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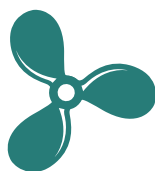
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FIONIA SWAN

DO MORE OF THE THINGS **THAT USUALLY WORKS**

The pandemic continues to affect seafarers. Uncertainty, restrictions, and an intense alertness has become a part of everyday life.

Get chief psychologist Søren Diederichsen's advice on how shipping companies, ship management, and seafarers can support each other in this difficult period.

By Kirstine Thye Skovhøj, journalist

For more than a year, the fear of Covid-19 has been a heavy weight on seafarers and their families, ship managements, and shipping companies, affecting life on board. According to a report from Seafarers Happiness Index– which indicates the mental state of seafarers – the so-called happiness index has risen a tiny bit since the second quarter of 2020 when the coronavirus crisis started. But everyday life at sea as we knew it before the pandemic is far from back to normal.

Chief psychologist at SEA HEALTH & WELFARE, Søren Diederichsen, who has been working with seafarers for more than 15 years, has been following the situation closely.

How is the corona crisis challenging to seafarers?

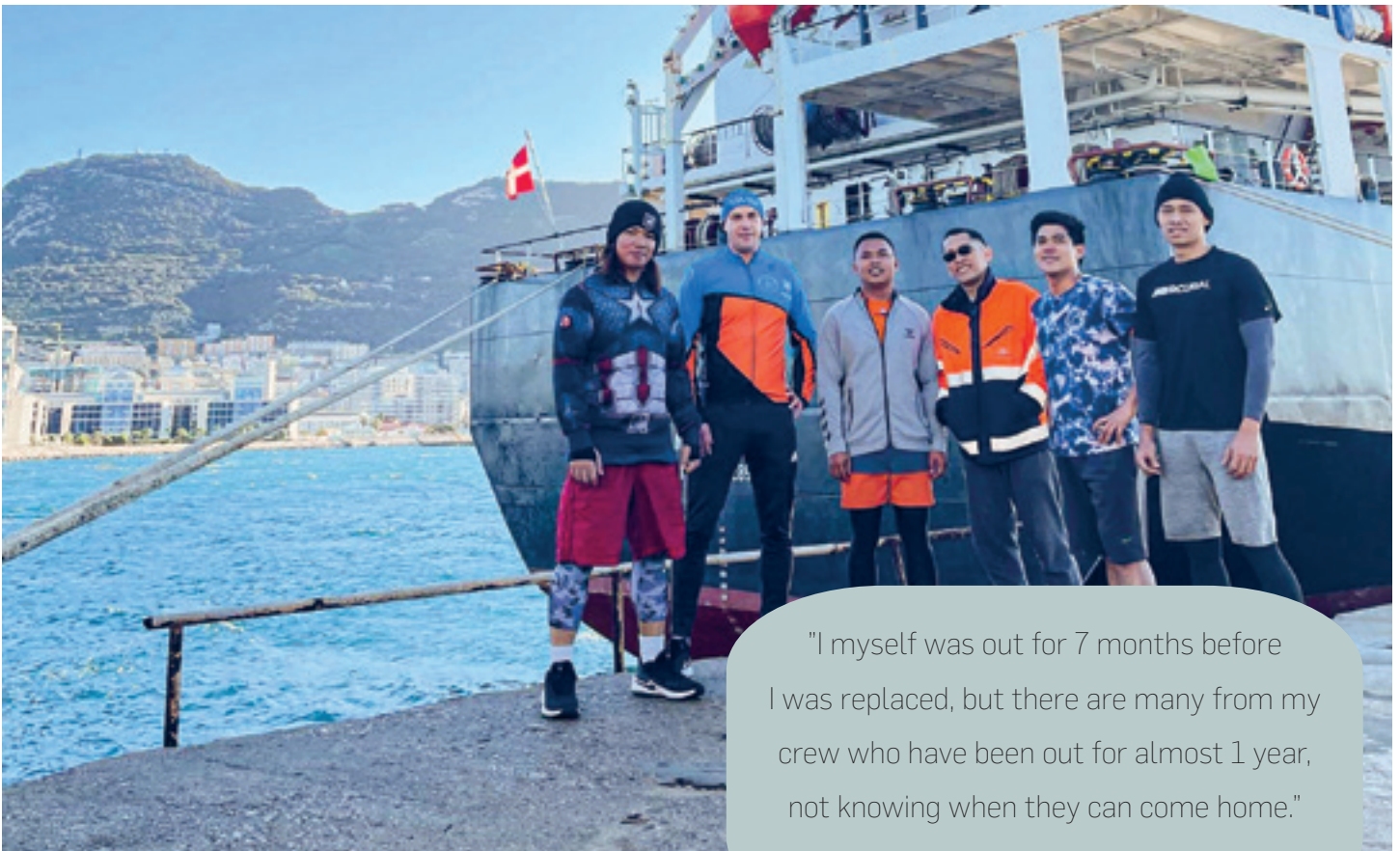
"Usually, the most important thing for seafarers is to know when they embark and when they sign off. It is a huge mental strain when they cannot have shore

leave or know when they will be back home again. We were especially facing this problem at the beginning of the corona crisis. Being in such a state can be described as being trapped in a closed container; it can create frustrations and sadness. Partners and family at home also start to suffer and a tiredness about it all creeps in. To the seafarer, that is very frustrating to witness because there is nothing the seafarer can do to change the situation at home. That creates a lot of pressure.

It is important not to forget the staff working in the offices on shore. They have been struggling and they are still working non-stop. They must deal with insecurity and frustrations from the seafarers and at the same time keep on top of things and live up to a lot of new regulations that are constantly changing. They also have to deal with some very difficult emotional and ethical issues. These can be in relation to signing on and off the ship. Who can

"We experience that the crew manage the precautions for corona incredibly well - for example during crew change, but then we may have visitors during port stays, for example from PSC, who do not wear masks nor keep the social distance. It is frustrating."

– Captain on container ship



"I myself was out for 7 months before I was replaced, but there are many from my crew who have been out for almost 1 year, not knowing when they can come home."

- Navigator on ship on deep sea routes

Do more of the things that usually works, such as going for a run during port stay like Captain Blazej Bakalarczyk and the crew on board FIONIA SWAN.

go home? Who will have to stay? They must deal with an incredible amount of daily problem solving, which can create a system that is constantly under pressure and becomes a heavy burden for the office staff.

What do you see as the biggest change that has happened in connection with corona in seafaring?

"It is that seafarers, ship management and shipping companies are constantly on high alert. It can be described as a state of emergency. They are constantly dealing with uncertainty and insecurity. That can be in relation to signing on and signing off, port stays, possible infection onboard, and what about their families at home?"

Naturally, there are big differences in how you deal with the current situation. If you are young and without any obligations at home and have good health, then it might be easier to adjust to the situation. But if

you have family at home, then it is very easy to feel like you are in the wrong place and just want to go home".

How does this high level of alertness affect the crewmembers and the atmosphere on board?

"That depends on personality, how you feel that day and your personal circumstances. But if you are constantly in a high level of alertness, it will affect your body and mental health. That can lead to you becoming more easily irritated, more negative, and demotivated. Frictions between colleagues can appear, and frustrations aimed at the ship management or shipping company can show and be either justified or unjustified. For some, this constant stressful state of mind will cause them to disappear into themselves and stop communicating with their surroundings. Constantly being at a high level of alertness does absolutely nothing positive for our mental health".

What can the shipping company, ship management, and crew do to keep their spirits up in a very demanding period?

"Do more of the things that usually works. It varies from ship to ship how good they are at creating a nice work- and social environment. Often, social life is driven by a few crew members who take the initiative and plan social activities. At this time, it is even more important that social activities are arranged. Make small sports competitions, play bingo, watch a movie together and have a barbecue on deck. Being on a ship is the same as being a part of a family at home; if you are under pressure, you add a little extra and make sure to give each other more attention.

If some people change their behaviour from being sociable to being isolated, or from joking to being grumpy, then deal with it. It is also of extraordinary importance to be more tolerant with each other. When we are under pressure, we show sides of ourselves where we are less

"Finally, I have the chance to sign off after 15 months at sea.
But I'm considering staying on the ship.
I'm not sure when I can sign on again. The situation is serious
in the Philippines and I am the only one in the family
with an income now."

- Steward on tanker

constructive. That is why it is important to be indulgent".

What are the management's most important tools in relation to maintaining a good working environment during the pandemic?

