

at SEA

SEA HEALTH & WELFARE for seafarers

MSSM 2017
**PERFORMING
IN A RAPIDLY
CHANGING
WORLD 04**

Nordic Photo
contest 2016 **18**

It should be
easier to live a healthy
life at sea **10**

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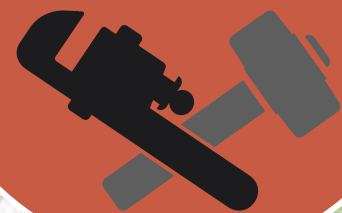
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Højnæsvej 56
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Editor in chief René Andersen
Executive editors
Søren Phillip Sørensen
Vivek Menon
Contact Dyveke Nielsen
dn@seahealth.dk / 3140 5713

Journalist
Lea Holtze, Holtze&Graa
Design and Graphic Production
Kailow A/S,
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A group of people wearing red survival suits are gathered on the deck of a ship. The suits have reflective strips and some have labels. The background shows the ship's structure, including railings and equipment. The overall scene is brightly lit, suggesting a sunny day at sea.

MSSM 2017

PERFORMING IN A RAPIDLY CHANGING WORLD

The sail is set for Nyborg Strand and we look forward to welcoming you for a two-day conference. This year, we explore young people at sea, the ability of digitalisation and how we adapt to a rapidly changing workplace. Join us, when we share the latest knowledge and trends within maritime health, safety and working environment.



Changes are not new to seafarers. In fact, seafarers have experienced a great deal of changes ever since they first started sailing from one end of the world to the other. Seafarer's work conditions, too, have undergone great changes. Remember the time when seafarers came home from work in a rather poor state – and in some cases if they returned home at all?

Seafarers are not at all unfamiliar with changes and not at all afraid to look into the future. The difference today is the speed at which changes take place. Like many other industries, the maritime sector is experiencing rapidly changing ways of doing business.

All these changes have a great impact on seafarer's ability to perform on board the ships. How do we stay on top of all the rapid changes in order to stay happy and healthy workers? You know, the kind of workers we all know are a necessity to run a successful business.

”Change is the law of life. And those who look to the past or present are certain to miss the future ”

J.F. Kennedy

MSSM 2017 will provide you with eye-openers on how we can perform better and stay safe and healthy at the same time. Whether you are one of our brave heroes at sea or in the office – we will offer valuable insights and tools for you all.

Come join us when we look into the future in order to create a better, safer and healthier work environment in the maritime industry.



KEYNOTE SPEAKERS AT MSSM 2017



KEYNOTE SPEAKER
KIMBERLY KARSHØJ

"How to get millennials on board"

Without the knowledge and competencies of the millennials, we may not be able to perform in a rapidly changing world. Millennials are the driving force behind change and we need them in seafaring. So how do we ensure that these curious individuals with their smart technology and impatient of all restraint choose maritime educations and how do we hold on to them in the future?

This year we launch MSSM 2017 with a breath of fresh air when Senior Executive for leading international charitable foundations, Kimberly Karshøj stops by Nyborg Strand Thursday the 24th of August.

Young people in shipping is high on the agenda when Kimberly tours the world in conferences or as an advisor in various organisations. Now YOU also get valuable insight to how we create an attractive industry for the younger generation.



KEYNOTE SPEAKER
MICHAEL NØRAGER

"How do we adapt to changes?"

"The only constant in life is change," once said the Greek philosopher Heraclitus around 2500 years ago. This recital has not become any less relevant in 2017. Despite thousand years of practice, it may not necessarily be an easy task to adapt to changes. For some, it is quite easy to implement a new solution to work, while for others it may be a difficult task.

At MSSM 2017, we invite Michael Nørager to inspire us on how to adapt to changes. Michael focuses on the psychological working environment and communities. He gives insights to how mindset, mind and relationship play together. As Michael puts it "the biggest challenge is rarely the change in itself, but rather the way we choose to think, talk and act".

Michael Nørager is a Ph.D. and associate professor in innovation and change management at Aarhus University. He has worked with research, teaching, lectures and practical development of organisations and people for more than 20 years.



KEYNOTE SPEAKER
TODD CONKLIN

" More rules will not make you more safe!"

"A good safety program is reflected on how many days an organization goes without having an accident? Wrong! This is a myth. Accidents, incidents and potential disasters lurk around every corner or may be staring an organization right in the face. Looking at human performance theory in a simplistic and practical manner can save your company money, and more importantly, save lives."

