



TRANSNYTT

**Food &
health**

care | involvement | innovation | performance

Reasons for being optimistic

We experience improvements in nearly all our markets, and we see that some optimism is returning to the shipping industry. The worst shipping crisis in decades are hopefully about to end, and it seems like we are heading towards better times.

For Seatrans the last two years have been challenging and though, but we have managed fairly well under the circumstances and are still a healthy and sound company. That being said any improvements are heartily welcomed. The offshore segment has been the most difficult for Seatrans during the last year with very limited utilization of our two vessels. Here things are moving, and the Ohm Leader is presently working in India and has more work planned in the Far East. After a slow 2nd half of last year in the chemical sector, we see improved volumes and increased activity so far in 2010. Hopefully this positive development will continue and we believe that the worst are behind us.

It will be a bumpy ride ahead with ups and downs. There is still a lot uncertainty in the markets, and we believe it will take some time before we see an overall improvement in the shipping industry. However, we believe that the underlying trend is to the better, and we are cautious optimistic on behalf of Seatrans going forward. These times might also present some very interesting opportunities...

Lars Helge Kyrjebø



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Shining vessel: Trans Fjord is in good shape and highly appreciated by the customers and inspectors who visit and inspect the ship.



The proof: Just before Easter ship owner Lars Helge Kyrkjebø visited Trans Fjord to hand over the visible items to the crew proving that they won the "Ship Of the Year" competition 2009.

Ship of the year:

Trans Fjord

"We are very pleased to announce that Trans Fjord has been awarded the SHIP OF THE YEAR prize for 2009", says ship owner Lars Helge Kyrkjebø.

The nomination committee, including ship owner Johan Hvide, QA manager Karl Johan Kleppe and Mr. Kyrkjebø, state the following as the basis for their conclusion:

- The vessel is kept in an excellent condition through good maintenance and care over many years.

- Trans Fjord has a high crew stability and is reported to have a very good and safe working environment onboard.

- Very good co-operation with the shore organisation, and very good on budget control, purchasing and economical understanding.

- Good and stable vetting results, and an excellent operational performance.

- In total a well deserved nomination, with very positive feedback from all departments within Seatrans.

"We extend our congratulations to the whole crew for their efforts in achieving this distinction", concludes Kyrkjebø.

We lift her up!

"This is a great reward for more than two years of efforts to lift Trans Fjord to the top of the class," says Captain Mario Butorac. "The crew received the prize with great enthusiasm. It is a great motivation for us to continue improving our ship," he says.

Trans Fjord was on her way to Sardinia when Transnytt called. From Sardinia, she will set course for Rotterdam, as she has done many times before.

"I would like to point out that both crew shifts have common ideals and aims for Trans Fjord. We have the same way of thinking on how we do things and what we can do to improve. We therefore have to include Master Anton Mavsar and his team in the total crew responsible for the focus on maintenance, budgeting, vetting and all



"I'm really proud to be Master of this vessel," says Captain Mario Butorac, and sends his greeting to his fellow Captain, Anton Mavsar.

the other aspects which has won us this award for Trans Fjord." "Last year, we were confident that we had got Trans Fjord to shine, and we really appreciate that our masters on shore have seen that our work has been successful. Winning the "Ship of the year" award is a real motivation for us. We are now ready for new targets. We can never stop competing because others may pass us by and get on top. We plan to stay at the top of the class and act as a role model for others," says Mario Butorac with his winning smile.



Evaluating the experiences: -The Seatrans Management takes the food supply very seriously and is eager on communicating with us, and that is paramount for us, says Derrick Samms (to the left). Leif Larsen (in the middle) and Tom Breistein agree.

Making the cook a hero and promoting healthy food

-Please sign here, says Derrick Samms, the Owner and Managing Director of Garrets International Ltd. And Technical Director in Seatrans; Leif Larsen did.

-The co-operation between us the last two years has convinced us that this is a best way to balance healthy food, effective logistics and cost control in the field of food supply to our vessels, Larsen says.