"Right from the beginning, it has been possible to establish some very clear guidelines to eliminate the risk of the crew getting infected. As an example, some shipping companies have bought extra oxygen to keep onboard if the worst should happen and a crewmember gets seriously ill. Actions like that reassure the crew. The management has a special obligation to keep track of all the crewmembers. They need to keep a high level of information and to articulate that we are in an extraordinary situation where it is of extraordinary importance to keep an eye on each other.

If the management succeed in being natural about showing empathy and care for the people they are managing, they will get through this in a good way. In a situation like this, the management and their skills are constantly being tested. As the ship's management and shipowner, you should also respect that employees are very sensitive and likely to see the holes in the cheese instead of the whole cheese. And that happens because they are at a high level of alertness.

Because of that, the shipping companies must do their absolute best to reassure the crew that any time it is possible to do something better, they will do it. This can be in relation to quarantine at hotels, where it is very important that the seafarers don't get mentally stressed because they have to stay isolated in a hotel room on the 7th floor. And make sure to thank the

seafarers' partners and families at home – it all adds up".

What can you and SEA HEALTH & WELFARE do to help seafarers, ship management and shipping companies?

"We offer our special Helpline for seafarers to use if you feel like it's all too much. For management, you can get in touch and get our support to figure out how to deal with the situation. We can also help you getting started using our Mental Health Toolbox, which gives you very specific tools to help you spot a crew member that is not mentally thriving.

We can help to map and develop action plans on how to respond as a shipping company – as employer - in this very special situation. We can also help make sure that the employees are thriving, that the level of customer-related conflicts, for instance, in ferry services, is not rising because both employees and customers are more stressed.

It is possible to work on many different levels to make sure that the corona crisis does not pressure or stress the different types of work relations. We are in the middle of a very extraordinary situation that gives us extraordinary challenges. And it is very important that management, crew and every seafarer is prepared in the best possible way to navigate safely through this and counter the situation".

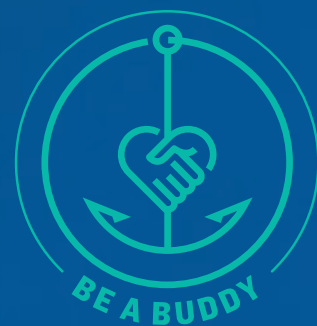
At this time, it is even more important that social activities are arranged such as Christmas Eve here on board M/V SEAGO FELIXSTOWE. Sent by 3rd Officer, Inno Nudalo.



"When we ask customers to use a face mask, we are met with threatening and sometimes even violent behavior."

- Crew member on Danish domestic ferry routes

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SEA HEALTH & WELFARE 



FOOD AT SEA HAS TO TICKLE YOUR TASTE BUDS, **FILL YOU UP, AND BRING JOY**

Hanne Hein has many years of experience in serving meals at sea that are both filling and challenge the food traditions on board, as well as nourish body and soul.

By Kirstine Thye Skovhøj, journalist

Work life at sea can be both physically and mentally challenging. Because of this, 56-year-old chef Hanne Hein is on an important food mission. She wants to serve food made from scratch that makes hungry seafarers full while contributing to mental and physical well-being onboard.

"I want to make good food that makes sense, understood as food that fills you up, stimulate your taste buds, and make you happy. If you can remember a meal, it is a really good sign. Mental well-

being and health are also related to the atmosphere around the table. When you leave the dinner table both full and happy, then my mission is completed," Hanne says.

The very first ship Hanne worked on as a steward was a MÆRSK vessel when she was only 17 years old. Since then, new food habits as well as food inspiration have emerged. One thing that has not changed in all the years Hanne has been in the game is the great role that food plays onboard.

"Food and the meals mean a lot, especially when you are sailing on a long voyage. The seafarers are far away from home and sometimes dinnertime becomes a shared focus. Something to talk about and to look forward to; the highlight of the day that they start thinking about when they eat breakfast".

TASTE BUDS NEED STIMULATING

The experienced chef is educated as a process technologist specializing in food and holds a bachelor's degree in health and nutrition. With that background and great experience as a chef at sea, at cafés and restaurants, and now working on VESTKYSTEN a fisheries patrol vessel, she makes sure to both challenge and involve the crew of nine men in the choice of food.



"Some ships have a dietary committee, while on other ships it is only the chef who decides the menu. At the end of every voyage, I talk to every single crew member and ask them what they would like to eat on our next trip," Hanne explains.

Involving the crew is not the same as giving them the power to decide exactly what they want on the menu, however;

"If they want french fries too many times on the same trip, then it is a no. I will always make sure that I serve pork, lamb, poultry, fish and vegetarian meals during the 12-14 days we are at sea. I also challenge the crew members about not having boiled potatoes and gravy with everything. We are nine different people that each brings our food habits with us. I make sure that there is something for everybody. At the same time, it is a very challenging job being at sea on a protection vessel. A good physical condition is important so it matters what you eat. We make space for butter on a freshly baked roll, but it does not have to be everyday".

NUDGING CAN CHANGE THE CREW'S FOOD HABITS

Since Hanne began her work life at sea, there have been major changes in our approach to food and towards a greater focus on what is healthy to eat. Over the years, Hanne has learned that one of the most effective weapons in changing seafarer's food habits is to serve plenty of information along with new types of food.

Hanne has a great knowledge about nutrition, minerals, vitamins, and fat percentage. Often, she brings this solid knowledge into the discussion when e.g. discussing vitamins and fibres in fruits and vegetables and whether meat is an everyday life necessity.

"I want to challenge their food habits and ideas about food. To do that, I give them facts and information. I often make them a poster that makes it clear how many vitamins and minerals we get by eating



"When you leave the dinner table both full and happy, then my mission is completed," Hanne Hein says.

vegetables. I give them solid facts that I get from scientific reports – they cannot argue with that. Bringing in facts are useful to support this. It is always very interesting when we have these discussions; they give us the opportunity to learn something new".

HIDDEN OR IN DISGUISE

When Hanne serves carrots cut into bite-sized pieces with the morning coffee break, or makes sure there's home-baked crispbread for the night watch to chew on, or serves oven-baked root vegetables instead of boiled ones, it is all about nudging the crew's food habits. She is serving a healthy alternative to sweets or deep-fried potatoes.

"Gradually, I present them with healthy alternatives. I sometimes serve meat balls in a sauce made of blended vegetables.

Nobody can taste that I added grated potatoes when I serve meatballs or burgers. I make sure to find the right balance. It is important that the crew feel they are getting served something meaty. I am always aware of where I can sneak something in, and where they need to know it is something completely new".

When Hanne served insects, she did not want to sneak it in as a hidden ingredient in a dish. And the first time she served food made with chickpeas like falafel and the Indian dish dhal, it was clear that this was something completely new they had to get used to.

"If your taste buds are stimulated then you won't miss the meat at all. When I am serving wok-dishes, I always put in much more vegetables than meat. I am constantly trying to serve vegetables



in new ways. Often, the crew gets very surprised that they can fill up on peas, beans, and lentils. That is possible because those ingredients give a lot of substance and at the same time well-spiced food satisfies our taste buds".

HANNE'S 5 TIPS ON HOW TO USE NUDGING TO EAT GREENER AND HEALTHIER AT SEA

By nudging you give people a friendly push in a new direction. To nudge is to affect people's actions and decisions.

- 1.** Stimulate the taste buds. If you are served well-made food with beans or lentils in, or meatballs or meatloaf with grated vegetables in, nobody will miss the taste of meat if the food tickles and stimulates the taste buds.
- 2.** Bake vegetables in the oven instead of boiling them. This gives them much more bite and taste. The result is crispy and delicious.
- 3.** Swap the iceberg salad with red cabbage or pointed cabbage. It is much more filling and has much more nutrition and taste. Cabbage also keeps better. Massage some salt into some green cabbage and use it for a salad. The result is very tasty.
- 4.** Make eating greens easy! Serve bite-sized vegetables as snacks.
- 5.** Serve the food on a plate for each crew member. Do it every so often, when you make suitable food. It always excites the crew. Serve one piece of meat and fill up the rest of the plate with plenty of greens. Remember that we (also) eat with our eyes.



Hanne's

healthy recipes

MEATBALLS WITH VEGETABLES AND TOMATO SAUCE

Serves 4 people

.....

