SJÖFARTENS ARBETSMILJÖNÄMND

SAN NEWS

SAN 50 YEARS

Work environment news & regulations within the Shipping Community

4/06

THEME: VIBRATIONS

An environment in constant motion

Those who chip rust are occasionally affected by numb and tingling arms and hands, and in these cabins there are pieces of cardboard wedged in here and there to reduce the vibrations. But the crew agree that vibrations are a considerably smaller problem on the Baltic Print than on many other vessels.

Seaman Olle Mattsson on the Baltic Print has dressed up warm to protect himself from the north wind. Other protection is needed to prevent vibration injuries.

Technical Manager Krister Blom pops up from behind the roaring main engine. He twists the ear defenders away from his ears, shows us two oily palms as an excuse for not shaking hands and then strides over to a stainless sink and cleans himself. He then opens the door to the significantly quieter control room.

"It's so bloody noisy out there," he says once the door has shut behind us. "It is the turbines, they are really piercing. I got tinnitus five years ago, and I am sure it is at least partly because of them. But you have to expect a few problems, I'm not young anymore."

Krister Blom has been at sea since 1971 and does not mind living and working on a foundation in constant motion.

"On the contrary, I enjoy a bit of vibration. It is nice to have a bunk which moves, it makes you sleep better," he says.

Homemade mufflers everywhere

But not everyone onboard agrees. In the cabins you find bits of cardboard, empty pill boxes and table knives wedged into anything that creates a pocket of air between materials and causes vibrations and noise disturbance. Chief Officer Per Sandberg unlocks a cabin which is not being used at the moment. Here we find homemade vibration mufflers behind the skirting boards and the bunk.

"It doesn't really help though. When you wedge in a piece of paper in one place, it just starts vibrating somewhere else," he says, and pulls on a piece of cardboard which has been wedged behind a metal rail on the wall.

It is Wednesday morning. Here onboard the ro-ro and container vessel Baltic Print, this means unloading Mercedes cars from Lübeck, Germany, in the port Sydhamnen in Södertälje, Sweden. Some of the crew have sat down in the crew room, whose floor has recently been polished, for their 10 o'clock coffee break. One of them is Second Officer Knut Nilsson. He agrees that it is difficult to get rid of all the vibrations in the cabin. If the vessel is not carrying any freight and the weather is bad, there is particularly much movement.

"A lot of it is down to the skipper and how much of a hurry he is in. If the ship goes too fast without any freight, there is so much vibration that it becomes difficult to sleep. But now we have a good skipper who is not in such a rush," he says.

The vibrations also vary according to where on the vessel you are.

"It is as if there is a vibration highway crossing the ship diagonally from the stern on the starboard side to the forward on the port side," says Per Sandberg. "The part of the bridge which is furthest to the starboard is vibrating like mad."

All of the seven people in the crew agree that they are spared from full body vibrations onboard this vessel, and several of them have experience from other vessels which vibrated a great deal more. Chef Anders Lindqvist, who spends most of his time in the galley next to the crew room, is no exception.

"On many ships, this stuff shakes more or less continuously," he says and rattles the stainless kitchen equipment which hangs above the dishwasher. "But here it is pretty quiet."

Commanding Officer Christer Cullberg also thinks that Baltic Print is stable.

Tools tire you out quickly

"When we docked just now, the wind was so strong that we had to use full power astern just to get next to the quay. Even so, there were hardly any vibrations at all. A lot of ships shake like crazy when you have full power astern," he says.

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Second Officer Knut Nilsson and Chief Officer Per Sandberg are feeling the vessel's vibrations.

Technical Manager Krister Blom, Commanding Officer Christer Cullberg and Seaman Jeanette Adolfsson.

On the other hand, the seamen and engine crew are subjected to a lot of vibrations when they work with tools. In the engine control room, there is a door leading to the workshop in which Technical Manager Krister Blom spends a lot of time. The walls are full of all sorts of tools, among them several that really shake when they are being used.

"I like working with my hands and I use vibrating tools for at least one hour every day."

He shows us a modern angle grinder, equipped with a black vibration-reducing handle made of soft rubber.

"You hold one hand on the handle, but you have to place the other one here," he says and puts his left hand on the green body of the tool. So you still cannot escape the vibrations.