These are the words of Todd Conklin Ph.d. and Senior Advisor in Organisational Development and Human Reliability at Los Alamos National Laboratory. Come join us, when Todd Conklin provides us with the latest knowledge on safety and performance at MSSM 2017.



PROGRAM SNEAK PEEK

- see the final program on www.mssm.dk

SEAFARING – ATTRACTIVE TO MILLENNIALS?

The millennials are here! But, do you know a millennial seafarer?

The conservative nature of shipping perhaps needs to accept that there is a change coming if not already there.

Join the debate and find out:

- What or who are they?
- How can shipping benefit from learning about them and their needs?
- How do you make them navigate your company in this rapidly changing world?

DIGITALISED SEAFARING

Shipping is finally moving towards being digital. New technologies are emerging on our doorstep and can be overwhelming. We take a look at a number of new solutions which could digitalise seafaring. But at the same time we ask the questions:

- How do we embrace the technologies?
- How do we gain confidence in the technologies?
- Are the systems motivating or demotivating for a modern seafarer?
- Does the systems actually add value?

"Is virtual leadership new to shipping?"

Shipping has been performing longdistance - or virtual leadership - since the first ship set sail. With today's rapid changes in technology and society, how does our industry keep up to speed? Does technology make it easier to lead virtually?

In this workshop, we will give you tools to strengthen your leadership capabilities

over distance. And we will touch upon how we can successfully implement changes on board ships at a long distance when our workplace routines keep changing and changing.

EPOXY – WHAT CAN I DO AND WHAT IS DANGEROUS TO ME?

The work with epoxy paint is placed high on the agenda ever since Minister of Employment, Troels Lund Poulsen, asked an expert group of the Danish Working Environment Authority to present specific solutions to how we avoid dangerous exposure from epoxy paint.

This workshop is based on your experiences and questions. Chief Physician, Niels Ebbenhøj from Occupational and Environmental Medicines at Bispebjerg Hospital in Copenhagen on Senior Occupational Health Consultant, Anne Ries, share knowledge and experiences from the work with epoxy paint and you will also get plenty of opportunity to ask questions and gain insight to how others in the industry are working with epoxy paint.

- Can one exposure be enough to get eczema?
- Why are there special requirements when working with epoxy paint?
- How do I protect myself when working with Epoxy paint?

We look forward to help you get ready to swing the paint brush!

TOO EXHAUSTED FOR THE GYM

The journey to the gym feels like an endless road. You take a long look at your running shoes that have not aged a day and tell yourself 'tomorrow I'll do it'. Do you know the feeling? For some of us the trip to the gym is never going to happen. And every day our annoying yet very loyal friend, 'Mr. Bad Conscience' keeps us close company.

On this workshop, we take point of departure in a real-life case. A group of engineers who work odd hours and with changing patterns has contacted SEAHEALTH. Every day they experience mental and physical fatigue. The engineers do not exercise enough. They do not eat the right food. All of which has impact on sleep and their general health. They know it is difficult to change the work shifts but suggest themselves to increase wellbeing through a new, healthy diet and more exercise.

In collaboration with a nudging expert, SEAHEALTH has been at sea with the group of engineers to assist them in the search for a better lifestyle. During this workshop, 10 well documented nudging methods will be presented. Nudging methods that are easy to implement – and without radical changes nor expenses. Methods that engineers helped create. Join this workshop, if you want to hear the outcome of the engineers' efforts for a better lifestyle. Find out about these excellent nudging methods at MSSM 2017!

ORANGE OUT - RED AND WHITE IN!

- now is the last chance clean up the chemicals storage room



From 1 June 2017, all products bearing the old orange hazard symbols on board must have these re-labelled and have new Safety Data Sheets with new classification and labelling. Ask the supplier

to send new labels with the new markings and the accompanying safety data sheet. Remember to send the new safety data sheet to your shipping company so that the product can be approved in the chemical

database for the IT program Health and Safety at Sea. Alternatively, make sure that these products are disposed of properly. Check out www.seahealth.dk for more information.



You can rent this summer apartment in Bornholm. Go to www.hfv.dk.

Want to enjoy your summer holiday in Denmark?

Time to relax with a cold beer and ocean view – how does that sound? You can still book your holiday in one of our three

holiday homes in Denmark. If you have been at sea on a Danish flagged ship within the last two years – or you are a retired

seafarer - you book your holiday for a reduced price. Check out www.hfv.dk and send your application. First come first served!



Are you puzzled?

Nothing can make you calm down after a stressful day like a jigsaw puzzle. Or give you the feeling of victory when you have beaten your colleague for the 3rd time in a row in a game of backgammon. Contact The Danish Government's Seamen's Service for games on board your ship on www.hfv.dk.