Ingredients

800 g potatoes	salt
500 g carrots	black pepper
2 red peppers	400 g minced beef
2 onions (1 for the mince and 1 for the sauce)	1 egg
2 garlic cloves (1 for the mince and 1 for the sauce)	app. 50 g grated or white bread without crust
2 tbsp tomato puree	1 fresh chili or to taste
2 cans chopped tomatoes	1 bundle of parsley (half in the mince and half as a sprinkle)
	1 tbsp cumin

.....

METHOD

Turn on the oven to 230°

Peel the potatoes and carrots and cut them into bite-sized pieces. Place them in a ovenproof dish. Rinse the peppers, and cut them into bite-sized pieces and put them in the dish, too.

Chop onions and garlic finely. Put one half in the dish with the vegetables and the other half in a bowl (to be used for the meatballs).

Give the vegetables a good stir. Add tomato puree and chopped tomatoes. Season with salt and pepper and mix gently.

Place the dish in the oven for 40 minutes.

Put beef and eggs in the bowl with onions and garlic. Add rasp or crumbled bread.

Rinse and deseed the chili. Finely chop the chili and put it in the bowl.

Rinse the parsley and let it dry on a kitchen towel. Chop it and add half to the mince (the other half is served as sprinkle on the dish).

Season with cumin, salt and pepper. Stir the mince well together (use your hands if necessary) and shape it into meatballs.

Take out the dish (when baked for 40 minutes) and place the beef meatballs on top.

Put the dish back in the oven, turn down to 200° and bake for another 25 minutes.





CRISPREAD

Two gastronorm baking trays

.....
Ingredients

- 2 dl flaxseed
 - 2 dl sesame seeds
 - 2 dl shia seeds
 - 2 dl sunflower seeds
 - 2 dl pumpkin seeds
 - 1 tsp salt
 - 7 dl water
-

METHOD

Mix all seeds and kernels as well as salt in a bowl. Add water and stir. Leave to rest for 30 minutes. The mix should then have a porridge-like texture.

Spread the mixture on baking paper and use a dough scraper to pull the mixture out in an even layer on the tray.

Cut into squares with a pizza cutter before placing trays in the oven.

I typically cut squares into 15-18 crispbread per tray.

Bake at 150° for app. 1 hour.



JERUSALEM ARTICHOKE SOUP

Serves 4 people

.....
Ingredients

- 500 grams of Jerusalem artichokes
 - 1 large potato - such as a baked potato
 - 1 onion
 - 2 garlic cloves
 - 1 tsp of dried thyme - or fresh thyme
 - 1 liter of vegetable stock - one liter of water with two cubes
 - 1 lemon
 - 1 dl of full fat cream
 - olive oil
 - salt and freshly ground pepper
-

METHOD

Peel the Jerusalem artichokes and potato and cut into smaller pieces.

Roughly chop onion and garlic.

Start by sautéing the onion and garlic in olive oil in a pan.

Add Jerusalem artichokes and potatoes as well as thyme, and let it simmer for a few minutes.

Add vegetable stock and the juice of half a lemon. Now let it boil tender. It takes app. 20 minutes.

Blend the soup and add cream.

Season with salt and freshly ground pepper, maybe some more lemon juice and heat again.



FALAFEL WITH DHAL

Serves 4 people

.....
Ingredients

- 400 g chickpeas, dried
 - 2 handful of parsley, finely chopped
 - 4 garlic cloves, finely chopped
 - 2 onions, finely chopped
 - 4 tsp crushed coriander
 - 4 tsp of crushed cumin
 - 2 tsp of salt
 - 2 potatoes, peeled and grated (squeeze all excess water out)
 - 3 eggs
 - 4 tbsp breadcrumbs
 - half a tsp of chili
 - half a lemon, the juice
 - optional, 1 litre of frying oil
-

METHOD

Soak the dried chickpeas in cold water for app. 12-24 hours - feel free to change the water once or twice - and rinse them thoroughly after soaking.

Add the chickpeas and the other ingredients in a food processor and run until the mix is uniform in consistency. If the mix is a little too wet, add a few tablespoons of wholewheat flour or breadcrumbs and leave the mix to rest a little.

Make round falafels with a spoon and place them in a pan with baking paper. Bake the falafels at 200° for app. 20-25 min. Or fry them in hot oil until crisp and delicious. I think they are just as delicious in the oven as in hot fry and plus I avoid standing in front of hot oil in the occasional rough winds. They are also healthier without the oil.

.....
Ingredients for dhal

- 4 garlic cloves, finely chopped
- 2 tbsp of ginger, fresh and finely grated
- 2 tbsp pf olive oil
- 3 tsp curry, medium
- 1 tbsp crushed cumin
- ½ tbsp of crushed coriander
- ½ tsp of crushed cardamom
- ½ tsp chili flakes
- 6 dl vegetable stock
- 200 g of red lentils
- 2 cans of chopped tomatoes
- coriander or parsley



.....
Ingredients for raita

- 2 dl Greek yoghurt 10%
 - ½ a cucumber, coarsely grated
 - 1 garlic clove, crushed
 - ½ tsp crushed cumin
 - salt
 - black pepper, freshly ground
-

Stir 1 minute, then add curry, cumin, cardamom, coriander, and chili flakes. Sauté the spices for one minute while stirring.

Rinse the lenses in a sieve and add to the pan along with the vegetable broth and chopped tomatoes.

Let it simmer under the lid for 45 minutes.



Stir regularly and add water if necessary.

METHOD

Dhal

Heat the oil in a large saucepan over medium heat and add garlic and ginger.

In the meantime, prepare the raita

Mix all ingredients and leave to chill in the fridge app. 30 minutes.

Season the dhal with salt and serve in deep bowls with lots of coriander or parsley on top.

Bon appetit!

By Ester Ørum, consultant at SEA HEALTH & WELFARE



WHAT IS EYE PROTECTION AND WHEN AM I REQUIRED TO USE IT?

Eye protection is a kind of goggles protecting the eyes from flying particles, dust, splashes, or the chemical effects of acids and gases.

Eye protection can also protect against optic radiation from welding or laser or protect against sunlight or reflections from the snow or the sea.

Eye protection must be used:

- If it is impossible to arrange and perform the work in another manner to avoid harmful effects on the eyes.
- If the risk assessment says so.
- If signposting says so.

Remember that the use of personal protective equipment is the last solution to be chosen according to the **STOP principle**, and for this reason you must examine first whether the work can be left undone or be done in another way. Is it possible to do the work or eliminate the risk by means of a technical solution, such as the fitting of UV film on the bridge windows, or the encapsulation of the work process when testing fuel valves so as to avoid splashes? Can the risks be reduced by dividing the work into individual elements or performing it at another time? Not until these considerations have been made, does personal protective equipment become relevant.

WHAT MUST BE TAKEN INTO CONSIDERATION WHEN CHOOSING EYE PROTECTION?

When choosing eye protection, you need to ask three questions:

- Which work is to be performed?
- How does the workplace and the surroundings look?
- Who is to use eye protection?

After all, it is not unimportant whether the work is performed inside in the accommodation, in the machinery space, in an enclosed space, or whether you are outside on deck. Is the light constantly of the same luminosity and colour, or does it vary? It is just as undesirable to have too much light as to have too little light.

It is also important to take account of the surroundings from an ergonomic point of view as well as of the types of work

performed in the vicinity since this may also affect the type of eye protection to be used.

The eye protection chosen must have the properties that protect the eyes in the best possible way in a given work situation and that fits the user. As regards eye protection, "one size fits all" can generally not be used since we have different head sizes and eye protection must be adjusted to fit the individual user's head.

IS THERE ANYTHING SPECIAL TO TAKE INTO ACCOUNT WHEN PURCHASING EYE PROTECTION?

When purchasing eye protection, it is important that it is adjustable. Eye protection must be firmly secured to the head without any tight or pinching headbands or side bars. It is also important to check that the eye protection does not restrict or blur the wearer's visual field, thereby resulting in an undesirable work posture or an increased risk of accidents. If, for example, too dark eye protection is used, the risk of accidents is increased since the user cannot see properly and therefore is at risk of stumbling over items or of overlooking warning lights from, for example, cargo operations.

Special attention should be paid to situations where eye protection is to be used by a person wearing glasses since the eye protection must be sufficiently large to cover these.

IS IT POSSIBLE TO USE EYE PROTECTION TOGETHER WITH OTHER PERSONAL PROTECTIVE EQUIPMENT?

