



### THEME: FOOD AND EXERCISE

# Eat right and stay healthy

Shift workers are often overweight and for those who are on night watch it may be difficult to create healthy eating and exercise habits. According to health consultant Mats Peterson, however, it is possible to lead a healthy life even at sea.

A substantial breakfast, lunch and dinner. Add a couple of breaks with cakes and buns, a beer and a sandwich while watching TV at night and you have exceeded your daily calorie requirement by a comfortable margin. If you also snack on a couple of hearty sandwiches or a plate of leftovers from dinner while on the bridge, you will quickly put on those extra kilos.

"It's easy to add a thousand extra calories a day. That makes a kilo in ten days and ten kilos in a year! Those who snack late put on weight even quicker, as the body burns fewer calories at night, and shift workers are also more prone to overweight than others," says Mats.

Bad nutrition at the wrong time does not just add unsightly bumps on the body. It also leads to tiredness, deteriorating working capacity, problems with lack of concentration, etc. It can even lead to other nutrition-related illnesses, such as diabetes and cardiovascular disease. According to Mats, there are also many wear injuries that can be traced back to our eating habits.

"The body empties its energy stores from top to bottom, which means the energy is drained first from neck and shoulders. This leads to a quickly deteriorating energy supply to the brain and, simultaneously, in combination with monotonous movement, causes aches and pains in these particular areas."

Our bodies are programmed to be active during the daylight hours and sleep while it is dark. Calorie burning and energy requirements are adapted to this



Mats Peterson illustrates how important human touch is to our well-being at the SAN conference last autumn.

rhythm. We burn the largest number of calories in the morning and around midday. The calorie burning decreases during the afternoon and it is very low during the night. A good daily eating pattern consists of a decent and nutritious breakfast, a proper cooked lunch and a light dinner. A couple of fruit snacks are also important. However, those who are on night watch also need to top up their energy stores during the night.

#### Sugar stimulates the appetite

"Let's say your shift starts at midnight. It is a good idea to have a bowl of porridge or yoghurt and a sandwich on rye bread half an hour before your shift starts. If you need something to snack on during the night, you should try a bag of mixed nuts and raisins or dried fruit. That will give you some good fats and the energy you need to keep your brain working," says Mats.

In order not to upset the balance in your body, you should avoid large quantities of fat and sugar. The 'bad', saturated fat, which can be found in foodstuffs such as butter, cheese and cream, is generally over-consumed. We also consume large quantities of sugar through soft drinks, sweets and baked goods, which our bodies have problems digesting. A piece of chocolate as a snack causes a sugar rush in your blood, but fairly quickly lets you down into a deep trough, →

#### About Mats Peterson

Mats Peterson has spent 15 years addressing nutrition and exercise issues. He has worked with ice hockey and tennis teams, climbing expeditions in the Himalayas and individual Olympic athletes. He is also involved in health development in companies and is in great demand as a lecturer, for example, at the SAN conference last autumn.



Risk assessment course in Lohja.

PHOTO: TRIMMARE

## Finnish seamen trained in the project TrimMare

**A major investment in the health of seamen is underway in Finland. The project TrimMare includes everything from eating habits and social relationships to industrial injuries and accidents.**

“Our project is unique and nothing similar has been done in Finland previously,” says Marina Paulaharju at the Seamen’s Pension Fund in Helsinki.

Several studies in Finland show that there are various types of health problems among seamen. Unhealthy eating habits, lack of exercise, industrial injuries, stress and sleep disorders are only a few examples. That is why the Seamen’s Pension Fund agreed to finance the project TrimMare, when the idea was initiated by Turku Regional Institute of Occupational Health almost three years ago. Four million euro has been poured into the project, but according to expectations the investment will have repaid itself before long.

“If the number of disability cases is reduced by ten per year, the whole project is financed. The number of seamen who are unable to work is much too large and something must be done,” says Marina.

