

at SEA

SEA HEALTH & WELFARE for seafarers



48 hrs with steward Mishel Go **06**
and junior engineer Frederik Vestergaard **12**

Start with **STOP** **04**

Gloves are not
just gloves **16**



KVH[®]

KVH Link

Introducing the ultimate digital news
& entertainment experience for crew

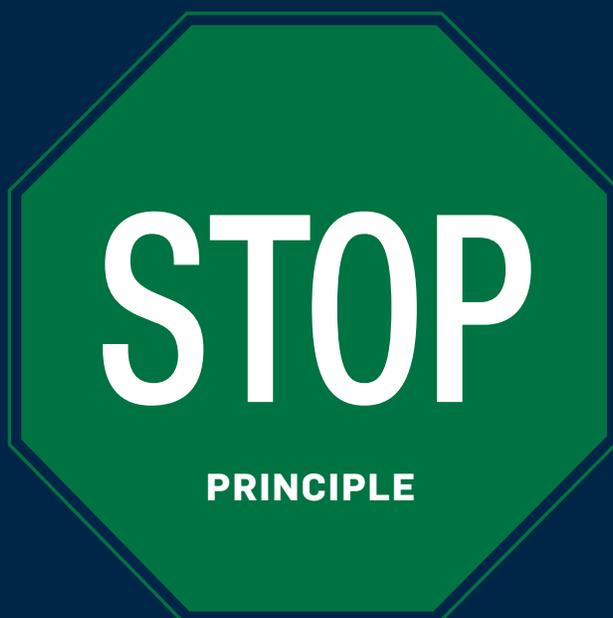


A vital link to home to improve crew
morale, wellbeing, and retention

KVH Link brings seafarers treasured connections to home, easily and affordably,
through daily news updates, favorite movies, TV, music, and the thrill of sports.

Request your demo today! kvh.com/link

CONTENT



Start with STOP 04



48 HOURS with Mishel on board
VAYENGA MAERSK 06



48 HOURS with Frederik on board
M/V FREJA 12



Gloves are not just gloves 16

ADOBONG PUSIT RECIPE 10

NOMINATE WELFARE SHIP OF THE YEAR 21

NEW CONSULTANT AT SEA HEALTH
& WELFARE 22

RUN 100 KM WITH PERNILLE 22

ASK THE CONSULTANT 23

NEWS FROM SEAFARERS' LIBRARY 24

Publisher

SEA HEALTH
& WELFARE



Højnæsvej 56
2610 Rødovre, Denmark
Editor in chief René Andersen
Executive editors
Jacob Christensen
Torsten Mathias Augustsen
Contact Dyveke Nielsen
dni@shw.dk / +45 3140 5713

Authors
Kirstine Thye Skovhøj, Irene Olsen, Ester Ørum,
Pernille Voigt Nordstrand, Mishel Go, Frederik
Vestergaard and Dyveke Nielsen
Design and Graphic Production Kailow A/S,
CSR & Environmental & OHS certified
Print run 3.000
Published three times a year
Subscribe/unsubscribe: atsea@shw.dk
Front cover: Mishel Go and Frederik Vestergaard

START WITH **STOP**

To create a healthy work environment without accidents and long term-effects, it is important that officers and crew members alike use the STOP-principle in their everyday life on board. Focus should especially be placed on how substitution and technical solutions can replace personal protective equipment.

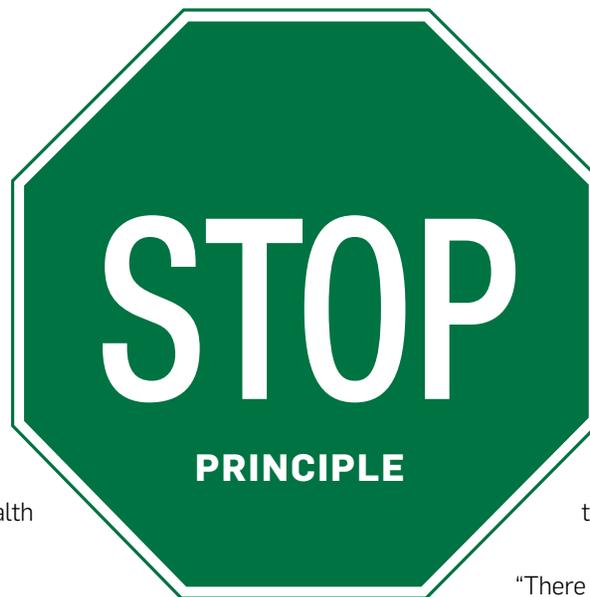
By Kirstine Thye Skovhøj, journalist

Have you ever been asked the following question: How do you crawl properly into a sewage tank? And have you ever found yourself wondering what type of personal protective equipment (PPE) to use for that job? The right answer is that you do not use any PPE because you should never crawl into a sewage tank. No PPE can protect you against the health risks that arise in a situation like that.

On a vessel, you often have to deal with things quickly, and the job has to be done or solved efficiently. Because of this, there is not always time to take a step back and look into how a certain task can be solved differently. But there is a need for exactly that.

This is what Anne Ries is calling for. She is Senior Consultant at SEA HEALTH & WELFARE specialising in the physical work environment and chemicals.

"As an example, it will not help you when entering a sewage tank to have been vaccinated against Hepatitis or to use PPE against the risk of getting ill by E-coli. In the shipping industry, there is a strong tradition of turning towards PPE because it is seen as difficult and time-consuming to establish technical solutions like a robot, a local exhaust, an industrial washing machine, or a drone".



When you are about to start a new task, it often seems most efficient to do what you normally do – whether it is using dangerous chemicals, tools, or work procedures in relation to cleaning engines, for example.

The solution that is most used, however, is not necessarily the best, the fastest, the easiest, or the safest.

"There is a trend toward starting high-risk tasks the wrong way, and starting by turning directly to using PPE. Instead, the first step should be to use the STOP principle in the right order and prioritize both time and resources for planning and organizing the high-risk task," says Anne Ries.