Yes, it is possible to use eye protection in combination with, for example, hearing protection, respiratory protection, helmets, etc. as combined protection. It is, however, important that combined protective equipment does not offer impaired protection compared to what would have been the case if the individual pieces of equipment had been used by themselves. If, for example, you need to use a combination of eye and respiratory protection when handling chemicals, it would be advantageous to wear a full-face mask.



WHICH TYPES OF EYE PROTECTION ARE AVAILABLE ON THE MARKET?

Eye protection is sub-divided into the following three groups:

- 1) General safety glasses, commonly fitted with side shields (also available without), protecting against flying particles and sidelights.
- 2) Encapsulated goggles, fitted tightly to the face and protecting the eyes as well as the areas around the eyes.
- 3) Face shields or visors protecting the eyes as well as parts of or the entire face.

Furthermore, account is taken of whether the eye protection is to be used against mechanical, chemical, or optical impacts.



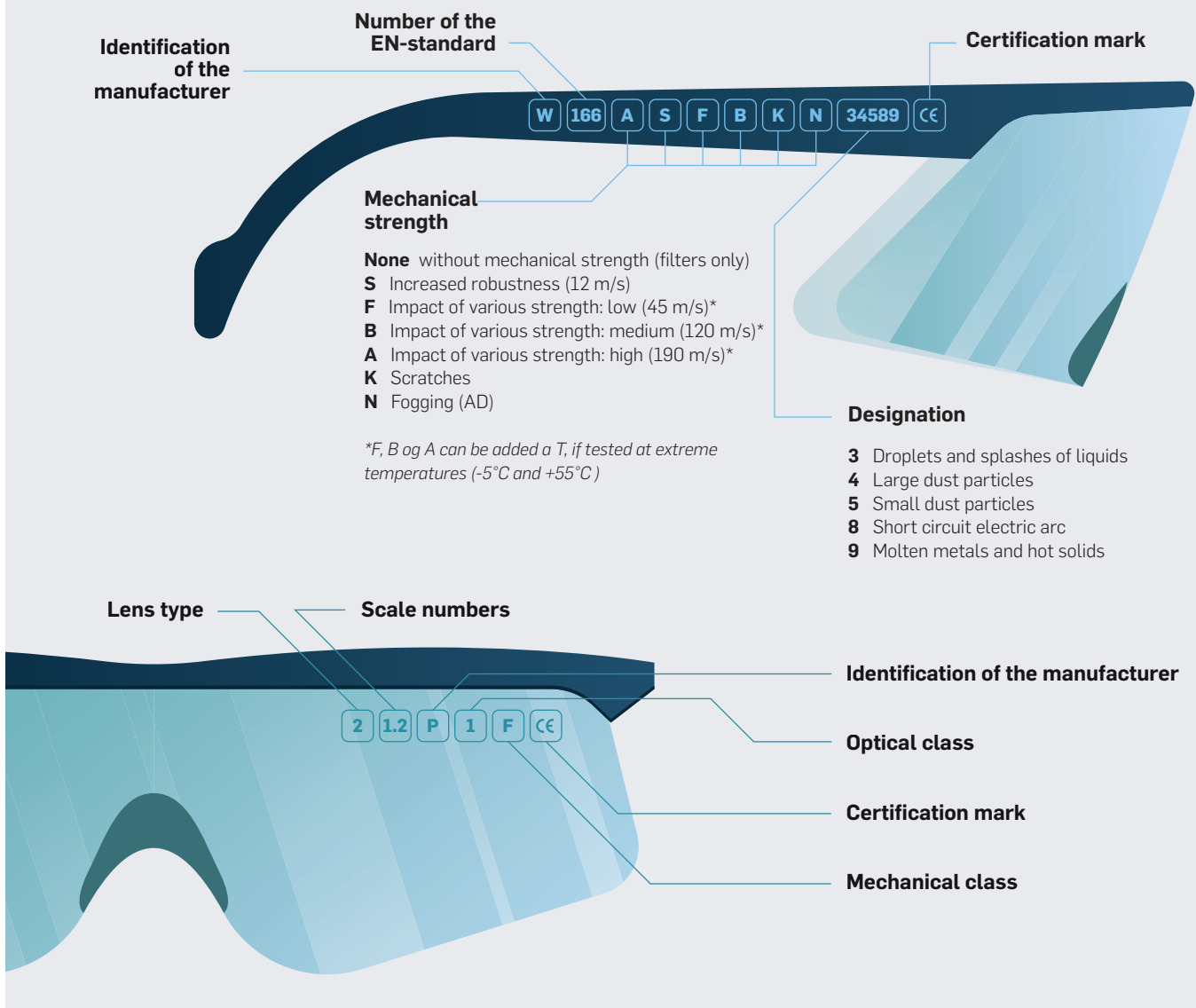
WHAT ARE THE REQUIREMENTS FOR EYE PROTECTION?

Eye protection must be CE-marked and been approved according to standard EN 166, ensuring that the eye protection meets some basic requirements related to the field of vision, optic quality, and robustness. In addition, eye protection might be especially resistant to other things and be marked accordingly:

Remember that if the frame and lens of your eye protection does not have the same marking, the lowest marking applies.

MARKING ON FRAME AND LENS

Eye protection is marked on its frame and lens with letters and numbers, which defines the eye protection characteristics and protection level.





WHICH ARE THE MOST COMMON STANDARDS FOR EYE PROTECTION?

- Filters for welding and related techniques EN 169
- Ultraviolet filters EN 170
- Infrared filters EN 171
- Sunlight filters for industrial use EN 172
- Equipment providing eye and face protection for welding and related processes EN 175
- Filters and eye protection against laser radiation EN 207 and EN 208
- Automatic welding filters EN 379
- Mesh eye and face protectors EN 1731

HOW TO CHECK, MAINTAIN, AND STORE EYE PROTECTION?

Users must check that the eye protection does not have any faults and defects, including scratches, defect parts, loose or slack side bar hinges, and that the eye protection is intact and does not lack any parts.

In case of goggles, it is also checked whether the elastic for securing is flexible.

If the lenses (visual field) of the eye protection are scratched or damaged, they must be replaced. Therefore, you should remember never to place eye protection with the lenses turned downwards since they will quickly get scratched.

Other damaged parts must be replaced when needed and, if this is impossible, the entire eye protection must be replaced.

Eye protection must be maintained according to the supplier's instructions, which are available from the user guidelines.

If your eye protection is dirty, it must be washed and dried. In cold weather, you can rub an anti-moist liquid into the inside of the lenses, if relevant.

Since eye protection is affected by sunlight, dirt, oil, etc., it should be stored in a dry place, wrapped up, and without being exposed to direct sunlight.

IS THE COLOUR OF THE EYE PROTECTION OF IMPORTANCE TO ITS USE AND PROTECTION?

The colour of the frame is of no importance, but the colour of the “lens” affects how the eye protection should be used, and against what it offers protection.

In general, all types and colours of eye protection offer protection against mechanical risks, such as shock.

1. Clear lens: For indoor use (also for outdoor use).
2. Amber lens: Provides good visual acuity and a contrast against poor light.
3. AR – Anti-reflective: For optimum visual acuity during work on light reflective objects without tiring your eyes.
4. I/O: Means Indoor/Outdoor and are good for shifting conditions of lights both indoor and outdoor.
5. CBR: This tone is contrast-enhancing, reduces blue light, and ensures that your sight is more relaxed.
6. Grey lens: Good for outdoor work where your eyes may quickly get tired due to the sunlight.
7. Blue lens: Ideal for outdoor work since it eliminates all glare by reflecting the light on the surface.
8. Polarisation: For work with disturbing surface reflections, providing protection against the horizontal glare of the sunlight from, for example, the sea.
9. IR: Suitable for some types of welding work and protects against UV and IR radiation.



WHICH ARE THE OBLIGATIONS AND RESPONSIBILITIES OF MY EMPLOYER, AND WHICH ARE MINE?

Employers

Eye protection is a kind of personal protective equipment that employers are obliged to procure and make available to users. It must be suitable for the work to be done and be used from the start of and during the work and until the work is completed.

Employers must ensure that eye protection is CE-marked and suitable for use under the existing ergonomic conditions at the workplace and, furthermore, that the eye protection fits the employees and offers the intended protection at any time, and does not cause the user any unnecessary nuisance.

In addition, employers must ensure that eye protection is maintained, cleaned, dried, and disinfected to the extent necessary before being put into use.

