

at SEA

SEA HEALTH & WELFARE for seafarers



Get help dealing with those difficult but necessary conversations 10

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13 questions on safety helmet use 20

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IMPORTANT TO TAKE CARE OF SEAFARERS' MENTAL WELL-BEING

It is a global and serious issue that more than 25 % of seafarers have been feeling dejected or depressed within the last two weeks. It takes a coordinated approach and a cultural change to solve the problem; to accept that there is a mental risk to the job of a seafarer and create better mental well-being on board. This is the request from the professor behind a widescale study of seafarers' mental health.

By Kirstine Thye Skovhøj, journalist

There can be great variation in a seafarer's mood and mental well-being when they are doing their job at sea and when they are at home. That was the conclusion of a report from 2019 titled "Seafarer Mental Health Study" by ITF SEAFARERS' TRUST & Yale University.

1.572 respondents participated in the survey: 40 % from the Philippines and the Pacific region, 29 % from Western Europe, 9 % from North America, 8 % from Eastern Europe and 5 % from other Asian countries, mostly from India.

More than 25 % of the seafarers expressed that they have had blue moods or depressed moods for several days within the last two weeks. That is significantly

higher than in the normal population where only 6 % expressed the same. 17 % of the responding seafarers said that they had been feeling anxiety, while 20 % had had suicidal thoughts.

There are several explanations of why it can be challenging as a seafarer to maintain good mental well-being. Professor Rafael Lefkowitz from Yale University has been doing research into seafarers' physical and mental health since 2012. He is one of two authors of the report:

"The seafarers were telling us that being isolated from their families, feeling pressure from the supervisors, having little control of their domains, and experiencing

trouble sleeping are all troubling factors. Seafarers are also finding that they feel more depressed when they are at home and getting closer to going back to work. When at sea, getting their disembarkation delayed affects their mood in a negative way. These problems are logical when your work life is structured as a seafarer's is".

It is difficult to function at your best if you are not thriving mentally. Rafael Lefkowitz explains that a depressive condition can be expressed in different ways:

"We found that people with a higher score of depression symptoms were more likely to have been injured or sick in the last year. And many were strongly considering leaving the industry".

ALONE WITH YOUR PROBLEMS

Life at sea can be lonely, and often there is not a caring culture that lets the seafarers reach out to each other or the management for help or support if they are feeling depressed.

The report shows that 35 % do not ask for help, and only a very small percentage will ask for professional help. A third have shared their mental state with family and friends. Even though seafarers spend months at sea together, only 21 % share their mental well-being with their co-workers.

Because of this fact, Rafael Lefkowitz encourages the seafarers to break with the tough culture and uncaring environment:

"Be on the lookout to help each other. It is a tough environment, so build friendly relationships and do social activities. Consider if there is some way to connect people to their families to make the isolation less problematic because maybe shipping companies could do even more?" he says in relation to the development of digital connections to families at home.

A PROBLEM THAT DEMANDS COOPERATION

It is crucial that legislators, shipping companies, unions, professional

organisations and seafarers come together and work on solving the problem. That is the clear message from Rafael Lefkowitz. A shared global approach to changing the culture is needed if the mental well-being of seafarers is to improve.

" It is crucial that legislators, shipping companies, unions, professional organisations and seafarers come together and work on solving the problem. "

"I cannot emphasize this enough: we need to recognize it is a real problem. Changes have to start at the top. Seafarers play an essential role in making our global community work. That is why this is a global problem that we need to take care of."

Rafael Lefkowitz has several suggestions on how to improve seafarers' mental well-being:

"First of all, we can address the training institutes and make sure they teach resilience – especially to new recruits – and teach them how to prevent depression. They especially need help in their first



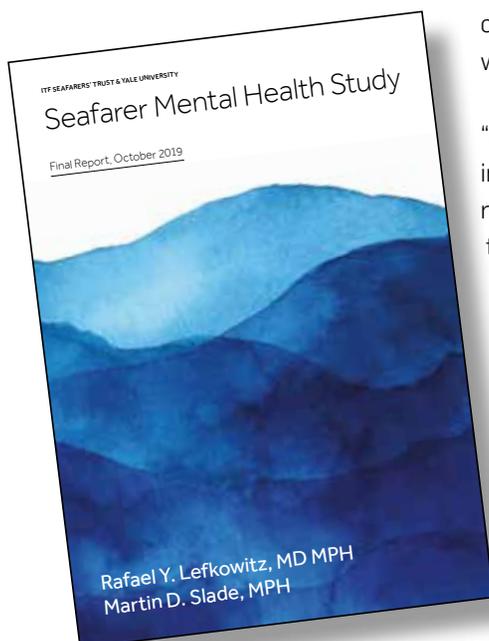
Professor Rafael Lefkowitz from Yale University is one of the authors behind 'Seafarer Mental Health Study'.

vulnerable years. It is also important that training programmes provide clear directions in cases of bullying and workplace violence".

Rafael Lefkowitz advocates that a cultural change is strongly needed, to create a caring work environment where people take better care of each other and ask questions about mental well-being.

"The captain has a tremendous opportunity to create and help foster a caring environment. Of course, that can only be done if that culture is also directed by the company. It has to be a company-wide culture", he says and elaborates:

"To succeed in this cultural change, we need to change the whole stigma of mental health. We really have to release that. If we can do that, then people suffering would feel free, and they would also get assured treatment. That would give a better outcome, and we would achieve more efficiency, less illness and fewer workplace injuries".



Seafarer Mental Health Study
ITF SEAFARERS' TRUST & Yale University
Rafael Y. Lefkowitz, MD MPH
Martin D. Slade, MPH
Final Report, October 2019

BE AHEAD OF THINGS AND CREATE TRUST

Jacob Schødt Larsen, who has been sailing for 10 years as a captain on shorter routes, is doing everything he can to be a good role model, create trust, and be ahead of things. All of which contributes to fostering mental well-being on board.

By Kirstine Thye Skovhøj, journalist

What type of challenges are likely to occur in relation to mental well-being on board?

"Sailing on a ferry is intense, and we are very busy. We need to be on time, deliver a good service to our passengers, and of course, we must make sure that the trip proceeds as planned – and all in a very short amount of time. It can make some people feel especially under pressure and may lead to short fuses. From this, there can be a very short path to a bad mental working environment.

We are operating day and night, and during some hours – especially during the night – you are naturally under more pressure and need more sleep. This can also be a factor that plays a role in mental well-being.

Bad chemistry, disagreements, and conflicts between crew members also affect the psychological working environment.