There is a need for shipping companies, officers, and crew members to all start focusing more on preventing dangerous work situations from arising by instead coming up with new solutions.

HOW TO MASTER THE STOP-PRINCIPLE

The STOP-principle has been developed to secure and help to prevent accidents, work related injuries, and long-term effects. The principle has to be used in the right order when you are doing a risk assessment of a certain task: Substitution, Technical solutions, Organizing the task, and finally, PPE.

"The ranking of the STOP-principle is both important and crucial. Can you avoid doing the task? Or can the task be done using another method? We need to focus more on using the principle when we are planning our tasks. It is important that both officers and crew members doing the dangerous job know about the STOP-principle and also know that they have to use technical solutions instead of using PPE as their first choice," Anne Ries explains.

Let us illustrate the STOP-principle in relation to doing a painting task on a ship, removing rust. The first thing that you would normally do might be to choose a tool like a needle gun, and PPE such as vibration-absorbing gloves. But instead you should consider:

S **ubstitution** Is it possible to avoid using the needle gun? Is it possible to remove the old paint and do the painting when the ship is in the shipyard? If so, you will reduce the risk of long-term effects related to vibration by 100%.
If this is not an option, you move on to the next best solution:



T **echnical solution** Can you choose a needle gun with a lower level of vibration? A vibration-proof tool? If you replace a needle gun with vibration strength of 10 m/s² to one with 6 m/s², you reduce the risk by more than 50%.
If tools with reduced vibration strenght are not accessible, or if the work stretches over a longer period, you should consider to:



O **rganize the job** The exposure inflicted depends on the level of vibration and the time you use the tool. For many, it comes as a surprise that if you use tools with a vibration strength of 10 m/s², the safe daily worktime with the tool is only 30 mins. With a vibration strength of 6 m/s², the maximal work time is 1,5 hours. (Read more about vibration and calculate your actual worktime on www.shw.dk)
The last solution to turn to before removing the rust is to consider



P **ersonal protective equipment** You can choose to use anti-vibration gloves. They will, however, only reduce the discomfort of the vibrations and not the long-term effects. Because of this, you still must not use the tool longer than the calculated time of use.



As you can see from this example, you get the best risk reduction by choosing Substitution, and the next best thing is Technical solutions. Therefore, it is very important that the ranking of the principles is used to prevent long-term effects.

SEA HEALTH & WELFARE and Anne Ries can help to build awareness of new ways of organizing and solving high-risk and dangerous work situations.

"When I am asked to evaluate different types of new solutions on a vessel, I often experience that shipping companies, the safety committee, and crew members are very good at finding new solutions. But they need confirmation that they

have chosen the right solution to implement".

It takes time and effort to implement the STOP-principle in everyday life onboard, and it will take endorsement and investment from the shipping companies, Anne Ries continues:

"I cannot emphasize enough how important it is to keep improving the work

processes on board, and how important it is to not be restricted by what is on the ship right now, but instead to look ahead and consider what you want to invest in, in the future. Improving the working environment is an ongoing process; you have to implement new solutions and keep up with the technical developments. It is also important that these new and better solutions are implemented when new ships are built".

48 HOURS

WITH MISHEL ON BOARD VAYENGA MAERSK

Most of her life she has been dreaming about working at sea – just like her dad did. While the 27-years old steward is working hard to learn from her superiors she also manages to sprinkle her life at sea with karaoke, new recipes, and much needed stress relievers.

By Mishel Go, steward on board VAYENGA MAERSK



WHY I AM AT SEA

My father has always been my greatest hero and motivator. He has spent all his life at sea as a chief cook. He did that to

provide for me and my siblings and give us good educations and comfortable lives. He has been away from home a lot of my childhood and that has always made me wonder how it is to be in the middle of the ocean, working through the storms of seafaring life, miles and miles away from your family. I am pretty sure that such great sacrifices could only be done by strong guys like my dad. That is why I promised myself that one day I will be like him, willing to do everything for my family.

WHY I CHOSE TO BECOME A STEWARD WORKING IN THE GALLEY

My dad taught me to cook and I have always spent time with him in our kitchen at home. I chose to do my studies in subjects related to the food industry because I believe that this is the right path for me. I am glad that I fulfilled my goal

about following in my dad's footsteps. First step is working as a steward and one day I will be working as a chief cook. Now let me give you a glimpse of my life at sea from this journal I exclusively made for you.

MY MORNING ROUTINE

It is 5 am in my cabin – on route to Rotterdam from St Petersburg – and it is time to get up and get ready for work. I always start my day with a prayer, thanking God for having added another day to my life.

On the wall in my cabin hangs picture of Saint Jude who is known and loved throughout the world as the Patron Saint of Hopeless Causes. He was one of the twelve Apostles and a cousin of Jesus Christ. He courageously preached the Gospel, often in

- Seafarers report -



the most difficult circumstances. I always do my devotion to Saint Jude.

At 6 am I start working in the galley. If necessary, we start the day with a small toolbox talk discussing the things we need to do for the day including the food, we need to prepare and the tasks I need to do. I really enjoy working with my colleagues in the galley. There are two chief stewards and they have become good friends and are very nice to me. They manage to be both very good superiors and partners in the galley. They make me think of my father and I learn things from them just like I learn things from my dad.

I think that 10-years from now – maybe before – I see myself as a chief cook. I will be doing my job very well and applying all the experiences and learnings that I have

got from my colleagues and from my dad. And I know that when it happens my father will be very proud of me.

“A clean and tidy cabin contributes to letting the officers relax both their body and soul. That is very important when you have a very tiring and hard work.”

It is my job to assist the chief steward getting breakfast ready. I usually prepare

cold cuts, coffee, eggs, bacon, rice, bread, fruits, cereals, juice, and milk. I also set the table for the officers and crew nicely, that is a way to help their day to start with a good vibe and feeling.

When everything is set, I will have my breakfast at 07.30 while I am chatting with my colleagues.