Employers must also ensure that the user is instructed about the use of the eye protection, such as the information available from the user guidelines, and about the risk of not using eye protection.

User guidelines on eye protection must be in Danish as well as in the working language when eye protection is being supplied.

Users

Users are obliged to use eye protection right from the start of the work and during the duration of the work.

If eye protection is being used by several users, such as is the case with for example a welding shield or eye protection located at chemical refilling stations, users must disinfect the eye protection after use so that it is ready for the next user.

Users must help ensure that eye protection offers the protection intended and report any faults and defects to the employer, supervisors, or the safety organisation.

BREAKS AND FACEMASKS

HI ESTER

We have recently been asked to wear facemasks when boarding passengers and in other situations where it is not possible to maintain the required social distance.

How long can the crew be required to wear a regular disposable facemask? And how long a break are you entitled to between using these?

Best regards Carina
Safety representative

HI CARINA

Danish Health Authority has introduced facemask requirements in public areas, and special rules apply for passenger transport.

For FFP 2 and FFP3 masks, the maximum use is 3 hours within a 24-hour period. Therefore, it is recommended that the crew take several breaks (without a mask) or switch between work tasks to make the most of the 3-hours rule.

For ordinary facemasks (type II/IIR), the Danish Health Authority states that these can be used for up to 4 hours but must be changed after 3 hours. The Danish Working Environment Authority continues to recommend that they only be used for 3 hours per day.

If there is a need to work with a facemask for longer than 3 hours per day, a mask with a turbo unit (fan) or air-supplied respirator must be acquired. In that way, the working time with a mask can continue up to 6 hours per day. Alternatively, screens can be set up between the customer and the employee at permanent workplaces, or the employee can use visors at mobile workplaces.

It is difficult to define a break, as the time of usage of facemasks is total time per day. In general, the harder the workload, the more often and longer the breaks need to be. It is important to make the crew aware that you may start to feel dizzy or uncomfortable using a facemask. Therefore, remember to take breaks and change the facemask as needed. Employees who have lung diseases are exempt from using facemasks and should instead use the visor.



We recommend that you prepare a risk assessment based on the STOP-prevention principles for those work situations where there is a risk of infection with COVID-19.

Which means:

Substitution: Can the customer contact be avoided and replaced by a different workflow?

Technical solutions: E.g. setting up screens? Can the employee be placed in a closed room with a glass screen when checking tickets?

Organizational solutions: A rotation between the employees' tasks to comply with the 3-hour requirement.

Personal protective equipment: Use of facemask, visor, gloves, sanitiser etc.

Remember that it is not allowed to touch the outside of the facemask when it has been placed and it must not be moved under the nose in order to speak. If this happens, the mask's protection ceases and must therefore be replaced.

As the authorities regularly adjust their guidelines, it is recommended that you keep an eye on developments and check that information is the latest available.

Best regards Ester Ørum

New sector specific guidance

FALL PROTECTION



Rules and legislation for use of fall protection have changed since we last published a guidance. That is why we are publishing a new updated sector specific guidance.

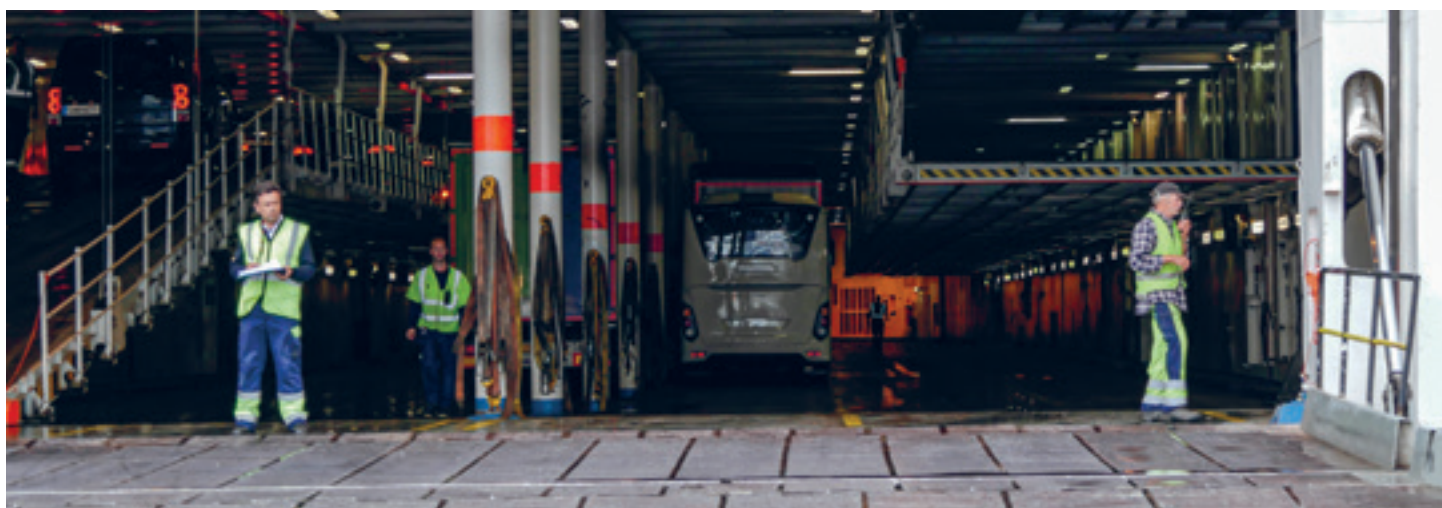
In the future, when you plan work at heights, the STOP principle must be applied. Can you substitute or plan the work task so that the risk of falling from a height disappears or is minimized? Can technical solutions be used rather than exposing a person to danger? Can the task be organized in a way that minimizes the risks for the individual employee? And can you as a last resort use fall protection as a personal protective equipment?

The publication provides advice and guidance to consider fall prevention solutions in new-buildings and when a ship is to be renovated or rebuilt. We guide you in the rules for where and when fall protection equipment must be used, as well as information on what to do if an accident occurs. The publication also covers who is responsible and how statutory inspections and user checks must be carried out before use.

The new guide is aimed at the shipping company, supervisor, safety organization and the user and is available in both Danish and English.

We will send a copy of the new sector specific guide to shipping companies. Extra copies can be ordered at www.shw.dk/webshop

If you have questions to the sector specific guidance or fall protection, contact consultant Ester Ørum on +45 6015 5823 or est@shw.dk



REDUCE

cancer-causing chemicals onboard

Get advice on how to increase awareness about limiting and avoiding cancer-causing products.

By Kirstine Thye Skovhøj, journalist

53% of people dying from work-related diseases die of cancer, according to a study by the European Agency for Safety and Health at Work from 2015.

As a seafarer, there are several work situations where you can be exposed to cancer-causing chemicals or be compelled to work with them. The dangerous chemicals are found in paint, oils, vapour, gases, or aerosols in the air – for example during loading and unloading.

In this article, Senior Consultant Anne Ries, who specializes in physical work environment and chemicals, will tell what you can do to reduce cancer-causing products onboard.

First, take a look at where the cancer-causing chemicals are.

Be aware of cancer-causing chemicals onboard. You can find them here

- Oil mist or exhaust gasses from the engine
- Exhaust gasses from the funnel blowing onto the bridge – especially on smaller ferries
- Fuel oil filling
- Used engine oils – especially skin contact
- Degreasing with solvents or diesel oil
- Testing fuel valves
- Diesel fumes on (car)deck
- Welding stainless steel
- Exhaust gasses from motor
- Outdoor painting
- Chemicals used in the engine
- Smoke from the galley
- Smoke from welding
- Sunshine
- Cancer-causing chemicals transported as cargo
- Smoking and passive smoking

Joint effort to reduce the cancer-causing chemicals

At SEA HEALTH & WELFARE, we find that more shipping companies want to focus on how to limit cancer-causing chemicals onboard. And with the numbers from the European Agency for Safety and Health Work in mind, there is more than one good reason to make an effort; there are human lives at stake. Also, the Danish Maritime Authority chose to put extra focus on the topic in their annual surveys in 2020 of Danish passenger ships.

“With cancer, it can take up to 40 years from when you are exposed until you get ill. Not everybody who has been in contact with cancer-causing chemicals develops cancer; it comes down to how much you have been exposed to it. The more one is exposed, and the longer the time, the

higher the risk," Anne Ries explains and continues:

"When working with cancer-causing products, it is important to be aware that you are working under an increased Prevention Principle. That means you have to do even more to prevent dangerous situations compared to working with normal chemicals. This means work with cancer-causing chemicals has to take place in closed systems, and there has to be an alarm on the ventilation systems. It is very important because we don't know how little exposure it takes to develop work-related cancer."