No matter what type of problem – and whether it is just starting or escalating into a conflict – it is very important that I,

” I have had crew members put their foot down because of the workload. They could only do that because there is trust between us; they felt safe and unafraid of speaking out. That is very valuable in relation to mental well-being.”

as the captain, take it seriously. Nobody must feel bad about going to work. That

is very dangerous in relation to mental and general well-being.”

What can you do to ensure good mental well-being?

"If some people are not working well together, we have the possibility of moving crew members from one team to another. As leaders, we must do our best to be ahead of things and to make sure that people who have a good chemistry with each other are working together. That is the most optimal solution.

"My general approach is that if something does not work, then we must fix it – or at least try to change it. It is about making sure that the crew members have the qualifications that are required to do the job they are hired to do. Do they need a tool or a new procedure to do their job in the best possible way, or does the job require two people instead of one to avoid



Captain on board M/F HAMMERSHUS, Jacob Schødt Larsen.

stressful situations? Those are the kinds of things we investigate.

"As an example: If the crew members have trouble sleeping because their mattresses need to be replaced, then we will deal with that. The conditions that the crew are working under must be as good as possible.

"I also need to reassure people that we are creating a good foundation for good and constructive teamwork. To do that, I involve crew members, show them trust, and give them the opportunity to contribute and take ownership. It is crucial that the crew can contribute and speak freely, and that they have confidence in their leader.

"It is not only me who carries the responsibility for creating and maintaining a good psychological working environment – each crew member has a responsibility. That is why

it is important to involve the crew and listen to their ideas about how we can change work procedures."

What type of leadership can help secure a good psychological working environment on board?

"I do my best to be a good role model. The employees will often reflect the way a leader appears and acts. I am constantly working on building and maintaining a professional, trust-filled working relationship and having an open dialogue. To create and maintain a good workplace, we must be a team, and as a captain, I am the team leader.

"I have had crew members put their foot down because of the workload. They could only do that because there is trust between us; they felt safe and unafraid of speaking out. That is very valuable in relation to mental well-being. It shows that there is trust, and that the crew believes that things can be changed."

Can it be difficult to talk about mental well-being?

"I don't find it difficult. My colleagues and I have not been afraid of putting the subject on the agenda. What I find difficult is to find out if a crew member is quietly feeling bad or not thriving.

This is why it is very important to me to show trust and be open. If you can do this as a leader, your crew will come to you if things are not as they should be – whether it is a private or professional issue. A trusting working relationship makes it possible to be ahead of things."

CAPTAIN JACOB SCHØDT LARSEN

45-years-old

Captain of M/F HAMMERSHUS, BORNHOLMS-LINJEN/MOLSLINJEN

Managing around 20 crew members

Has been sailing for 20 years on ferry services, with app. 10 years as a captain

MUTUAL RESPECT

INCREASES PRODUCTIVITY AND WELL-BEING

To Jørn Hovmand Larsen - who has been sailing for more than six years as a captain on deep sea routes - trust, respect and the right use of resources are a necessity for good mental well-being on board.

By Kirstine Thye Skovhøj, journalist

What type of challenges are likely to occur in relation to mental well-being on board?

"When you are sailing on deep sea routes, you are governed by some very special conditions. The crew is on board for six months. That means it is very difficult to sign off the ship within that period if something urgent should happen at home. I have experienced that a man who lost his wife while we were in China could not get off the ship until we reached Canada. That is very tough, but unfortunately, it is one of the preconditions that we cannot change.

Conflicts between crew members can also occur because their chemistry does not match. That can be a problem difficult to solve when you are a small crew and cannot isolate people from each other. Then the only thing you can do is to try to make the working relationship bearable.

I have also experienced that the crew was dissatisfied with the food served on board. Something as basic as what we are eating is extremely important to the crew and can affect the whole atmosphere in a negative

"The management of the ship constantly has to focus on how we are treating our crew."

way. Of course, we should not eat caviar and shrimps every day, but the food is one of the highlights of the day, and it has to work. In this specific situation, I had a chat with the cook, and together we figured out

how to do something different with what we had at our disposal".

What can you do to ensure good mental well-being?

"The management of the ship constantly has to focus on how we are treating our crew. When I welcome crew members, I always put a lot of effort into getting them to understand how it is to sail with me as their captain. I demand that people are well behaved and doing their best.

The crew need to have trust in me and believe in what I am saying. I need to put actions behind my words. It is also important that the crew can depend on getting the resources they need to do their job. It is very important not to put people in situations that push them beyond their capacity.

I am always very aware of what I am asking from people and what I am offering them. If a job takes three people to do, then I would never ask only one person to do it.

What type of leadership can help secure a good psychological working environment on board?

"It is important to tell the crew that they can trust the officers and the management. It can be difficult to get that message through to a crew that is used to a more hierarchical type of management culture.. I always make it very clear to my officers that I want a leadership style that focuses on treating each other with respect. If we do that, then we achieve more productivity and well-being.

I also make it very clear to everybody that my door is always open. That means if somebody has a problem with the first officer or the chief engineer, then they can always come to me and talk about it.

I am also very aware of keeping the crew well informed about our upcoming tasks. I find that it is a good investment to use some minutes gathering the crew and telling them what is going on and what we are expecting. As a captain, I want to be visible. My actions and decisions have to be transparent, and I choose always to be accessible".

Why can it be difficult to talk about mental well-being?

"I often experience that some of our crew members are holding back when it comes to talking about both work-related and personal issues. This is exactly why it is so important to tell my crew that my door is always open. It means that when a member of the crew appears in my cabin – because he wants to share an issue or problem with me – then I know that I have succeeded in establishing trust.