It is 8 am and after a nice breakfast it is time to move on to next task of the day.

The next two hours I make sure that all the officers' cabins are clean and well maintained. I am sorting linens, toilets and getting rid of any rubbish. To put it short: I am making sure that everything is in order. A clean and tidy cabin contributes to letting the officers relax both their body and soul. That is very important when you have a very tiring and hard work.



► **It is 10.15 am and time to go back to the galley and start preparing lunch.** After that is taken care of, I do the washing up and iron linens in the laundry room. Today I have time for a short nap in the afternoon to recharge my body for my next task which is dinner time.

MY AFTERNOON AND EVENING ROUTINE

It is 3.30 pm and it is time to start preparing dinner. It is basically the same routine again as we did for breakfast and lunch. Dinner is usually cold cuts, herring,

salad, cheese, and biscuits. Plenty of choice.

When dinner is done, and we have cleaned up, my job for the day is done! But before leaving the galley, I am making sure that everything is secured and all appliances for cooking are switched off.

It is 10 pm and almost time for bed. But before I end the day, I call my personal stress relief! She is called Naomi Celestine and she is my 2-year old niece. It is fantastic to see her little happy face, she always makes me smile and I cannot wait to see her.

SUNDAY IS THE DAY FOR FUN AND RELAXATION

Sundays are for relaxation and I have time for two things I really enjoy: food experimenting and karaoke. Today I am cooking tuna. Experimenting with new dishes is one of my favorite things to do. I usually let my colleagues have the first taste of it to see if it will 'click' or not. In the picture I am eating with wiper, motorman, and fitter, letting them taste my new speciality a Filipino dish called "Tuna Sisig". And they really like it, so I am a happy chef.



On Sunday it is also time for my ultimate stress-reliever of the week which is having a karaoke session in the crew's dayroom with my Filipino colleagues. This activity brings out the singer inside me. Whoever have the lowest scores will have to buy us all drinks and snacks.

In the evening, homesickness can make itself felt. As a seafarer you must deal with emotional pain like homesickness. We are working hard on board while our hearts and minds are with our families. Especially this period where

we are all affected by the pandemic it is very hard. It is good that we have access to a fast internet connection which means that we communicate with our loved ones. After a day of work, I always call one of my loved ones at home to relieve my stress. The smile on their faces is what I need to cure my tired soul and body.

This evening I am Facetiming with my mother. It is a good way to end my day and get energy for starting a new week tomorrow.

ABOUT MISHEL

Age: 27-years old

Country of origin: Manila, Philippines

Maritime education: Bachelor of Science in Hotel and Restaurant Management

Sailing for how many years: 3 years

On this vessel for how long: 7 months

Weekly work schedule: 0600H to 1930H

Civil status: Single

Pet: Dog called Whitey

Favorite food: Pork and chicken adobo

Favorite restaurant: Samgyupsal, Korean Restaurant in the Philippines

Favorite person in the world: My parents

Reading right now: Historical books about the history of my country

Listening to right now: Olds songs like Air Supply songs

Sports: Volleyball

Hanging on the wall of my cabin: My rosary and novena booklet showing Saint Jude.

Miss the most when at sea: My room at home and my family

Steward Mishel's favorite recipe

Adobong Pusit



ADOBONG PUSIT

is a squid stewed in vinegar, soy sauce and squid ink. It is a common dish in the Philippines. Like the usual 'adobo' it is loaded with garlic which gives it a really nice and robust flavour. This type of adobo usually contains more sauce than usual, and it is black in color due to the ink. The taste is quite different as well as the ink gives it a salty, seafood taste. Combined with vinegar and soy sauce it sorts of mellows it down.

.....

Ingredients (serves 6-8 people)

- 1 kg small fresh squid, cleaned (keep the ink)
- 1 onion, diced
- 1/2 cup soy sauce
- 1/2 cup vinegar
- 1 cup water
- 8 cloves garlic, minced
- 1 tsp sugar
- 6 pcs finger chilies
- Salt
- Freshly ground black pepper
- Oil

.....

METHOD

In a saucepan, add soy sauce, vinegar and water and bring to a boil. Once boiling add the squid and cook for 2 minutes. Remove the squid from the sauce vinegar, set both things aside.

In a pan add oil, sauté garlic and onions. Once onions turn translucent, add the chilies and stir fry for a minute.

Add the squid and stir fry for 3 minutes. Remove the squid again leaving everything back in the pan.

Pour the soy sauce vinegar mixture used on first step, turn heat to high then bring liquid to a boil. Add the squid ink and reduce liquid to half its volume.

Still in high heat add the squid back together with the sugar then simmer for 5 more minutes.

Serve with rice.

Kain po tayo!

Fit4SEA 2020

Join us!



RUN a total of 25 km to enter the competition to win awesome prizes. Receive a Fit4SEA T-shirt after running a total of 100 km.



BIKE a total of 25 km to enter the competition to win awesome prizes. Receive a Fit4SEA T-shirt after biking a total of 100 km.



CROSS a total of 25 km to enter the competition to win awesome prizes. Receive a Fit4SEA T-shirt after crossing a total of 100 km.



ROW a total of 25 km to enter the competition to win awesome prizes. Receive a Fit4SEA T-shirt after rowing a total of 100 km.



LIFT a total of 4 hours to enter the competition to win awesome prizes and receive a Fit4SEA T-shirt.

NEED HELP TO GET STARTED?

Contact us at fit4sea@shw.dk

www.shw.dk



SEA HEALTH & WELFARE



48 HOURS

WITH FREDERIK ON BOARD

M/V FREJA

It is the first time that 25-year-old Frederik Vestergaard is at sea as a junior engineer. He is thinking about the farm he bought recently and misses his girlfriend. But all the new experiences – his new colleagues, the interesting tasks, and the good meals – trump the feelings about what he is missing at home, most of the time.