Captain of AMAK SWAN, Freddy Flindt-Petersen says following about the jigsaw puzzle: *"It gives me a little peace when I sit and immerse myself. Occasionally, "small talk" occurs when people sit down and just put one piece together! It is simply just fun the interaction across culture / rank / nationality and there are no obligations. Somehow, I think it strengthens the sense of unity on board, that you have something else in common than work."*



Staff member from AMAK SWAN is busy with a jigsaw puzzle

SeafarerHelp – the lifeline for seafarers

SeafarerHelp is the free, confidential, 24 hours per day, 365 days per year, multi-lingual helpline for all seafarers and their families. The helpline will try and assist with any kind of problem.

In 2016 the SeafarerHelp team dealt with 3,073 cases involving 11,228 seafarers. Some of the problems raised were: Unpaid wages, Repatriation, Health problems, Abuse/Bullying.

The range of contacts received is very wide from requests for information to complicated situations where a seafarer has been injured or died.

SeafarerHelp works with other organisations around the world to support seafarers. The SeafarerHelp helpline also provides an emotional support service to those who are stressed or depressed and will arrange counselling as required.

SeafarerHelp can be contacted by:
Telephone +44 207 323 2737
Email help@seafarerhelp.org
Live Chat www.seafarerhelp.org
SMS text +447624 818 405
For more information see our websites:
SeafarerHelp www.seafarerhelp.org
ISWAN www.seafarerswelfare.org



SAFETY SELFIE

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

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

This is what you do:

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

Email your picture to: dn@seahealth.dk to enter the competition. Remember to write your name and the ship you work on, your email address and phone number. The winner will be featured in the 'at SEA' magazine in December 2017.





By Lea Holtze

IT SHOULD BE EASIER TO LEAD A HEALTHY LIFE AT SEA

We usually decide ourselves the kind and amount of food we consume, but it is not always the case for seafarers. Accordingly, everyone should feel responsible for making it easier to lead a healthy life at sea, contends Mette Gabriel, chief medical director.

The pointer rushes up the scale and rests heavily on two hundred and seventy-four pounds. It is fifty-three pounds more since the last time the young seafarer visited the ship's doctor, Mette Gabriel, three years ago.

"What's happened?" she asks him and they start talking about the 3 p.m. coffee break with cakes and his all too frequent visits to the ship's sweets stall.

The young seafarer is far from being the only one who has trouble keeping the weight off at sea —something which seafarers have been warned about for years.

Back in 2011, a Danish senior health inspector, Henrik Hansen, found that as much as 66 percent of the more than 2,000 male and female seafarers, who participated in medical examinations, had a

serious weight problem. It was significantly more than ten years before. In addition, a recent study of 900 British crew members showed that 200 failed their pre-sea medical examination due to a combination of obesity and lifestyle diseases¹.

Would it solve the problem if the seafarers simply tighten their belts and shed spare kilos? No, it wouldn't, according to Mette Gabriel.

¹ See <https://www.ukpandi.com/knowledge-publications/article/crew-health-advice-obesity-137765/>



It can sometimes be difficult to make healthy choices on board.

"Of course nobody force-feeds you, but there are not many options when you are at school or at sea because the cook prepares your food. The ship captain is responsible for the ships-cook, but, perhaps, the captain does not have enough time to check on the type and quality of the food. We have thus in the maritime industry created an environment in which young seafarers are more likely to develop obesity than young professionals in other industries. That is why I am asking, 'What are we doing wrong here?'"

TIGHTENING THE BELT WILL NOT SUFFICE

Presumably, a part of the answer to this question can be found in Danish maritime colleges, where they serve cakes for afternoon tea on a day-to-day basis. Another part of the answer can be found in the galley.

"We shouldn't be pointing the finger at anybody, but what I am observing is that the served food is too unhealthy. There must be a lack of information about the heightened risk of obesity among maritime workers, a fact everyone should be mindful of. You might drop the afternoon cakes and start teaching about healthy living at schools," she suggests and continues, "Naturally, the seafarers themselves

should take responsibility. I actually observe them to be more motivated than ever to lead a healthier life. But the thing is that it is really hard to lose weight and keep it off if the surroundings do not support you."

"I actually observe seafarers to be more motivated than ever to lead a healthier life,"

Danish Ship's Doctor
Mette Gabriel

You might as well solve the problem by losing a couple of extra pounds when you are back home? Wrong. As a matter of fact, a few seafarers have already done this. Many of them, actually, lose an average of around 13 pounds when they are on land only to gain the same weight again when they go back to sea — or vice versa. And even though obesity in itself generates danger of coronary heart disease and type 2 diabetes, the yo-yo syndrome of repeatedly losing weight and gaining it again has the same damaging health effects.