Garrets a leading Marine Catering Management Company has been providing various on-board catering services to ship owners and ship managers since 1991. From a somewhat tricky debut that was terminated in the late 90's, the new relation established in 2008 between Seatrans and Garrets has proved to be very effective and efficient. -We have learnt a lot, says Derrick Samms. -Now we have the responsibility for more than 600 ships on all continents, and we are negotiating with ship

owners with some 100 vessels in their fleet. This gives us a considerable strength when negotiating with the ship suppliers in all leading ports the ships to our clients visits regularly.

Support

Derrick Samms underlines the importance of close communication with the ship. -We help the cook and the captain with updating their stocks and guide them if necessary to improve



All you need: This is the team by Garrets that secures the food supply for the Seatrans vessels: (from left) Kirstie Leonard, Paul Kelly, Emma Howels and Paul Westerman.



Ideas: To promote healthy food and dishes Garrets supplies the ships with relevant information. Garrets also participate on courses and seminars for both ship management and the cooks.

their purchase. Leif Larsen agrees: -One important improvement we have observed is the reduced volume of food that has to be discarded. A file that is out dated cannot be used. The only effect is that the company loses money. It is difficult, but through better planning and control, we can save a lot of money on reducing the amount of food that have to go to the dustbin.

Inspections on board

Garrets also provide inspections on board both to supervise the cook but also report back to the ship owners about the condition on board. Vessels are visited to ensure that safe working practices are being observed and particular attention is placed on hygiene both in the galley and elsewhere in the living rooms and regular rotation of the food in stock.

-This is very important, says Leif Larsen. -The cook is a very, very important man on board. Everyone on board is depending on him. Healthy food is fundamental, but it also requires good hygiene in the galley and living rooms on board. The reports give us good information about the condition and even give us ideas for improvements on board the actual vessel.

Menus and habits

-Our aim is not to change habits, continues Samms. -What we do is to provide the ships with quality food. But we also try to motivate the parties involved for more healthy food. Here in Britain there has been an up heated debate about palm oil. The industry uses palm oil in many products. But palm oil is not on the top of the list regarding health, but is also damages the environment. As far as possible we provide the ships with food that do not contain palm oil. This is just one example. But through information and various materials we motivate the cooks to use healthy food and preparing food in a way that takes care of the essentials in the food as good as possible.

Fact box Garrets

- Founded in 1991 and located in Romford, Essex, east of London.
- Specialising on Catering Management in the shipping industry.
- Helps by bridging the gap between ship owners/managers, their sea staff and suppliers by offering a complete catering management service.
- For a fixed daily feeding rate, contracted principals can dispense with the administration involved in the supply of food to their vessels.
- A considerable purchasing power means that Garrets can obtain good quality food at the keenest prices for all our clients, large and small.
- The company has a quality control system and also monitor stock levels on the ships.
- The company takes the responsibility to ensure that each vessel remains within budget.
- On-board paper work is kept to the minimum. As a result, Ship Owners/Managers gain the expertise of catering management professionals. Masters and crews enjoy quality food and advice on all aspects of victualling.
- Vessels are visited to ensure that safe working practices are being observed and particular attention is placed on hygiene and regular stock rotation.
- The company is an ISO certified company (ISO 9001:2008), which proves we are committed to quality.
- They received the Queen's Award for Enterprise: International Trade in 2009.



Team studying: The kitchen at Kozi Grad was a perfect arena for sharing experiences and discussing the noble art of cooking...

Pushing the menu in a healthy direction

"I try to make more healthy food, but I know that I have to be careful and not make changes too fast. That's why I enjoy meeting other cooks and the people from Garrets who inspire me to take my menus in a more healthy direction. Everyone seems to like pork and sweets, but there are plenty of other great things to eat."

It is 4 o'clock pm and the cooks taking part in the Seatrans cookery course are ready for new preparations in the hotel kitchen – not much different from a galley at sea. The chef at the hotel has made the menu for the evening meal, and now it's time to prepare it. But we managed to stop Tudoran Viorel from Trans Emerald, Trusca Doru from Trans Exeter, Dan Staruiala from Trans Iberia and Jan Coroiu from Trans Marmara for a quick talk before they entered the kitchen.