### Stress is a common problem

The project started with a survey on how seamen themselves perceive their work environment. More than a fifth of them experienced a lot or an extreme amount of stress, particularly on the passenger ferries. Many would like to see more low-fat food, but also better management.

“We hope that people will become more conscious of health issues and

start to think in new ways. It is also important to understand that everyone is responsible for how we feel at work, both employer and employees.”

The key persons involved in the project are the so-called trainers, who are recruited among the crews on board through the shipping companies. They relay the information from the project leaders to the crews. The vessels receive material with different themes, and ready-made concepts from organisations such as the Diabetics Association are also used. The trainers arrange sporting events and gather the crews for informational meetings.

“All trainers have attended a two-day basic course and one day of further training. They have learned how to support a person who needs help to improve his or her well-being,” explains Marina.

More specialised courses are also arranged. For example, cooks are invited to courses to learn about healthier cooking. Two one-day conferences are arranged every year, where industry representatives gather to address various health issues.

“Among other things, we have discussed how many seamen have problems using their occupational health service because they live too far away. Several suggestions for solutions have been put forward, and it is very rewarding to meet and exchange experiences in this way,” states Marina.

She says that most of the larger Finnish shipping companies are involved in the project, but some smaller companies are also taking part. TrimMare started in 2003 and will be evaluated this autumn.

Linda Sundgren

*Eat right and stay healthy, continued*

which makes you irritable and gives you more sugar cravings.

“In a study, two groups were given the task of eating hamburgers. Half the group drank water with the meal, while the rest drank a soft drink. Those who drank water felt more satisfied than the ones who drank soft drinks. This is due to the fact that sugar stimulates the appetite and takes away some of the feeling of satisfaction,” says Mats.

Instead, you should eat fruit, vegetables, rye bread and porridge. These foodstuffs contain plenty of fibre and keeps you comfortably full for much longer. However, it is also important not to rush your meals.

“If you wolf down your food in ten minutes, it will go almost straight through your body before you can absorb any of the nutrients. A meal should take at least half an hour, in order to give you time to chew your food properly.”

*Text and photo: Linda Sundgren*

## Mats’ health tips

**For those of you who work on board:**

- Eat breakfast, lunch and dinner. You who are on night watch and usually ‘sleep through’ a regular meal, make sure you eat a proper meal before you go to bed and then a lighter snack when you wake up.
- Avoid fatty sandwiches or big meals when you work nights. A bowl of yoghurt and muesli or porridge and a sandwich on rye bread before your shift starts is just right. Bring a bag of nuts, raisins and dried fruit up to the bridge as a snack. Avoid coffee.
- Create a training routine. Twenty minutes on a bike and the same of weight training per day is enough to keep your body in shape.
- Have fruit or high-fibre bread as a snack. Avoid baked goods, soft drinks and sweets, which quickly elevate your blood sugar.

**For employers:**

- Inspire the crew to change their way of living. Give those who train for half an hour every day an incentive in the form of, for example, a couple of cinema tickets or scratchcards when they sign off.
- Train your cooks in healthy cooking.
- Provide each vessel with a massage chair and headphones with relaxation tapes. This offers the crew simple ways of relaxing and helps them sleep better.
- Remember to encourage the crew. A pat on the back from time to time increases both general well-being and work performance.

# The chef who challenges mess food

**She puts fruit salad and carrot sticks in the refrigerator, uses white tablecloths at the weekend and puts the menu into rhyme.**

"It is all about creating a positive spiral around the food and inspiring everyone," says chef Emma Winblad.

In the spacious apartment with panoramic views of the old Nacka residential district in southern Stockholm, the shipping industry seems light-years away. However, Emma has no desire to exchange the galley for a restaurant kitchen ashore.

"On board I know exactly for whom I'm cooking and how many mouths I have to feed. A restaurant can get anything from three to a hundred diners on any given evening, and you have no idea who they are or what they like. It is also very independent work on board, and I get to decide on the menu and purchases."