By Frederik Vestergaard, junior engineer on board M/V FREJA

WHY I AM AT SEA

I want to see the world and try out something new. The work hours are also attractive. A work life where you are working for 6 to 8 weeks and then spending the same amount of time at home suits me well. Especially since my girlfriend and I just bought a farm in a small village in Syddjurs in Denmark. We wanted more space and to be close to nature, and I really like spending time working with old tractors, which is perfect on the farm. The advantage of being a seafarer and having a farm is that you have uninterrupted time when you are at home, to renovate.

WHY I CHOSE TO BECOME A JUNIOR ENGINEER

I have always liked working with machines. When I finished primary school, I went to be educated as an agricultural mechanic, and thereafter I applied to become a mechanical engineer. I graduated in January 2020 and got this job as junior engineer at NCT Offshore right afterwards. Sailing is completely new to me, but it is interesting and educative so far. It is great fun working with all sorts of different gear and solving tasks that involve both electricity and mechanics.

DAY 1

It is 5.30 am and my alarm is going off; it is time to get up. I am somewhere in the Atlantic Ocean on route to Cape Verde.

The sleep you get on board can vary quite a bit depending on the weather and the sea. This ship is not the biggest and you can feel it. But last night was okay.

I put my clothes on and I am ready down in the engine room at 5.50. My morning shift does not start until 6.00, which means I have 10 minutes to check the news on my phone.

At 6.00 am I start my morning routine, which includes checking the machinery's bearings and some other smaller tasks.

At 6.45 am it is time for breakfast. Like every other meal on board it is awesome! We are being served all sorts of cold cuts, nice bread, and all sorts of cereals. We also get egg, bacon, sausages, and beans. For those who are into more healthy stuff you can get fruit.

We have two Danish chefs on board called Jan and Jens. They are both very good at making our meals something special. Whenever we celebrate someone's birthday, they always make a big cake. They really have a special flair for both quality and detail. Their great efforts contribute to a very nice atmosphere on board.

It is 7.15 am and we are back down the engine room. Before we start the tasks of the day, our 2nd engineer Emil begins our



toolbox meeting. He explains what we are going to do today and what we have to consider, and which safety considerations we will have to follow in relation to the different tasks. Some of the tasks require an extraordinary toolbox meeting. For example, working at height and working with electricity. In those cases, we have further meetings with the people involved to increase safety.

Over the last two days, we have been mounting six overhauled cylinder cover on one of the main engines. In relation to that, we have been measuring the diameter of the cylinder liner. We have also pulled a piston to check condition of its rod along with the connection rod and main bearing. All of it was in a reasonable condition and was re-mounted. Today, we have to put the engine back together. It will be a hard day; with around 40 degrees in the engine room. That means it is important that we drink enough water and are careful when we are

lifting and lowering the cylinder covers. We also have to avoid slipping in spilled oil that can be lying on the floor. Hopefully we will get all of the six cylinder covers mounted today, and then we can start up the engine tomorrow.

It is 10.00 am and time for a break.

Today, all of us from the engine room are having a soft drink in the control room. For 15 minutes we sit here talking about how we are getting on with the task. It is nice to get all the theory that I learned at school converted into practical knowledge. It is also interesting to be fixing refrigeration units, working with electric fault detection, and of course working on the main engine like we are doing today.

The people who I am working with every day in the engine room are good colleagues. We are getting along really well. The 2nd engineer is Emil who is 47 years old and the 3rd engineer is Nicolaj

who is 28 years old. They are both Danish and we are on the same wavelength; we share the same sense of humour.

It is 06.00 pm and it has been a hard day in the engine room.

It will do me good to get some food and relax. Dinner is always a big buffet with soup, two types of meat, vegetables, gravy, rice, or a potato dish – and then a salad bar. It is also possible to make open-faced sandwiches. For dessert you can get fruit or an ice cream. This evening I choose pork roast, red cabbage, fries, and some cordial.

If it has not been a hard day, I usually go to the gym where I do some biking or some weight training. Right now, we are having a competition on board to see who is the fastest at biking 10 kilometres. Sadly, it is not me; not yet anyway – but I am sure I will get there.

Some evenings we play PlayStation, darts, watch a film together, or catch fish from



► the deck. It is nice fishing together. If the fish we catch are the right size, they are killed and delivered to the chief steward who cooks them. The smaller ones are thrown back into the sea.

It has been a really hard day; I am just playing a bit of PlayStation with the others and then I go to my cabin to watch a film.

DAY 2

It is 7.15 am and breakfast is done. We start the day by finishing the main engine. It is always very nice when you can see the progress in a task we are doing. It takes us two hours to finish the work, and when we give the engine a test run no further errors occur.

In the short breaks during a test run like this, we always have to listen to sarcastic but caring teasing from the deck officers. It is easy for them to make fun of us; they are just highly educated window voyeurs.

We are 12 Danes onboard and some are good at teasing! But they're also good at helping each other. There are also Filipinos onboard that we are all getting along with

really well. Additionally, we have 17 clients of different nationalities on the ship. They are looking after their ROVs.

Another task of the day is installing and rebuilding panels/switch boards for new operation, which I am personally learning a lot from. It is always possible for me to learn in safe surroundings. If I have doubts

”Here, it is always possible for me to learn in safe surroundings. If I have doubts about anything, I can always get the answer from one of my colleagues.”

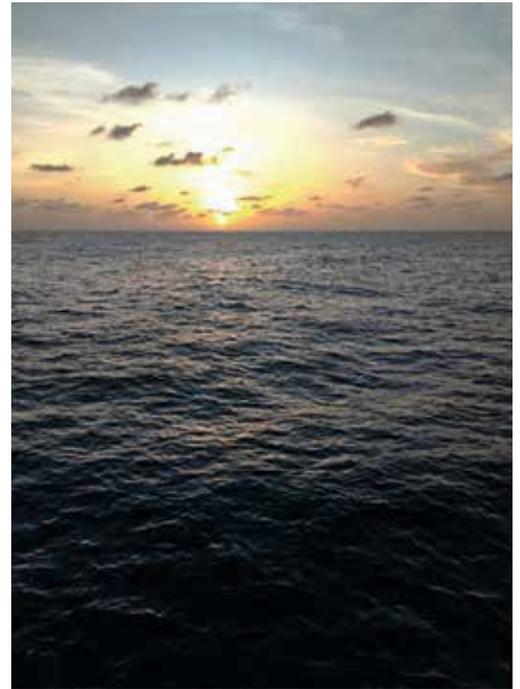
about anything, I can always get the answer from one of my colleagues who are happy to elaborate and explain things to me.