Welcome initiative for us all

"I have been sailing for more than 20 years, but it's the first time I've been invited on a course like this. I find working with Seatrans very stimulating; they really do their best for their seafarers. So I'm impressed," says Tudoran Viorel who has been one year in Seatrans. "This course is a welcome initiative for us all," adds Trusca Doru.



Yes, we can cook! The "Seatrans Culinary Team" have finished their course by serving a wonderful three course meal to the participants at the Junior Officer Course and invited guests at Kozi Rod in Poland. To the right stands the Chef at Kozi Grod, Przemyslaw Formela who guided the cooks on the kitchen and through the culinary lessons.

Exchange

"On the ship, we are alone as professionals. Here we can socialise, exchange menus, recipes and experiences. We try to make a good atmosphere on board; the way to someone's heart is through the stomach. So, if we have crew from Poland on board, we try to make some traditional Polish meals. That is what we are learning more about here," says Dan Staruiala and adds. "And making healthy food."

Inspiration

"On the first day of the course, we met in the classroom to discuss and to plan the menus. We also had very good dialogue with the two guys from Garrets. We appreciated everything they shared with us; it's only through communication we can develop. And they promised to support us with ideas - for example buying seasonal local products that add flavour, variety and healthy proteins to the menus. Before sending orders to the suppliers at the harbour, they will give us their best advice about what to buy. The chef from Scotland also gave us good ideas for menus, menu planning, and not at least developing various technologies for preparing food," Dan Staruiala informed. –Grilling, cooking but also low temperature roasting. It takes time, but we're there anyway! It's only a question of planning."

International menus

"I also use the Internet to look for new and international dishes. It is inspiring and I try to transform the dishes to what we can make on board. Garrets can be very helpful to us in this area too. So all in all this initiative was really welcome to all of us," summarised the four cooks on their way to the kitchen, preparing to feed our hearts through our stomachs. There's a saying: In Norway you eat to live. In France you live to eat. The latter is increasingly true at Seatrans. Bon appétit!



Inspiration on the menu: Tudoran Viorel from Trans Emerald, Trusca Doru from Trans Exeter, Dan Staruiala from Trans Iberia and Jan Coroiu from Trans Marmara gave top score to the initiative which brought them together to learn and exchange experiences and ideas.



We're here to help

"I gained a very good impression of the standards onboard the vessels I have visited. Good hygiene and equipment in the galleys and food storage are getting better and better," says category superintendent Andrew Brown in Garrets. We met him and his colleague Kevin Lesage who is Business Development Manager at the cooking seminar in Poland in late March. "This all came from an idea that came up during a meeting we had with Seatrans management. This is the first time we have done this, and it has been purely positive," they say. On their agenda were topics like hygiene, stock content and expiry day, menu planning and ideas about what to consider before ordering food.

"I think this course has shown the importance of developing communications between the cooks at sea and us at Garrets. When we're visiting the vessels, we only have short time. Here we can discuss issues in a relaxing atmosphere and without time pressure. Not least, we get a whole lot of ideas from the cooks, so we found this very advantageous. We spend time both on the vessels and here to help the cooks succeed. And maybe we can provide them with some ideas to increase awareness of certain topics." The chef is an important man on board? "Yes, probably the most important man on board. On one vessel I visited, the cook not only baked bread daily, he also made cookies now and then. He was next to God on the vessel, I can tell you!"

New distribution of responsibility:

A leaner HR department

The restructuring process within the HR department continues this spring with an even tighter integration of all crewing offices. By these changes we aim to better exploit all parts of our crewing organisation and competence.

"Due to a natural development and reduced capacity in the Crew Management department in Bergen, we needed to rethink our organisational plan", says HR Director Atle Sommer. "We had a very effective meeting mid February this year where we discussed and decided upon a re-distribution of tasks and responsibilities in the crewing organisation. Even though we will have a reduced organisation we fully intend to maintain our existing style and quality, and even within some areas achieve improvements. For instance within career planning and co-ordination"

There are many tasks to share and many needs to be met in the HR-field in Seatrans. By a tighter integration of all offices and a better use of the organisation the aim is to serve both Seatrans and the seafarers even better in the future. Here are some of the most visible changes that have taken place.

