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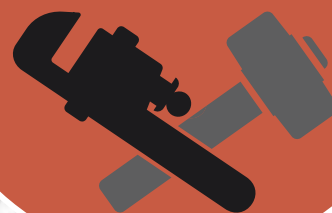


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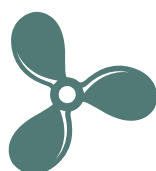
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Editor in chief René Andersen
Executive editors
Jacob Christensen
Vivek Menon
Contact Dyveke Nielsen
dni@shw.dk / +45 3140 5713

Authors
Irene Olsen, Jacob Christensen, Belinda Hoff,
Søren Diedrichsen and Dyveke Nielsen
Design and Graphic Production
Kailow A/S,
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A SHIP'S SAFETY CULTURE BEGINS AT THE OFFICE

Søren Vest and his colleagues at the shipping company, Ultraship, have come a long way implementing safety culture initiatives - both on board and at land. It all started with a yellow card and a brand-new ambassador from the Philippines.

By Dyveke Nielsen, Communications Officer at SEA HEALTH & WELFARE

"One thing makes me really tired. That is to overhear an office employee say: 'Do it because I said so.'" Søren describes a situation he has witnessed far too many times throughout his long career in shipping. A career he began as a young mess boy. Since as first mate, and today he is the Head of Marine Standards at Ultraship.

Søren speaks of the situation where an office employee receives a call from a crew member regarding a task on board. But instead of helping the crew member understand the importance of the task, it comes off as one-way communication, mostly resembling a dictatorial order. A classic example is 'Risk Assessments'. The document that must be prepared when carrying out the estimation of potentially dangerous work situations to take necessary precautionary measures and avoid accidents. "The very minute a crew member is being told to comply with the request, simply because a person in

the office demands it, we all know what happens. The task ends up as a 'paper exercise', where the crew member hides somewhere in a small, dark room, ticking off boxes. And that's it", explains Søren and points out that this exercise doesn't contain any safety learning whatsoever.

A STUDY REVEALED A MISCONCEPTION OF LOYALTY

How did you discover problems with the communication? "We investigated the level of implementation of safety culture on our ships. We did a survey among our seafarers and collected anonymous answers about their perception of safety. A perception that turned out to be completely different from our perception in the office."

According to Søren, the survey revealed extensive problems with communication in many areas. It concerned communication both to and from the head office. It was found to take place during inspections and even extended to the ship's management

personnel. We discovered some 'leading indicators' of vaguely defined leadership throughout the whole organisation. Different messages addressing the same issue surfaced, and it was not clear at all, who required what and why. Given all the communication gaps on all levels, Søren witnessed a misunderstood form of loyalty among seafarers. It manifested itself in the aforementioned 'paper-exercise-risk assessments' or fiddling and avoid adhering to the regulations on rest hours. It turned out to be common practice to fill in the form with hours of rest in compliance with the rules. It looked perfectly fine on paper, but crew members kept on working. The staff assumed that they were supposed to work round the clock. As Søren explains "it soon became clear that we had to focus our attention towards the communication and the ship's management. And the shipping company also had to direct their attention inwards."



Billedtekst

THE OFFICE AS ROLE MODEL

What do you mean by looking inwards the company? "If you want to practice a good safety culture on a ship, there is no other way than to make the company's management lead the way. If there is a sincere willingness to change the way of understanding and approaching safety culture, it is important that those who communicate with ships employ a proper approach. We, the office personnel, should lead by example. No matter how skilled the seafarers might be - and often more skilled than us at the office - it is us who must act as role models. Whether it is the CEO or the supervisor. If the shipping company does not care about safety, neither will the ship. And you will have a hard time changing that. Assuming you have sent one 'just-do-it' negative experience to a ship, a person on board will require ten positive experiences before changing the attitude towards safety. And if seafarers happened to have a negative experience every other,

third or fourth time, the battle is lost. I think that is the greatest challenge we are facing in the business", explains Søren. But a way to stop the reckless behavior is by handing out yellow cards.

YELLOW CARDS FOR A BETTER SAFETY CULTURE

How do you practice the concept of yellow cards? "It could be the example with an office employee saying 'because I said so'. Here, we expect the colleagues to intervene and say 'hey, that is not how we do it here'. We expect this to be normal procedure and we expect the same to happen on the ships. We once had a captain who got heavily drunk prior to a departure. The chief officer did not intervene, which was expected of him. Instead, it was the pilot. This episode was a turning point for us, and we were forced to take action. Obviously, the captain's contract was terminated for violating the company's alcohol policy. But we handled the case differently with the

chief officer. Had we been a traditional, old-fashioned shipping company, we would have resorted to an easy solution and fired him, too. But we decided to set an example to educate other employees. We explained how he should have acted. We said, 'you have been given a yellow card, but that's because we believe in you'. We decided to give him a second chance and let him learn. He did, and now he is a crackerjack captain" explains Søren.