HALT AND THINK

Whenever crew members visit Mette Gabriel's office for a pre-sea medical examination, she informs them about the risk of putting on weight. And she enquires about their eating and exercise habits. This may make some of them halt and consider just that. According to Mette Gabriel, everyone in the Danish maritime industry should actually be engaged in that,

"We are plying a high-quality trade which we are proud of. That is why it is essentially important that we all are physically fit and healthy. Most importantly, as maritime professionals, we are greatly responsible for the crew members' well-being and that they have a long and happy work life," she says.

MOTIVATE SEAFARERS

"If so, it is crucial to help each other lose the extra weight," tells Jacob Søndergaard. As a personal trainer starring in a show "The Real Men" on Danish public television, DR, he helped five over-weight men "get their buttocks off the couch" and lose the excess belly fat. In this situation, it is all about creating a team spirit.

"Many men are hypersensitive to commands. Therefore, you should arrange cool challenges and contests so that they



3 o'clock cake instead of fruit can make the weight go up high.

make the men stick together. This will excite them and give them definite goals to strive for. A recipe for a green salad won't have the same effect," he says.

Moreover, instead of forbidding cakes, there should be the sign saying "Feel tired and lazy? Try this!" with an arrow pointing to a bowl of fruit and vegetables. But if the first four men in the line grab a piece of cake, the fifth will do the same, Jacob

Søndergaard puts in. In this respect, he suggests that there should be appointed health ambassadors on ships and in schools.

"We all need strong and powerful role models to look up to – then the lemmings will follow suit," he says.

Back in Mette Gabriel's office, she predicts that, in a couple of years, the young seafarer will be visiting her office

again and the scale will show two hundred and eighty-seven pounds. He will thus be a step closer to diabetes, hip osteoarthritis as well as will be disqualified from sailing for safety reasons.

"This is really sad and no one should be satisfied with that. But it doesn't have to be like that. Of course, it can be changed. It should be changed," she concludes.

MAKE HEALTHY CHOICES EASIER ON BOARD

SeaHealth has worked out recommendations that assist the Danish shipping companies and their crew members in improving the health-and-meals situation on board.

1. Make your food policy in the form of a single document that will include all directions concerning food. For example, this will make it easier to make the right decisions when doing the shopping.
2. Captains and officers should lead the way and show commitment to the

case. Key persons and ambassadors for healthy meals should also be involved on board.

3. Offer a varied diet and ensure that there are always healthy alternatives at regular meals, meetings and breaks. The meal plan should be regularly evaluated and revised in collaboration with the ship's cook.
4. Launch campaigns that can inspire the ship's captains and ship's cooks and motivate seafarers to make healthy choices.
5. Ensure that there are appealing dining

facilities during meal times. For instance, it is important that the mess is a nice and clean place to be in.

In the next issue of 'at SEA' you can follow the engine room staff at DFDS PEARL SEAWAYS. The employees in the engine room have challenges with fatigue, too many delicious cinnamon swirls and changing working hours. Nudging expert, Kasper Hulgaard from iNudgeyou and Søren Bøge Pedersen from SEAHEALTH offer solutions to a better sleep and healthier lifestyle.

WHAT CAN I DO MYSELF?

For more than a decade, Jacob Søndergaard has been working as a personal trainer for such notables as Crown Princess Mary as well as for the craftsmen in the TV-show 'The Real Men'. Even though changing one's life style at sea can be a real hurdle, Jacob Søndergaard has four good pieces of advice for you.

1. WRITE IT OFF

Our mind is like a sieve; what is not in focus, passes through. That is why you have to forget about things that happened yesterday and which you cannot alter anyway. Instead, focus on what you can achieve here and now.

2. OBSERVE A FAST DAY

You sweep fallen leaves into a heap to avoid them decomposing. Our body requires cleansing itself in a similar fashion. This can be done by fasting at intervals of one day every two weeks (This, however, does not concern women who should observe the fast less often). The fast begins with a hearty dinner and lasts until dinner time the following day. You can drink water, tea or coffee throughout the duration of the fast.

3. HOW MANY PUSH-UPS CAN YOU DO?

Push-ups is an effective way of training your upper body, which can be practiced everywhere. Set up a training contest where all of you throw a 50 kroner bill into the jackpot pool and note down on a large blackboard the amount of push-ups you do in a week. The five of you who tick off most then draw lots to decide who gets the prize. On www.seahealth.dk you can find a push-up program and compete with your colleagues.