Courses and Seagull

The office in Poland will be responsible for co-ordinating the courses in Seatrans. This includes the planning and conduct of training and courses as defined in the Training Matrix. Additionally, the office will take care of relationships with third-party course providers. "The role as course co-ordinator demands close co-operation and a good flow of information throughout all parts of our organisation", adds Mr. Sommer. The office in Poland will also take on responsibility for Seagull. This includes follow-up of training in line with the Training Matrix as well as system development and the customer relationships.

Career Co-ordinator

The main aim of Career Co-ordination is to increase the quality of our career development efforts. Romania is to take responsibility as Career Co-ordinator for the Deck department. Poland will take on responsibility as Career Co-ordinator for the engine department. "This responsibility includes keeping and sharing an overview of where our employees are in the line of development. The Co-ordinator is responsible for always keeping an updated, evaluated and quality checked career list within the respective department", Sommer explains. "The Co-ordinator carries out continuous assessments of our 'production' of Officers, and recommends adjustments as necessary. This has to be done in close coordination with Crew Managers."

Administrative tasks

"Several administrative tasks are also being decentralised from Bergen to our regional offices around Europe. This strengthens the role of these offices as crew co-ordinators and single points of contact for their respective ships (crew changes, rotation planning, etc). All offices now perform cross-nation crew management," concludes Atle Sommer.

Crew Managers

As of 1 May we will reduce from three down to two Crew Managers. This is possible as a result of the above described re-distribution of tasks. The Crew Managers remain having the overall responsibility for their respective ships, but will also be responsible for the overall crewing processes.



Taking care of 550 persons:

Healthcare for the seafarers and their families

Health is fundamental for everyone. Health care is a challenge for many. Polish seafarers are not included in the ordinary Polish health care and social security schemes. But due to Seatrans, both the seafarers and their families are provided with the best service possible in Poland.

"All our around 200 Polish seafarers are guaranteed the best medical service available through an agreement with Medica Polska," explains HR Manager in Poland, Piotr Masny. "And not only the seafarers, but also their families. Wherever they are, 24 hours a day, they can call a medical helpline to get in contact with Medica Polska. And they will help them. This means that some 550 persons can get help and advice if they need medical assistance. And they do: in an average month, some xx calls are taken from our seafarers and their families. Moreover: our seafarers know that when they are at sea, their families will get the best medical service and care that can be provided. This eases the worry of anything happening to their dearest at home."

Nationwide

The scheme started in the year 2000 when "Maritime Family Protection" was founded. Today Medica Polska is the leading private provider of medical assistance all over Poland. At the

call centre in Gdynia, some 75 operators provide an excellent service for around 70,000 clients who need a doctor to their home or an emergency ambulance. They have agreements with 1,200 medical services all over Poland, and can send their clients to a number of hospitals with state-of-the-art equipment and professionals.

Maritime service

"However, in Gdynia we have the only medical centre we run ourselves: The Maritime Medical Centre in Gdynia where we provide seafarers with necessary certificates and keep journals of everyone going to sea", director Zbigniew Paluch in Medica Polska explains. "There are some 20,000 seafarers in Poland and we provide medical care for all of them. At home we can route them to all kinds of services in the field, emergency, first line clinics for primary care, all medical specialists and surgery at hospital."



Isn't she lovely: Graham Birch, head of sales for Concateno's Maritime sector and Graham Sievers, Director of Public Relations and Marketing looks on at an automatic robotic analyser behind the security window.

Testing on benzene: When a negative answer is positive



Benzene is a nasty chemical that can cause severe damage to humans. Safety precautions are of fundamental importance whenever dealing with benzene. No one shall be exposed to it, and to be sure no one is, Seatrans has appointed Concateno a British based and well experienced chemical, drug and alcohol testing provider with 20 years' experience in the maritime industry, to conduct testing of selected crew in the Seatrans Chemical fleet.

Benzene (see the fact box) is very easily spread by air. Over the years Seatrans has implemented a number of procedures and installations to ensure that benzene is contained to prevent crew members – and others – inhaling it. Seatrans offers transportation of benzene as part of its services. That means that the chemical is ‘there’, but handled correctly there is no danger for being exposed to it. To ensure this Concateno has developed a test kit for the ships that measures people’s levels of exposure to benzene.