KNOWLEDGE SHARING THROUGH AMBASSADORS

It can be difficult to regularly practice a safety culture between office and ships. How do you close that gap? "We are trying to address this through our so-called 'safety-ambassador-arrangement'. We launched this initiative by appointing some of the most committed officers as ambassadors to work with us here in the office. The idea behind this was to get more 'insight', which is one of our five



Søren Vest and Ultraship's safety culture bible, the 'SAFETY I's'

Safety I's in our Ultraship Safety Bible. At the moment, a chief officer and a chief engineer - both from the Philippines - are working here. We want to provide them with a better understanding of what kind of information the office requires to be able to give seafarers the best service. And vice versa. The plan is that the ambassadors will incorporate the safety culture and disseminate it on board our ships."

A HEALTHY DIALOGUE

What would you like to obtain with the safety initiatives? "There is a need for creating a new kind of dialogue that welcomes openness. It is possible to make changes only when we speak honestly. If I do not know that there is a problem with rest hours, I will not be able to make it right. We spend a lot of time trying to explain the seafarers that the rules that regulate hours of rest are for their sake. It is the seafarers who face a real threat by being constantly surrounded by hawsers, pumps and pistons. Not the people in the office. We try to send a clear message that nobody is pointing an accusing finger and demanding an explanation of why the rules for rest hours have not been followed.

Nobody will do such a thing. It is going to be a long, tough haul. We aren't there yet, but we are working very hard to get there. Our worst enemy is mindsets like 'that's how we've always done it, and the ships are still sailing'. We are making great efforts to change that", says Søren.

COOL, FINALLY THINGS ARE CHANGING!

Do you experience any changes in the communication and the way safety is understood? "It is funny, you should ask that. This very morning, I got an e-mail from one of our captains, asking me to assist in the form of a bunker barge for his ship in Houston. In the mail, he strongly emphasised, having typed in capital letters: 'MAKE SURE THE BUNKER BARGE WILL NOT ARRIVE AT NIGHT WHEN THE NUMBER OF PERSONNEL ON BOARD IS LOW, AND THERE IS A RISK OF VIOLATING HOURS OF REST. MAKE IT COME AT DAYTIME WHEN WE'VE GOT MOST HANDS AT OUR DISPOSAL.' 'That's damn cool', I thought. That is exactly what we have fought for."

ULTRASHIP'S SAFETY I'S

Insight

Seek and share knowledge of all matters related to safety at all times.
Be willing to listen and learn from others.

Innovation

Strive for continuous improvement – go beyond compliance and reach for excellence. Be willing to change and improve your safety performance.

Influence

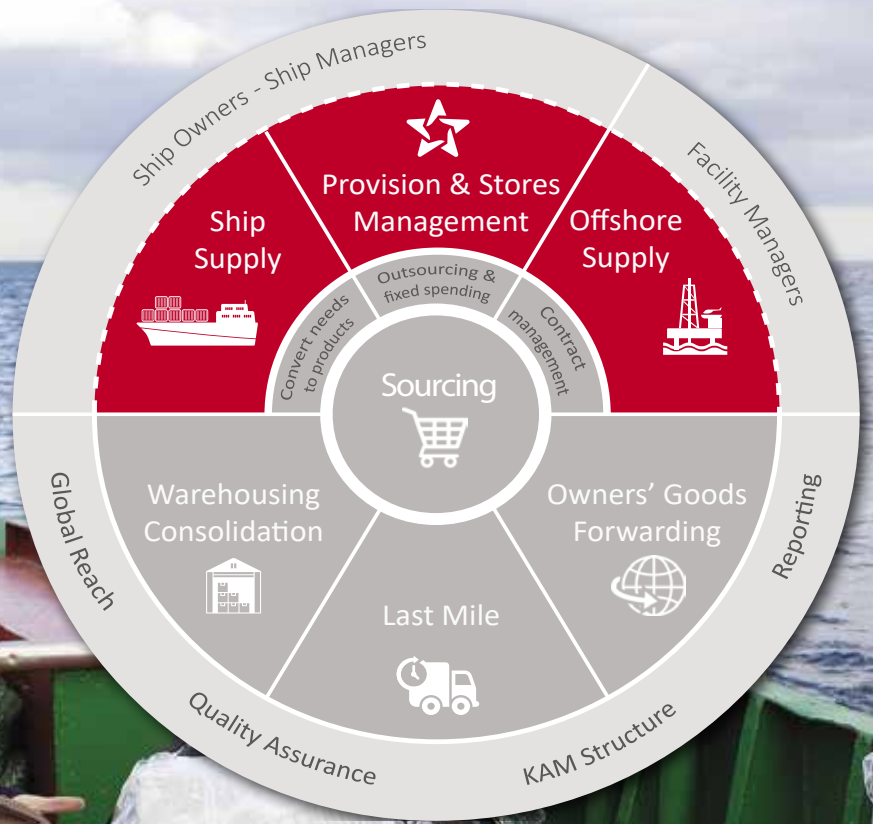
Everybody can and should contribute positively to a strong safety culture by showing the right safety actions, behavior and attitude. Be a good role model.

Intervention

It is the duty and right of all to intervene when observing unsafe acts and conditions to prevent each other from making unintentional mistakes.

Integration

Integrate safety knowledge, considerations and commitment in all work processes and activities. Safety should become an integral part of your work.