CAPTAIN JØRN HOVMAND LARSEN

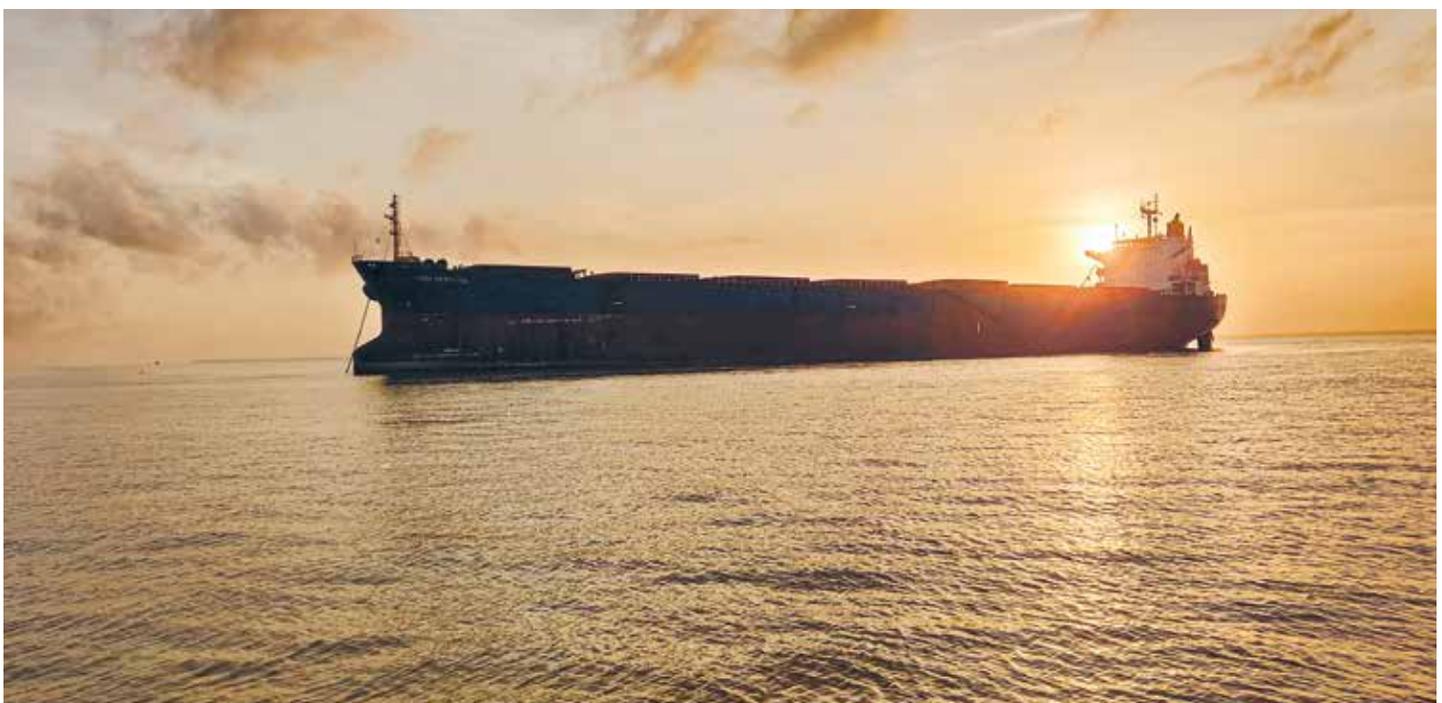
64 years old

Captain at NORD NEPTUNE, NORDEN

Managing 20 crew members

Sailing since 1974, the last six years as a

captain on deep sea routes



Jørn Hovmand Larsen is captain on board the bulk carrier, NORD NETPUNE.

GET HELP DEALING WITH THOSE DIFFICULT BUT **NECESSARY CONVERSATIONS**

It can be difficult talking about subjects such as depression, loneliness and harassment. But these difficult conversations are crucial. Because if crew members have mental health problems, it often leads to work injuries and illnesses. That is why SEA HEALTH & WELFARE is developing a special "Mental Health Toolbox" that provides tools for creating a healthy work environment on board and helps seafarers get started talking about difficult issues.

By Kirstine Thye Skovhøj, journalist

As a seafarer, it is crucial that the job you are doing is following the safety requirements, that you can work well together with your colleagues, that you are alert, and that you can manage stressful situations. All these things are difficult – if not impossible – if you are not thriving mentally. Mental well-being is essential when you are working on a ship.

This is pointed out by Anna Bergmark, who is a consultant at SEA HEALTH &

WELFARE and the project manager of the new "Mental Health Toolbox":

"Imbalance spreads and can affect the atmosphere of the whole crew and then lead to a work environment that feels insecure, unsafe, and which creates dangerous situations. An unhealthy atmosphere will spread all over the ship.

If people are not thriving mentally, more accidents will happen. And that is very

dangerous out at sea where help can be far away".

SPECIFIC TOOLS FOR DIFFICULT SUBJECTS

It is important that seafarers are physically healthy, and it is just as important that there is a healthy psychological work environment on board. And in relation to the psychological work environment, there is room for improvement. A recent survey from Yale University and the English organization Sailors' Society concludes that every fourth seafarer is depressed.

That shows a large need for this new "Mental Health Toolbox" that SEA HEALTH & WELFARE is developing in consultation with nine shipping companies. With the new toolbox, the management of a ship can strengthen the crew's mental well-being and get help to start talking about some of these difficult mental health issues. Both things will help create

FACTS ABOUT SEAFARERS AND MENTAL HEALTH

- Seafarers with anxiety have twice the likelihood of getting a work injury
- Seafarers with suicidal thoughts had increased likelihood of a work injury but to a lesser degree than those with depression and/or anxiety
- Seafarers with depression have twice the likelihood of an illness at work
- Seafarers with anxiety have more than twice the likelihood of an illness at work
- Suicidal ideation is not independently associated with increased likelihood of illness

Source: Seafarer Mental Health Study. The ITF Seafarers' Trust & Yale University: Rafael Y. Lefkowitz and Martin D. Slade. Final Report, October 2019



Consultant in SEA HEALTH & WELFARE and project manager of Mental Health Toolbox, Anna Bergmark.

EXERCISE HELPS MENTAL WELL-BEING

Almost half (49%) of seafarers without depression exercise 2 or more times per week, while almost half (43%) of seafarers with depression exercise less than once a month.

Problems the new "Mental Health Toolbox" can help prevent:

- Bullying and harassment on the ship – start a dialogue with the victim and the bully.
- Loneliness
- Stress
- Depression

a better psychological work environment on board.

The new "Mental Health Toolbox" will contain instructions and tools. For example, a tool to map if any of the crew members are mentally unbalanced. And there are different dialogue cards to get some of the difficult conversations started - for example, a dialogue about bullying and harassment.

Also, the helpline that SEA HEALTH & WELFARE offers to seafarers will also handle inquiries related to depression, suicidal thoughts, loneliness and stress. A bit further down the road, the helpline will also offer online chat with a counsellor.

WE DON'T TALK ABOUT THAT

There are several ways of dealing with mental health problems and different approaches to how little or how much one wants to share with one's colleagues.

"From my own experience as a seafarer, I know that some people have the approach that it is unnecessary to talk about how we are feeling and doing. Some people do not dare to say how they are doing because they are afraid of losing their job. And some have an approach that goes: what happens on the ship stays on the ship. All

of these three approaches are manifesting a very unhealthy culture on board", Anna Bergmark says.

THE MANAGEMENT MUST TAKE THE LEAD

The ship management is responsible for bringing the new "Mental Health Toolbox" into play and focusing on the crew's mental well-being. It can be a challenge to spot mental issues and to point out exactly what is causing them. That is why the toolbox contains tools that help identify the problems that can affect the psychological work environment.