Emma was only 19 years old when she graduated the ship's cook course in Göteborg in 1994. After a couple of temporary jobs at Ferm, now Broströms, she was hired permanently and has remained with the shipping company ever since, even if she has moved to new vessels from time to time. When she first started out, Emma used to cook what she believed was food that all seamen like: hearty and stodgy with lots of butter and cream. An older crewmember made her think again.

"He came in to the galley to see me and said: 'Thanks for dinner Emma, you have just laid the foundation for my third heart attack.'"

Today Emma serves food that is a whole lot different from the traditional seaman's diet. She goes easy on the fat, always serves fresh vegetables and boils rather than fries the food.

"Especially those with hearth problems or diabetes, which is actually quite a few of the crew, are happy to see healthier alternatives. Still, I'm not on a mission to promote health food nor do I force the healthier alternatives on anyone: I give them a choice and then it is up to each individual to decide what he or she wants."

## **Add rather than take away**

Emma's basic philosophy is to add rather than take away. That's why there is fruit salad and carrot sticks next to the plate of sandwiches in the refrigerator and why



*Emma Winblad believes that it is important how the food is presented. She always puts the Saturday menu into rhyme.*

both omelette and porridge are served for breakfast. She also likes to mix up the ingrained diet patterns.

"I usually ring the changes a bit on the pea soup on Thursdays by serving other soups. Some are sceptical, while others are heartily sick of eating pea soup once a week, year in and year out, and are extremely happy. I still serve the pancakes, so it is a bit of a compromise."

Sometimes it is a question of changing more 'localised' eating habits.

"On the old Johnson ships they always have ice cream for dessert on Wednesdays and Sundays, but I usually don't bother with that. Instead, I make desserts that go with what is on the menu for the day. Sometimes they grumble a bit to start with, but after a couple of weeks they usually give in."

## **Precious traditions**

However, even Emma has realised that some traditions are too precious to be touched, such as eggs and bacon on Sunday mornings and traditional Swedish dishes occasionally on every journey.

"I do what I can, but within their limits. I look at what they eat and listen to what they have to say, even if things like grumbling about the ice cream on Wednesdays goes in one ear and out the other."

*I en låda ska jag lasta  
Ägg, skinka, lök och pasta  
Så att ni till frukost får gratäng  
Som får er att hoppa upp ur säng  
För den som hellre vill leva sunt  
Finns det gröt med äpple skivat tunt  
Till lunch serveras torsk med mos  
Den som ogillar fisk kan dra sin kos  
Sen till kvällen får vi snittar  
I dem tror jag vi skinka hittar*

She also makes an effort to create a positive atmosphere around mealtimes, and put a lot of thought into creating well-cooked and balanced menus. At the weekend, she often serves three-course meals and sets the tables with white tablecloths.

"It is often quite boring on board and it is important to take any opportunity to celebrate and do something out of the ordinary," she says.

Emma is also very particular about how the food is presented. Every day there is an amusing cartoon strip about food next to the menu and on Saturdays she puts the entire menu into rhyme.

"I think the lads enjoy it, even if they don't always mention it. If I forget the cartoon sometimes, they ask me what happened to it."

*Text and photo: Linda Sundgren*

## THE CHAIRMAN IS SPEAKING

# Global shipping for the 21st century

The Consolidated Maritime Convention ConMarCon, which was recently ratified in Geneva, is the result of laborious efforts – five years of it, to be exact!

The voting was a historic event with 314 countries in favour and none against, while two countries abstained.

The general opinion of ConMarCon, which consolidates some thirty existing conventions and as many recommendations, is that a 'global level playing field' has been created for all parties, where the seamen of today and tomorrow in an easily comprehensible way can take on board the requirements and conditions relating to international shipping operations.

Among the shipping community, this convention is considered a Bill of Rights for all seamen, which in many ways is a correct observation. Among the employers, the convention is seen as a tool for

creating global competition based on equal conditions. This is also a correct observation.

