

# at SEA

SEA HEALTH & WELFARE for seafarers

**Avoid back pain  
in your office  
space 08**

**24 minutes in  
24 hours 14**

**THE SAFETY  
COMMITTEE'S  
HEALTH AND  
SAFETY COURSE –  
NOW AS E-LEARNING  
ON BOARD 04**

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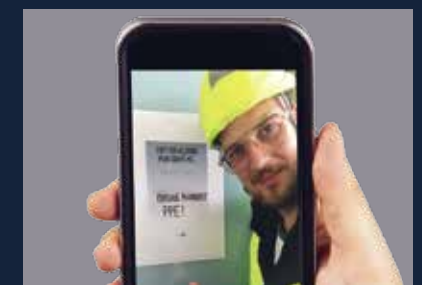
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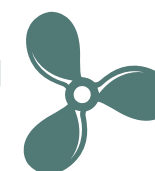
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Now SEA HEALTH & WELFARE offers the Section 16 course as e-learning on board.

# THE SAFETY COMMITTEE'S HEALTH AND SAFETY COURSE – NOW AS E-LEARNING ON BOARD

Are you elected as safety representative? Are you a supervisor or captain?  
Or maybe you just need to refresh your knowledge on health and safety on board? If so, continue reading.

By Dyveke Nielsen, Communications Officer

SEA HEALTH & WELFARE now offers education and training in occupational health and safety for members of the Safety Committee, also known as "Section 16 course" on board the ship conveniently as e-learning. In collaboration with Seagull Maritime AS, we have developed a brand new educational program that you can conduct worldwide – offline or online – and at all times of the day. All you need is access to the Seagull platform or an internet

connection on board the ship. We have emphasised the user experience through animated design, practical exercises in collaboration with colleagues and flexible modules to suit each target audience in the Safety Committee - both representative, supervisor and captain. It is an in-depth course covering all topics related to occupational health and safety at sea.

## WHEN WILL I NEED A SECTION 16 COURSE?

When you are a member of the Safety Committee, either as an elected safety representative or an appointed supervisor, you need to complete the mandatory section 16 course. This course provides you with the needed competencies to work with occupational health and safety on board. As a new member of the Safety Committee, you must complete this course no later than three months after the election. During the course, participants will learn duties and tasks and obtain concrete tools to work with occupational health and safety in practice. Though it is mandatory to complete the course as a member of the Safety Committee, it is also a good idea to take the course in order to refresh your knowledge of what it takes to make a good work environment on board a ship.

## WHY DO I NEED A SECTION 16 COURSE?

Seafarer's health, safety and well-being are important to us. We want seafarers to be just as healthy when leaving a ship as when they signed on. We also want seafarers to feel safe at sea, to experience a good sense of team spirit and comradeship, and not suffer unnecessary physical or mental strains. The section 16 course provides the Safety Committee on board with knowledge and tools to perform tasks that support a safe and healthy work environment while complying with laws and regulations – both Danish laws and Maritime Labour Convention 2006.

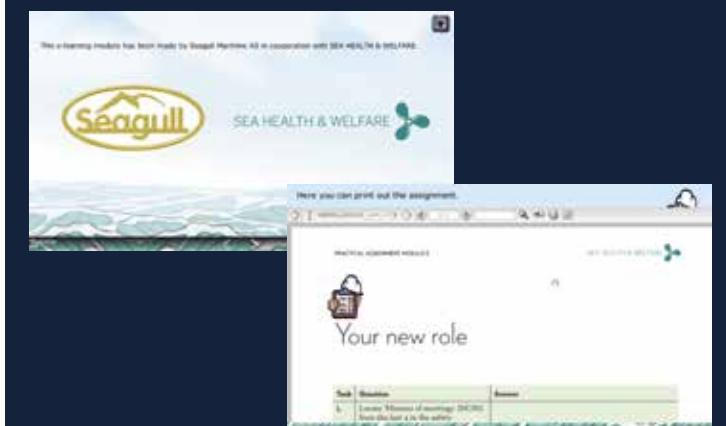
## ABOUT THE COURSE

The section 16 course as e-learning on board consists of 1/3 theory and 2/3 practical assignments to be conducted on the ship. Some of the advantages of this type of educational program are immediate health and safety initiatives and results. The minute the participants begins the course, work with a safer and healthier work environment is initiated. That is because practical assignments - in collaboration with other crew members - are part of the course that must be performed before completion.

The course will enable members of the Safety Committee to:

- Work with health and safety in practice.
- Understand and perform the new role as a member of the Safety Committee.
- Keep up to date with rules and regulations.
- Understand and implement the preventive principles.
- Conduct effective meetings and share important information with other crew members.
- Engage other crew members in the well-being, health and safety of the ship.
- Engage colleagues to work together across, for example, rank and cultural background.

Once you have access to the e-learning course on board your ship, all crew members can conduct the course when they want, where they want to and as many times as they wish to. Once the course is completed, you can obtain a certificate. To access the section 16 course as e-learning on your ship, contact your shipping company. The course can be purchased at [www.shw.dk/webshop](http://www.shw.dk/webshop)





## The great bake-off Day of the Seafarer 2018

Day of the Seafarer this year, was celebrated by SEA HEALTH & WELFARE with cakes on board ships. In collaboration with Wrist Ship Supply, Garretts, and seamen churches and services, we served hundreds of cakes to seafarers in ports all around the world – both brownies, Othello cakes, fruitcakes, Eid-cookies and the ever-popular Danish “Brunsviger”. The surprised seafarers enthusiastically welcomed the cake delivering welfare personnel. We decided this year to draw attention to the welfare of seafarers by being out there with the people that this celebration is all about - the seafarers. Although it is quite a logistical challenge to serve as many seafarers as possible, this event has exceeded all expectations. And it has been a pleasure to experience the enthusiasm of business partners and seafarers when it comes to drawing attention to the well-being of seafarers.

Thanks to all partners and seafarers for their participation  
in Day of the Seafarer 2018!