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Safety Ambassador

closes communication gaps between ship and office

Did you read the previous interview with Søren Vest from Ultraship (p. 4)? Then you may be wondering how the initiatives were received by the crew. So, did we. That is why we set out to ask one of the people who were there when it all started – Chief Officer, Michael Teves.

By Dyveke Nielsen, Communications Officer at SEA HEALTH & WELFARE

Michael, how have you experienced the initiatives in Ultraship? “I was invited by the company to become a ‘safety-ambassador’. That means I will spend



Michael pictured with his wife and three daughters in the Philippines.

some months in the office at shore and share knowledge about everyday life at sea. It also means I will get to know more about the challenges that the office has when communicating with the ships. I was elected because safety always has been a key priority of mine. Ever since the first trainings I received in the Philippines where I am originally from, I have always been very keen on safety. It can be a risky job to be a seafarer, so it is crucial to work for a company where safety is taken seriously. If safety is not prioritised by the company, it is not a work for me.

A HISTORY OF BAD SAFETY CULTURE

How have you experienced safety culture during your career at sea? “During one of my first employment as a seafarer, I experienced colleagues who didn’t wear proper PPE, ex. when cleaning tanks. I pointed it out to them, but they didn’t

really react to it. When I brought it up to my superior’s attention, it was not received well. Then I understood why my colleagues had not said anything. Later, when the company asked to renew my contract, I said ‘no, thank you’. To be honest, it is difficult to fight such a culture. If I stayed with that company, I am afraid that I would become like them. Not caring about my own and other’s safety. My only option was, therefore, to leave”, Michael explains.

LESS HIERARCHY MAKES ROOM FOR HONESTY

How have you experienced the safety culture in Ultraship? “There is something quite unique working for a Danish company. I experience a lot less hierarchy. I like that. When my colleague who is a chief engineer and I started here as safety ambassadors, we experienced that our opinions mattered. We are not used



Michael visiting an Ultraship vessels during the safety ambassador arrangement.

to that. Especially in the Philippines, there is a high workplace hierarchy. You can't just approach a CEO as an example. Here, I felt I could raise my concerns anytime. And I can see that the company takes my concerns seriously. Working here also helps me understand Danish work culture better. You Danes can sometimes be very frank. I have experienced that in, for instance, email communication. Before I started working here, I was not comfortable giving my perspectives because of this frankness. Even though I knew I was right but I didn't want to disappoint anyone. And that compromises safety. But by building a closer relationship with my Danish colleagues in the office, I feel more comfortable speaking my mind of how that message is received and what should be done differently."

A CONNECTING LINK THAT BREAKS STIGMA

How do you close gaps in the communication in practice? "These days, I work both at shore and at sea. I communicate the topics we discuss here in the office to other seafarers when I visit the ships. You can say I am sort of a link between the office and the ship - and between cultural differences. This is because many of the crew members are from the Philippines. So, some of the cultural challenges we experience are alike. Once I go back sailing this

communication will continue. It is important that all crew know that they must speak up and know that in the office is a person you can talk to.

Knowledge sharing is highly important to me. I spend a lot of time sparring with my colleagues on the ships. One of the reasons why it has become so important for me is to address a misconception of Filipino seafarers. That is the perception that Filipino seafarers are not that great seafarers. Something that I, unfortunately have experienced at shore and at sea. So, I use this opportunity to do everything I can to change this perception by sharing the knowledge I get."

"If safety is not prioritised by the company, it is not a work for me,"

GET STARTED WITH **'THE 8 SAFETY LINKS'**

SEA HEALTH & WELFARE has developed a dialogue tool to raise the ship's safety culture. The tool is called 'The 8 Safety Links' and consists of a comprehensive package of board games, dialogue sheets and safety related questions involving both management and employees, and addresses various topics to map a safety culture.

By Chief Psychologist Søren Diederichsen

Book a consultant to
get started with
'THE 8 SAFETY LINKS'
+45 7040 2610
INFO@SHW.DK



Stories from at sea

"My name is Ferdinand and I am from Consolacion, Cebu, in the Philippines. I started my career in Maersk way back in 2008. Two years ago, I went to my parent's house to pay them a visit with my wife and our children. I took out an old photo album to let my children see old pictures of me. I was surprised to

find a picture with a Maersk vessel in the background. When I asked my mother, she said the picture was taken in 1968 in Fort Pedro in Cebu. The little 2-year-old boy is me. Who would have known that 50 years later this boy would stand on the bridge of MAERSK MAJESTIC.

Ferdinand, Second Officer on MAERSK MAJESTIC

CONGRATULATIONS TO THE WINNER OF SAFETY SELFIE 2018!

AB Cielito Mantos is the lucky winner for his contribution to raising the safety culture on board MAERSK GARONNE. Cielito is now the lucky owner of a brand-new iPad.