"One of the tools is called the LLS-Tool, which stands for Look, Listen and Sense. The LLS-tool - along with a handout for the crew member to fill in - will be useful for mapping out when any of the crew members have problems with their mental

well-being. If the management becomes aware of any mental issues, they can make use of another initiative; the dialogue tool. The dialogue tool will help to get a conversation started with a crew member. It will help mapping how the crew member is supported in the best possible way", Anna Bergmark explains and elaborates:

"The dialogue tool can also be used for getting one of those difficult conversations about bullying and harassment started".

"It has to be easy for the management to create and maintain good well-being on board. We know that a lot of officers want to work on strengthening the mental well-being on board, but they do not know how to approach it. With this new toolbox, they will get the help and support they need to get started".

”Don't be afraid to open up to someone if there is an issue which bothers you. It could be work related or a personal issue that is going on back home. Sharing your feelings, doesn't make you less of a man. It will eventually reflect on your mental health whether you realize it or not. ”

Chief Officer on EMMA MAERSK Colin Dmello

WHAT CAN THE INDIVIDUAL DO TO CONTRIBUTE TO A GOOD WORK ENVIRONMENT ABOARD?

By business psychologist Mads Schramm

> BE A GOOD ROLE MODEL

It is difficult to change people, but by doing something actively yourself you can change the relation or the situation. For example, if you smile or are open about what you think and how you feel you will often find that your actions are contagious. It can inspire to change the atmosphere and make it okay to talk about things that frustrates or are not acceptable.

> A CONFLICT ON THE WAY?

Is there trouble on the way or do you sense dissatisfaction on board? Help by finding a solution. You do not have to solve it yourself, but you can draw attention to the issues. Ask if you can help your colleague by bringing the issue to whom it concerns. Point out to your manager that there are things being murmured in the corners. Bring up the work environment and well-being during a safety meeting with your colleagues.

> REACH OUT

Reach out to a colleague or your manager if you do not thrive, are stressed, or have problems at home or with a colleague. It "rubs off" on others, too, if you speak up about the fact that you do not thrive, or if there is something in the work environment that bothers you.

> BE SOCIAL

The social life aboard is really important for everyone's well-being. Has it been a while since you did something fun together, then bring up a couple of ideas for social gathering? Maybe ask your manager if a barbecue, a game night, or a movie night can be arranged. Invite people on board to contribute with initiatives and ideas to do something together. Offer your manager to be in charge of the planning or ask a couple of colleagues to join in.

> TALK ABOUT OTHER THINGS THAN WORK

Remember the value of an informal conversation. Maybe you should take a seat next to that colleague who often sits alone and ask about his or her family, friends, interests. Ask how she or he is doing. Involve other colleagues so that you are not divided into smaller groups all the time. It does not take much to dissolve "us" and "them" groupings.

The management has a great responsibility for the work environment on board, but you can influence it, too. Be brave and point out what you have seen happening on board in a constructive manner. Even small things can make a difference.

BE A BUDDY – NOT A BULLY: PREVENT BULLYING AND HARASSMENT WITH DIALOGUE GAME

You laughed at your colleague's smutty joke even though you felt that it was inappropriate. And recently you witnessed a newly appointed colleague being scolded by a manager in front of the entire crew. Now, this colleague always sits alone in the mess during mealtimes. Do you know that feeling of 'I should have said something that day'? But now these offensive actions have become 'normal' behaviour on the vessel, and difficult to change.

To prevent bullying and harassment on vessels in the Danish merchant fleet, SEA HEALTH & WELFARE has developed a dialogue game which encourages participants to speak about boundaries and what defines a healthy work culture. Simply by talking about bullying and harassment, the first steps are taken in order to create a better working environment.

The dialogue game can be downloaded for free – in both Danish and English - here: www.shw.dk/be-a-buddy

The dialogue game is developed with inspiration from the Danish Trade Association of Occupational Health and Safety (Branchefællesskaberne for Arbejdsmiljø i samarbejde med Arbejdsmiljørådet og Arbejdstilsynet, 'Hvor går grænsen?', København, 2019).





VOX POP

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

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HOW DO YOU CONTINUE TO KEEP YOUR SHIP AND YOURSELF AFLOAT DURING CHALLENGING TIMES?

As COVID 19 turns the world in lockdown, our amazing seafarers keep the supply chain running. Our welfare consultant in Brielle/Rotterdam, Belinda Hoff has stayed in close dialogue with the crew aboard EMMA MAERSK, who shares their inspirational advice on handling mental health during challenging situations.

By Belinda Hoff, consultant in SEA HEALTH & WELFARE



JENS F. BOYSEN CAPTAIN AND FROM GERMANY

Having a good, safe, and secure "mental base" at home is essential to survive mentally at sea. This means good communication platforms (e-mail, Internet, WhatsApp, etc.) are very important.

Furthermore, a good crew and close relations with the people onboard you work with and depend so much on is

likewise important so you can release your mind or learn new things.

I take as many opportunities as possible to talk to the rest of the crew. Asking open questions about everything from hobbies, family or news is a good start to get some positive relationships and new inputs and learnings. A trip in the gym every week, a tour on deck or in the engine room and arranging social happenings for the crew have a positive

effect on how I am doing as an individual and how we are doing as a team. Whenever it is possible, I also force myself and others to go ashore to expand the mind after many days on board.

Mental health is depending on the social life and how you can positively contribute to it. Therefore, maintaining good relations to home and the crew is very important. It is too easy to hide onboard and being socially involved takes time – but it has as minimum the same positive effect on you as good food or physical exercise. I furthermore believe that being informed, knowing what is going on around you and having a sense of what is happening with those who are closest to you is stabilizing your mind as you can see approaching unpleasant situations in advance and thereby avoid at least some mental slow-downs.



**COLIN DMELLO
CHIEF OFFICER AND FROM INDIA**

I am a family man, and the safety of my wife, my family and close friends is paramount in the current pandemic situation. I am happy that they have the option of working from home and knowing that they are safe is a big relief for me. That feeling of being helpless and halfway across the globe when your family needs you, can have adverse effects on your mental well-being onboard.

I stay connected with my family and friends via social media or personal messages. We humans are social beings after all and

it's important to stay that way even when the world is in a lockdown, even if it means going digital. Also, a nice movie on a weekly off day coupled with some extra hours of rest really recharges me.