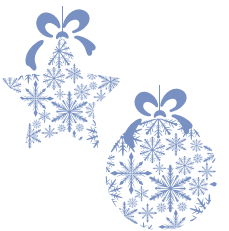
## Time to order Christmas presents

Remember we assist you in purchasing Christmas presents and bingo prizes to the ship's clubs.

All you need to do is:

- Tell us how many presents you need.
- Inform us the price of the presents.
- If you wish presents specifically for women and men. If so, how many of each.

Send you order, name of ship, contact person, and address of shipment to [shipsclub@shw.dk](mailto:shipsclub@shw.dk).



## LOVE CATCHING FISH?

Remember you can participate in Fit4SEA by catching fish with a rod.

The first time you send us your catch results, inform us of your full name, ship's name, size of crew and size of T-shirt.

Send your results to [sport@shw.dk](mailto:sport@shw.dk).


All fishermen will receive a Fish at SEA T-shirt on their first catch.

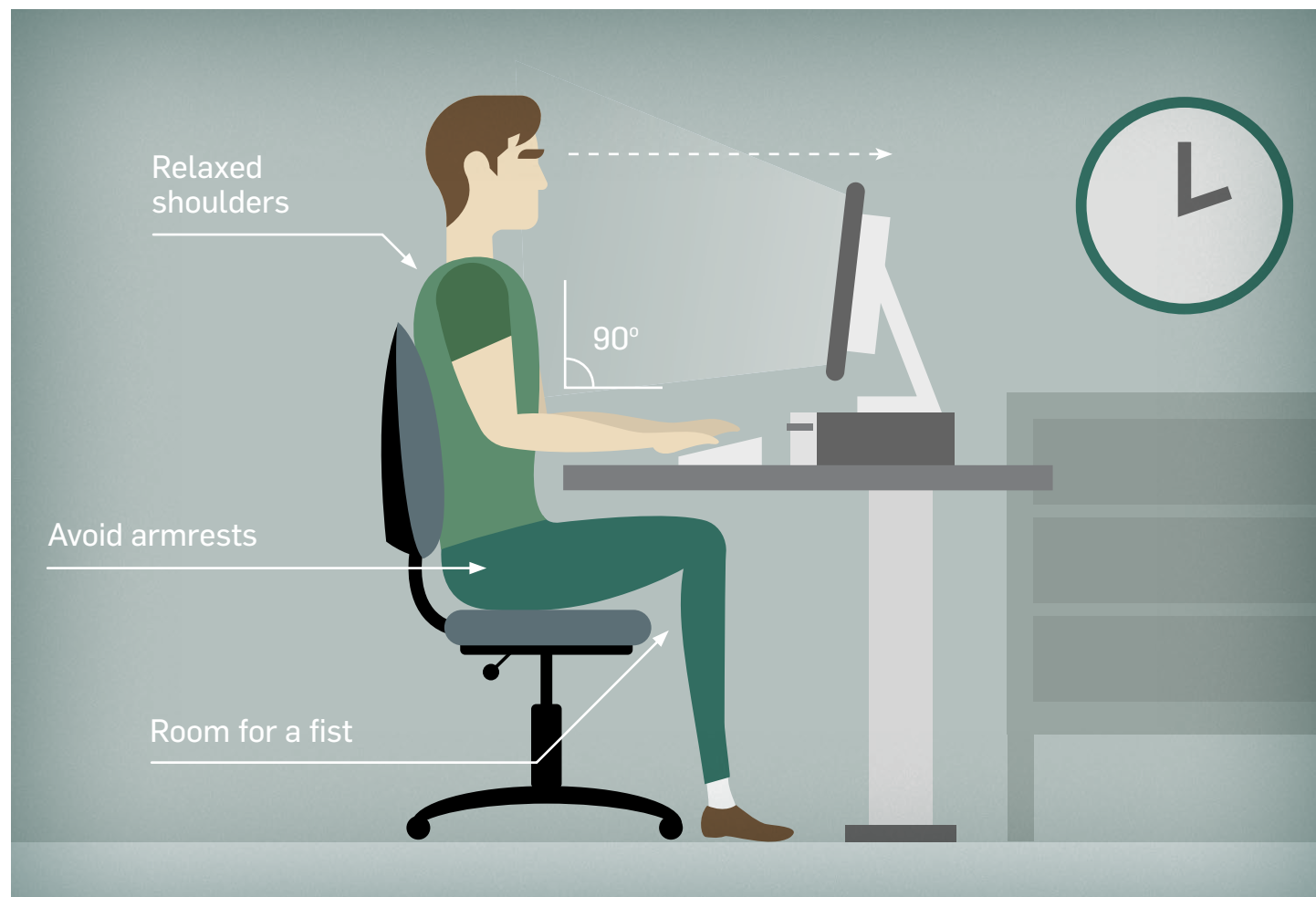
# AVOID BACK PAIN IN YOUR OFFICE SPACE

Working on board involves increasingly sedentary work in front of a computer. But, our bodies are not at all designed for long-term static work positions – and definitely not on a bad office chair. Since we don't always have the best ergonomic design in office spaces on ships, we have gathered a few tips to improve work postures and office design in order to avoid pain and discomforts with very few means.

- Adjust your chair so that your feet are flat on the floor. If the work desk is too high, you can use a footstool.

- From the chair seat to the back of your knee, there must be room for a fist.
- Avoid armrests on your chair.
- The height of your work desk must give 1 cm of free space when your arms have an angle of 90 degrees (with relaxed shoulders).
- You must be able to look over your computer screen. If it can't be adjusted, you can place a couple of books underneath to fit the right height.

 Remember variation in your work positions is the most important.



# WOULD YOU LIKE TO WIN AN IPAD?

## - WHILE HELP INCREASING SAFETY ON BOARD?

Join the Safety Selfie Competition 2018. We draw lots of the best selfies that demonstrate safety, innovation and good colleague karma.