At 10.00 am it is time for a break. Today, I am having my break in the duty mess with a glass of berry juice and some cake. The next thing to do is a safety exercise. We are having a table-top-fire- and abandon-ship-exercise. The exercise is about all of us from the engine, meeting with the crew from the bridge, to discuss and go through the different checklists to see if any changes are needed in case of an accident on board. All of us are taking it very seriously.

After lunch it is time for the Abandon-ship exercise. We go through how the safety equipment works and how to launch the survival rafts into the water. The 2nd engineer Emil and I are trying on a survival body suit. We are not required to use them in the waters that we are in now because it is nice and warm (+29 degrees Celsius).

Later in the afternoon we cross the Equator, and it is a tradition to have a special Equator Baptism. Because I am new on board, I am getting baptised. The tradition says that you have to dress up and drink something very nasty, eat some

- Seafarers report -



bread, and some other stuff. One almost threw up. It is a fun tradition that I am now a part of.

After the baptism, it is time for a barbecue. We are served rib-eye steaks, sausages, and freshly caught fish with a salad bar. The fish being served is caught by me and my colleagues. We observed that there were a lot of flying fish, so we wanted to go out and fish. And we succeeded! We caught three dorado fish. It was a great experience – my biggest fishing moment until now.

I can feel that I start longing for home after six weeks at sea without a set date for when I will return home. The longing does not appear until late in the evening when I am going to rest. I think about all the things I am missing out on: birthdays and taking part in moving into our new farm.

What has surprised me the most on my first trip is how good the conditions are on board. The food is really good, and it is nice to have my own cabin that I can withdraw to. Many people get addicted to working at sea and to the large amount of freedom you have being at home for longer periods. I do not know yet if I will get addicted; only time will tell. Right now, it is about learning all the new and exciting things happening on board.

ABOUT FREDERIK VESTERGAARD

Title: Junior Engineer

Age: 25

Country of origin: Denmark

Maritime education: Engineer

Sailing for how many years: 0

On this vessel for how long: Normally it would be six weeks but because of corona we are out for 8 weeks. At this point we have been out for 6 weeks.

Weekly work schedule: 06:00 to 18:00, Sunday from 06:00 to 12:00

Civil status: Girlfriend

Pets: I have three bull calf and a cat.

Favourite food: Homemade Danish food made by my mum.

Favourite restaurant: Bones

Favourite person: Nobody

Reading right now: The Danish newspaper Ekstra Bladet

Listening to right now: Music with a fast beat

Sports: Handball and football

Hanging on the wall of my cabin: A poster from the shipping company with "Work safe-Think twice".

Miss the most when at sea: My girlfriend and my family. I am really looking forward to going home to the farm we just bought.



GLOVES ARE NOT JUST GLOVES!

How much do you actually think about your choice of gloves when planning your work? Do you use the same gloves every day? And do you change gloves depending on the type of work to be done? It is a good idea to spend a couple of minutes on the choice of gloves to avoid injuries and diseases.

By Ester Ørum, Consultant, SEA HEALTH & WELFARE

Don't forget to use the STOP-principle before starting a task that requires the use of PPE (see more p. 04)

WHY DO I HAVE TO USE GLOVES?

Gloves are personal protective equipment used to protect the skin on your hands from external effects, such as chemicals, vibrations, or cold. The purpose of gloves is to prevent diseases and to prevent foreign substances from penetrating the body. Such substances may cause infection, eczema, allergy and are, in some cases, carcinogenic. Gloves also protect you from "mechanical" injuries, blows and cuts.

WHOSE RESPONSIBILITY?

It is the shipowner's responsibility to ensure that correct personal protective equipment is available for the task to be done, and it is the responsibility of the employee to use the personal protective equipment available.

WHEN AM I REQUIRED TO USE GLOVES?

You must use gloves:

- When performing wet work where your hands will get wet repeatedly or for a rather long period of time.
- When handling food.
- When performing dirty or dusty work.
- When performing work involving contact with chemical substances, materials, or micro-organisms.
- When the work involves a risk of contamination or for other reasons of hygiene.
- When it is stated in your APV (risk assessment).
- When the safety data sheet prescribes so.
- When the supplier subscribes so.
- When signposting requires so.
- When it is required by the rules on the use of gloves.

WHICH TYPES OF GLOVES ARE AVAILABLE?

Gloves are divided into two groups: work gloves and chemical resistant gloves.

Work gloves offer protection against one or more types of mechanical effects, such as wear and tear, heat, cold, or vibrations, depending on their type. Work gloves are not normally used for chemicals since they do not generally offer protection against these. However, some of the work gloves on the market have a rubber or plastic covering and, thus, have some of the same properties as chemical resistant gloves. It is, however, important to stress that these gloves do still not offer sufficient or the

same protection against chemicals as do chemical resistant gloves. Work gloves are typically made of leather, skin, or cotton, but they also come as knitted gloves.

Chemical resistant gloves protect the skin against chemicals, as the name implies. The material of which the glove is made is decisive for how well the glove resists chemicals. The most common chemical resistant gloves are made of latex rubber, nitrile rubber, or PVC, but they are also available in other materials such as butyl rubber, viton, and PVA.



NOTE!

Please note that gloves that offer good protection against, for example, organic solvents may not be water resistant. Consequently, it is important to familiarize oneself with the strengths and weaknesses of the individual gloves as well as the breakthrough time before choosing a glove for a task.

Work and chemical resistant gloves are, furthermore, divided into three categories according to the risk or danger that they offer protection against.