I would recommend all to limit their exposure to all media intake. It doesn't mean that you shouldn't read news or stay informed but open the news app maybe once or twice a day. The amount of negative news, fake news and COVID-19 coverage can drive you nuts. Don't be afraid to open up to someone if there is an issue which bothers you. It could be work related or a personal issue that is going on back home. Sharing your feelings, doesn't make you less of a man. It will eventually reflect on your mental health whether you realize it or not. Of course the cultural difference sometimes doesn't make it easy to share your problems with someone but give it a shot and you will see the difference.

Last, but not the least. Always have something to look forward to. A dream, an ambition, a prayer or it could be as simple as that movie on your off day. Something that keeps you motivated and fit for the challenges that are coming your way.



**DANGIL T. TENAJEROS
ORDINARY SEAMAN AND FROM
THE PHILIPPINES**

To stay mentally fit, avoid negativity! It comes in the form of negative people, negative newsfeeds, negative ideas and negative routines. They are timewasters and a complete waste of mental energy. Secondly, books! I read non-fiction books.

I always sign on with one or two books, that caters to managing and boosting inner potential. Usually it tackles correct attitudes and mind setting and/or dealing with people. You can always find gold in books.

Thirdly, the GYM! The physical power can also boost the mental power. Hitting the punching bag for 1 round (3 minutes) is almost equivalent to 15-17 minutes on the treadmill. If you mix it up with kicks and jumping drills, this circuit-training literally takes the wind out of you.

Try to avoid your usual routines, make new ones! With the pandemic rampaging the globe and contracts exponentially prolonged, it is always a good idea to do things in a new way! Find something you have planned to do before that you can do now.

Secondly, track your progress! I always have a journal wherein I dot-down everything like the list of things to buy when I sign-off, to-do-lists, my salary flow that I always update, the next country I want to visit or even quotes and proverbs that can inspire me to keep moving forward. Things that MOTIVATE you will always be your driving force and keeps you preoccupied.

Thirdly, continue learning. It could be reading files, manuals and books for your next promotion or a business venture you are planning to engage in. Do not stop watering your brain tree.

Lastly, take action! Do not waste your time overthinking things you can't control (like the weather: too hot in the Middle East or too cold in Europe or the extension of your contract due to the global pandemic). Do not let a situation stress you out. Situations can change in an instant, dealing with it is the best approach.

Remember you can contact Belinda, for assistance in Brielle/Port of Rotterdam via mobile no: +31(0)620406860 or via mail rotterdam@shw.dk.



Junior engineer threw 15 kilos overboard with new healthy habits

Kasper Hald Petersen lost 15 kilos in 12 weeks on chemical tanker LESSOW SWAN by setting specific training goals, limiting his food intake, and teaming up with the ship's captain.

Read Kasper's account of making daily choices towards a healthier life at sea.

By Kasper Hald Petersen

"I used to work as an electrician and was a conscript in the logistic regiment, where I would be on my feet every day. After I started my engineering studies though, my weight slowly increased as I began to spend every day sitting still. When I got home, I prioritized being a dad.

Just before leaving for my first long voyage, I gained weight. The scales showed 93 kg, and I was shocked and surprised because I had never been that heavy before. With a height of 176 cm, 93 kg in

my eyes was too much. Today, 12 weeks later, my weight is down to 77.7 kg.

I had decided before I left that I would hold back on food intake as well as sweets. I am not on any special diet on board; however, I do think about what I put on my plate.

We don't have a gym on the ship, but we do have an exercise bike in the converter room and a treadmill on the bridge. I decided that I would use the bike for around 40 minutes every day as far as possible and,

when we're in port, have a short run on the treadmill.

After a while, I started talking to the captain about our training, which we so far had done separately. I had noticed that he sometimes wore a T-shirt with the Fit4SEA logo, a competition he then introduced me to. Fit4SEA whetted my appetite for doing more training, and I decided to run a half marathon on the treadmill before signing off.



Kasper teaming up with the ship's captain doing 'dips' and exercises with dumbbells: "We did not have a training stand for dips or chest-raise, so the chief engineer and I built one."

The current deal with the captain is that we work out on the bridge deck every other day if the weather permits and if the ship doesn't roll too much. On the days we don't do weight training together, we cycle or run individually, but we still talk about our daily goals and results. The captain has been weight training a little longer than me, and this helps to motivate both of us, as he always pushes himself to be one step ahead and me to reach the same level. I find the extra energy needed to get through an exercise. If I work out alone, I am easily

inclined to say to myself: "that's enough for now." This does not happen here though because you don't want to lose face with your captain.

When the training is over, the relief and feeling is fantastic, and we always finish up with a high five and the words "well done" and "thank you". When we work out together, I forget that I am 'only' a junior engineer and he is captain. For now, work is placed in the background and the focus is only on exercise."

Fit4SEA

Join Kasper and captain on LESSOW SWAN in the Fit4SEA competition. Check out www.shw.dk/motions-konkurrence

Kasper is a junior engineer on board LESSOW SWAN, a Unitankers chemical tanker with 15 crew members. Read more stories from Kasper and other seafarers on www.shw.dk/nyheder

SEA HEALTH & WELFARE PROVIDES PSYCHOLOGICAL COUNSELLING DURING THE CORONA CRISIS

The corona crisis has great consequences for seafarers. We know that many of you are experiencing extraordinary mental pressure during this period. The working days are long, the working conditions are challenging, and the uncertainty is great. On many vessels, crew change is postponed, no one knows when the situation is normalized, and many will feel the absence of friends and family – more than usual.

We at SEA HEALTH & WELFARE consider it our natural obligation to help you in this challenging situation. Therefore, we are expanding our 'Helpline for seafarers' to include psychological counselling for challenges that have arisen during the Corona crisis.

We offer counselling to the individual who may experience personal difficulties, as well as, to the ship's manager who may need to handle challenges that employees can experience during a difficult time.

It is important to emphasize that the above is to be regarded as an additional offer for you. We still recommend that you reach out to your management, colleagues, HR department, etc.

Seafarers can contact 'Helpline for seafarers' on +45 6015 5824 (call or send SMS) or write to helpline@shw.dk. Shortly after, we will arrange counselling either by mail, telephone, or skype on your request. Counselling can be arranged for all hours of the day.

Thereby, we ensure that, regardless of location and time zones, you can get in touch with us. You can contact us anonymously.

GOOD ADVICE DURING THE CORONA CRISIS

To find advice on how to handle challenges that may arise during the corona crisis, we encourage you to visit our webpage www.shw.dk.

You can also download posters on hygiene and find inspiration to social activities while at sea.

USE OF SALT TABLETS WHEN SAILING IN WARM CLIMATES

DEAR ANNE

Our young 4th engineer raised the question, "what is it with these salt tablets?" during our 10-o'clock-coffee while discussing miner's cramp and the symptoms of salt deficiency.