4. WAKE UP!

Irrespective of when you go to bed, try to get up at the same time every morning. If your sleep-wake cycle goes up and down, your body will also be confused and start demanding food it actually does not require. The stronger your internal body clock is, the more strength of will you have to resist temptations.

You can follow Jacob Søndergaard here: www.facebook.com/jacobsondergaard.dk/



Place these signs
on top of the fruit bowl,
the salads, the rye bread
and by the drinking
water.

SIGNS IN THE
MESS CAN HELP
YOU AND YOUR
COLLEAGUES MAKE
HEALTHIER
CHOICES.

If you need more signs, visit
www.seahealth.dk.

FEELING
SLOW?



Try these!



NEED
SUPERMAN
POWER?



Try this!



Place by greens or fruit!

EXIT
PROBLEMS?



Drink more of this!



Place by the drinking water!

NEED MORE
ENERGY?



Grab some of these!



Place by the rye bread, greens or salads!



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.

HEALTHY FOOD ON BOARD - WHAT DO YOU SAY?

SEA HEALTH & WELFARE met three seafarers in the harbour of Rotterdam. We asked them "how healthy is the diet on board?" This is what they replied:

By Welfare Consultant Jacob Christensen



LARS BIILMANN
CAPTAIN ON NORD SUPREME

"We could probably do a little better when we speak of a healthy diet. I think we could choose the salads more often. Working on a ship may somehow be a free zone compared to at home. Here, you may not necessarily choose the healthy stuff. I mean "french fries and béarnaise sauce is delicious".



BOGUSLAW SMYTKOWSKI
COOK ON WESTSUND

I try to make shredded carrots with apples everyday. We also eat fish several times a week. I do the fishing myself whenever I can. There is nothing better than fresh fish! Today, we are having flæskesteg (pork roast). Often, I make fiskefrikadeller (fish cakes). They are very popular, and the remoulade even more. Food makes people happy. That is why good food is important.



RADU MARIUS NICUSOR
3RD ENGINEER ON MAERSK ROSYTH

There is good variety and the food is not cooked in too much oil. Our Philippine colleagues like fried ups, so it is often made specially for them. For the Romanians and Danes on board other things are made. For example, the cook makes a Romanian dish "Ciorba de Burta". That is a bowl of cow stomach, garlic, vinegar and sour cream. Many of my Romanian colleagues from other ships are jealous of us having a Romanian regional dish.

Nordic Photo Contest 2016

Norway was the big winner of the nordic photo contest for seafarers. Norwegian seafarers came in first, third and fourth, and one of their pictures got a “honorable mention” as well. The last two places were taken by a Swedish and a Finnish seafarer.

The Nordic Photo Contest 2016 was held in Turku/Åbo in Finland where a representative from each of the Nordic countries, Iceland, Norway, Sweden, Finland and Denmark came with 15 photos – the best from the national competitions.



WINNER: Vidar Strønstad, Captain GEORGHOLM, Norway

Photo equipment worth 5.000 DKK sponsored by Ulykkesforsikringsforbundet for Dansk Søfart

True to tradition the hosting country had found two competent judges to find the winning photos, this year they were

Hanna Weselius, lecturer of photography at Aalto University, Helsinki, and Maija Jorv, museum curator at Forum Marnum,

The Maritime Museum I Turku. The two judges chose five winning photos and two pictures for a “honorary comment”.



< SECOND PLACE
Jörgen Språng, Cook, Bit Okland, Sweden
"Crossover"
Photo equipment worth 5.000 NOK, sponsored
by Sjøfartsdirektoratet in Norway



^ THIRD PLACE
Håkon Kjølmoen,
chief officer/ helicopter
controller,
KV SVALBARD,
Norway
Photo equipment
worth 5.000 SEK,
sponsored by Sjöfarts-
tidningen, Sweden

FOURTH PLACE
Bjarne Hovland, Captain, KL SANDEFJORD, Norway
Photo equipment worth 450 € sponsored by Síldarvinnslan i Neskaupstaður, Island



∨ FIFTH PLACE
Jörgen Språng, Cook, BIT
OKLAND, Sweden
"Handrast"
Photo equipment worth
300 € sponsored by Finnlines



HONORARY COMMENT 2
Marika West, Finland.

You can read more about the winners' pictures on www.hfv.dk.
You can also participate in the 2017 photo contest and win great prizes.
Send your pictures to foto@hfv.dk.