Category I: Low risk and no special test requirements. **Use:** Garden work, lifting and warehouse work.

Category II: Medium risk. The glove must be CE-marked, have been tested and approved by an independent test institute according to EN 420, and have one or more pictograms with an associated standard showing which use the glove is intended for. **Use:** Lifts involving sharp edges and corners, warehouse work in freezers and/or cold stores and other tasks requiring more than a good grip.

Category III: High risk. The glove must have the same marking as category II. However, the glove must be furnished with a 4-digit code referring to the test institute that has approved it, just as category III gloves are subjected to periodical quality control. Gloves of category III include, i.a., chemical resistant, fire-fighters', and welders' gloves as well as gloves capable of resisting radiation and micro-organisms, etc.

Use: All high-risk jobs.



CHOICE OF GLOVE?

Which glove to choose depends on the intended use. Therefore, you should ask yourself the following questions:

- Which effect(s) is the glove to protect against: chemicals, heat, cold, or wear and tear?
- Is the glove to protect against bites or scratches?
- Is the glove to protect the lower part of your arm?
- Is the glove to provide a good and safe grip on tools, equipment, or the like?
- Is the user allergic to the materials that the glove is made of?
- Must the glove be able to protect against cutting or slicing?
- Is the glove intended to reduce vibrations?
- Is the glove to reduce the risk of electrostatic charging?

REFERENCES

Danish Maritime Authority: The use of personal protective equipment on board ships (Brug af personlige værnemidler om bord i skibe).

Order no. 1246 on Notice A from the Danish Maritime Authority, technical regulation on occupational health on board ships, chapter VII.

Danish Working Environment Authority: Gloves. Guidelines on the use of gloves ("Handsker". En vejledning om brugen af handsker) (2018).

<https://shw.dk/handsker>

THE USE AND STORAGE OF GLOVES

Use gloves that fit your hands. Make sure that they are intact, clean and dry, and that they are suitable for the task that you are to perform. Using the wrong gloves may give you a false sense of being safe and secure. Remember that creams referred to as "an invisible glove" do not offer nearly the same protection as a physical glove and, therefore, should not be used to replace a real chemical resistant glove.

NOTE!

When using chemical resistant gloves and other gloves that it may be uncomfortable to wear, you are recommended to wear a cotton glove underneath. It may provide an extra layer of skin protection and, at the same time, absorb sweat so that the skin does not become soaked.

It must be possible to wash reusable gloves or to dry them and hang them out to dry on board so that they are clean and dry the next time they are to be used.



HOW OFTEN DO I NEED TO CHANGE GLOVES?

There are many different types of gloves. Disposable gloves are – as the name indicates – supposed to be disposed of and must, therefore, not be reused. It is possible to use other gloves several times. The frequency at which gloves must be replaced varies from one type of glove to another.

You must always replace a glove if there is a hole or a tear in it or it is broken in some other way. If the glove is not intact, it must be replaced instantly since it no longer provides proper protection – irrespective of the reason for the hole.

A glove must also be replaced when it has reached its breakthrough time. That is an expression of the time that it takes for a chemical to penetrate from the outside to the inside of the glove.

THE BREAKTHROUGH TIME OF GLOVES IS DIVIDED INTO SIX LEVELS

Please remember that the breakthrough time starts counting as soon as the glove gets in contact with a degradable substance or material – even if the glove does not bear any evidence of this.

You have to replace some gloves after ten minutes' use, while gloves of the highest classification of chemical resistant gloves can endure eight hours' use. Therefore, it is important to remember to replace your gloves often so that they maintain their ability to protect the skin.

If, for example, you paint using epoxy paint, the nitrile- or the PU coated gloves must be replaced after four hours' work and they must not be reused – not even for other tasks. Work gloves used for lubrication tasks must also be discarded after use. Thus, it is not permitted to use the same gloves for several weeks or months if they get into contact with chemical

substances such as oil, grease, cleaning agents, or the like since all these substances will impair the protecting properties of the gloves.

CONSEQUENTLY

Remember when gloves are put into use and what they have been used for so that they are replaced in time before losing their protecting properties.

Find level type of your gloves in the manual.

- Level 1** >10 minutes
- Level 2** >30 minutes
- Level 3** >60 minutes
- Level 4** >120 minutes
- Level 5** >240 minutes
- Level 6** >480 minutes

GLOVE	USE	CHANGE OF GLOVE
<p>Chemical resistant cat. III</p> 	Degreasing/dissolving	Max 4 hours
<p>Chemical resistant cat. II</p> 	Cleaning	As required or at breakthrough time
<p>Mechanical Cat. II</p> 	Mounting, warehouse work, etc.	As required
<p>Cotton</p> 	Underneath chemical resistant gloves	Max 8 hours use
<p>Fire</p> 	Fire or hot work	As required
<p>Work glove cat. II</p> 	Daily work	As required

MAKE YOUR OWN POSTER!

There will be many different types of gloves on board the ship.

Therefore, it would be a good idea to make a poster of the different types of gloves.

Each type of glove should be accompanied by a description of the type of tasks and chemicals that it is suitable for as well as information whether the gloves are disposable or reusable, and when they should be replaced.

This may help the crew get a better overview of the use of the right type of gloves for the right task.

EXPLANATION OF SYMBOLS

Read more about glove symbols and what they mean on our webpage www.shw.dk



BLUE STAR 

ART. NO 6012644 TIGHT FLEX

9 EN 388 Cat II

3131 CE

SEA HEALTH & WELFARE welcomes new consultant



From the 1st of August, SEA HEALTH & WELFARE has welcomed Pernille Voigt Nordstrand as health promotion consultant. With a bachelor degree in Nutrition and Health and as CrossFit instructor, Pernille has great knowledge and experience with diet and exercise and the impact these topics have on your well-being and work environment.

"I know that odd work hours, the work's physical character, being away from home and at sea can make it hard to prioritise health. But health is a part of everyone's life – your whole life. Therefore, it is important that health-promoting initiatives are tied up to a strategy of small steps and small changes.