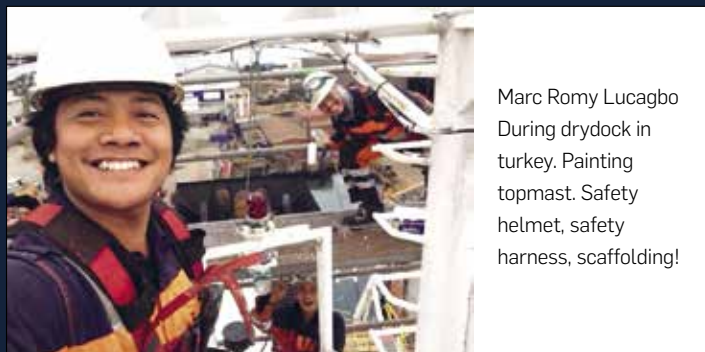


During a stay in drydock, the ABS surveyor asked to open the water ballast vent for inspections. The reason for the inspection was to see if the fixator is free and in good condition. After a month of sailing other drydock, I observed that one of the vents was left open. I immediately informed the chief officer and all the ballast vent head was then checked and we found more that were left open.



A BIG THANK YOU

for all the contributions to the competition.
Stay tuned for more competitions
on SHW Facebook and Instagram!



Marc Romy Lucagbo
During drydock in
turkey. Painting
topmast. Safety
helmet, safety
harness, scaffolding!



It's Richita Joshi, the
Second Officer doing her
monthly radar scanner
checks with proper PPE
and is so glad to see the
superb view of the ship
from up there.

Currently signed on MV
SANTA ISABEL.



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.

HOW IS THE COMMUNICATION BETWEEN SHIP AND OFFICE?

Our welfare consultant Belinda Hoff visited M/T TERNVIND in the Port of Rotterdam to ask Nikita, Lidja and Maciej about the long-distance communication between office and ship. This is what they replied.

By Belinda Hoff, welfare consultant at SEA HEALTH & WELFARE



NIKITA SAPERINS, 2ND OFFICER LSA
FROM LATVIA

Actually, the communication is really good between office and ship! We always get answers or information we need in time. We keep the communication open and clear.



LIDJA OLSSON ROTA, CAPTAIN
FROM SWEDEN

The lines are very short and clear and the communication between us is very good! We can always get in touch with the shipowner at any time and there is not really any difficulty in the communication lines.



MACIEJ CMOCH, 2ND OFFICER NAV
FROM POLAND

The experience is really great! We send mails or we call, and we always get answers straight away or at least within a very short time and on the same day. In case I have not had a reply I contact the shipowner again and it helps that we have a contact person assigned to this vessel.



ON TOW WITH SVITZER BJØRN IN THE HARBOUR OF COPENHAGEN

By Sundmolen in Nordhavn lies the tugboat SVITZER BJØRN by the quay. SEA HEALTH & WELFARE has been given the opportunity to join today when BJØRN must help a heavy lady out of the harbour. And even though it takes a great deal of concentration to manoeuvre the 616-foot-long and 88-foot-wide lady out into the open sea, there is still room for a guided tour.

By Dyveke Nielsen and Jacob Christensen, SEA HEALTH & WELFARE



"Departure time from the quay is 8.30," says the text message on the phone. Quite right. At 8.28 a.m., SVITZER BJØRN is cutting through the completely still, black water. The red sky is peeking over the horizon. It is a beautiful but freezing morning, with temperatures touching zero. We are rushing on board BJØRN as another ship awaiting its 4.000 hp.



We settle in on BJØRN's bridge next to the captain, Henrik, the chief engineer Henning and the AB Kim. The crew has been up for long by now. They have just towed an American warship out from Océankaj. Next task is a couple of minutes away. That is NÚNAVIK awaiting departure from Prøvestenen.



◀ As we arrive to Prøvestenen, the operation can begin. BJØRN is assisted by SVITZER HERMOD who takes up its centre-position of NUNAVIK and BJØRN takes up its centre-position astern. "NUNAVIK is a special ship", Henrik says. She differs from most cargo ships by being able to carry both containers, bulk and oil.

In order to communicate the direction in which to pull the ship, its pilot and the two captains of the tugboats use the clock face. Astern corresponds to 6 o'clock and straight forward to 12 o'clock. "BJØRN, you can draw towards 7 o'clock with 20 percent, and 30 percent after that...", the pilot guides. NUNAVIK begins to move out of the berth slowly, thereby marking the launch of the operation. She is a hefty lady to tow along quite a narrow strip of water compared to her size. ▼



◀ While Henrik navigates, the chief engineer Henning shows us the engine- and control room. We asked him a question, here, but none of us could hear what was said.

All the while, NUNAVIK is towed into the fairway. Next stop is Skagen's road for bunkering and from here the destination is Canada. ▶



A big thank you to Henrik, Henning and Kim – crew members on board tug boat SVITZER BJØRN.

About BJØRN

SVITZER BJØRN is a 4.000 hp tug boat. It was built in 1991 and is app. 108-foot-long and 36-foot-wide with a gross tonnage of 356 tons.

Did you know that...?

Prøvestenen is a man-made island that is located in Øresund (commonly known as the Sound) opposite Amager. The island was constructed on the place of former coastal fortifications. The first fort was built in 1713 on top of a couple of disposed fleet vessels and an old floating dock. The floating dock was called Prøvestenen and the fort was name after the dock.

Source: Politiken

AVOID THESE 5 FOODS for a better sleep

You know you need to put your mobile phone and tablet aside at least an hour before you sleep. You also know that you get the best sleep in a cool, dark room. Still, you have difficulty falling asleep. It may be worth paying attention to what you eat because some foods can cause sleep problems. Sleep is crucial for your body to function. That is because lack of sleep can affect both your immune system and cognitive functions such as memory and learning abilities.