“The advantage of this test is its simplicity. All you need is in one easy-to-use plastic container. A small amount of urine is required in the vials provided, with all the necessary bio-packaging for ready dispatch to the laboratory. Analysis takes a few hours and the results can be faxed or emailed within two days of receipt,” says Graham Birch, head of sales for Concateno’s Maritime sector.

“Our network of staff across all the major shipping routes and international petrochemical locations, along with the self-test kits, allows companies to benefit from easy access to this top-rated benzene exposure biomonitoring service.”

Erik Mohn, crew manager at Seatrans, says “the health and safety of our employees is paramount and we must ensure that every sensible precaution is taken to avoid risks. Without the services of Concateno’s biomonitoring testing, risks of benzene exposure are invisible and impossible to identify. This new procedure allows us to rapidly screen at-risk individuals to ensure our operations are safe. Benzene monitoring onboard our vessels will enhance our strict health and safety procedures and help to confirm the effectiveness of our safety procedures.”

Seatrans will now develop a regime for the on board testing, such as distribution of test kits, starting to test on a randomized basis to get more experience and establish a base line for the actual personnel. All of us have some benzene in the body and the concentration varies. Because of this it is necessary to find each one’s individual “ground zero”. A second test (or later tests) will be compared to the first and later tests. A “negative” answer means that there is no change of the benzene concentration in the body. If the answer is positive in most circumstances this does not mean harmful exposure, but the test will be followed up with an individual. And of course an investigation of possible leakages of benzene in the person’s working environment will take place if the test is taken after working on board. There is a time limit here, because any unexpected benzene dose will leave the body within 24 to 48 hours. If a member of the crew joins Seatrans after been working on other chemical tankers, a test can be conducted to ensure that the sailor not has been over-exposed to benzene before the arrival at the Seatrans ship.



Automated: All testing are being done by computer managed laboratory robots. But the results are being screened by highly skilled personnel.

Fact box

- Benzene is a chemical that is a colorless or light yellow liquid at room temperature. It has a sweet odor and is highly flammable.
- Benzene evaporates into the air very quickly. Its vapor is heavier than air and may sink into low-lying areas.
- Benzene dissolves only slightly in water and will float on top of water.

Benzene is a chemical that is commonly used in industrial and manufacturing processes, but it is highly toxic and can cause a range of diseases including cancer, and can affect human DNA. Long-term low level exposure can lead to serious health problems such as leukaemia, however, even short-term exposure to low levels can be irritating to eyes, cause drowsiness, dizziness, rapid heart rate, headaches, tremors, confusion and in some cases unconsciousness. Exposure to high concentrations can result in death. It is mostly ingested into the body by inhalation, but can also be absorbed through the skin.



Alf Magne Horneland

Maritime medical centre:

Always a doctor available for consultation

- But still important to take preventive action to avoid illness, say experts

Have you experienced problems trying to contact a doctor? Go to sea and ring Radio Medico in Bergen. You will get an immediate response – 24 hours a day, all year round. An equivalent service should be available in all countries with a coastline. This is good to know in case something happens.

Norway has offered this type of service based on radio contact since as early as 1948. In 1958 an international agreement was signed and in 2010 maritime medical services are better than ever. Consultations are even free of charge. However, the director of the Norwegian Centre for Maritime Medicine at Haukeland University Hospital (Helse Bergen), Alf Magne Horneland, together with the Centre's deputy director and research director, Arne Johan Ulven, would like to develop the service still further.

Diagnosis by satellite

–Satellite-based broadband technology paves the way for even better medical supervision on board. With a video camera and direct broadcasting – similar to Skype but of higher quality – we can offer even better and more reliable diagnoses, explains Ulven.

–The technology is already there, but improvements need to be made to its user friendliness and to the capacity of the satellite connection to most of the vessels. The equipment will also be able to be used for purposes other than purely medical ones, such as discussions between ship and shore regarding technical difficulties and operational problems, adds the experienced specialist in occupational medicine. –Better capacity in satellite communication will also make it possible for the increasing number of seafarers – both young and old – who use Twitter and Facebook to maintain contact with their shore-based social networks. An investigation in Cardiff showed that a large proportion of maritime students gave up after their first period at sea because they “discovered” that they could not send text messages or keep in contact with friends via social media while they were on board. This will help to combat the sense of loneliness and isolation that many find difficult when they are away from home.