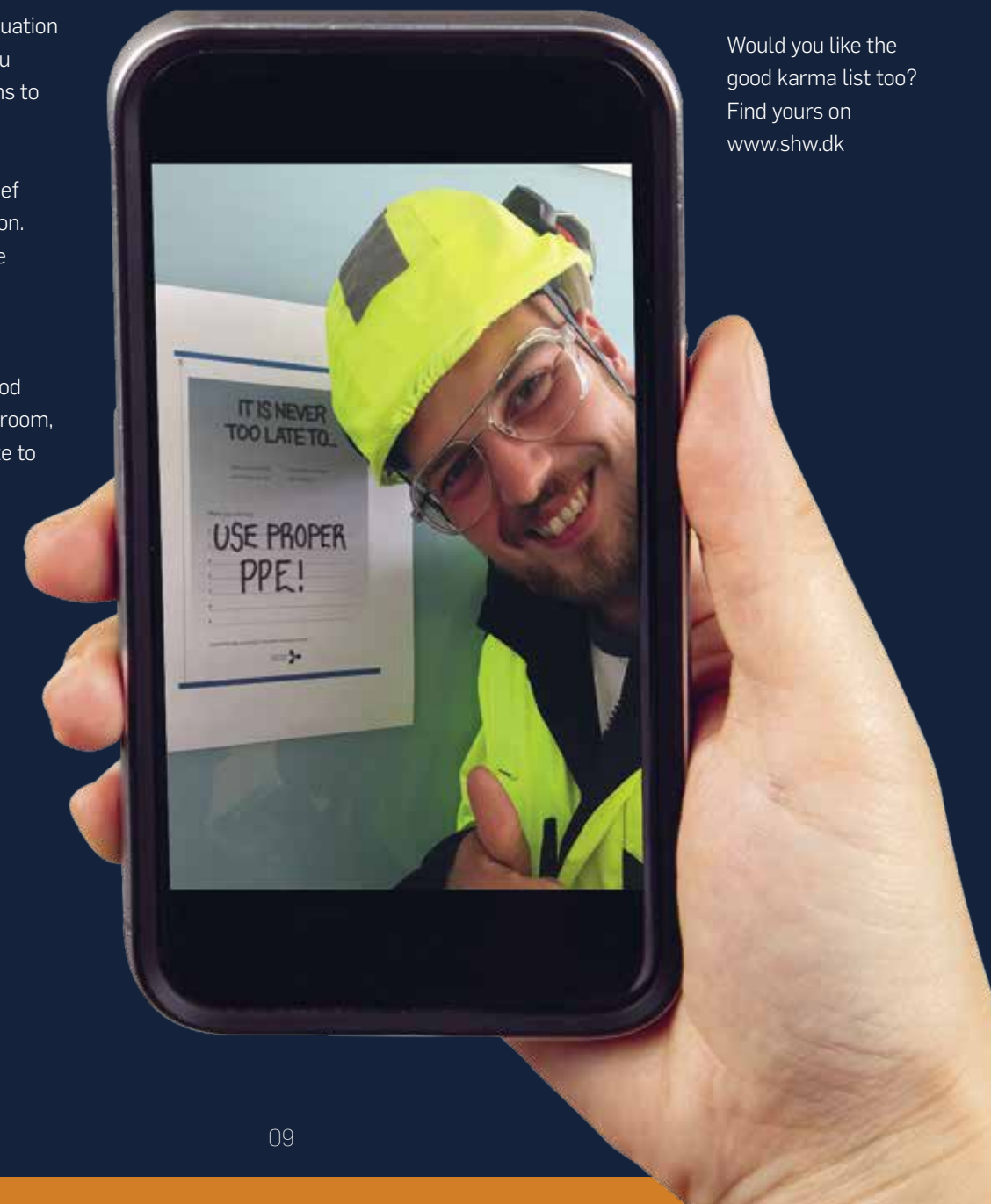
### WHAT TO DO

- Think about how safety can be improved on your ship.
- Find your camera or mobile phone.
- Get a colleague to take a picture of you in the situation or take a selfie where you come up with suggestions to increase safety on board
- Send your photo to [atsea@shw.dk](mailto:atsea@shw.dk) with a brief description of the situation. Type "safety-selfie" in the subject field.

For inspiration, here is Mads. Mads has placed good karma notes in the engine room, that says "It's never too late to use the correct PPE".

Grab your camera and take part in the selfie competition.

The winner is announced in March 2019.



Would you like the good karma list too? Find yours on [www.shw.dk](http://www.shw.dk)

# ARE YOU ON VERSION 5.0?

Seafarers have for many years worked with the IT-program Health and Safety at Sea, where ships can manage chemicals, make risk assessments and access health and safety publications from SEA HEALTH & WELFARE. Recently, many new features have been added to the IT-program.

By Eik Moen, Consultant

The IT-program Health & Safety at Sea has recently been subject to a great deal of updates. Among these, is the user interface that has been updated and is now running in a web browser. The design has had a proper make-over, and you can now search for risk assessments and chemicals using free text. The user experience is closer to an online experience, where you can navigate and jump between modules. The safety organisation can find templates for agendas, minutes of meetings for safety meetings, etc. The cook can find information about safety and hygiene in the galley, healthy and delicious recipes and much more.

The person in charge of medical treatment can in this program access Medical Guide for Seafarers and also view the accompanying instructional videos. The videos show how to treat a person in a given situation and can be viewed offline and where needed.

We have collected the most frequently asked questions we receive from users in this article. If you do not find answers to your questions here, you are always welcome to contact us at support@shw.dk.