5 TIPS ON HOW TO REDUCE CANCER-CAUSING CHEMICALS IN EVERYDAY SITUATIONS:

- Do not eat or drink where loading and unloading takes place.
- Do not expose others to passive smoking; no one must be involuntarily exposed to smoking.
- Use the local exhaust in the galley to avoid smoke building up.
- When using chemicals, be sure about how many hours it is safe to work with them. Be aware that the risk often increases at higher temperatures.
- Loading and unloading of cancer-causing chemicals such as bunkering fuel demands special attention and use of PPE. Huge amounts of air volume are released.
- Only sweep when necessary, so you are not unnecessarily exposed to particles. Instead, rinse the car deck with water or use a cleaning cart instead of swirling dust up in the air.

Anne Ries encourages you and your colleagues to increase your attention to cancer-causing chemicals by going through the ship – from top to bottom – to clarify where the cancer-causing chemicals are.

"Can you avoid using the dangerous products? Can you use some that are less

dangerous? Can you split the dangerous jobs between more people? Can you clear the work area so that the people who are not working with the chemical do not get exposed to it and avoid dangerous vapours? Can you minimize the time you use the product? There is a long list of alternatives that you can look into," Anne Ries says and elaborates:

"You always have to make a risk assessment to clarify how dangerous the product is and how big the exposure will be – such as skin contact or inhaling. How can you prevent the exposure? Remember to use the STOP-principles. If you end up concluding that you do not have the ideal work conditions, then you have to make an action plan. Is it justifiable to use the product? If not, then you have to look into what other precautions to take or use alternative products. After that, it is very important that you follow up on your action plan. It is very important to focus on both training and instruction."

FOCUS ON EVERYDAY SITUATIONS

Because there are no studies of how little exposure can lead to the development of cancers, and because it differs from person to person, it is very important to do everything possible to reduce the exposure time for dangerous chemicals.

Anne Ries also encourages the crew members to help each other focus on the everyday situations where one can be exposed. You might not think of those situations as especially dangerous, but they can be in the long run. They might be passive smoking, smoke from the galley, or exposure to the sun. In loading and unloading operations, there are diesel fumes on passenger ships and Ro-Ro ships. Or there might be fumes and dust from a chemical cargo.

"Make sure that the ventilation on car deck is working and running in the best possible way. Wait with other tasks while loading and unloading, so you avoid others getting exposed to smoke and vapour. Help each other to remember that it is important

to minimize the time motors are running on deck. Do not eat or drink on deck even though it is easier to stay there for a single cup of coffee", Anne Ries says and adds:

"If you are working on a tanker then be especially aware of those work situations where you can be exposed to large amounts of cancer-causing cargo."

GET HELP FROM SEA HEALTH & WELFARE

It is the workplace that has the ultimate responsibility for the work environment and safety on board, however it is equally important that the individual, the safety organization, and ship management constantly pay attention to which cancer-causing chemicals are onboard. Everyone must have procedures that reduce the risk of the crew being exposed to dangerous chemicals and products, Anne Ries points out.

There are several options to increase efforts with support and guidance from SEA HEALTH & WELFARE:

- Find out if there are cancer-causing chemicals in the products you are using. Use the online chemical database on our platform @SEA-@SHORE.
- Get inspiration and information with our film and training material
 - *Chemicals. Take care of yourself and others – from knowledge to practice* (film and booklet)
 - *Welding onboard* – DVD and instruction
 - *Less risk of cancer* – DVD and instruction
- Get consulting with Special Consultant Anne Ries

FACTS

About 120,000 work-related cancer cases occur each year as a result of exposure to cancer-causing chemicals at work in the EU, leading to approximately 80,000 fatalities annually. Source: European Agency for Safety and Health Work, 2016

Danish Maritime Authority focus on

CANCER CAUSING CHEMICALS

During 2020, the Danish Maritime Authority has been focusing on carcinogenic chemicals on 135 Danish passenger ships.

By Kirstine Thye Skovhøj, journalist

The Danish Maritime Authority has been focusing especially on cancer-causing chemicals in the annual surveys they have made on around 135 Danish passenger ships during 2020. The Danish Maritime Authority annually conducts surveys on different types of ships – from tour boats to big passenger ships. What the ships have in common is that they carry more than 12 passengers and sail under the Danish flag.

Every year, the authority's inspection has a special theme – a certain focus – and in 2020 it was cancer-causing chemicals, explains Chief Ship Surveyor, Bo Nygaard Larsen:

“The purpose was to increase awareness of the topic. It is our impression that the crews were positive about us choosing to put a focus on it. The purpose of the theme was to look into whether the crews know what to replace cancer-causing chemicals with,” he says and elaborates:

“There is a very high safety level on the ships. If they are painting, they know how to do it correctly. Which means that they expose themselves to the least possible risk. They are good at finding alternatives and good at substituting the dangerous products that can be substituted, which

means they are not exposing themselves or others to dangerous influences. They are aware of the need to use products and methods that avoid damage and dangerous situations.”

On passenger ships, cancer-causing chemicals can be found in different types of paint, thinners for paint, cleaning products, and in oil, Bo Nygaard Larsen explains.

He underlines that the purpose of the annual survey focusing on cancer-causing chemicals is not about compiling a data-based study of how the very dangerous chemicals are used onboard. The goal is to raise awareness of how they are used.

“We do not see that there is a huge problem. It has been part of the agenda for quite a while that as a seafarer one has to be very careful in relation to cancer-causing products and other chemicals that can be deemed to be a safety risk, such as tools, lifting gear, chemicals, and bad ergonomics. In general, there is a great focus on improving the work environment – also among the crew. That we focused especially on cancer-causing chemicals in our 2020-surveys will contribute to an even higher safety level.”



FACTS

The Danish Maritime Authority is the main authority regarding ship surveys for passenger ships flying the Danish flag. Surveys regarding international cargo ships and some fishing ships are handled by international classification companies.

7 TIPS TO GET STARTED WITH TRAINING



by Pernille Voigt Nordstrand,
Health Consultant at
SEA HEALTH & WELFARE

Do you know the feeling of telling yourself "I really need to start exercising!" but also failing to do so? Often it is because these sayings don't specify the change you want to start/make, and therefore, it is difficult to know where to start, how to begin and with what.

Here, we offer you seven specific tips to help you get started with training. The tips can work with any other type of habit that you want to change and do something about.

#1 LOWER YOUR AMBITIONS

The higher your ambitions are, the harder it is to get started. Set your goals after your own experiences and don't compare yourself with others. If you haven't run 5 kilometres before, you should perhaps start by trying to run 1 kilometer first.

Remember a little is better than nothing!



#2 PLAN YOUR CHANGES

A detailed plan of actions can help you execute the changes you want to make. Often you say to yourself you want to change or do something, but that usually only describes intentions without an actual plan.

Plan your action, e.g. with:

- WHAT you want to change or do (run 20 minutes Mondays, Wednesdays and Saturdays).
- WHEN you want to get started (On January the 2nd).
- WHERE and in what situations (Mornings on Mondays and Wednesdays before work on the treadmill in the gym at work and Saturdays before lunch in the park next to my house).

#3 CREATE ROUTINES

Routines are often associated with a schedule. But it could also follow a feeling. To create a routine, you should:

- Get started by setting up a small and easy routine.
- Make "if-then" sentences. For example: if I feel unfocused, then I should do 10 minutes of exercises with a band. Or: If I have a late shift, I'll do a 20 min bike ride before my shifts start.

#4 BREAK THE ACTION INTO SMALLER BITS

When you have decided to change something or begin something new, then try to break the action into small bits to make it more manageable.

In a training situation, it could be 1) go to the gym 2) warm-up 3) first set of one exercise and so on... until you have (more or less) unconsciously convinced yourself to do a whole session. This is a really great tip for the days when you feel overwhelmed or demotivated.

#5 TEMPTATION BUILDING

If you one day feel like skipping today's training, you can try to lure and reward yourself into getting it done! For example: put on your favourite series, podcasts or tv-show while cycling or running on the treadmill. Or while doing some weight training in the gym allow yourself longer breaks where you talk and have fun with your colleagues without having to rush through the training.