The convention includes, for example, minimum requirements regarding terms of employment, social conditions, living standards on board, work environment, as well as terms and conditions for inspection in flag and port states. One of the more loaded aspects of the convention is the so-called 'no more favourable treatment' clause, which means that when a ship whose flag state is a non-ratifying country calls at a port in a ratifying country, it will be subject to the same normative inspection by the port state as a ship whose flag state is a ratifying country.

In principle, this means that all flag states – whether they intend to ratify the convention or not – must ensure that their ships fulfil the requirements of the convention, or else they will be in serious

trouble when faced with port state controls in the future. Every ship and shipping company whose flag state has ratified the convention will be issued a Maritime Labour Certificate, which provides details for visiting inspectors on how the ship and shipping company fulfil the requirements of the convention regarding, for example, work and rest hours, collective agreement, payment of wages, etc.

This system is a good step forward for all seamen around the world with regard to working and living conditions on board!

Would you like to know more? Visit [www.ilo.org](http://www.ilo.org) and go to Maritime Convention.



*Pieter Sprangers  
Chairman, SAN*

## 50TH ANNIVERSARY

# Folke Havik signed on in 1945

Adventure and a burning interest in technology is what enticed Folke Havik to become a seaman more than 50 years ago. When he signed on in October 1945 as an apprentice on Broströms sail train-

ing ship the Albatross, which trained both ship's officers and engineer officers, he already had a clear plan for the future: he wanted to work in the engine room.

After 18 months as an apprentice, followed by workshop practice, a stretch as engine technician on Johnson Line's m/s Annie Johnsson and coal stoker on Arabolaget's s/s Granada and Marsstrandsbolaget's s/s Bohuslän, Folke returned to school to become a marine engineer in Göteborg. In 1952 he signed on as second engineer on Svenska Lloyds' s/s Ingeborg, which shipped sheet metal from Scotland to Götaverken.

"The living conditions were beneath contempt. I had a tiny cabin with a washbasin that folded away into the wall. There was no running water; all water came from a tap connected to a water cistern. When the washbasin was pulled out, the dirty water drained into a bucket at the bottom of the commode, and occasionally a cleaner would come in to empty the bucket and refill the cistern," says Folke.

Folke did not immediately fit in among the hardened seamen in the engine room on s/s Ingeborg.

"There was a very experienced donkeyman, head of the engine crew, and although he called me Master – as was customary in those days – I felt a bit intimidated at first. However, he supported and helped me enormously."

The stokehold on steam ships was full of soot, hot and nasty, recalls Folke. There were still no control rooms and all operations and monitoring was carried out in the engine room itself.

"We had no hearing protection, and noise and vibrations were a real problem. But nobody worried about that, we just didn't think along those lines."

Another commodity in short supply was leisure time. Half a day off per month and three weeks' holiday was all that was on offer, if that.

"We didn't get a holiday every year. There was a serious shortage of officers and often we would be told we could have a holiday only on the day when we called at a Swedish port."

Folke became involved in trade union activities at an early stage and during most of his professional career he lobbied for a better work environment on board.

*Linda Sundgren*



# Package for a safer work environment

The Swedish Work Environment Authority (SWEA) has put together a Shipping Package listing provisions that apply to all vessels. This facilitates the process for those trying to familiarise themselves with the new regulations.