I applied for the position because it makes so much sense to me to contribute to improving the seafarers' quality of life by raising the state of health through quality counselling, motivation and inspiration, and concrete physical measures", Pernille explains.

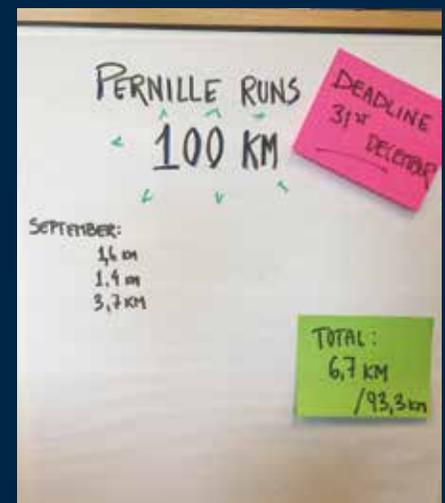
SEA HEALTH & WELFARE has an ambition of creating the right framework for healthy and happy seafarers in the Danish merchant fleet, and by welcoming Pernille to the organisation, we are one step closer to achieving that goal.

If you need counselling in health promotion at sea, you are welcome to contact Pernille Voigt Nordstrand at pvn@shw.dk or mobile +45 3140 6500.

Fit**4**SEA challenge Run 100 km with Pernille before New Year!

Obviously, Pernille too needs to experience on her own body what we expect of you seafarers. That's why Pernille has set out to run 100 km before the year runs out to enter the 2020 Fit4SEA-competition. It may be a struggle – so far, Pernille has 93.3 km left.

Would you like to join her? Follow Pernille's challenge on our social media platforms and show her your support by tagging us in your running picture with #shwsocial #RunWithPernille



PROVISIONS SUPPLY FROM ABROAD

DEAR PERNILLE

I was hoping you could help shed light on the MLC-declaration “Each Member shall ensure that ships that fly its flag carry on board and serve food takes into account the differing cultural and religious backgrounds”?

I am proposing the questions because we have recently started buying our provisions supply abroad, which means there are some foods, I cannot get access to. The consequence of this is that some group of people will not be served meals that are accommodated their cultural backgrounds, for instance, liver paste and patty shells for the those with Danish background and various spices for meals for my Indian colleagues.

What are your thoughts on this?

Kind regards
Chief cook, Berta

DEAR BERTA

It is correct that MLC states that meals must be accommodated crew member's religious and cultural backgrounds. Furthermore, food has also been the topic of much research, and it is known to most that it has a great impact on the well-being of seafarers. The same way it seems to be of great importance in your case.

I would recommend that you bring this issue up with your safety organisation and explain its impact on the crew's well-being. The safety organisation can address the issue and, hopefully, enter a dialogue with the shipowner and the supplier in order to expand the product range.

Best regards
Pernille Voigt Nordstrand, *Consultant*

MENU PLANS – PUBLIC TO THE CREW?

DEAR PERNILLE

We have discussed menu plans and the use of these. We have come to the conclusion that we need competent counselling to this question; must the crew be able to see the menu of the week to come?