By Dyveke Nielsen, Communications Manager at SEA HEALTH & WELFARE



Sleep disturber # 1 **COFFEE**

It may seem obvious, but it's still worth mentioning. The refreshing caffeine in the coffee disturbs your inner alarm clock, and therefore it matters when you drink the last cup of coffee. Studies recommend that you stop drinking coffee 5-6 hours before you plan to sleep. If you find it hard to give up the coffee replace it with decaf coffee. Remember there is also caffeine in black and green tea, energy drinks, cola and chocolate.

Sleep disturber # 2 **SUGAR**

A bowl of sweets before bedtime can disturb your sleep. Studies show that the more sugar people eat, the more they wake up at night. However, it is okay to eat fruit sugar as a 'late-night-meal' like apple and pears, and even better if you supplement with proteins and healthy fats such as almonds, avocado and cottage cheese.



Sleep disturber # 3 **SPICY FOODS**

Spicy food is good for many reasons. It helps boost your metabolism, reduce inflammation and inhibit the growth of cancer cells. But it might be a good idea to steer clear of spicy food just before bedtime. Studies show that if you consume spicy food 4-5 hours before bedtime, it is harder to fall asleep and it will shorten deep sleep. This is because 'capsaicin' found in spicy foods causes the body temperature to rise. So, eat the spicy dishes long before you go to sleep.

Sleep disturber # 4 **FATTY FOOD**

It takes a lot of energy to break down high-fat foods. A diet with a high content of saturated fat, such as butter, bacon, cream and deep-fried food makes it difficult to fall asleep and also shortens the deep sleep. So, go for lighter meals before going to bed such as salads and soups.



Sleep disturber # 5 **ALCOHOL**

For most seafarers, it is unnecessary to mention alcohol, but we'll do it anyway. Alcohol is NOT your friend if you want a good sleep. Just a single glass of alcohol has an impact on your deep and restorative sleep. Obviously, the more alcohol you drink, the worse you will sleep.

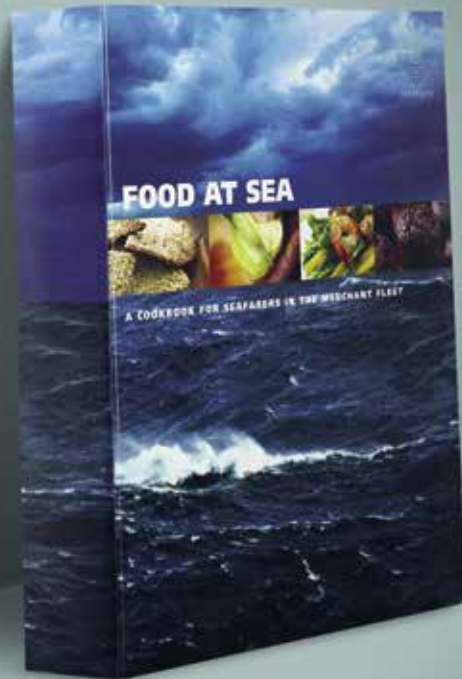
It is a good idea to keep a "sleep diary" containing your food intake during the day. In this way, you can find the connection between your sleep quality and diet, and you can then adapt your diet to a better sleep.

Need inspiration in the galley?

In collaboration with chefs, seafarers and their spouses, SEA HEALTH & WELFARE has developed the cookbook, 'Food at sea'.

Here, you can find a long list of tasty, healthy and not-so-healthy recipes for a hard-working crew. The cookbook can be purchased in both Danish, English and Tagalog. We have made a little compilation of some of the recipes here.

Get them all by ordering your cookbook on www.shw.dk/webshop.



BEEF SALAD WITH GINGER

HERE'S HOW YOU DO IT

Cut the meat into 7 cm long fine strips.

Chop the garlic and grate the ginger finely. Make a marinade of garlic, ginger, Sambal Oelek, oyster sauce, chilli paste, sugar and oil. Add the meat and let it stand for at least 30 minutes, but preferably overnight in the fridge.

Cut the red onions into very small wedges and slice the celery thinly.

Fry the meat with the marinade and half of the onion wedges.

Pour into a bowl and immediately add the celery. Allow to cool and season with lime juice and salt. Divide the dough into six and carefully roll each into a baguette-sized oval.

Possibly decorate with half olives/walnuts and sprinkle with coarse salt.

Bake in a preheated oven at 2500 C for 5 minutes.

Turn off the heat and allow the baguettes to continue cooking in the residual heat for another 12 minutes. Mix well and add salt and peber.

Serving tips

May be served on a dish or in a bowl with bean sprouts, tomato wedges, sliced cucumber, the rest of the onions and coriander. Serve cold.

Alternative ingredients

Sugar-snap peas and freshly blanched beans go well in the salad.

.....

Ingredients

1 kg beef fillet
(or other beef cut)

Marinade

5 cloves of garlic
3 tbsp. ginger
2 tsp. Sambal Oelek
(chilli paste)
9 tbsp. oyster sauce
3 tbsp. black chilli paste
6 tsp. sugar
1 dl oil
6 small red onions
1½ bunch of celery
2 limes
Salt
200 g bean sprouts
6 tomatoes
1½ cucumbers
Fresh coriander

.....