IF A MOORING LINE PARTS - WHERE ARE YOU?

Imagine you are on a vessel preparing for the ship to moor. The sun is shining and the crew knows what do. The pilot is on board, the wind is perfect and the preparations are going smoothly. Everything is in control, so far.

By Senior Health and Safety Consultant, Master Mariner, Søren Bøge Pedersen

During the mooring, you hear a load crack and a scream immediately after. A workmate has been hit by a line that parted, snapped back and hit his upper chest.

THE STORY ENDS HERE...

...but as any professional seafarer we can see the nightmare begins. The sad thing is that it still happens much too often that our fellow seafarers around the world are hit by broken ropes while doing their job. The consequences after being hit by a mooring line are enormous, both social and economic. If you are lucky and not getting killed, you properly will suffer from long term damages for the rest of your life. That is why we constantly need to alert each other of the risks using the mooring lines.

MARKING DOES NOT DO THE JOB

Until recently, many mooring guides recommend the marking of snap back zones on the mooring deck around the critical points such as the warming drum, roller fairleads and pedestal rollers. The aim of these markings was to warn the seafarers to avoid standing in these zones when mooring lines are under tension.

So, the headline for this article could might as well have the name "Avoid snap back zones" but the truth is that seen from a mooring team point of view - it's not possible.

You may say that seafarers engaged in mooring operations are somehow forced to be in the snap back zones in order to do their job – namely mooring the vessel. Due to the design and construction of mooring decks the mooring crew cannot avoid being in the snap back zones and the mooring deck

should therefore be considered as one big snap back zone.

SNAP BACK ZONES ARE COMPLEX

Recent studies have shown that the nature of snap backs are much more unpredictable and complex than perceived before, due to nature of the mooring line used regarding elasticity and breaking strength, which may influence the path of a parted line. Hence the marking of snap back zones on the deck, although convenient and simple, does not reflect the actual complex snap back zone and may lead the seafarer into a false sense of security that they are safe if they are not standing in the highlighted area. In principle, the whole mooring deck is a hazardous workplace and should be considered accordingly

Continues



Marking the deck like here is not enough. Snap back zones are much more complex.

WHAT CAN YOU DO AS MOORING TEAM LEADER?

- Invite the mooring team for an expanded risk assessment for mooring operations. It's a good idea to prepare a Birdseye view of the mooring deck. A photo or a copy of the general arrangements could be used.
- Identify the snap back zones together and explain how the zones are changing and developing as more lines are used and the zone increase.
- It's a good idea to divide the mooring operation into small bits as a process from the first line has been fastened to mooring has ended. Where can the crew be at the different stages? Where is it unsafe to be and where can you seek for cover?
- Remember the snap back zones changes during the mooring operation and you must always have a constant focus upon the mooring team.
- Do not assume that the crew are situational aware of the dangers as they are busy handling lines.
- It's recommended to use the weather resistant SEAHEALTH poster as a training tool in the risk assessment process and as an alerting signage displayed at the mooring station. Posters can be ordered at www.seahealth.dk/shop
- Before each mooring operation, carry out a pre-arrival meeting in order to refresh safety precautions and clarify roles and duties of each mooring team member.
- Review the latest mooring and plan the next.
- Do an instruction session. Give the new deck hand instructions to read about mooring. It would be best if you have something that exactly describes the mooring procedures on your ship.

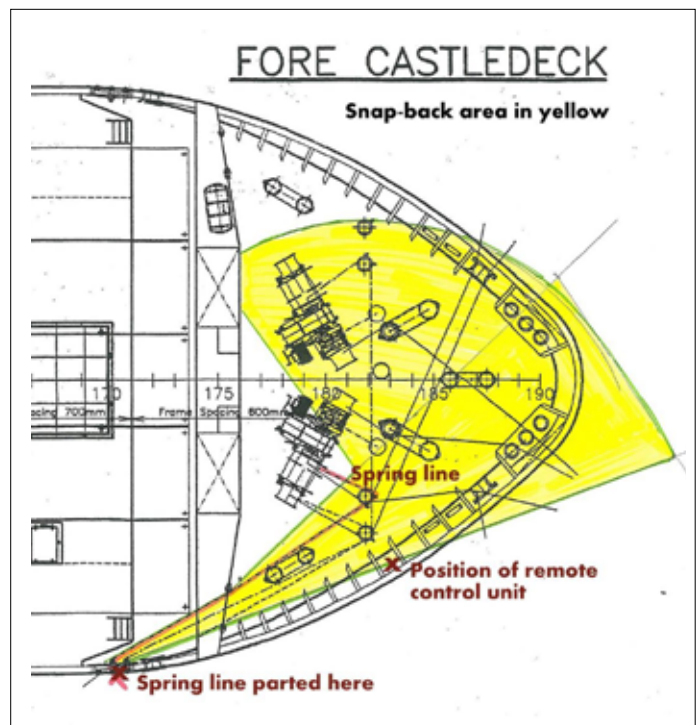
WHAT CAN YOU DO AS A RATING ENGAGED IN MOORING?