### Hey, wait a minute! We don't have proper internet on board??

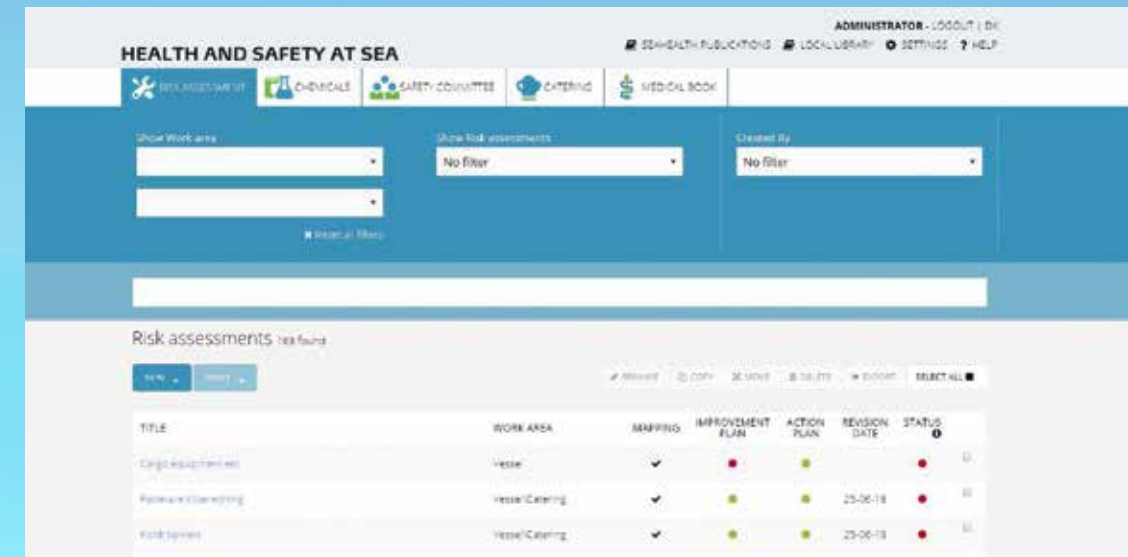
It is not necessary to have internet on board, as all functions work offline. Besides, all computers can access the program as long as they are connected to the ship's network.



### Have you ever tried to download the old database updates?

It takes ages!

You will be pleasantly surprised now. Today, the update is automated. You can set the database to update itself when there is an internet connection or press a button and update when the ship is located in a port with good connection.



### How do I place an I. V. needle

Fortunately, it's rare to place an I.V. needle,, but when the need arises, it's nice to know how to do it - here and now. Medical Guide for Seafarers contains instructional videos where the person responsible for medical care and other interested crew members can find out how to place an I.V. needle.

PRO TIP: If you have a PC dedicated to stand where people are treated, upload an empty Radio Medical form in the program. This way you always have access to the form where the medical guide is placed.



### I need to plan a task that involves risks

The risk assessment module allows you to track and maintain your risk assessments, plan upcoming tasks and attach chemicals, do own-checks, permits and access publications from SEA HEALTH & WELFARE. Different types of matrix can be used depending on the company's policy.

PRO TIP: Use the risk assessment as a dynamic dialogue tool in the planning phase. Be sure to consider substitution and technical measures before personal protective equipment. You can use SEA HEALTH & WELFARE prevention principles as a starting point for the dialogue to individual risks.

Argh, the program is not working. What do I do?

- Our support runs 1: 1. That means:
1. Ship detects error/improvement
  2. Ship contacts support@shw.dk
  3. support@shw.dk identifies solutions

Most often, the problem can be solved by mail or a quick chat, but in some cases, it may be necessary to coordinate with IT departments or ships to access the program via remote desktop.

Once the bug has been found, our developers will correct the problem and send out an update via software updates.



**Hey, wait a minute! I was just told that I can update the database automatically. Now the software, too?**

Yes, that is correct. The new version allows us to send corrections and improvements to the program. What previously required download of multiple gigabytes (on a 90's modem) is now reduced to a few megabytes. This can also be set to be done automatically.

If you experience problems with the program or just need help to get started, contact support@shw.dk or visit our FAQ <https://seahealth.zendesk.com>

We also offer ship's or office visits to get you started.

Further development is based on input from users of the program and most of the time bugs will be experienced on multiple ships. We strive to provide the same service to all members. Our goal is that the program should be used by everyone, from "John one ship" to "Giant VLCC inc."

All that sounds great, but how does it help my daily work?

Have you ever visited a paint shop and wondered what protective equipment you need to paint the handrail on Monkey Island? Or have you been unsure what kind of gloves you would need to wash down the chamber?

A safety data sheet may contain quite a lot of information about products but may also be rather confusing. Fortunately, we have experts who screen every single safety data sheet that is being added to the chemistry portal. In the program, a difficult document becomes an easy-to-understand 8 bullet points workplace instruction.

PRO TIP: If all crew members have access to and know how to use the program, it is not required by law to have a hard copy of safety data sheets and workplace instructions in various locations.

**How about the shipping company – what is their role?**

At the moment, shipping companies have access to [www.seahealth.dk](http://www.seahealth.dk) where the company can submit safety data sheets, manage the positive list and search for products in the chemical database.

**Online company module**

Recently, we have developed an online company module where you at the company offices can see the risk assessments and chemicals that are in use on your ships. The goal is to further integrate shipping companies' interaction with SEA HEALTH & WELFARE, so all our digital services are gathered in one place.

**What about the positive list?**

SEA HEALTH & WELFARE recommends that the company compile a comprehensive positive list of chemicals on all their ships. There are many advantages to such positive list, among other things, to facilitate the administrative work of the ships. The shipping companies' positive lists are the basis of the information contained in the chemical database and used in the "Health and Safety at Sea"-IT program. A positive list should contain only the chemicals that are required to use on board.

PRO TIP: Do you have a customer asking to see safety data sheets for all chemicals on board? Create a profile for the customer (as a shipowner) in the online company module. Here, the customer can view all risk assessments, safety data sheets and real-time workplace instructions when the ship synchronises.

**The future of the platform**

The future is driven by the wishes of seafarers and shipping companies. The more feedback we receive both on user experience and on bug fixes, the better the program eventually becomes. We are working to further integrate our digital services to provide you with a more complete experience in the future. We are looking into how to improve the feeling of being connected even though you are offline and which of our services we can merge for the benefit of the users.

HOW DO I GET ACCESS AND WHAT CAN I EXPECT?