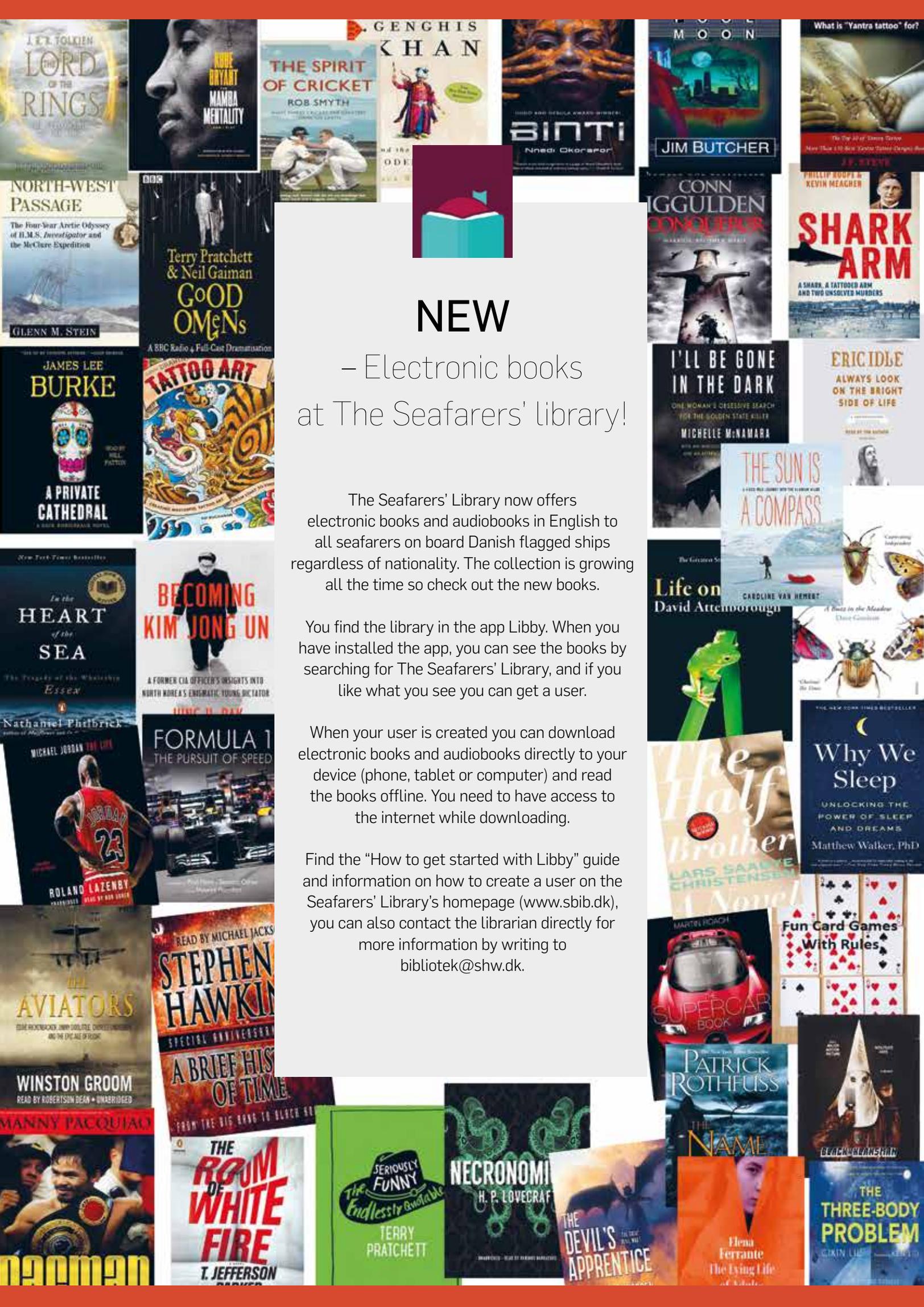
Kindly
Steward Arnold

DEAR ARNOLD

It is not stated directly in MLC that a menu plan must be on display for the crew. But it does say that a weekly menu plan must be prepared. The reason for this is to raise the understanding of how important it is to plan, prioritize and organize the kitchen's resources. When that is said, we highly recommend that the menu plans are communicated broadly, such as being displayed for everyone to see. Knowing that mealtimes have such significant importance for the crew's well-being, a menu plan can play a positive role. Mealtime is the crew's opportunity for a much-needed break during a busy work schedule, and it has great value to have a nice meal to look forward to.

Another benefit of publicly displaying the menu plans is that you get the opportunity to include the crew even more in the menus. It can work as an invitation to bring forward suggestions to the menus.

Kindly
Pernille Voigt Nordstrand, *Consultant*



NEW

– Electronic books
at The Seafarers' library!

The Seafarers' Library now offers electronic books and audiobooks in English to all seafarers on board Danish flagged ships regardless of nationality. The collection is growing all the time so check out the new books.

You find the library in the app Libby. When you have installed the app, you can see the books by searching for The Seafarers' Library, and if you like what you see you can get a user.

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

Find the "How to get started with Libby" guide and information on how to create a user on the Seafarers' Library's homepage (www.sbib.dk), you can also contact the librarian directly for more information by writing to bibliotek@shw.dk.



Please note that you are welcome to contact the library if you want a supplement to or a full exchange of books in the ships' library. We can send you boxes with a mixed content, boxes with only crime & thrillers, historic books or other subjects – whatever you prefer. Contact the library at bibliotek@shw.dk. Examples of new books at the library are:

I AM A FILIPINO – AND THIS IS HOW WE COOK

Nicola Ponseca

Inspired by the article in this magazine about Mishel and her passion for cooking, we present a Filipino cookbook. The book presents modern Filipino recipes that capture the unexpected and addictive flavours of this vibrant and diverse cuisine. The techniques (including braising, boiling, and grilling) are simple, and the results are extraordinary.

If you like cookbooks from other countries, you can contact the library.

THE LAST HUNT

Deon Meyer

A cold case for Captain Benny Griessel and Vaughn Cupido of the Hawks elite police unit - not what they were looking for. The body of Johnson Johnson, ex-cop, has been found beside a railway line. He appears to have jumped from South Africa's most luxurious train, but

two suspicious characters seen with him have disappeared into thin air. The regular police have already failed to make progress and others are intent on muddying the waters.

"The undisputed champion of South African crime. Meyer grabs you by the throat and never lets you go" – says author Wilbur Smith.

LOVECRAFT COUNTRY

Matt Ruff

The book behind the new HBO series written by cult novelist, Matt Ruff, is a devastating kaleidoscopic portrait of racism – the terrifying specter that continues to haunt us today. We are in Chicago, 1954. When his father goes missing, twenty-two-year-old Army veteran Atticus Turner embarks on a road trip to New England to find him, accompanied by his Uncle George, publisher of The Safe Negro Travel Guide, and his childhood friend Letitia. On their

journey to the manor of Mr. Braithwhite, heir to the estate that owned Atticus's great grandmother, they encounter both mundane terrors of white America and malevolent spirits that seem straight out of the weird stories George loves to tell.

LEARN TO PLAY KEYBOARDS AND LEARN TO PLAY GUITAR

If you have a keyboard or a guitar on board, you can borrow books about how to learn to play the instruments.

” There is no friend as loyal as a book. ”

Ernest Hemingway



THE SPLENDID TABLE

This podcast about food has it all! There are interviews with experts and chefs, short stories, history lessons, opinion pieces, recipes and cooking tips, audience Q&As, you name it. Episodes run about an hour long and range in episodes like "How Bees Made What We Eat" (2020), "The Oyster King and the Seagull Test" (2019), "Food from Faraway Places (2018) and "Filipino Food (2018).



STUFF TO BLOW YOUR MIND

Deep in the back of your mind, you've always had the feeling that there's something strange about reality. There is. In this series the two hosts examine many different subjects from neurological quandaries, cosmic mysteries, evolutionary marvels to our transhuman future.

You can listen to episodes with a wide range of subjects like "The Horned Helm", "The Invention of Fireworks", "Revenge of the Ants", "Kimchi: A song of Salt and Cabbage" and "Brain Soup and Liquid Brains". The podcast is informative and fun.



SHIPPING PODCAST – VOICES FROM THE MARITIME INDUSTRY

Listen to the maritime professionals in the world of shipping. The shipping industry is the backbone of international trade, contributing to the globalization and the development of the world.

This podcast puts a finger on many different subjects such as safety and security (episode 135-136), women at sea (episode 109, 112-115, 119, 136), seafarer help (episode 36 (interview with Roger Harris from ISWAN), 116), young seafarers (episode 106) legal issues (episode 80, 83), environment and climate change (episode 90, 118) and learn about IMO (episode 121-125).