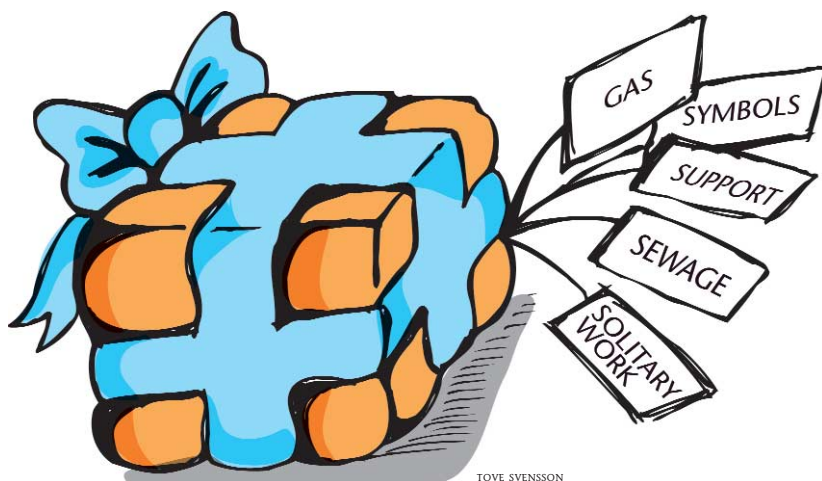
SWEA has drawn up around a hundred provisions. Approximately half of them are relevant to shipping. It can be a daunting task to familiarize oneself with the new statute book. In order to facilitate the process, a Shipping Package including provisions that apply to all vessels is now available. The Package has been compiled by SWEA in cooperation with the Swedish Maritime Administration.

"We are trying to help industries that are particularly prone to accidents and injuries," says Marie Bois at SWEA, who is in charge of the authority's industry-specific packages.

In addition to the regulations in the Shipping Package, there are a number of provisions that may apply to certain vessels.

"For example, provisions that apply to work at a till or in a restaurant may be relevant on passenger ships," says Marie Bois.

Marie feels that, in order to create a work environment that is as safe as possible, everyone on board should take the time to read the new provisions. The employer and the officers on board are obliged to be familiar with the statutes.



"Everyone who is involved in the management of work has a responsibility. The master still has comprehensive responsibility, but he can delegate certain tasks to the chief officers," says Marie Bois.

Vessels that do not fulfil the provisions run the risk of incurring a fine.

"The consequences of ignoring the provisions vary, but they will be specified when the new provisions are introduced. For example, if someone tampers with asbestos without our approval there may be a fine of up to SEK 50,000."

The statute book will be continuously updated with new provisions, and another five or six are still to be introduced in 2006. Some of them, such as testing of overpressure and underpressure and work with a truck, may apply to shipping.

*Linda Sundgren*

## Provisions in the Shipping Package

Some of the provisions listed in SWEA's Shipping Package:

2003:03 Work in explosive environments

1998:05 Work at a display screen

1994:15 Sewage installations

1998:01 Work load ergonomics

1982:03 Solitary work

1999:07 First aid and crisis support

2001:04 Gas containers

1993:17 Victimisation in working life

2000:01 Manual handling

1980:14 Mental and social aspects of the work environment

1997:11 Warning symbols and signalling in the workplace

For further information on what work environment provisions apply to your workplace, visit SWEA's website at [www.av.se](http://www.av.se). (only available in Swedish)

## Work Environment Award 2006



Work environment issues attract ever more attention and SAN has decided to institute an annual SAN award in order to reward good ideas and initiatives in the work environment sector.

The award can be presented to an individual, a shipping company or another shipping-related operation, which has implemented measures promoting the work environment during the year. The award consists of a SAN flag in full size and is therefore more of an honorary award. The award ceremony is held at the SAN conference arranged every autumn. The jury consists of SAN's members.

Proposals for nominees must be at our disposal by 25th September 2006.

Send your proposal to Eva Ohlsson, SAN Sjöfartens Arbetsmiljönämnd, P.O. Box 404, SE-401 26 Göteborg, Sweden or via email to [eva.ohlsson@transportgruppen.se](mailto:eva.ohlsson@transportgruppen.se).

We look forward to receiving your proposal!  
Pieter Sprangers, Chairman, SAN

On a regular basis, the Maritime Safety Inspectorate publishes information on incidents as well as reports that the shipping industry may find interesting.

Below is a selection of items from the latest report. The texts are also available in unabbreviated form on the Swedish Maritime Administration, [www.sjofartsverket.se](http://www.sjofartsverket.se), under the heading Maritime Safety Inspection.

