MÆRSK who has won the Safety Selfie competition 2018 and an iPad! And a big thank you to all of you readers who have sent in contributions to how we act safe on board. Fear not, you can also participate in the Safety Selfie competition again next year. All you need to do is send us a selfie where you or your colleagues are safe at sea. Send your contribution to dn@seahealth.dk. We will announce the winner in at SEA December 2018.

The welfare service in Esbjerg welcomes new manager

SEA HEALTH & WELFARE delegate Director of Danish Government's Seamen's service, Søren Phillip Sørensen, welcomes a new face in the welfare service in Esbjerg, Jan Erik Kamstrup.

By Søren Phillip Sørensen

Port of Esbjerg International Seamens Center has a new manager, Jan Erik Kamstrup. Jan Erik is a trained chief steward in EAC (East Asiatic Company) and has spent 30 years at sea with shipping companies EAC and DFDS. Moreover, Jan Erik has been at sea with Danish training ships, GEORG STAGE and DANMARK. While out at sea back in 1978 Jan Erik met his wife, Christina from Indonesia, with whom he has two daughters. For the past nine years, Jan Erik has been head of ESS Offshore and through his extensive maritime experience, has the best prerequisites for his new function.

FULL STEAM AHEAD AT ESBJERG PORT

Port of Esbjerg International Seamens Center enjoys great support from both the port of Esbjerg and the city. Both the mayor and the Port CEO have seats on the board and the chairman is Jesper Juul Larsen from Sydvestjysk Fiskeriforening. Jan Erik and his ten volunteers look forward to both retaining the good facilities the premises offer but also to expand their service to the many seafarers who visit the club. The club is great for the many seafarers who come either to play billiards, go online or just sit and have a good time. In the basement, there is a large gym that is used frequently.

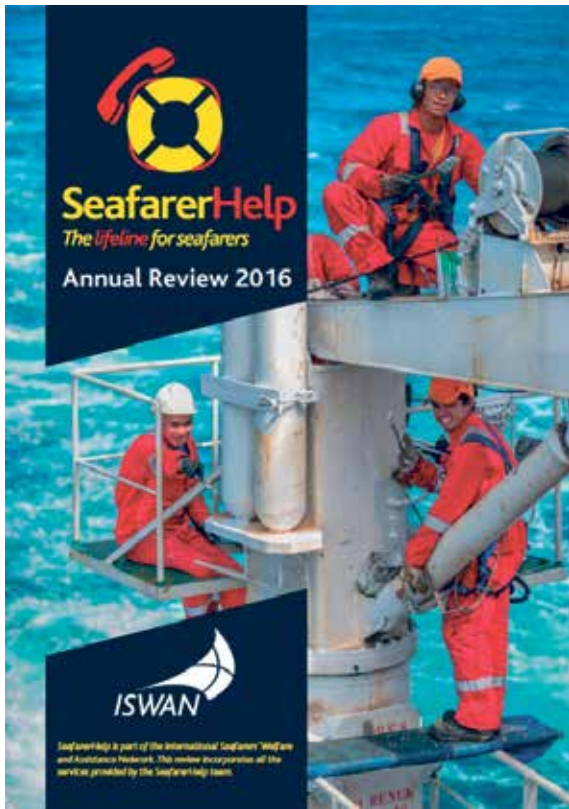
As the club is located in the middle of the port, it is easy to get to and from. Port of Esbjerg International Seamens Center is also open for Christmas and New Year's Eve and every year, many guests visit the club to gather during these special days far away from family and friends.

SERVICE FOR SEAFARERS IS THE BEST JOB

The ship's visit to the fast-growing port is important for Jan Erik, who daily delivers fresh newspapers and books from Maritime Library, telephone cards and other forms of assistance. For instance, excursion to Fiskeri- og Søfartsmuseet, a trip to the bowling alley or to the go-cart lane. The close and personal contact with the seafarers is something that Jan Erik enjoys. He does not hide that this is a job he really appreciates. The joy and gratitude you get every day in this position cannot be made up of money.