Have in mind that being in a snap back zone is just as risky as standing under a heavy net of goods. The mooring line may break as well as the wire for the hanging net.

- Perceive the risk of being hit by a broken rope very seriously and minimize the stay in the snap back zone as good as you possible can. Learn and understand the nature of the mooring ropes on your vessel with regards to elasticity and the breaking strength which influence the trajectory of a parted mooring line.
- Never lose your awareness of where you are and treat every line under load with extreme caution and remember to stay clear of the potential path of a snap back.
- Keep a close eye on your workmates and alert them immediately if any of them are in a snap back zone.
- Be extra aware where you stand when handling the first line. Experience shows that the first lines ashore, such as spring lines, have the greatest potential of breaking as they are the only lines holding the ship.
- When lines are subject to a straight pull, the snap back zone is minimal, but if the lines are angled round a bollard or roller, then the snap back area increases.
- Take ownership and responsibility of your own safety. Ask questions at pre-arrival meetings and in risk assessment processes.

- Be aware of the risk of a line snapping back onto the deck if it parts outboard of the ship's side, particularly if the deck is protected only by open railings.

Read more about mooring on seahealth.dk



The diagram shows the potential areas of danger (snap-back zone) when the spring line parts at the spring line fairlead. The snap-back zone would be increased if both pedestal fairleads were used. (Swedish Accident Investigation Authority Report S-95/11 Morraborg)

SOURCES

The Nautical Institute has recently published a case study in its Mariners' Alerting and Reporting Scheme (MARS) regarding an incident which occurred during mooring stations and is related to snap-back zones

<http://www.nautinst.org/en/forums/mars/mars-2016.cfm/201614>

The P&I Club SHIPOWNERS would like to bring attention the dangers of tensioned mooring lines and also highlight the concept of 'snap-back' zones

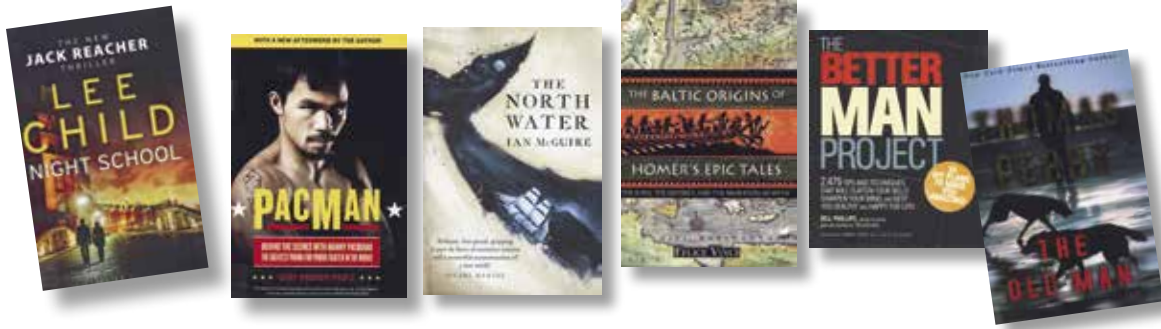
<https://www.shipownersclub.com/lossprevention/bulletin-guidance-on-snap-back-zones/#.V8BliPtyd6M.linkedin>

NEWS FROM THE LIBRARY

Remember that the Maritime Library is eager to send you new and interesting books. We provide both fact and fiction, below you can see examples of new books at the library.

Contact us for new books at sbib@sbib.dk

By Irene Olsen



Non-fiction

THE BETTER MAN PROJECT

- 2.476 Tips and Techniques That Will Flatten Your Belly, Sharpen Your Mind, and Keep You Healthy and Happy for Life!

Editor-in-chief Bill Phillips and the editors of Men'sHealth

This book doesn't just look at your looks, but brings tips to sleeping, eating and troubleshooting your body with chapters like "Sleep better, wake up healthier: overhaul your downtime", "Upgrade your diet: Want to feel better? Perform better? Then eat better" and "Troubleshooting your body: Pain in the neck? Rumbling in your gut? Here are your fast fixes for just about anything." The tips and techniques brings you around the whole body and mind.