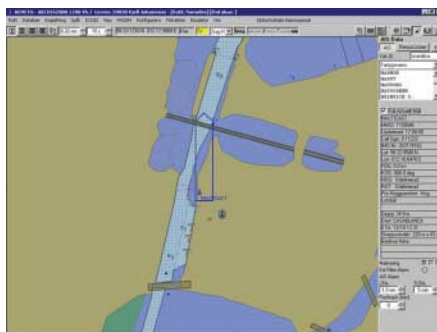
## Simpler reporting with INSJO

At the moment, there are 1,349 reports in INSJO, the information system to capture accidents, incidents, near misses and non-conformities in shipping. The figure may seem low, but hopefully reporting will become more common. One reason for the low number of reports may be that the workload at the shipping companies is high and other tasks are prioritised. If this is the reason, a shipping company can adapt its internal system to suit further reporting, which could facilitate the task considerably. Many shipping companies have already adapted their systems and are very satisfied. INSJO is based on reports from vessels to shipping companies according to the ISM code. The shipping companies then send the reports on to [www.insjo.org](http://www.insjo.org) anonymously. The best thing to do on board to promote the system, which is considered a very important tool for further development of safe shipping by both shipping companies and other interested parties, is to draw up reports according to the ship's routines.

One interesting observation in this instance is that the VDR in at least four cases has caused errors in electronic equipment on board. In two cases steering was affected, in another the fire alarm system and in one case the engine manoeuvre. Hence it is recommended that ships being equipped with new electronic equipment, such as VDR, check the function of the old equipment to be connected to the new.

## Incorrect information in AIS equipment causes confusion

When a vessel ran aground in Öresund, it was discovered that the AIS gave incorrect information. The vessel's name, activities



and other information was mixed in with data from other vessels. The AIS also showed that the vessel was located in totally different places than what was actually the case. If incorrect information can cause confusion and give officers on bridges nearby incorrect bases for decisions, there is cause for concern about the problem. The most likely reason for the problem is that when the power is cut, the equipment returns to the original programming state, which seems to be the same for all equipment of the same make. It seems that the vessels then also are assigned the same MMSI number. This means that each time the power has been cut it is essential to update the equipment with the correct information.

The problem occurs with equipment of the make Nauticast, but possibly also with other makes. In addition to the problem from a safety perspective, this can also cause trouble in port state controls. According to unconfirmed information the use of the equipment has been prohibited.

Iu/It

## Fire safety device very effective

The fire safety systems intended to stop fires from spreading through bulkheads where cables or pipes penetrate the fire barrier are very important from a fire safety perspective.

Their effectiveness was proven during a fire on a Swedish vessel last winter. On



one side of the bulkhead everything was burnt out, while on the other everything was completely intact. Several cables and pipes passed through the bulkhead.

Iu, no. 080201-06-15504

## Crushed by unsecured cargo

During a storm on the North Sea, the trestle under a trailer fell over despite being secured with eight ropes, and the trailer came to rest on its own legs (steel on a steel deck). A Mafi with a 40-foot container had also come loose. The vessel yawed and the movement subsided. Three men were sent down to secure the cargo. When the vessel gave a lurch, the man securing the trailer was crushed between the trailer and the bulkhead, and later had to get hospital treatment. According to the investigation, it is unclear whether the suspension had been aired before securing the trailer and it is impossible to determine exactly why the trestle fell over. The movement caused by the high sea may have led to the ropes slackening, even if the suspension had been aired. The investigation also states that personal injuries could have been avoided if all three men had worked together on securing the cargo. In that case equipment that allows for work from a safer position could have been used.

DK 200503225

## Damaged lashings on life rafts

Det Norske Veritas informs of a vessel that lost its life raft when the slip-hook opened. Closer inspection revealed that the slip-hook was damaged and that there were several other slip-hooks on board. There were also some damaged loops lashings. The damaged equipment seemed to have passed the annual inspection. It is recommended that the crew themselves inspect the equipment thoroughly to prevent damage and deteriorating function.