**Requirements:**

- Vessel Running Health and Safety at Sea Version 5.38.3.0 → latest version can be downloaded from <http://enterprise.seahealth.dk/sahese-install>
- Company administrator account created on SHW online company module → <http://enterprise.seahealth.dk/>
- Sync is enabled on vessel from system settings → Synchronisation

For feedback and support, please contact support@shw.dk

**What can you expect?**

- Vessels can sync risk assessments and chemicals to online company module.
- Company administrator can view all risk assessments and chemicals on company vessels.
- Sync is controlled by the vessel manually or automatically from system settings in the application.



The first steps were taken by connecting ships and shipping companies to an online company module. Later this the year, as a shipping company, you will be able to access the chemical portal, which will give a better overview of the same interface as the ships.

You can help us make Health & Safety at Sea even better. Please forward your comments and questions to support@shw.dk

# All it takes is 24 minutes in 24 hours

Working with people from diverse backgrounds can be challenging, or it can be highly rewarding and fruitful. It all depends on how we perceive others and how we challenge our understanding of things we take for granted. So how can we get a better understanding of people with diverse backgrounds? Try spending 24 minutes in 24 hours engaging in conversations with your colleagues, which can pave the way for a better trust culture and a better working life at sea.

By Vivek Menon, Head of Department

When I was a senior officer, during cargo operations at a port, there was a particularly dangerous cargo, which I understood was not supposed to be carried on board our ship as per our approved dangerous cargo plan. The junior officer on watch, however, was confident we could carry this cargo, which was how he understood the plan. After a short discussion, I took a decision, and we sailed out without the cargo, which after all proved to be the wrong decision. We could, in fact, have carried the cargo. The junior officer was correct, and I failed to listen and understand the issue from his perspective. This incident motivated me to work towards a better understanding of people. As it takes time to get to know, to listen and to understand other people

and at the same time do your daily tasks on board or ashore when working with people - especially people with diverse backgrounds, I practiced some easily applicable tools in my daily work. My personal favourite tool that I practice and find highly effective is called "The 24 minutes principle".

#### 24-MINUTES-PRINCIPLE FOR A BETTER UNDERSTANDING

In any 24 hours, I guarantee that we tend to spend at least 24 minutes doing things that are not that important or relevant. So, the task is to find ways to spend at least 24 minutes in these 24 hours effectively. My suggestion is that you have a conversation with the people in your team for 24 minutes, engaging them through informal

communication by simply asking, for example, how their day is progressing. You may spend one minute with one person or two minutes with the other. What you get is a snapshot of what is going on at your workplace on a given day. Spending 24 minutes will help you get a better understanding of your colleagues. A better understanding helps build a higher trust culture on board. And with a high trust culture, incidents like the one I mentioned is less likely to occur.

#### THE 5-FINGER-MODEL

When implementing the 24-minutes-principle on board, remember to engage with the person on his or her terms and with curiosity. I like to think of a diverse team like the five fingers on my hand. A

person (usually) has five unique fingers on each hand. Imagine you want to make one ring that fits all your fingers. It will not fit. This means that you need to make one unique ring that fits each finger. In other words, one solution does not apply to all. The same applies to people in your workplace. We continuously work with diverse people. Diversity is more than just nationality and cultural backgrounds. Diversity also includes knowledge, skills, gender, experience, personality and behaviours. Thus, every person is unique, just like your fingers and brings something valuable through experience to your team. Spending a couple of minutes a day with a colleague - one to one - in their day of work - or even off-duty will help create a better understanding of each experience and competencies.

#### PREVENT ERRORS

Had I used the 24-minutes-principle and considered the 5-finger-model, then I would have taken the time to listen to the junior officer on watch. I would have learnt more about his skills; perhaps he had previous experience handling such cargoes. This would have helped me in my decision-making process. This is why it is important to spend those 24 minutes with everyone in your diverse team. This approach builds and sustains trust in your workplace. It gives you a better understanding of people with diverse backgrounds. This is something you can start right now and that can help you become a better leader and person on board or ashore. All it takes is 24 minutes in 24 hours.



## Slow Burn: A Podcast about Watergate

If you are interested in the Watergate scandal, you need to listen to this podcast. During the eight episodes, journalist, Leon Neyfakh, tells the story of Watergate as it happened by digging deep and talking to the people involved. He speaks with Martha Mitchell, the wife of John N. Mitchell (the Attorney General under President Nixon). She tried to blow the whistle on Watergate and was said to be crazy by the people who were covering up the scandal. Neyfakh investigates why Nixon's supporters that stood with him long after it was obvious his hands were dirty and tries to find out why so many Americans were ready to believe conspiracy theories after Watergate.

## Here's the thing with Alec Baldwin

In this podcast, actor Alec Baldwin talks with artists, policy makers and performers to hear their stories. Where do they get inspiration from, what decisions changed their careers, and what relationships influenced their work. Baldwin has interviewed Amy Schumer, defence attorney Dean Strang who became the star in the Netflix series "Making a Murderer", Starbucks' founder Howard Schultz, musicians like Patti Smith and actors like Viggo Mortensen and Kyle MacLachlan.



# PORTRAIT OF MOHAMED SALAH

## - NEWSPAPER CARRIER AT SEA 24/7

On Palestine Street in Port Said is a beautiful, old house overlooking the Mediterranean Sea by the Suez Canal. On the 4th floor, Mohamed Salah sits behind his desk. And no, it's not Liverpool striker Mohamed Salah, we are talking about. It's SEA HEALTH & WELFARE's welfare worker that crosses the Suez Canal in taxi cabs day and night to bring newspapers and books for seafarers.

By Dyveke Nielsen, communications officer

**What does a typical day look like at Port Said?** "There is no typical day! No two days are the same. Some days there are only a few Danish-flagged ships passing the Suez Canal. Other days, we are busy with up to five ships in need of fresh supplies." Mohamed Salah laughs in his big, black moustache during our visit while taking the temperature of welfare services in an important hub between Europe and Asia. That is the port of Port Said, where around 50 ships pass every day - a handful of them Danish-flagged ships. Together with the two assistants, Samir and Khidr, Mohamed operates a 24/7 welfare service for Danish ships, where crew can receive books and fresh newspapers - whether from Ukraine, Denmark, India or the Philippines. You name it - Mohamed has them all.