Port of Esbjerg International Seamens Center is an important partner for the Danish Government's Seamen's Service and the Maritime Library, and helps to ensure a high level of service for the seafarers in Danish ports.





ISWAN NEWS

SeafarerHelp Annual Review 2016 is out now

According to the newly released 2016 annual report from the free, confidential, multilingual helpline for seafarers and their families, there are serious problems facing those at sea, and seafarers desperately need help.

In 2016, SeafarerHelp dealt with 3,073 new cases, involving 11,228 seafarers and their families, this is an increase of 37% compared to 2015, and in addition SeafarerHelp received a further 4,548 successive contacts. The most common reasons for seafarers contacting SeafarerHelp were: seeking employment, wages not being paid, problems over repatriation, health problems and contract problems. The contacts came from 122 countries.

The SeafarerHelp Annual Review can be downloaded on www.seafarerwelfare.org



ISWAN NEWS

ILO helps launch programme supporting seafarers' welfare in ports

The maritime community turned out in force to support the launch of our International Port Welfare Partnership Programme (IPWP). This happened during London International Shipping Week 2017. Over 90 representatives from across the maritime industry attended the launch event, which was followed by a lively and informative panel debate entitled "Fair Shipping – Does it Really Exist?".

The ISWAN IPWP programme aims to support the establishment of welfare boards which, according to MLC,2006 "shall regularly review welfare facilities and services to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry".

The programme is match funded by the ITF Seafarers' Trust, TK Foundation, Seafarers' UK and Merchant Navy Welfare Board (MNWB) with an Executive Committee made up of Ship owners, Unions, Port Authorities/Owners, Government, Maritime Funders and Voluntary Organisation representatives, all keen to promote better seafarers' welfare in ports.

Further details of the IPWP can be found at: www.portwelfare.org



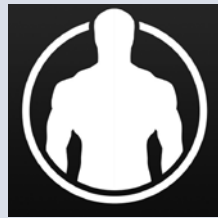
Did you know that you get smarter when you work out?

When you exercise you strengthen your brain. This is because your active muscles create the protein substance BDNF that produces new brain cells. All this happens in an area of your brain called the hippocampus, that is central to your memory and learning ability. In fact, brain scans show that the hippocampus is 16% bigger after three months of running practice. And with a bigger brain, it is easier for you to learn new things and remember stuff. You get better at planning and multitasking. And this goes for men, too.

Your pulse needs to increase several times a week for the brain to get bigger. So you better get started, buddy.

Lucky for you, we cheer on you in Fit4Sea. And besides getting a bigger brain, you can also win awesome prizes. In 2017, you have been really really active. This means there must be an awful lot of smarty pants at sea.

Way to go, people!



App for a fitter body and a bigger brain

We always like to go that extra mile to help you get started with a healthier life. So, we found this app for you.

Just 6 Weeks offers you a unique opportunity to get into shape, learn how to do 100 push-ups or sit-ups, as well as to shape a beautiful muscle profile in only six weeks. Forget complicated systems and exhausting, hours-long workouts! All you need now is 10 minutes three times a week, a comfortable spot, and your smartphone.

Just 6 Weeks has a very simple interface with convenient, customizable functionality. Workouts, reminders, statistics – everything is just two clicks away. Nothing will distract you from the workout now!

Fit4SEA

YOU MADE IT THIS FAR IN 2017

This year's Fit4Sea competition ends 31st of December 2017. Hereafter, all results – both ships and individual - will be made up and announced on our webpage www.hfv.dk.

We will give away 100 prizes and in each category the five best competitors will receive a prize. We will make a

draw for the remaining prizes among all competitors. You can win bicycle computers, pulse watches, sportswear, vouchers and much more and in the ship's competition, you can win subscriptions to Men's Health and awesome championship plaquettes to show your results. A new competition begins January 2018.



Ro-ro machine - **28,208 km.**

Running - **68,371 km.**

Cycling - **142,848 km.**

Cross Fit - **10,776 km.**

Weightlifting - **9,114 timer**

Fit4SEA



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.