SPANISH PAELLA "AN ANDALUSIAN COUNTRY DISH"

HERE'S HOW YOU DO IT

Blue mussels

Clean and wash the mussels well and remove the beard (see photo)

Stock

Slice the garlic, chop the fennel and zittauer onions and brown in oil. Add the mussels, bay leaves and white pepper. Add the fish stock. Cover and boil until the mussels open. Throw out any closed mussels. Sieve and retain the mussel liquor for the paella.

Paella

Drain the seeds and juice from the tinned tomatoes. Grill and peel the red peppers.

Dice the tinned tomatoes and red peppers. Chop the shallots finely.

Dice the bacon and slice the garlic.

Slice the lobster tails lengthwise (see photo). Clean and fry them briefly in oil.

Remove them and then fry the bacon and chicken in the oil, add salt and pepper and remove from the pan. Sauté the onions, garlic, saffron and rice in oil.

Add the peppers and tomatoes.

Replace the bacon and chicken and add the hot mussel liquor little by little.

Boil for about 15 min. The rice should still be slightly firm.

Add the thyme, lobster tails, prawns and mussels and heat thoroughly.

If required, add a little extra stock and season with salt and pepper.

The paella should be slightly creamy in consistency.



Serving tips

Serve the paella in the pan. May be served with slow-rise bread.

Alternative ingredients

Paella was originally cooked over an open fire out in the fields, and in addition to the rice, they added whatever was available: snails, rabbit, wild ducks and other meat. You can add anything you wish to the paella but stick to the basic theme.



.....
Ingredients (APPROX. 10)

Paëlla

- Olive oil
- 28 Norway lobster tails (can be omitted)
- 200 g lean bacon
- 10 chicken breasts on the bone but without skin
- 5 shallots
- 5 cloves of garlic
- 2½ red peppers
- 2 tins peeled tomatoes

- 13 dl arborio rice (risotto rice)
- 1 g saffron
- 2½ l chicken and blue mussel liquor
- 10 bunch of thyme
- 500 g prawns
- 1½ kg blue mussels
- Salt
- Pepper

Stock

- 2½ tbsp. olive oil
- 1½ onions (preferably Zittauer)
- 3 cloves of garlic
- 1 fennel
- 2 bay leaves
- 4 white pepper corns

- 7 dl fish stock
 - Lemon juice to taste
-



ARTICHOKE SOUP

HERE'S HOW YOU DO IT

Chop the onions finely and slice the Jerusalem artichokes. Melt the butter and fry the onions until golden brown. Add the curry and heat lightly. Add the Jerusalem artichokes and the stock. Boil for 20 minutes. Add the milk and the cayenne pepper. Boil up the soup and blend until creamy. Heat the soup, stir in the parmesan and season with salt and pepper.

Serving tips

The soup may be garnished with fried turkey, veal or beef bacon and served with toast.

Alternative ingredients

Half the Jerusalem artichokes can be replaced with potatoes, but due to the high level of starch in potatoes, they should be mashed and not blended.

.....

Ingredients

- 10 g butter
- 3 shallots
- 500 g firm, light Jerusalem artichokes
- 1½ tsp. mild curry (or curry paste)
- 9 dl chicken or vegetable stock
- 1½ l semi-skimmed milk
- 3 pinches cayenne pepper
- 3 tbsp. freshly grated parmesan
- Salt
- Pepper

.....

OLIVE AND WALNUT BAGUETTES

.....

Ingredients

- 2 dl black pitted olives
- 200 g walnuts
- 25 g yeast
- 2 tsp. salt
- 2 tbsp. honey
- 6 dl water
- 3 tbsp. olive oil
- 13 dl flour (wheat)
- 2 tsp. coarse salt (for decoration)

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HERE'S HOW YOU DO IT

Slice the olives and roughly chop the walnuts. Dissolve the yeast in warm water and add the other ingredients. Knead the dough well and allow to rise overnight in the fridge. Divide the dough into six and carefully roll each into a baguette-sized oval. Possibly decorate with half olives/walnuts and sprinkle with coarse salt. Bake in a preheated oven at 250C for 5 minutes. Turn off the heat and allow the baguettes to continue cooking in the residual heat for another 12 minutes.

Serving tips

Serve as an accompaniment to soup, light meats and various salads.

Alternative ingredients

Include 25% coarse wholemeal flour in the dough - it contains more vitamins and minerals.



NORDIC PHOTO COMPETITION for seafarers 2018 in Stockholm

The Nordic photo competition for seafarers 2018 was held in Stockholm at Sjöhistoriska Museet. The judges this year were photo journalist Stefan F. Lindberg and photographer at Statens maritime och transporthistoriska museer Oliver Lindkvist.

First, the judges set up their ground criteria for picking the winners. They were interested in the language of the picture, both form and content, they stated that the pictures should not be a snapshot, but an interpretation of a situation or it should tell a story. They wanted atmosphere, nearness, and poetry in the pictures just like light, form and lines also were important. The judges looked for passion behind the camera. It was important that they could see that the photographers felt something when they took the picture.