PACMAN

Behind the Scenes with Manny Pacquiao : the Greatest Pound-for-Pound Fighter in the World

Gary Andrew Poole

How do you tell the story of Manny Pacquiao? He was born near the City of Dust and became one of the greatest boxers ever. He could make a room melt with his infectious smile and laughter and show artistry and brutality in the boxing ring. Pacquiao serves as an important purpose in the minds of many Filipinos. He is like an ancient warrior who has mysteriously appeared in the twenty-first century. He has the religious views of the underclass and is now a political crusader. This is the story of PacMan, "The fighter of the Decade."

“ A reader lives a thousand lives before he dies. The man who never reads lives only one. ”

George R.R. Martin
- author of "Game of Thrones."

THE BALTIC ORIGINS OF HOMER'S EPIC TALES

The Iliad, The Odyssey, and the migration of Myth

Felice Vinci

Odysseus was born on a small Danish island, called Lyø, and "The Iliad" and "The Odyssey" are actually taking place in the Baltic! That is the statement in this book, in which Italian Felice Vinci is using meticulous geographical analysis to show, that many Homeric places, such as Troy and Ithaca, can be identified in the geographical landscape of the Baltic Sea. He explains how the cool, foggy weather described by Ulysses matches that of northern climates rather than the sunny, warm Mediterranean and Aegean, and how battles lasting through the night would easily have been possible in the long days of the Baltic summer. Vinci thinks that many seafarers from the Baltic area migrated south to warmer climate, and here they rebuilt their original world in the Mediterranean. A very interesting theory!

Novels

We always have many novels to send to you. Crime stories, thrillers, history. If you like to read novels by a certain author, or a specific title, please let us know.

This year we have among many others bought the latest Lee Child thriller "Night School". The novel will get you updated on the latest adventures about Jack Reacher, the former major in the US Military Police Corps now taking odd jobs and investigation suspicious and frequently dangerous situations.

You can also dive into "The North Water" by Ian McGuire in which a ship sets sail with a killer on board. It is 1859 and a man joins a whaling ship bound for the Arctic Circle. Having left the British Army with his reputation in tatters, Patrick Sumner has little option but to accept the position of ship's surgeon on this ill-fated voyage. But when, deep into the journey, a cabin boy is discovered brutally killed, Sumner finds himself forced to act. Soon he will face an evil even greater than he had encountered at the siege of Delhi, in the shape of Henry Drax: harpooner, murderer, monster . . .



There are so many exciting podcasts to recommend! This time we have found a long living podcast where all kinds of topics of

life are debated and discussed and a podcast for you who are into the supernatural. It's easy to listen to podcasts, use one of

the free Apps like Podcast Addict or Sticher, listen via iTunes or directly from your computer. You won't regret getting started!

S-TOWN

The most hyped podcast in 2017, S-Town, is a podcast about a man named John who despises his Alabama town and decides to do something about it. He asks a reporter to investigate the son of a wealthy family who's allegedly been bragging that he got away with murder. But then someone else ends up dead, and the search for the truth leads to a nasty feud, a hunt for hidden treasure, and an unearthing of the mysteries of one man's life.

The podcast is full of twists and turns and

very honest. When you start listening you have to adjust your ears to the American southern states accent that is spoken, but very quickly the story creeps under your skin.

S-Town has gotten very popular and is debated in other podcasts too:

On the podcast "Here's the Thing" S-Town is debated on the 2nd of May. Host Alec Baldwin talks to the maker of S-Town, Brian Reed.

Listen to the episode here:

<http://www.wnyc.org/shows/heresthething>

The Danish podcast "Politikens pop-tillæg" (http://politiken.dk/podcast/politikens_pop-tillaeg/) also discussed S-Town on the 20. April 2017.



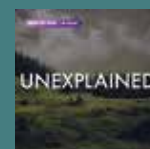
<https://stowncast.org/>

UNEXPLAINED – PERHAPS SOME THINGS ARE JUST BETTER LEFT UNEXPLAINED

This series is about strange and mysterious real life events that continue to evade explanation. A show that explores the space between what we think of as real and what is not. We humans cling desperately to a sense of purpose. We have an almost pathological need to know and understand the why and wherefores. And nothing irks us more than a story with no

end, a joke without a punchline, a jigsaw with a missing piece.

But sometimes, when something is inexplicable, that mystery in itself can become the story. In many ways, it is often the lure of the mystery that keeps us coming back for more. Maybe, ultimately, some things are just better left unexplained...



<http://www.unexplainedpodcast.com/>

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