**How does the welfare service work, Mohamed?** "Every day we get an overview of the ships that will pass Port Said, either on the way to the Mediterranean or on the way to the Red Sea. Then we check the ships that are sailing with the Danish flag.

We call the agents to find out what nationalities are on board so we can print the right newspapers to them. It may also be that the ships have contacted us in advance to get books on from the Maritime library, in addition to newspapers. We can also contact the ships either via the VHF radio or on the mobile."

**How do you get the goods on the ship?**

"When we board the ships, we sail out with a taxi boat and go aboard either while the ship is sailing or when the ship is by one of the terminals. When we visit a sailing ship, it is, of course, a short visit of approx. 15 min. where we are on deck with the services, we bring, and quickly off again. Sometimes we do not even go on board but, instead, lift newspapers and books to the crew in a net. But when the ship is in the terminal, there is a possibility for a longer visit and a talk with the captain and crew, if they have the time. It is a good way of meeting the crew. We get a short chat about the life at sea. And we get a better understand of how we can be of

service when we meet the seafarers face to face. When we board, we always feel welcome, and the crew is happy for our visit with books and newspapers. A fresh newspaper can do wonders for a crew. There may be a long time before the next newspaper is within reach since it is approx. a 10-days trip to Rotterdam and a 20-days trip to Singapore. Before we received the newspaper printer, we delivered printed newspapers sent from Denmark, Norway and Sweden. They were often up to three weeks old before the seafarers received them. Now they are fresh off the publisher."

**Mohamed, are you ever off work?**

Ha ha. No. But if I do need some time to relax with my wife and our three sons, I rent a hotel room with a pool nearby the welfare station, where I can enjoy time with my family and still quickly assist if necessary. So I'm never complete off work."



Mohamed delivers news papers and books by taxi boat through the Suez Canal.

News from all over the world delivered by Mohamed and his assistant, Samir.



You can also meet Mohamed Salah Osman in Port Said and get newspapers and books for your ship.

Write to him at [portsaid@shw.dk](mailto:portsaid@shw.dk) or call (+2) 006 3206706 / (+2) 010 02027848



# GALLEY GOLDEN NUGGETS

Chief Cook, Anders Hjarsø, also known as the Danish merchant fleet's Chef Granddad shares popular recipes and offers suggestions to more wellbeing at sea.



## FAMILY SAILING AN OPTION?

Anders Hjarsø is a great advocate of family sailing for partners, spouses and/or children. If your shipping company has the opportunity to offer family sailing, his recommendation is clearly to say yes. Being with a partner or a parent at sea gives a better insight into the life of seafarers, and perhaps also a better understanding of why it may sometimes be difficult to distinguish between days and perhaps forget about special anniversaries. No matter if it is a short or long trip, the little window for the seafarer's everyday life will be remembered, and the conversation about the sometimes absent seafarers can be easier for both children and adults. It can also help create more social activity on board. Anders has often invited guests on family sailing to help cook for the crew. To great satisfaction for all.

## OLD FASHIONED, DANISH "LEVERPOSTEJ"

(LIVER PATÉ)

The popular Danish delicacy that most on board enjoys. Europeans eat leverpostej on bread and Asians eat it with rice.

### INGREDIENTS

1 kilo lard	200 gram onion
1 kilo pig's liver	200 gram wheat flour
150 gram bacon	40 gram salt
2 pieces of marinated herring	10 gram ground black pepper

### HOW TO

Cut the lard into smaller pieces and boil it for 30 minutes. Keep aside the boiled water. Leave the lard to cool off. Place lard, bacon, onions, marinated herring and pig's liver in a meat mincer. Use the fine hole plate. Mix the minced meat with wheat flour, salt and black pepper. Divide the whole lot into the tinfoil trays (remember to brush trays with oil or melted butter). Place the forms in a bigger oven tray filled with water and bake in the the oven at 175 degrees for app. 60 minutes. You can also freeze the raw leverpostej and bake them as needed.

## GLAZED BANANAS WITH FLAKED ALMONDS

FOR THE SWEET TOOTH

### INGREDIENTS

10 bananas	250 gram butter
100 gram flaked almonds	1 liter orange juice
250 gram sugar	1 deciliter lemon juice

### HOW TO

Heat the sugar on a pan until it is caramelised, and then add butter and almond flakes. When the butter is melted, add orange and lemon juice. Quickly boil the bananas in the mixture, take the bananas back up and leave to cool off. Cool off the mixture, too. Once cooled, the mixture is poured over the bananas. Serve with vanilla ice cream.



## For the chief cook and chefs on board: Provisioning - quality of supplies and goods storage

Not all ships are the same. Size, age and operations often dictate the physical framework for provisioning and storing supplies. Provisioning and the way that food products are ordered and stored can be critical to their quality. In this booklet, you can read about some of the most important things you should consider and find tips and tricks for organising proper provisioning processes.

Order your booklet on [www.shw.dk/webshop](http://www.shw.dk/webshop)



## REMEMBER TO CONTINUE YOUR WORKOUT WHEN YOU SIGN-OFF

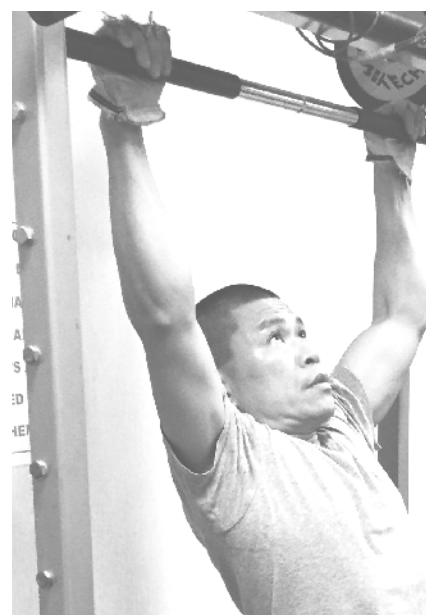
Remember, that since the 1st of June you have been able to register the results of the training you do, when you are at home.