The two judges said about the 75 participating pictures: "Many of the photographers have succeeded in using their own engagement transforming it to imagery."

Find the competition rules and all the pictures from this year and previous years at www.hfv.dk.



THE WINNER

Title: "Gammel Videnskab"
- "Old science"
Guðmundur St. Valdimarsson, able seafarer, coast guard ship TÝR, Iceland
Foto equipment worth 5.000 Dkr. sponsored by Ulykkesforsikringsforbundet for Dansk Søfart, Danmark

The picture has a great light, and the photographer has a good ability to place the elements in the picture. The silhouette of the man with the sextant adds a poetic feeling to the picture and shows "the quiet life at sea". There is poetry in the picture, it has a lovely light, and it is open for interpretation. The picture covers all the criteria we put up before the selection.



2. PLACE

Title: "I tung Sjö"
- "In heavy waters"
Bergbór Gunnlaugsson,
master, trawler GNÚPUR
GK, Iceland
Foto equipment worth
5.000 Nkr. sponsored by
Sjøfartsdirektoratet in
Norway

The picture tells a lot about life at sea. The waiting before the catch is the story about a special type of seafarers. The wave, the slope of the boat and the seagulls adds drama to the picture. Two strong powers meet her: The boat and the sea - the wave is high and splashes against the boat, and makes you feel that there is a hole in time which creates drama, though you know that the boat will be okay.



3. PLACE

Johan Byström,
icebreaker YMER,
Sweden
Foto equipment worth
5.000 Skr. sponsored
by Sjöfartstidningen,
Sweden

A working situation caught beautifully. The picture has atmosphere it is not just a snapshot of a working situation. It interprets the working situation, and it has a poetic vibe. It is technically well thought out with the light lighting up the seafarer. It works. Those who have tried to take a picture like that know that it is not easy. It is a skilled photographer who has shot the picture.



4. PLACE

Title: "Fast" – "Fixed"

Claus Jacobsen, able seafarer, tug SVITZER MADEIRA, Denmark

Foto equipment worth 450 € sponsored by Rederiet Þorbjörn, Iceland

The photographer has worked with colour and form, but he has also caught the working situation very well.

There is a good balance in the picture when you look at form, diagonals, the colours and the cross sign, and there is a story in the picture.

The photo competition for seafarers shows all aspects of life at sea both photos of working situations and during leisure time. The photographer takes full responsibility for the pictures sends to the competition. The judges look at the theme, composition and storytelling when choosing the winning photos.



5. PLACE

Frode André Koppang, chief engineer, supply vessel SKANDI BUCHAN

Foto equipment worth 300 € sponsored by Finnlines, Finland

A dramatic picture with many elements: the boat, the rocks, the pier and the lighthouse. The wave caught exactly between the pier, and the ship is very fine. The picture tells us about the sea that the ship heading for and that is a good story. It is well captured, and a very nice picture in terms of form.

FIT4SEA UPDATE

Stay in shape with Fit4SEA! We compete in running, biking, rowing, cross-training, and weight training. The competitions run all year, but they are settled every year on the 31st of December where the distances are summed up, and we find the winners of the ship competitions. You can participate in as many competitions as you like.

You can also register the results of the training you do when you are at home. The training both counts in the individual competition and the ships competition and your training will figure at the ship you have just left.

You have automatically entered the competition when you have submitted your first results. Send an e-mail to fit4sea@shw.dk, and in your first e-mail, please enclose your name, ship, home address, and size of t-shirt.

For every 25 km you run, bike, row or cross-train, or if you sweat for four hours with weight training, you earn a share, that might help you get a prize when we draw lot.

NEW T-SHIRT FROM 2019

When you have been running, biking, rowing or cross-trained for 100 km or have been weight training for four hours you will receive the new cool Fit4SEA quality t-shirt in a sweat transporting fabric for both men and women. Please note that you will only get one t-shirt although you participate in more disciplines.

WHY SHOULD I CONTINUE WORKING OUT IN ALL DISCIPLINES OR CONTINUE REGISTERING?

Because you will continue earning shares and after each quarter, we will

draw lots for many prizes. By the end of the year, there are prizes for the top 5 seafarers in the individual competitions in each discipline. And if you achieve all requirements in at least four disciplines, you will receive a prize.

There will also be prizes for the top 3 ships in each category. The prize is a one-year subscription of Men's Health.

In our results database on our website, you can check and make sure that your results have been registered.

Please notice that when you participate in one of our competitions, your name will become public on our website and social media.

Remember that we love receiving photos and stories about sports activities on board and that we might publish the good ones in our magazine and social media.



Bike at SEA

ESVAGT NJORD 1149 point
ESVAGT CHARLIE 957 point
SIF R 939 point

Row at SEA

ESVAGT COBRA 232 point
ESVAGT CORNELIA 203 point
ESVAGT KAPPA 157 point

Run at SEA

ESVAGT DON 558 point
ESVAGT CAROLINE 343 point
ESVAGT CORNELIA 326 point

Cross at SEA

ORATANK 272 point
MAERSK EVORA 112 point
ARK FUTURA 106 point

Lift at SEA

NAJA ARCTICA 105 point
MAERSK EVORA 98 point
MARY ARCTICA 79 point

We have created the point system with an index number so that ships with few crew members can join in, too. So, it is not about how many people work out. It is how much you work out. To get the score fresh of the chart go to www.shw.dk/motionskonkurrence

Fit4SEA
score board



BOOKS AT THE LIBRARY

Remember that all crew members on board Danish ships are welcome to use the library, and if you don't find a book that interest you – or if you have read all the books in the library – you are welcome to contact us for new books.