YOUNG SEAFARERS

We need more young people in the maritime industry. That is why we sent our SEA HEALTH & WELFARE delegate in the port of Rotterdam out to ask the young aspirants what it is like to be seafarers. Here is what they answered.

By welfare consultant in Rotterdam, Jacob Christensen



**JEPPE RICHTER, 22 YEARS OLD
ENGINE CADET AT MAERSK TRADER**

"In high school, I thought I was going to be a carpenter, engineer or architect. In HTX I had a subject called "Construction and Energy". I found out that it was not in the construction industry that I wanted to be. The career counselors came by our school, where I met someone who spoke about being aspirant in Maersk. That was kind of the starting point. On board, I don't really feel like an aspirant. I feel we are all equal on board. I really enjoy being on TRADER. You never know what journeys are coming up next, and that suits me very well".



**JACOB HASLE OTTESEN,
26 YEARS OLD
DECK CADET AT ELLY MAERSK**

"I took this education because it is a management training. I have worked in stores before and discovered that it took a long time before I could climb the career ladder. I found out that it was either in the military or Maersk that I should start a career change. I chose Maersk. The education is broad and can be used as a stepping stone to a job on land, for example as a project manager."



**CASPER KRØYER, 22 YEARS OLD
DECK CADET ON MAERSK TRADER**

"My grandfather and his family were sailors. I early realized that it was what I wanted, too. On TRADER, I have the opportunity to show what I have learned in school, which is really good. I have more responsibility on board. That is probably because it is my last sailing tour as a cadet before my bachelor. There is a great difference from line to supply. I have experienced that it is less hierarchical in supply. For example, foreign seamen call their captain by their first names on a supply ship, they do not do that in line.



VIDEOGAME

Wolfenstein: The New Order

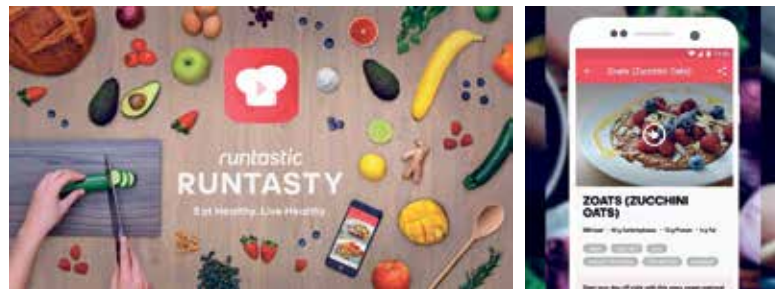
If you have ever dreamt about going back to the 1940s, participating in the battle against the Nazis, then Wolfenstein: The New Order might just be the best alternative to living in that dream. Wolfenstein: The New Order is a First-Person Shooter (FPS) from 2014, with an exquisitely crafted story which was nominated for several "excellence in storytelling in video games" awards. Furthermore, the player has plenty of room to personalize its journey, as the game allows for multiple styles of gameplay to reach the same goal, leaving the player free to completely avoid the gunplay if they so choose. It all takes place in the 1960s on an alternate Earth where the Nazis won World War II.

The player takes up the role of William Joseph "B.J." Blazkowicz, a Polish-American veteran who has been in a coma for many years. After waking up, he joins the resistance to prevent the Nazis from creating an all-encompassing empire. If you already own the game, there is also an expansion pack available. Wolfenstein: The Old Blood explores the background of "B.J." Blazkowicz, and what he was doing before going into the coma. If this is not enough, the sequel 'Wolfenstein: The New Colossus' was released on October 27th this year.

APP FOR THE HEALTHY SEAFARER

Would you like healthier meals on board? With Runtasty app, you get inspiration for healthy recipes that come with short "how-to-do" videos. The recipes are simple and keeps you updated on proteins, carbohydrates, fat, and calorie content. You can find recipes for the gluten-free diet, for the colleague with nut allergy, vegetarians and meat freaks.

The app is available for both iOS and Android and is free.



CARDS



Card against Humanity

Have you ever wondered why we put together sentences the way we do? Whether understanding meaning truly requires that you restrict yourself to the rules of proper grammar and common etiquette?