Diet

Horneland also places great emphasis on taking preventive action to avoid health problems among seafarers. –It is extremely important to be aware of one’s diet – both on shore and at sea. A long-term study of 70 000 individuals in the USA showed that 30% had a BMI (Body Mass Index) of over 30. This phenomenon can also be seen in other countries, including Norway where seafarers are required to have a BMI of less than 35 in order to receive their approved health certificate. It is unlikely that people with a BMI of 35 or over are in good health, but we are constantly receiving applications from doctors at sea to make exceptions to this rule. There is no doubt, however, that those who are that overweight have a significantly higher risk of suffering from circulatory problems associated with the heart; including high blood pressure, high blood sugar levels and high cholesterol. The risk curve rises sharply after crossing the BMI limit of 35. Lifestyle illnesses represent an increasing problem that we have to do something about, and they can have serious consequences for seafarers, who in the worst case will not be hired, says Horneland.

Fatigue

Another topic often encountered by Horneland and his colleagues relates to seafarers’ problems resulting from lack of sleep. –This is a particular problem on coastal sailings or on vessels with short routes that allow little time between loading and unloading. Lack of sleep is not generally a problem for long-distance vessels. “Lean manning” is necessary in order to keep costs competitive. The disadvantage is that it can be difficult to organise duty shifts if a large number of demanding tasks need to be performed within a short space of time. When this is the case, everyone has to take responsibility, including crew members, officers, the shipping company and even the customers who want quick delivery. Mostly, the importance of a safe delivery will be the deciding factor, so that the crew are able to adhere to legal rest requirements and the risk of a tired crew making unnecessary mistakes and jeopardising safety is avoided, says Horneland.



Arne Johan Ulven

My boat is so small – and the ocean is so vast

| Out of reach of: | Long time lapse before hospital treatment: |
|------------------|---|
| - ambulance | - more conservative treatment |
| - helicopter | - the right treatment on shore can be the wrong one at sea |
| - fibre cable | - the wrong treatment on shore can be the right one at sea |

- over 50 000 employees sailing under a Norwegian flag
- on an ocean that is 1 100 bigger than Norway
- Is this Norway’s biggest health district?

Facts about

The Norwegian Centre
for Maritime Medicine



NORSK SENTER FOR
MARITIM MEDISIN

- registering occurrences of illness and accidents at sea
- collecting and communicating knowledge about maritime medicine
- educating seafarers and shipping companies and training maritime personnel
- initiating and implementing research
- operating Radio Medico in Norway
- maintaining Norwegian interests within international maritime medicine

The Centre has four employees.

It is a section of the Department of Occupational Medicine at Haukeland University Hospital in Bergen. It maintains contact with similar centres throughout the world.

The Seafarers' Health Information Programme

SHIP stands for health

Internationally, there are a number of people and organisations occupied with promoting health for seafarers; for a number of reasons and with a focus on ten topics that are recognised as the most important: Food Safety, Keeping Fit Onboard, Safe Travel, Healthy Food, Malaria, Losing Weight, HIV & Aids, Mental Care, Dental Care and Skin Care.

You can find more information yourself on the website <http://www.seafarershealth.org/>. The International Committee on Seafarers' Welfare (ICSW) is an international umbrella organisation dedicated to the implementation of the ILO Instruments for Seafarers' Welfare. Membership of the ICSW covers a number of welfare organisations for seafarers.

In accordance with the WHO definition of health as a state of complete physical, mental and social well-being, the ICSW runs a campaign on health issues for seafarers. The messages on the site focus on the lifestyle of the individual seafarer, in relation to the living conditions onboard. While onboard, seafarers are isolated from medical care, both in emergency situations and for primary healthcare. Although we now have online services provided by doctors and hospitals on shore for issues of emergency, it is all the more important to prevent the spread of disease among crew. Prevention is the very best investment crew members and ship owners can make. Below is some advice on prevention of ill health and disease.