On his last vessel, he had worked under very warm weather conditions and had, in fact, experienced the symptoms we described. He had thought that it was normal when it was hot and had not been recommended salt tablets.

What are the expert's recommendations?

Best regards
Mike, Chief engineer

DEAR MIKE

Salt is best and easiest consumed as regular table salt. Salt tablets that once was widely used, have been completely abandoned. That is because the tablets stay in the stomach for a long time, where it will absorb a lot of water and will give cause for stomach trouble.

If you eat a regular, balanced diet, and perhaps sprinkle a little extra salt on your meals you should be able to cover your salt needs when sailing in warm climates.

Best regards
Anne Ries
Senior Consultant in SEA HEALTH & WELFARE

"EVEN MILES APART WE STAND TOGETHER"

Every day, seafarers from all over the world share pictures on social media expressing optimism, smiles and team spirit in a challenging time for many crew members. Thank you so much for sharing with us!

Would you like to share your pictures?

Tag us on Facebook or Instagram with #shwsocial or send your pictures to atsea@shw.dk



13

QUESTIONS ON SAFETY HELMET USE

What must I consider to get the best possible protection for my head? Here, we have put together 13 questions and answers to help you safely on your way.

By Ester Ørum, consultant at SEA HEALTH & WELFARE



1. WHEN MUST I WEAR A SAFETY HELMET?

You must wear a safety helmet if there is a risk of your head being injured by:

- Material, tools, or other things that can fall or crash down
- Objects that project or heavy materials or equipment that hang or swing
- Electrical cables that are not insulated
- Narrow work areas that make it difficult to move without hitting against something



2. HOW DO I CHOOSE THE RIGHT SAFETY HELMET FOR THE JOB?

When you are choosing a safety helmet, you must ask yourself the following three questions:

- What task must be done?
- What do the workplace and its surroundings look like?
- Who will use the helmet?

The work environment is also important for your choice of safety helmet, for instance:

- An electrician's safety helmet must be able to withstand electricity from non-insulated cables.
- In situations where there is a risk of your head getting stuck, the helmet must secure against this.
- When working in cold weather, there must be room for a warm winter cap underneath the helmet, or it must be provided with cold weather liner or cover.
- While working under windy conditions, the helmet must have a chin strap.
- In work situations with noise, dust, or risk of inhaling dangerous substances, either there must be the option of mounting hearing, eye, or respiratory protection on the helmet or other protective equipment being used along with it.

It is therefore important that you go through the vessel's risk assessments prior to each work task before choosing a safety helmet.

REMEMBER: when you have decided on **WHERE** and **HOW** the work will be done, it is important to remember **WHO** will be doing the job. As head sizes vary, the safety helmet must, of course, fit the head.

3. HOW CAN I CHECK IF MY SAFETY HELMET IS CERTIFIED?

All safety helmets must be certified according to EN 397 and the CE mark. Certified helmets must also have the following markings:

- The CE mark
- EN 397 (standard number)
- The manufacturer's name or emblem/logo
- Year and quarter of production (possibly also the month)
- Type of safety helmet – found on both the outer shell and the inside
- Size in centimeters – found on both the outer shell and the inside

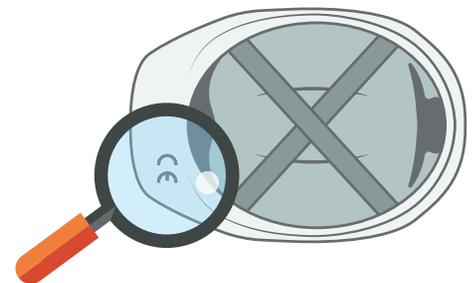


It is the employer's responsibility to supply its employees with a suitable safety helmet.

4. WHAT DO THE DIFFERENT LABELS IN MY SAFETY HELMET MEAN?

The following labels can be found in the safety helmet if it meets test standards:

- 20°C** = Resistant to cold down to - 20°C
- 30°C** = Resistant to cold down to - 30°C
- +150°C** = Resistant to heat up to + 150°C
- LD** = Meets the requirements in relation to lateral deformation
- MM** = Withstands spatter of melted metal
- 440 V ac** = Electrical isolating



5. DOES THE SAFETY HELMET'S COLOR MATTER?

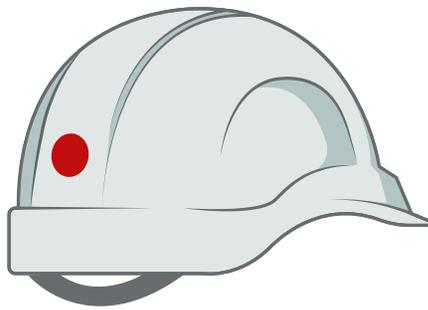
In most cases, the color of the safety helmet does not matter. There are, however, some people who must be more visible than others at work. Why these people must wear an easy recognizable and visible colour helmet. For instance, those involved in crane operations. In such situations, slingers must wear a visible safety helmet so that the crane operator easily can see them. ▶





6. WHY DO SOME SAFETY HELMETS HAVE A RED DOT?

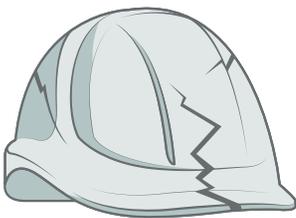
On some safety helmets, you will find a red dot on the outer shell. This indicates the helmet's UV-protection. The more UV radiation the helmet is exposed to the fainter the red color of the dot. When the red dot is completely faded, the helmet has lost its UV protection, which means it is time to replace it.



8. HOW DO I ADJUST MY SAFETY HELMET?

When you choose a safety helmet, it is important to remember that it should be adjusted in a way that, both with and without a chin strap, it stays on when you move your head. The helmet must therefore be adjustable in both size of circumference and space between the top of the head and the helmet.

The distance between the top of the head and the underside of the helmet must be a minimum of 25 mm and a maximum of 50 mm to protect against impact. Furthermore, the distance between the outer shell of the helmet and the sweatband should be no less than 5 mm all the way around. The chin strap should also be adjustable.



7. HOW DO I TAKE CARE OF MY SAFETY HELMET?

Your safety helmet must be intact and clean. It is therefore important that you regularly check it for cracks, chinks, and wear and tear as well as other defects. If the helmet has cracks or has been exposed to a strong impact, it must be discarded. It is also important that you clean your helmet if you have been sweating in it or if it is dirty. You can do this with up to 45° water and with suitable cleaning substances such as soap.