The more you try to associate training with something rewarding, nice or fun, the more you will be tempted to get it done. And do it again!

#6 EXERCISE THAT SUITS YOU

When you want to start exercising, choose something that matches your interests, values, temper and everyday life. Maybe it is important to you to feel the sweat dripping down and therefore find exercising on, e.g. cardio machines more fun or interesting. It could also be that you want to spend time with colleagues and hang out in your spare time and therefore like playing basket or doing weight training where you can talk and joke in between sets. When you find something that suits you, it is more likely you will find the time, be motivated and do it again and again.



#7 THE 5-SECOND RULE

The 5-second rule means that you have 5 seconds from deciding on something to execute it! This is usually the time you have from deciding on something until your brain starts contradicting you. For example, you might experience that you decide on doing a workout, but shortly after you hear that inner discussion with yourself begin. If this is a familiar scenario, then use the 5-second rule and do a countdown: "5-4-3-2-1" and then start packing the bag and leave. And maybe, when you arrive at the gym, the inner discussion starts again. Then do the countdown one more time: "5-4-3-2-1" and start your training.

It's hard to let thoughts be thoughts. But try to disconnect yourself from your thoughts and let your body take action.

FINALLY

Everything and anything matter when it comes to exercising. Identify what is important, what matters and suits you, then it is more likely that you will be motivated and will continue the good habits.



NEW

TRAINING PROGRAMS AND VIDEOS

Want to start exercising? But having a hard time getting started? Or do you want to be challenged and take your training to the next level? We can help you get started regardless of your level and your ambitions, and whether you work out on a ship or at home. With help from professional instructors, we here provide you with programs to get started, as well as tips to your rowing and running routines.

You can choose between three different programs within the two disciplines. The running programs are based on your level of fitness depending on whether you are a beginner, intermediate or advanced runner. The rowing programs are organized according to how many days during the week you want to train. For each discipline, you can watch instructional videos with proper technique as well as good advice for your training.

See more on www.shw.dk/motion-og-sundhed



Need help to start your training?
 Contact Pernille Voigt Nordstrand, SEA HEALTH & WELFARE's health consultant
 for advice and guidance at pvn@shw.dk or by phone +45 3140 6500

ROWING PROGRAM 3 SESSIONS PER WEEK

NOTES
 This program consists of three rowing sessions per week for 14 weeks. When you complete the 14 weeks program, you can either start over and improve your results from last time or start on the program with 3 sessions per week, if you completed this without any problems.

In this program, you will meet 5 different types of training sessions:
Program A: Test
 This program is a test that measures your performance level.
Program B: Short intervals
 This program will contain shorter intervals, with high intensity to build up performance.
Program C: Capacity
 This is a longer program with lower intensity to build capacity.
Program D: Engine
 This program is longer with lower intensity to build your engine.
Program E: Technique
 This program is a technique program where the intensity will be very low to help you focus on technique.

The Drag Factor
 The drag factor displays the resistance in the flywheel. This can differ from machine to machine, so it will be a good idea to test the drag factor, by following the guide (only for Concept 2 rowers):

Display guide:
 1. Press the Main Menu button
 2. Select More Options
 3. Select Display Drag Factor
 4. Begin rowing. The display will show the drag factor after a few seconds. Adjust the flywheel (on the side) to meet the 105-115 drag factor.

For this program, you will be rowing with a drag factor at 105-115 so make sure to test it and get a little insight in what resistance you are supposed to row with and the power and effort you put into the sessions.

S/M = Stroke per minute
 In the program, you also meet the term S/M which means **Stroke per minute**. This is usually displayed on the top right corner on the screen.

Fit4SEA

ROWING PROGRAM 2 SESSIONS PER WEEK

NOTES
 This program consists of two rowing sessions per week for 14 weeks. When you complete the 14 weeks program, you can either start over and improve your results from last time or start on the program with 3 sessions per week, if you completed this without any problems.

In this program, you will meet 5 different types of training sessions:
Program A: Test
 This program is a test that measures your performance level.
Program B: Short intervals
 This program will contain shorter intervals, with high intensity to build up performance.
Program C: Capacity
 This is a longer program with lower intensity to build capacity.
Program D: Engine
 This program is longer with lower intensity to build your engine.
Program E: Technique
 This program is a technique program where the intensity will be very low to help you focus on technique.

The Drag Factor
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 2. Select More Options
 3. Select Display Drag Factor
 4. Begin rowing. The display will show the drag factor after a few seconds. Adjust the flywheel (on the side) to meet the 105-115 drag factor.

For this program, you will be rowing with a drag factor at 105-115 so make sure to test it and get a little insight in what resistance you are supposed to row with and the power and effort you put into the sessions.

S/M = Stroke per minute
 In the program, you also meet the term S/M which means **Stroke per minute**. This is usually displayed on the top right corner on the screen.

Fit4SEA

RUNNING PROGRAM LEVEL: Advanced

This program is for the experienced runner. That means you have a good running form, can master running with a high cadence of 180 steps per minute and has been running 3 times per week with a weekly total between 25-30 km for a longer period. The program will focus on intervals/oxygen uptake, and thereby improve your running.

Speed training:
 Exercises for ankles/calves and shins to help you develop your strength and ability to send signals down to your feet, so you become stronger and more enduring. Speed training is a short workout that can easily be squeezed in the program in 2-3 times a week, where it suits you. However, not before a run. With this type of training, the heart rate is not meant to increase, because you need to be fully focused on quality of the exercises. See the exercises below.

Speed training: (watch videos on the website for details)
 Repeat 4 times, 2-3 times a week

1. 30 x running man
2. 30 x butt kicks
3. 30 x toe raises

Your warm-up intensity should be in zone 2, very light on RPE scale:

RPE SCALE	RATE OF PERCENTAGE EXERTION
10	Very hard activity. You are working at your maximum capacity. You should only do this for a very short period of time.
9	Hard activity. You are working at a high level of intensity. You should only do this for a short period of time.
7-8	Medium-hard activity. You are working at a moderate level of intensity. You should only do this for a short period of time.
4-6	Medium activity. You are working at a moderate level of intensity. You should only do this for a short period of time.
2-3	Light activity. You are working at a low level of intensity. You should only do this for a short period of time.
1	Very light activity. You are working at a very low level of intensity. You should only do this for a short period of time.

Fit4SEA

FIT4SEA

A SPORTS COMPETITION FOR AWESOME SEAFARERS

2020
SCORE
BOARD

WELL DONE, CHAMPS! THIS IS HOW WELL YOU DID IN 2020

207

SHIPS PARTICIPATED
THIS YEAR

1544 SEAFARES

JOINED THE INDIVIDUAL COMPETITIONS

...AND WON OVER ONE HUNDRED PRIZES!



WANNA KNOW HOW MUCH TRAINING YOU ALL DID?

RUNNING

173.395 KM

BIKING

353.927 KM

WEIGHTS

36.810
HRS

ROWING

60.453 KM

CROSS

30.726 KM

TOP
5
SHIPS

RUNNING
DAN SABIA

ROWING
FREJA

BIKING
FISKERI-
KONTROLSKIBET
HAVØRNEN

CROSS
ESVAGT
FROUDE

WEIGHTS
ESVAGT
CONNECTOR

FIND ALL RESULTS ON WWW.SHW.DK/FIT4SEA

ARRIVING AT THE PORT OF ROTTERDAM

While the pandemic continues to complicate most seafarers day-to-day work and as corona restrictions seem to change from minute to minute, SEA HEALTH & WELFARE's consultant, Belinda Hoff, provides as much normality as possible for seafarers arriving in Port of Rotterdam.

By Belinda Hoff, Welfare Consultant at SEA HEALTH & WELFARE

Each day, thousands of international seafarers, and their vessels, arrive to and depart from Port of Rotterdam, the biggest and busiest port in Europe, amongst of which hundreds are sailing on Danish Flagged vessels. With Denmark holding the 5th position in the global merchant fleet, it is obvious that each day at least several Danish flagged vessels are in port. All seafarers onboard the container vessels, tankers, ferries, supply vessels and general cargo vessels, are entitled to receive assistance, service and support

from SEA HEALTH & WELFARE. During recent years, Belinda Hoff, the welfare consultant has visited seafarers onboard and arranged transport to their Seafarers' Club in the picturesque town of Brielle and the city centre of Rotterdam.