Weight loss for personal well-being

ICSW has launched "overweight prevention" as one of the topics in the Seafarers' Health Information Program, sponsored by the ITF Seafarers' Trust.

SHIP encourages seafarers to take responsibility for their health within their living and working environment. The availability of healthy food choices supports a healthy workplace and helps the individual seafarer to make healthy lifestyle choices.

Access to healthy food (and protection from unhealthy food and eating arrangements) is as essential as protection from workplace chemicals and noise. Obesity accounts for 2-7 per cent of the total health costs in industrialised countries (Food at Work, ILO). It is important that each man on board learns about the risks of excess weight and the negative impact of excess weight on his health.

The body mass index or BMI (see page x) is a tool we can use to evaluate our weight, but – in all honesty – we all know whether we are overweight or not. A "chat" with the cooks about special diets and adjusting food intake might help. You will gain an ever better effect by combining this with exercise on board and on shore. This is common knowledge.

Keeping fit onboard

ICSW has also launched "keeping fit onboard" as one of the topics in the Seafarers' Health Information Programme. Onboard ships, the modern way of life is a sedentary one and opportunities for sport and fitness are limited. Even modern ships cannot always meet the needs of today's seafarers: sport and fitness activities.

Sports activities on ships have to take into account the general safety measures on board. Ships do not always have sufficient or suitable accommodation or facilities for sport. The strict organisation of work and tasks on board does not leave a lot of time for physical activity.

Sport contributes to a general sense of physical, psychological and social well-being. Sport not only improves health but, through social interaction, also encourages team-building. Individual copies of brochures with a number of ideas can be downloaded free of charge at <http://www.seafarershealth.org/>

ANNIVERSARY

60 YEARS

14.02: Szkodzinski, Marian

20.03: Kujawski, Lech



Team supporters: Core values are alive. That is definitely the impression after discussing them with the participants at the Junior Officer Chemical Seminar at Kozi Rod, March 2010.

Core values:

We live them every day!

"On board we are like a team. We have to take care of each other. It's natural!"

Last year Seatrans introduced four core values for the whole company. The core values represent a key element for the company. In retrospect, they are like an acid test on our attitudes, how we behave and how we perform. They relate to everyday life at sea and on land. TransNytt had the chance to challenge 13 young and aspiring officers on a course in Poland about their thoughts and experiences related to the four core values; Care, Involvement, Innovation and Performance. The following is an excerpt of the discussion we had. We started with last of the four.

Performance is very much a question of good training and experience. We have the Seagull CDs on board and they help us a lot, but a good relationship among the crew on board is even more crucial. You also have to find a balance between the positive aspect of having a stable crew on board, and the danger of getting into a rut. Sometimes it is good to change the crew to get new impulses and people who can see how we do things in new and different ways. Free speaking on all levels is also very important, and the atmosphere for this differs a lot from ship to ship. It is very important that the captain sets the standard here.

Innovation requires an open mind and a willingness to look for ways to do things better. The SIS reporting system is good and the responses we get prove that the suggestions are taken seriously both on the ship and in the offices on land.

SIS is a way of maintaining a dialogue for improvements. And it works.

Involvement is very much a question of the courage to intervene. We experience that this varies a lot from ship to ship (very much dependent on the Captain). Some Captains keep a long distance between AB and ratings and themselves, while others communicate on a more equal level. There is no democracy on a ship, but that is not the same as legitimate dictatorship either. By inviting crew to open discussions, many ideas but also important messages will emerge. Tell a person once that his suggestion is stupid and he will keep quiet next time. But in Seatrans we have the advantage that we all are Europeans sharing (more or less) the same values and attitudes. That makes it easier to intervene.

Care is the basic value. It's fundamental. Care is shown between individuals, but is also very much dependent on the culture and atmosphere on board. We are a team and everybody has to support their colleagues to make the working environment safe and positive. Care is common sense. But it is also shown from the office: I have experienced what care means when I was able to leave the ship in a hurry to visit my family in a critical situation. Yes, we all have to take care of each other.

The exam: Guests from the Seatrans office in Poland and the junior officers on chemical course were lucky to be "judges" for the meal that the cooks had prepared the last day at Kozi Grod. And yes, they liked it very much. Indeed.