9. HOW OFTEN SHOULD MY SAFETY HELMET BE REPLACED?

Your safety helmet has a lifespan of five years from its date of production. There are, however, conditions under which the helmet must be replaced sooner. The manufacturer, for example, can stock the helmets for up to three years after the production date, which means your helmet must already be replaced after two years of use.

Your safety helmet should always be kept in a dry place, away from direct sunlight.

10. WHAT INFLUENCES THE LIFESPAN OF A SAFETY HELMET?

While the material from which a safety helmet is made is affected by cold, heat, strong light, humidity and sweat, there are three particular factors that you should pay extra attention to as these may be cause for early replacement:

- Chemicals. The helmet must not be exposed to chemicals such as paint or solvents. These degrade the strength of the helmet's outer shell and will thereby not provide the same protection. When the helmet has been exposed to chemicals, the shiny, bright surface turns dull in color. When this happens, the helmet must be replaced.
- The sun's radiation. If you use the helmet outside, it is exposed to the sun's UV radiation, which reduces its protection more quickly than with indoor use. With outdoor use, it is recommended that the helmet is replaced every three years.
- Blows. You must replace a helmet that has been exposed to a strong blow, pressure, squeeze or fall from heights, even if there is no visible damage. A damaged helmet never provides enough protection.

It is NOT a good idea to write with markers or put non-approved stickers on the safety helmet as it reduces its lifespan.

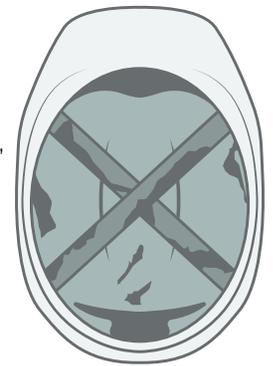
11. HOW OFTEN MUST MY SAFETY HELMET'S UPHOLSTERY BE CHANGED?

Upholstery is an important part of the safety helmet, seeing that it has an energy-absorbing function in case of a hard impact. The upholstery should be replaced more often than the helmet itself as it is exposed to sweat, dust, and heat, which undermines the material more quickly. You should regularly check the upholstery for wear and tear. If there are signs of wear and tear or defects, replace it. If you are in doubt, you should replace the upholstery.

Remember to always follow the manufacturer's guidelines when changing the upholstery.

12. CAN I KEEP MY SAFETY HELMET'S UPHOLSTERY IF OTHER PEOPLE ARE TO USE THE HELMET?

A safety helmet is personal protective equipment and, for reasons of hygiene, upholstery should be changed if another person is to use the helmet. However, it is not necessary in cases of temporary use.



13. WHAT IS A VISITOR'S HELMET?

A visitor's helmet can also be called a 'hard hat', 'safety cap' or 'bump cap'. They are all similar however in the fact that they are NOT safety helmets and do not provide the same level of protection for your head. A visitor's helmet only protects against damage that occurs when you hit a fixed object or a sharp edge. It gives no protection against falling or moving objects. A visitor's helmet can only be used:

- Where the safety helmet is NOT mandatory
- Where there is NO danger of falling objects but still a danger of hitting the head

You can tell a visitor's helmet by the Standard EN 812 certification marking and the warning label that reads: "This is not an industrial safety helmet".

Read more about safety helmets here
Order no. 1246 of 11 December 2009 on Notice A from the Danish Maritime Authority, technical regulation on occupational health in ships, cap. VII sec A "use of PPE" and AT Guidance D.5.7 Safety helmet from March 2007.



Recipe shared by *ESVAGT INNOVATOR* Kenni Vilstrup

BEST BROWNIE IN THE WORLD

with strawberry coulis and vanilla ice cream

BROWNIE:

100 g melted chocolate
100 g chopped chocolate
600 g of sugar
400 g of butter
5 eggs
225 g of flour
75 g of chopped walnuts
2,5 teaspoons of vanilla powder

ICING:

2 dl of full fat cream
100 g of chocolate

METHOD

Preheat the oven to 350°F (180°C)

In a large bowl, mix the butter and sugar with an electric hand mixer, then beat in the eggs and vanilla for 1-2 minutes, until the mixture becomes fluffy and light in color.

Whisk in the melted chocolate (make sure it's not too hot or else the eggs will cook), then sift in the flour and cocoa powder.

Fold to incorporate the dry ingredients, being careful not to overmix as this will cause the brownies to be more cake-like in texture.

Fold in the chocolate chunks and chopped walnuts, then transfer the batter to your baking dish.

Bake for 30-40 minutes, depending on your oven and how fudgy you like your brownies, then cool completely.

Icing: Put cream to a boil and pour over the chopped chocolate and whisk to a creamy consistency. Cool down and place on top of brownie.

Serve with vanilla ice cream and berries

HOMEMADE CHOCOLATE ICE CREAM

10 servings

- 2 dl pasteurized egg yolks
- 1,2 l whipping cream
- 150 g sugar
- 1 vanilla pod
- 150 g marzipan or almonds, chopped
- 150 g chocolate, chopped
- 150 g melted chocolate

METHOD

1. Whip egg yolks, sugar and vanilla seeds together until it becomes white and the sugar is dissolved.
 2. Whip the cream lightly and pour half of it in the egg yolk mixture.
 3. Chop chocolate and almonds and, along with the melted chocolate, pour it into the rest of the whipped cream.
 4. Fold the two mixtures gently together.
- The ice cream can be frozen in tinfoil forms. You will get the best result if you stir the ice cream during the freezing process, that way you avoid it crystalizes.

Recipe shared by chief cook on VUOKSI MAERSK, Anders Hjarsø



RASPBERRY SWISS ROLL (ROULADE)

- 225 g sugar
- 1 teaspoon of vanilla essence
- 150 g flour
- 1 teaspoon baking powder
- 200-300 ml whipping cream
- Raspberry jam
- Caster sugar
- Fresh raspberries

METHOD

1. Preheat the oven to 170° (hot air). Line a 23x33 cm/9x13 swiss roll tin with baking paper.
2. Mix the eggs and sugar together in a bowl. Whisk it until it becomes very pale, fluffy and thickened.
3. Sift in the flour and baking powder and fold it in carefully. Pour the mix in the lined tin and even it out with a spatula.
4. Bake for 10-12 minutes, or until it is just firm to the touch.
5. Place a sheet of baking paper, slightly bigger than the tin, onto the work surface and dust it with caster sugar.
6. Flip the sponge out onto the baking paper, and peel off the paper that sticks to the bottom of the sponge. Set it aside to cool.
7. Pour the whipping cream and vanilla essence into a large bowl. Whip it to soft peaks.
8. Spread the jam out on the sponge, leave a 2 cm/1-inch gap around the edges. Spread out the whipped cream on top of the jam, again leaving a gap at the edges. Sprinkle fresh raspberries over the whipped cream.
9. Start from the longest side of the sponge and, using the baking paper underneath, roll up the sponge with filling quite tightly. Make sure the filling stays inside!
10. Roll the sponge off the baking paper. Dust it with extra caster sugar and cut it into slices.