Brielle is a lovely, historical city, centrally located about 20 minutes' drive from most terminals and offers a 'Home away from Home' for seafarers when shore leave is allowed. The cosy Seafarers' Club is located in the city centre, in a cobbled

street with the fresh bakery right next door, a woollen knitwear store, a flower and plant shop, a chocolate shop, a shoemaker, a consumer electronics store, a gsm shop and several fashion stores. All interesting places to see just like the local windmill or the historical museum and of course the St. Catherine's Church in the centre of the city are within easy walking distance. And if you brave the great heights, you can take a tour to the top of the cathedral to witness a beautiful panoramic view (and during clear skies, you might even spot





Crew members sightseeing in Brielle. Photo by Belinda Hoff

"It had been over five months since I stepped on something that wasn't metal. The trip around Brielle with Belinda was great. She showed me all the historical places in the village. We went around farms and even stopped to look at horses and dogs and sheep. I didn't realize I missed seeing all this, until the moment I did. I had forgotten what it felt like. That's the beauty and necessity of shore leaves for seafarers. Ms Belinda Hoff from SEA HEALTH AND WELFARE is a lifeline between ship and land."

Amrit Raj, 4th Engineer on MURCIA MAERSK

your vessel in the port as the view reaches at least 45 km distance!)).

WELFARE DURING THE PANDEMIC

During the pandemic, all the following services and facilities are possible:

SEA HEALTH & WELFARE has 24/7 access to the terminals located along the 42 km long Port of Rotterdam. This enables our welfare consultant to continue with delivering and exchanging our Danish, English and Polish books to the seafarers so that they can fill up the shelves of their library onboard. We deliver DVD's, newspapers, magazines, information leaflets, and welfare goodies to the seafarers onboard Danish-flagged vessels.

All our supermarkets are open as well as bakeries, chemists, petrol stations, post offices and hospitals. In Brielle, there are

4 supermarkets, which provide a variety of non-food products like shampoos, vitamins, t-shirts, underwear, socks, and the all-important SIM-cards.

The local restaurants, cafés, pizzerias, and McDonald's are open for pickup/take away orders and deliveries.

Online shopping is open 24/7 and seafarers who are purchasing online, may use our address as the delivery address.

In case orders are made, please inform our welfare consultant to arrange the final delivery at the terminal.

Besides the deliveries, Belinda gladly assists in searching for information on the internet, as onboard the internet in case the internet connection on board is poor or restricted. She also communicates

between different contacts involved, establishing a connection, or translating Dutch information into English/Danish/German.

Since crew changes are still heavily affected by the various worldwide restrictions, we gladly offer our assistance whenever possible to help solve any challenging situations.

CONTACT

SEA HEALTH & WELFARE

Vischstraat 19

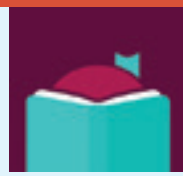
3231 AV Brielle

The Netherlands

Welfare Consultant Belinda Hoff

mobile phone nr. +31 (0) 6 20406860

email: bho@shw.dk



The Seafarers' Library – electronic books and audiobooks

NEW – Electronic language courses and magazines at The Seafarers' Library.

Apart from offering electronic books and audiobooks in English to all seafarers on board Danish flagged ships we now also offer language courses and magazines.

LANGUAGE COURSES

If you want to learn a new language, or get better at one you already know, you can now get the electronic language course through Libby. All you need to do is create a user login in Libby and talk to the librarian about the level of your language skills. She

will help you find the perfect level to start at.

MAGAZINES

You can now also read magazines through Libby. In the electronic library, you have access to many different magazines and there is no waiting for the latest issue.

You find the library in the app Libby.

When the app is installed, you can see our books by searching for The Seafarers' Library, and if you like what you see you can get a user login by contacting the librarian at bibliotek@shw.dk.

To create a user, we need this information from you:

- Name
- Password (four letters and/or numbers are enough)
- Your ship

When your user is created, you can download electronic books, audiobooks, and magazines directly to your device (phone, tablet, or computer) and read the books while you are offline. You need to be online while downloading.

For more information go to www.sbib.dk.



- New books from the Seafarers' Library -



On page 8, chef Hanne Hein tells us about her passion for healthy cooking, and since then the library has bought many more cooking books. Therefore, this time we only present cooking books, and we will be happy to send to you whether you are the cook onboard or just love reading cookbooks! And remember, if you have a favourite, that you would like to have onboard your ship, please contact the library at bibliotek@shw.dk.

THE TINNED FISH COOKBOOK

Easy-to-make meals from ocean to plate sustainably canned, 100% delicious
Bart van Olphen

Sustainable fishing advocate, Bart van Olphen, shines a light on the superstar potential of canned tuna, salmon, anchovies, and more, with recipes that are ready in a jiff.

THE WHOLE FISH COOKBOOK

New ways to cook, eat and think
Josh Niland

From sourcing and butchering to dry ageing and curing, the cookbook challenges everything we thought we knew about the subject and invites readers to see fish for what it really is - an amazing, complex source of protein.

THE DOCTOR'S KITCHEN

Supercharge your health with 100 delicious everyday recipes
Dr Rupy Aujla

In the book, Dr Aujla explains the principles of healthy living in a fun and relatable way with over 100 vibrant, tasty recipes steeped in medical science which are easy and inexpensive to make.

CHETNA'S HEALTHY INDIAN

Vegetarian: Everyday veg and vegan feasts effortlessly good for you
Chetna Makan

Taking inspiration from the eclectic mix of vegetarian and vegan dishes found in Indian cuisine, these tempting recipes celebrate plant-based food at its best - delicious, vibrant, varied, and nutritious.

THE FAST 800 RECIPE BOOK

Low-carb, Mediterranean style recipes for the intermittent fasting and long-term health
Dr Clare Bailey

Whether you are embarking on an intensive weight-loss program to prevent or reverse Type 2 diabetes, or want to bring down your blood pressure and cholesterol and improve your mood and general health, this cookbook will inspire you to change the way you eat.

THE BODYBUILDING COOKBOOK
100 delicious recipes to build muscle, burn fat and save time

Jason Farley

You'll never have to be frustrated with your diet again. You'll learn how to cook



ULTIMATE VEG

Easy & delicious meals for everyone
Jamie Oliver

Sharing simple tips and tricks that will excite the taste buds, this book will also give people the confidence to up their veg intake and widen their recipe repertoire, safe in the knowledge that it'll taste utterly delicious.

healthy, tasty, quick and easy meals that will build quality lean muscle mass, burn fat fast and won't cost you an arm or a leg.

But, it is not all about cooking at the library now – you are still more than welcome to contact us regarding all kinds of books.



FOOD PSYCH PODCAST

Christy Harrison, registered Dietitian Nutritionist and Intuitive Eating Counselor, helps people make peace with food. Christy Harrison invites guests to talk about their relationships with food, diet and non-diet, body image exercise and size acceptance. Christy Harrison shares her own journey from disordered eater to food writer and anti-diet dietitian and offers tips to help you accept your body and let go of any guilt about food.



NOTHING MUCH HAPPENS

Author, yoga and meditation teacher Kathryn Nicolai writes and tells the bedtime stories for grownups in this podcast. She reads the stories in a calm and quite slow voice and in the stories nothing much happens – but that’s exactly the point. The peaceful stories are made to soothe your anxiety and help you go to sleep. Each episode has an intro where Nicolai explains what to do and how. Fx: “The story is a soft place to rest your mind, a simple and pleasant way to occupy it so that it doesn’t wander away and keep you up. All you need to do is listen, just follow along with the sound of my voice, and the details of the story, and soon very soon you’ll be deeply asleep.” The stories are told twice, they last 30-45 min. and Nicolai suggests that you listen again if you wake up in the middle of the night or think back through any part of the story you can remember. The point is that the stories are training your mind to settle and rest. And the more you do this the better your sleep will get.”

The librarian has tried the stories – and they work!



THRESHOLD

is a public radio show and podcast that tackles one pressing environmental issue each season. The team behind the podcast tells us the story from where it is happening through a wide range of voices and perspectives. Their goal is to be a home for nuanced journalism about human relationships with the natural world. In season one, Threshold explores the story of the American bison. Season two, Cold comfort, is about the Arctic, and in this episode, the team behind the podcast visits all eight Arctic countries and discover countless stories unfolding in the far north. Climate change is just the tip of the iceberg. Season three, The Refuge, is about the Arctic National Wildlife Refuge (a protected area in northern Alaska) where there has been a decades-long debate over drilling for oil.