Cards against Humanity is a card game hell-bent on proving the above wrong. It is a very simple party game in which "4-many" players take turns to decide who among the rest can create the most hilarious sentence. Every round one player will ask a question/statement from one of the black cards, and everyone else then must choose an answer from one of their white cards. The one whose answer is the funniest wins the round. If you are afraid that the hilarity will end too quickly, know that the game's rule set comes with suggestions on how to change the game (i.e. "God is dead" where you play without the black cards, and the players themselves must come up with sentences). Furthermore, it is also possible to buy up to 6 expansion packs with 100 cards each, adding to the base game's 550 cards.

All in all, Cards against Human is an exceedingly fun game with a long lifespan. The game is only available in English and is easy to understand.

[We can deliver the games for your ship's club. Read more at www.hfv.dk](http://www.hfv.dk) at "Purchase for the ship's club"

SEAFARER'S PHOTO CONTESTS

DO YOU WANT TO PARTICIPATE IN OUR PHOTO CONTESTS?

Every year we host the Danish and the Nordic photo contest where seafarers send in their bids on this year's winning photo. The winner wins a gift voucher worth 5,000 DDK and there are also fierce prizes for the runner-ups. Do you want to join, too?

Check out www.hfv.dk and find out how to enter the contest.







BREAKFAST AT SEA

Many of you have requested recipes for the galley. That is why we in the next couple of magazines will offer you recipes for the healthy seafarers. Well, most of them are healthy. Sometimes we need treats for the sweet tooth, too. Do you have a recipe you would like to share with your colleagues at sea? Let us know by writing us to dn@seahealth.dk

▲ BLACKBERRY SMOOTHIE – breakfast on the run

-
- Ingredients**
- 2 ripe bananas
- 2 large handfuls of frozen blackberries
- 250 ml soy milk with vanilla
-

This recipe is full of proteins and will keep you full for a long time. You can easily swap blackberries with strawberries or perhaps mangos. If you need a little more fibre, throw in two handfuls of oatmeal in the blender. Delicious!

 2 servings  10 min

METHOD
Mix all ingredients in a blender and blend until the mixture is even and creamy. Serve immediately in a glass and with a straw.
Enjoy!





PANCAKES

◀ For the sweet tooth

..... Okay, okay we know that pancakes are not exactly healthy. But these absolutely delicious ones will turn even the grumpiest seafarer into the happiest in an instance. And you can do with just one. Or two perhaps... You can easily leave the batter in the fridge overnight and bake them the next morning.

Ingredients

- 1 cup of wheat flour
- 3 eggs
- 10 oz. of milk
- 3 tbsp. of sugar
- 1 vanilla pod or 2 tsp vanilla sugar
- 1 tsp of cardamom
- Butter or rapeseed oil for baking

8 servings 30 min

METHOD

Whip all the ingredients in a bowl with a hand mixer. Leave the batter for 30 minutes. Melt butter or oil on the frying pan, pour approx. 2 oz. of batter per pancake. Bake pancakes thin and light brown. Serve the warm pancakes with honey, jam, chopped chocolate, or vanilla ice cream and fresh raspberries.

OVERNIGHT OATS ▶

- for the lazy but healthy chef

Ingredients

- 1 small mashed banana
 - ½ cup of Greek yoghurt (or skyr)
 - ¼ cup of oats
 - 1 tsp vanilla sugar
 - ¼ cup of mashed berries
- Maybe a little honey for the sweet tooth

..... Spend few minutes in the evening, and you will have a healthy and delicious breakfast for many days to come. The Greek yoghurt - full of protein - will keep you full all morning long. It is really easy to make and lasts up to five days in an airtight container in the refrigerator.

1 serving 10 min

METHOD

Add all ingredient to a container with a tight-fitting lid and stir the mixture until fully combined. Leave in the refrigerator overnight (or 8 hours).



◀ EGG MUFFINS

- because we love eggs for breakfast



Eggs are packed with great stuff, namely vitamin E, D and iron. This recipe is a superb start for a healthy morning that keeps you full for long.