The training both counts in the individual contest and in the ship contest and your training will be ascribed to the ship you have just left.

The Fit4SEA competitions are for all seafarers working onboard Danish ships and for students on the maritime schools.

Remember that it's also important to exercise when you are at home. Your good shape quickly fades away when "it's all holiday", and you have to start from scratch it when you go back to work! Send your fit4SEA results to fit4sea@shw.dk

Fit4SEA



This is all the training you have done so far in 2018

Row at sea - **24.470 km.**

Run at sea - **57.320 km.**

Bike at sea - **108.635 km.**

Cross at sea - **6.418 km.**

Lift at sea - **8.215 hours**

Fit4SEA

### Please note!

When you send us your Fit4SEA results, you accept that we can publish your name and workplace/ship on our homepage and other SHW platforms.

Remember you can also compete in darts and fishing. See more on how to participate on [www.shw.dk](http://www.shw.dk).

# ADRIAN MAERSK DOES 50 PUSH-UPS

## How many can you do?

In our first edition of 'at SEA', we encouraged seafarers to take on the 50 push-ups challenge and compete against one another. We must say that the crew on ADRIAN MAERSK has really amazed us.

This spring, SEA HEALTH & WELFARE received following message from chief engineer on ADRIAN MAERSK, Anders Westerstad:

"The idea to conduct this competition came originally from "at SEA issue 1 2016" and the article regarding a 30 days challenge to do 50 push-ups in one go. We developed this into a 20-30 days training session following the set up in the magazine, ending with a competition where a referee will count and set a variable pace which

the competitors have to follow in order to distinguish winners. The competition has been conducted three times with all crew involved. Some crew members will follow and record the progress according to above training session and others will exercise for themselves and we all meet for the competition."

We have sent the crew a gift for this awesome effort. We would love to hear from others who have taken up on our challenge.

### 5 ADVANTAGES OF PUSH-UPS

**Train your entire body with just one exercise** - when you do push-ups, you train your entire body. You activate both arms, abdominal muscles and lower body all at once.

**Balance and reaction time** - push-ups improve your balance and reaction time. This is because when working out you challenge your proprioceptive muscle fibres. These fibers make sure you do not tip over and that you react faster.

**Builds muscle density** - as we grow older, we lose muscle density and that alters the way we use our body and how we burn energy. As you exercise, you maintain your muscle mass, or even better - improve muscle density.

**Toned upper body** - push-ups help you keep your back straight and assist you in pulling your belly button toward the spine. Thereby, you do not only shape your arms with push-ups, but also chest, back and shoulders.

**A strong core** - do you also want a six-pack and a strong core? Push-ups are a great way to get started. A strong core helps you perform physical activities easier, help with back problems and maintain a good posture.

(Source: food.ndtv.com)



The crew on ADRIAN MAERSK competes in the 50 push-ups challenge.

Would you also like to begin the "50 push-ups challenge?"  
Visit [www.shw.dk](http://www.shw.dk) and print your version.



# VOX POP

The term vox pop is derived from the Latin vox populi, that means the voice of the people and that is exactly what we try to do in the vox pop: Give the seafarers time to talk by interviewing a number of everyday people about their opinion or knowledge of a particular topic.

## WORLD CUP FEVER HAS SETTLED

But how is the temperature among our sportsmen at sea?

Our delegated, Misha Jensen, has visited the tanker MAERSK ROSYTH - a permanent charter between France and Rotterdam in the Netherlands. When he visited them, the ship had just made its port call no. 1000 since 1999.

By Misha Jensen, Consultant



**ROHIT GULATI, 2ND MATE**

*We have just seen the World Cup, who did you root for? France! They have a lot of talents and they are so unique. They can take on all other nations in the tournament.*

*How is training on board MAERSK ROSYTH? Really well. I am often in the gym and I have also participated in the Fit4SEA competition since it started*  
*When is it most difficult to stay fit? When we have a tight schedule with a lot of port visits. When work comes first, finding time for training can be difficult*



**FINN HANSEN, CAPTAIN**

*I rooted for Iceland. They are the neighboring country to the Faroe Islands where I am from, so they had my support. We need to support each other.*

*How is training on board MAERSK ROSYTH? It is excellent here. And we also participate in Fit4SEA. I am a former sports athlete and I train 5 times a week. Especially running and rowing. I have participated in Fit4SEA since it started.*  
*When is it most difficult to stay fit? When we sail in heavy weather and everything on board rolls. It is difficult to run sideways.*



**CHRISNINO B. UYGICO  
ABLE SEAMAN**

*I rooted for France. It is a good team and their team spirit is great.*

*How is training going on board MAERSK ROSYTH? It's well. When I can find time, I go to the gym and bike, run and lift weights.*  
*When is it most difficult to stay fit? In heavy weather. It is risky. It has to be done safely.*

# NEW BOOKS AT THE LIBRARY



REYKJAVIK

OSLO

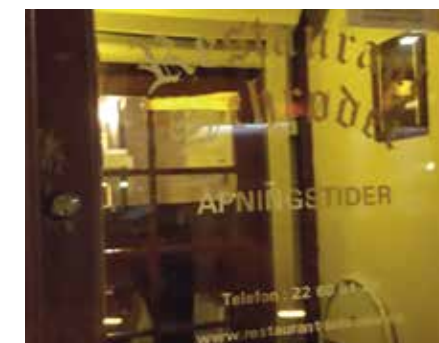
BERLIN

PARIS

It's not only an exciting plot that makes a good crime story or thriller. The surroundings play a large part too, and if they are well described, they can make you want to go to the places, where the novels take place. On the other hand, if you haven't got time or money to travel, good descriptions can make you feel that you have been to more cities and places than you have. An obvious city to mention is, of course, Stockholm and Stieg Larsson's novels about Lisbeth Salander. Larsson's descriptions of Stockholm makes you feel like you know Stockholm although you have never been there. However, we will not focus on Stockholm this time. Instead, we invite you to go to:

## OSLO

If you still haven't read Jo Nesbø's crime stories about the alcoholic policeman Harry Hole, you need to start right away! Although the first three novels take place away from Oslo, the Norwegian capital comes to play a very important role in the following books. Jo Nesbø uses the city a lot, and there is no doubt that he doesn't like the way the city has developed during the past years. You almost feel like you have been to Oslo when you have read the novels and the descriptions make you want to go and experience the city. The novels about Harry Hole are *The Bat* – *Cockroaches* – *The Redbreast* – *Nemesis* – *The Devil's Star* – *The Redeemer* – *The Snowman* – *The Leopard* – *Phantom* – *Police* – *The Thirst*.



Schrøder Restaurant in Oslo is Harry Hole's favourite restaurant. If Harry is missing, his colleagues can usually find him there.

## PARIS

Fred Vargas' great novels about commissaire Jean-Baptiste Adamsberg are very French and very Parisian, although Adamsberg and his police colleagues in all of the novels travel elsewhere too. But no matter if Adamsberg goes to Canada, Island, Normandie or the South of France, what stay with you are the descriptions of Paris, the little square where messages are read out loud or the cafés where the policeman are having lunch.

”The city is not a concrete jungle, it is a human zoo.”

– Desmond Morris

The books make you want to travel to Paris and follow in Adamsbergs footsteps when he takes his long walks along the Seine in the fog or just wanders around the streets to get a new idea on how to solve the crimes. The novels about Jean-Baptiste Adamsberg are *The Chalk Circle Man* – *Seeking Whom He May Devour* – *Have Mercy On Us All* – *Wash This Blood Clean From My Hand* – *The Night's Foul Work* – *An Uncertain Place* – *The Ghost Riders of Ordebec* – *A Climate of Fear*.

## BERLIN

When Scottish author Philip Kerr started his series about the private investigator Bernie Gunther he wanted it to be a trilogy, but after a break of 14 years writing other books, he went back to Bernie Gunther and Berlin, and up until his death in spring 2018, he wrote 14 Bernie Gunther novels. Kerr has been fascinated by Berlin since he was a student and calls the city one of the pivotal cities for the whole of the twentieth-century history. In his books, Kerr has tried to make Berlin a character,

and he thinks that a sense of place is essential in all good fictions. The novels about Bernie Gunther are: *March Violets* – *The Pale Criminal* – *A German Requiem* – *The One From The Other* – *A Quiet Flame* – *If the Dead Rise Not* – *Field Grey* – *Prague Fatale* – *A Man Without Breath* – *The Lady From Zagreb* – *The Other Side of Silence* – *Prussian Blue* – *Greeks Bearing Gifts* – *Metropolis*

## REYKJAVIK – ICELAND

If you read Arnaldur Indridason's novels about the sad policeman Erlandur Sveinsson you will get a very good impression of the northernmost capital of the world Reykjavik and Iceland. The city, the stony landscape, and the weather play a big part in the fine novels, where Erlandur and his team of policemen are solving crimes all over Island. Erlandur himself lost his brother in a snowstorm when they were children, and that is something that still haunts him. The criminal justice system, nationalism, racism, immigration corporate greed, the welfare state are all issues that the novels touch upon. The novels about Erlandur Sveinsson are: *Sons of Dust* – *Roses of Death* – *Jar City* – *Silence of the Grave* – *Voices* – *The Draining Lake* – *Arctic Chill* – *Hypothermia* – *Outrage* – *Black Skies* – *Strange Shores*.

All seafarers onboard Danish flagged ships can borrow books from the library, so don't hesitate to contact us if there is a certain book you want to read, contact us at [library@shw.dk](mailto:library@shw.dk).

Come join us!

# Fit4SEA



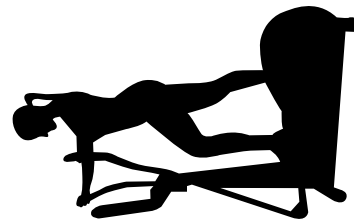
FISH AT SEA



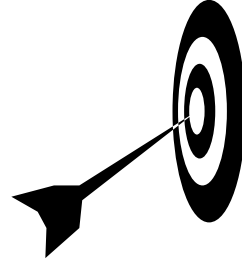
RUN AT SEA



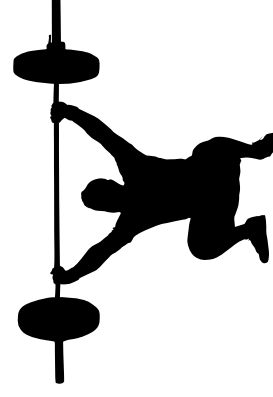
BIKE AT SEA



CROSS AT SEA



DART AT SEA



LIFT AT SEA



ROW AT SEA

- When you run, bike, row or cross-train your first 100 km, you will receive a Fit4SEA T-shirt.
- You also earn a T-shirt for the first 4 hours of weight training.
- Run, row, cross or sprint a distance of 25 km or lift weights for 4 hours and you take part in our Fit4SEA competition where you can win awesome prizes by the end of the year.
- Send your results to [fit4sea@shw.dk](mailto:fit4sea@shw.dk) - remember to include your full name, your ship, your home address and size of T-shirt.
- You can register the training you do on board as well as at home.
- Play dart on board. Gather your colleagues for a 501 tournament, send us your results, and all participants will receive a T-shirt, too.
- Remember, you can also catch fish in our Fit4SEA competition.
- Please note, when you send Fit4SEA results to us, you allow us to publish your name and ship on our webpage and other SHW platforms.
- See more about Fit4SEA on [www.shw.dk](http://www.shw.dk).

Hang this poster in the gym or the mess

SEA HEALTH & WELFARE