And it is not only heavy novels, scary crime stories and exciting thrillers you can get from the library. You can also get non-fiction books in many genres.

By Irene Olsen

Søren Nørby
Søren Nørby
SKIBENE!
Flådens sønknning
den 29. august 1943



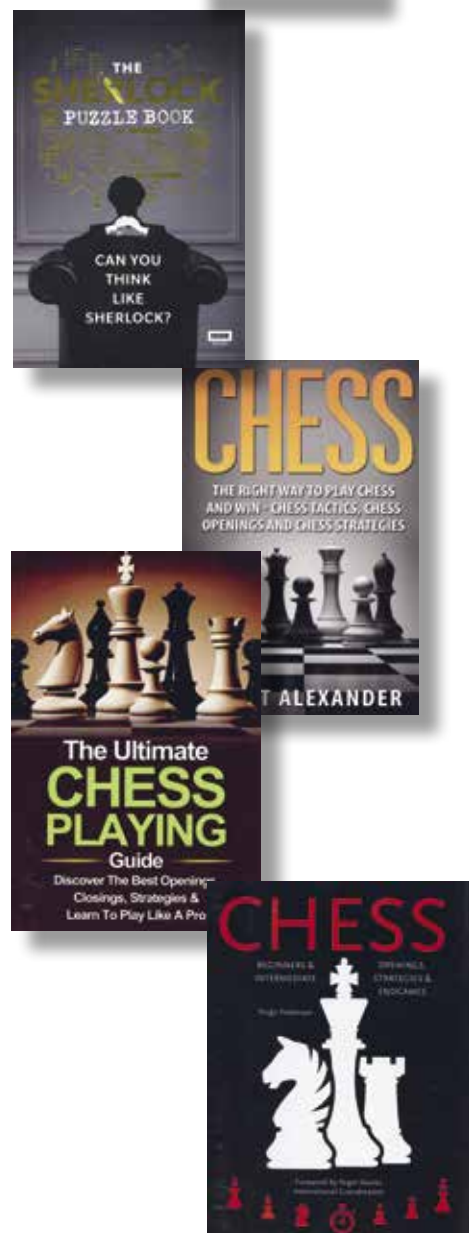


This time we draw attention to books about games. Card games, chess, and mind puzzles - and if you would like to impress your colleagues or your family, when you get home, you can borrow a book about magic tricks. If you want to improve your musical skills, we can also send you a book on how to learn to play the guitar or keyboard.

Remember that apart from having books sent from the library, you can also get new books from one of our depots around

the world. You find the book depots in our stations in Brielle, Rotterdam and Port Said, and at the Danish Seamen Churches in Göthenburg, Hamburg, Algeciras, Singapore, Pelepas, Singapore and Hong Kong. If you come to Denmark, you can also find books at the seafarer services in Esbjerg, Aarhus and Aalborg.

Please contact the stations, churches and seaman services before your arrival. Then they will bring a box of fresh books for you.



WANT NEW BOOKS? – WRITE US HERE:

The library in Copenhagen:
bibliotek@shw.dk

Danish Church in Gothenburg:
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SHW station in Rotterdam:
rotterdam@shw.dk

Danish Church in Rotterdam:
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Danish Church in Hamburg:
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Danish Church in Algeciras:
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portsaid@shw.dk

Danish Church in Pelepas:
dkchurch@singnet.com.sg

Danish Church in Singapore:
dkchurch@singnet.com.sg

Danish Church in Hong Kong:
danishroom@soemandskirken.org

Esbjerg Seaman Service:
ehswelf@mail.tdcadsl.dk

Seaman Aalborg:
carsten@seaman-aalborg.dk

Seamens Club Aarhus:
seamensclub.aarhus@mail.dk



You can choose to listen to your favorite podcast in many ways. You can listen directly on your computer, via iTunes and Spotify or you can download one of many free Apps to your smart phone.

This time we recommend two podcasts that let you escape everyday life – a podcast about one of the best comic books series ever written and a podcast about superhero movies!



TOTALLY TINTIN

is an American podcast hosted by two experienced podcast hosts, Ian Boothby and David Dendrick. In this series they examine and celebrate Tintin and the work of Hergé, one book at a time from *In the Land of the Soviets to Tintin and Alph-Art*. The series is wrapped up by two extra episodes one discussing Tintin at the movies the other answering questions from the listeners.



MARVELOUS

A Marvel Cinematic Universe Podcast, where your hosts, Henry and Trey, talk about every movie and tv show in the MCU, in order of release! Each episode is spoiler free if you haven't yet seen the movie. The podcast appeals to fans of all levels, but be careful, listening might make you want to go back and watch the movies all over again!

आपको आज का समाचार पत्र चाहिए?

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in almost all languages.
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SEA HEALTH & WELFARE