You can easily replace the greens with whatever you have left in the fridge. Instead of smoked ham, you can use bits of fried bacon, fried chicken and you can use any cheese of your liking.

3 servings 25 min

METHOD

Whip the eggs with salt and pepper. Brush the muffin tray with oil. Put onions, spinach, tomatoes, ham and cheese evenly into the muffin tray. Then pour in the egg mix evenly. Put the tray in the oven and bake at 175 C for app. 15-20 minutes. Serve with a small salad and toasted rye bread.

Ingredients

- 6 large eggs
- Salt and pepper
- 3 slices of cold smoked ham (or fried bacon)
- A small handful of chopped spinach
- A finely sliced half red onion
- A large handful of grated cheese
- 6-8 cherry tomatoes cut in halves

You can also find these recipes on our webpage www.seahealth.dk.

STEPHEN
KING'S

IT

DOWN HERE WE ALL FLOAT

STEPHEN KING AT THE LIBRARY

The Maritime Library has 12 book depots all around the world, from where you can get new books. In Denmark, there are book depots at the seamen's services in Esbjerg, Aarhus and Aalborg, and we have book depots at the Government's Seamen's Service in Rotterdam and Port Said. In addition, we have depots on the Danish seamen's churches in Hamburg, Rotterdam, Hull, Algeciras, Tanjung Pelepas, Singapore and Hong Kong.

Find the contact information for the depots on www.sbib.dk.



STEPHEN KING AT THE LIBRARY

American author, and master of horror, Stephen King is everywhere this autumn. Old and new books are published and probably his most famous book has been made into a movie once again!

Although Stephen King turned 70 in September he still writes two books a year. This year one is written together with his son, Owen, **Sleeping Beauties** (in which when women go to sleep become shrouded in a cocoon-like gauze, and if woken up, get spectacularly violent), the other one is **Gwendy's Button Box** (which is the story of the small town of Castle Rock, Maine which has witnessed some strange events and unusual visitors over the years, but this story has never been told...). You can also still get scared by classics like **Carrie**, **Misery** and **The Pet Cemetery**, and you can get them all from the library.

But Stephen King is not only scary stuff, he has also written the historic novel **11/22/63** about a man who finds a way to go back in time and gets the chance to prevent the assassination of Kennedy. Another not horror story is **The Shawshank Redemption**, which is most known as one of the best movies in the world featuring Tim Robbins and Morgan Freeman.

But of course the biggest reason for Stephen King to be everywhere this autumn is the new movie version of **It**! His book by the same name first became famous when it was made into a mini series with British actor Tim Curry as the scary clown Pennywise (1990). In the new movie Bill Skarsgård takes over the role as Pennywise, and if your ship receives our movies you can look forward to **It** in December. If you prefer the book – the library has it!



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

MYTHS AND LEGENDS

A really good and easy to understand podcast that tells the original tales behind legendary stories in an updated and interesting way.

Ever wonder about the original stories behind King Arthur and his legendary knights, Robin Hood, or Aladdin? Maybe you've heard of characters like Thor, Odin, and Hercules from modern movies? – Well, the originals that inspired the adaptations are even better.

Did you know that fairy tales weren't originally for children and are way more bizarre, ridiculous, and interesting than you ever thought possible? This show brings you the folklore that has shaped our world. Some are incredibly popular stories you think you know, but with surprising origins. Others are stories that might be new to you but are definitely worth listening to. These are stories of magic, kings, Vikings, dragons, knights, princesses, and wizards from a time when the world beyond the map was a dangerous, wonderful, and terrifying place.



www.facebook.com/mythpodcast

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



www.theparapod.com

THE PARAPOD

The ParaPod is a podcast of all things supernatural and mysterious. The two British comedians Ian Boldsworth (voice of reason) and Barry Dodds (gullible believer) meet and talk about the paranormal.

Series one was about ghosts, series two about mysteries, and series three about conspiracies.

Danish comedian, Sofie Hagen, recommends the podcast, which she says is very funny and her favourite .