DNV Cas info 1/2006

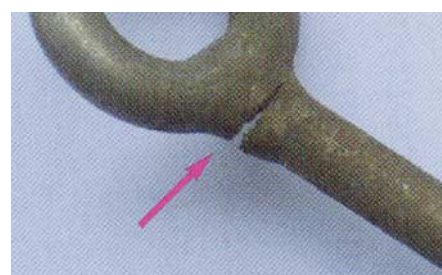


PHOTO: DNV



PHOTO: BENGT GUSTAVSSON

## Suffocation accident onboard Eken investigated

**In August last year, a seaman was found dead in a shaft on a Swedish vessel. He probably died from inhalation of toxic gases in a space lacking oxygen. This is the result of the investigation by the Swedish Maritime Administration.**

The Swedish-flagged vessel Eken was lying at Gruvön unloading pulpwood. The unloading was almost complete and a few of the crewmembers had started sweeping over the second cargo hatch. A while later one of the seamen disappeared to the stern. Shortly thereafter a colleague discovered the seaman's sweeping brush outside the door to a shaft. The seaman was lying on the floor in the shaft, seemingly lifeless. The colleague called for help, and with the help of tackle and a sling, the injured was quickly lifted onto deck. Resuscitation was initiated immediately, but to no avail. The man could not be saved.

According to the accident report, probable cause of death was inhalation of toxic gases, combined with a lack of oxygen. The shaft was connected to a cargo hold where pulpwood was stored and the wood had most likely started to decompose during the four days in storage. This evidence is corroborated by the crew's statement that the wood smelled bad.

### Dangerous gases form

"When organic material decomposes, oxygen is bound and dangerous gases can form. How quick the process is depends on how airtight the space is and on the cargo volume involved," says Karin Karlfeldt, chemist at Chalmers Institute of Technology in Göteborg.

According to the post-mortem examination records, no definite cause of

death could be established, but most likely the shaft was filled with carbon dioxide or some other toxic gas, while the oxygen content was very low.

The risks of entering closed spaces are well-known among seamen and the deceased seaman, a TAP employed Filipino, also seems to have been aware of the danger. He had attended several safety courses in his home country. On board Eken he was safety representative and there was documentation showing that the risks of entering closed spaces had been discussed. The shaft door was also equipped with warning signs in several languages.

"Talking to people who have survived this type of accident, they generally start by saying 'I was only going to ...'. In other words, it is often a case of negligence and accidental circumstances. We will never know why the seaman in this case entered the shaft," says Björn Molin at the Swedish Maritime Administration, who wrote the report.

The case has been investigated by prosecutors, who have established that no violation of the Work Environment Act was committed in connection with the death. Hence the preliminary investigation has been suspended.

*Linda Sundgren*

### Suffocation accidents at sea

Every year, the Swedish Maritime Administration receives several reports from shipping authorities around the world about suffocation accidents on board. In the past ten years, there have been nine accidents on Swedish vessels or on foreign vessels in Swedish waters in connection with entering closed spaces. Four of them were fatal.

## Authorities criticised

Almost two years after the introduction, the authorities are still not handling maritime security correctly. There is a lot of uncertainty about who should do what in a crisis situation and the chain of information is unclear.

This is established in a report published in March by the standing committee on transport and communications. The most severe criticism is directed at the Swedish National Police Board, which has yet to complete the provisions required to appoint maritime security inspectors (persons who will carry out visitations of cargo and crew).

"It is almost to be expected that there is a degree of uncertainty in the industry in connection with comprehensive new statutes. However, it is a serious matter when authorities start to slip in this way," says Claes Roxbergh, Chairman of the standing committee on transport and communications.

## Yes to unmanned drills with free-fall lifeboats

In May, an MFC meeting of the IMO (International Maritime Organization) approved a permanent amendment to the regulations permitting unmanned drills with free-fall lifeboats.

The amendment covers all free-fall lifeboats, irrespective of installation height.



## SAN NEWS

*SAN is a joint body for SARF, Swedish Ship Officers' Association (SFBF), Merchant Marine Officers' Association (SBF) and SEKO Seafarers.*

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