Recipe shared by chief cook on ESVAGT CHRISTINA, Andrezej Perlinski.



NEW BOOKS AT THE LIBRARY

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

Send your e-mail to bibliotek@shw.dk



NEW – ELECTRONIC BOOKS NOW AT THE SEAFARER'S LIBRARY!

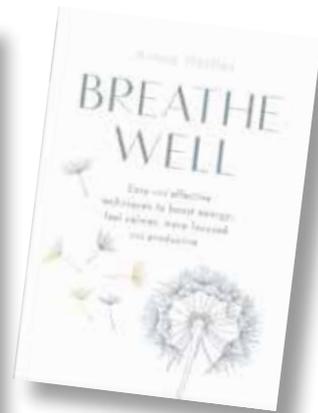
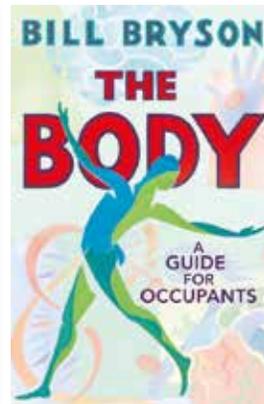
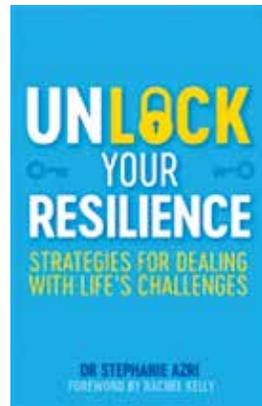
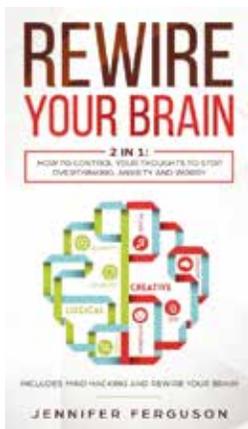
The Seafarers' Library now offers electronic books and audiobooks to all seafarers on board Danish flagged ships regardless of nationality.

You find the books in the app Libby. When you have installed the app and created a user 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 Seafarer's Library's homepage (www.sbib.dk) and find the library by searching for: The Seafarers' Library.

You can also contact the library directly for more information, questions, comments or if you would like to recommend a book for us to buy, please write to bibliotek@shw.dk.





New books at the library

You can borrow all kinds of books from the library. When you send a request for new books to the library or to one of our depots in stations and churches all over the world, we mix the different titles, genres and subjects the best we can, and we hope that there is a book you like to read when the box of books arrive at your ship. Please send an email to bibliotek@shw.dk if you would like a new box of books for your ship library.

Rewire Your Brain: 2 in 1: How to Control Your Thoughts to Stop Overthinking, Anxiety and Worry

Jennifer Ferguson

Are you tired of climbing and clawing your way through the mountainous terrain of life? This book offers ways to help you kick your old negative mental habits to the curb and help you replace them with alternatives that are much more likely to help you get to where you want to be in the long-term.

Unlock your Resilience : Strategies for Dealing with Life's Challenges

Stephanie Azri

Resilience has never been more important in helping us navigate the stresses and adversity of modern life. The best thing about resilience? It is a skill that you can

develop at any age. This book lays out 12 key skills that give you everything you need to unlock and develop your resilience, from self-esteem and self-care to emotional regulation and stress management. Each chapter supports skill development and includes exercises, activities and discussion topics as well as case studies from people who have used the program to improve their lives.

“We spend our whole lives in one body and yet most of us have practically no idea how it works and what goes on inside it.”

From the book 'The Body
– A Guide for Occupants' by Bill Bryson

The Body – A Guide for Occupants

Bill Bryson

“We spend our whole lives in one body and yet most of us have practically no

idea how it works and what goes on inside it. The idea of the book is simply to try to understand the extraordinary contraption that is us,” says Bill Bryson who in this book sets off to explore the human body, how it functions and its remarkable ability to heal itself. The book is full of extraordinary facts and astonishing stories and it is a brilliant, often very funny attempt to understand the miracle of our physical and neurological make up.

“What I learned is that we are infinitely more complex and wondrous, and often more mysterious, than I had ever suspected. There really is no story more amazing than the story of us” the author also states.

Breathe Well : easy and effective exercises to boost energy, feel calmer more focused and productive

Aimee Hartley

This book is introducing breath basics and detailing why breathing properly is so important for health and wellbeing. The exercises shown are designed to fit into your life - from 2 minutes in the shower to 5 minutes during working hours.

They are simple and practical and easy to fit into a busy day.



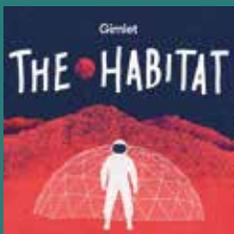
THE MENTAL HEALTH FOUNDATION

is UK's leading charity for everyone's mental health. Their main target is to prevent mental health problems before they happen so people and communities can thrive. On their homepage you can find some interesting podcasts rounding

different topics related to mental health like depression, stress, anxiety, mindfulness, suicide, and the impact that sleep, good relationships, nutrition and exercise have on the mental health and a lot more.

Perhaps start with episodes such as "Four men talk about mental health", "Mental ill health prevention: the whats, why and how?" and "Exercise and mental health".

<https://www.mentalhealth.org.uk/podcasts-and-videos/listing>



THE HABITAT

tells the true story of a fake planet. In January 2017, Nasa placed six people inside a dome on a remote mountain in Hawaii. And then the space agency left them there. For an entire year.

The Habitat follows six imitation astronauts taking part in an experiment designed to test how real astronauts would survive in cramped quarters during a long and lonely mission to Mars. The result is a striking documentary series that's part Big Brother and part The Martian, told through interviews and audio diaries.

<https://gimletmedia.com/shows/the-habitat>



GLADIATOR

is the tragic story of NFL star Aaron Hernandez who had just signed a multi-million contract with the New England Patriots, the most successful team in the NFL, when he murdered his friend Odin Lloyd. Once arrested, it soon became clear his crime was just the grim end to years of deviant behavior seemingly enabled by his status as a star player.

Through documents and audio recordings, some never before made public, and interviews with key people who have never before spoken, the Globe's Spotlight Team has compiled the story of a profoundly troubled young man and the ugly underside of America's most popular sport.

<https://apps.bostonglobe.com/spotlight/gladiator/>