The welding chisel is the worst

There is also a larger angle grinder which is considerably older and completely lacks a vibration reducer. But the tool that vibrates the most among the arsenal of tools in the workshop is the welding chisel. Krister Blom starts it up, and the hand that holds the tool starts shaking a lot.

"You can only use this for about 15–20 minutes before you get tired. The arm goes numb and starts tingling. You then have to switch it off and rest for a while.

When you work with the welding chisel, a whole day might pass before the symptoms stop. It may not be very healthy, but you can't do a good and efficient job if you have to worry about everything all the time."

How long it takes before the discomfort arises depends partly on the tool, but also on the posture.

"If you stand like this, you'll get tired more quickly," states Krister Blom, holding his arms raised above his head and in front of himself.

Mini breaks and work posture

Both seamen on the vessel work from six to six during the crossings, but in return they have time off during the loading and unloading. One of them, Jeanette Adolfsson, now makes sure she relaxes in front of the TV in the crew room.

"When I work with the rust chipper, I try to take several short breaks," she explains. I work for about 20 minutes, perhaps half an hour, and then I take a break. Sometimes you have to move, and then you automatically get a break."

Apart from taking small breaks, she also focuses on her posture.

"I try to be as comfortable as possible. Sometimes my hands are tingling afterwards, but that doesn't normally last for very long."

Out on deck, Seaman Olle Mattsson has put on a lot of clothes in order to keep warm in the bitterly cold north wind. He has been working on the Baltic Print for 23 years, and also finds that chipping rust is the part of his job that exposes him to the most vibrations.

"We chip rust quite a lot. From early spring until August/September, we do it practically every day. I definitely feel it in my arm sometimes, it seems to go numb. But if you stop working, it normally passes after about five minutes."

Text and photos: Linda Sundgren

"I sometimes meet seamen with vibration injuries in my surgery. Some of them are just 20–25 years old."

Vibrations can cause nerve damage

Tingling fingertips and numb, white fingers are some of the first signs of vibration damage. And they should be taken very seriously.

"The effect of vibrating tools can last for up to 5–10 minutes after you have switched them off. One day, the symptoms will not go away, and then they may have become chronic," says doctor of medicine and vibration researcher Tohr Nilsson at Yrkes- och miljömedicinska kliniken in Västernorrland in Sweden.

Those who work with vibrating tools risk suffering from several different problems: blood vessel problems (difficulties with feeling heat and cold; white fingers), changes to the nervous functions (reduced sensitivity and impaired motor function), as well as joint and muscle problems. The injuries usually occur in the hands, but can also affect arms and shoulders, and they can be both temporary and chronic.

"Nerve damages are the most serious, as there are few ways to treat them," says Tohr Nilsson.

No safe lower limit

There is no safe lower limit, working with vibrating tools is never totally risk-free, and both young and old people may suffer permanent damage.

"I sometimes meet seamen with vibration injuries in my surgery. Some of them are just 20–25 years old."

SAN has worked with the vibration issue for a long time. These days, researchers know a lot about injuries in connection with vibrations in hands and arms. They know far less about vibrations which affect the whole body. However, we do know that chronic back pains, such as neck and shoulder pains, sometimes can be attributed to full body vibrations.

"Where in the body the injuries occur depend on the frequency of the full body vibrations. Higher frequencies affect areas close to the floor, such as the feet, whereas lower frequencies go further into the body and can affect for instance the stomach," says Tohr Nilsson.

Linda Sundgren

Compulsory risk assessment to prevent injuries

Every ship owner has a duty to carry out a risk assessment of the vibrations that the crew is subjected to. By outlining the problems, injuries can be prevented.

Robert Lindström

The regulations to the Swedish work environment act require all employers to outline which vibrations their employees are being subjected to. The employees have a right to know which work elements entail exposure to vibrations and at which levels. An outline is also important in order to initiate measures to reduce the exposure. Robert Lindström is a Work Environment Engineer at the occupational health service Previa in Gothenburg. He outlines vibrations onboard Wallenius' vessels, partly by carrying out surveys, partly by taking readings.

"We compare and analyse the results in order to create information containing recommendations of how machines should be maintained and how long they should be used for," he says.

Part of the job is to create an inventory of the vessel's machines. Robert Lindström says that there are plenty of shelf warmers which do more damage than good.

"We often find a lot of strange tools which are totally damaging from a vibration point of view, and which can be removed. Old machines must also be removed, as they vibrate more than newer models," he says.

The risk assessment also involves taking readings of full body vibrations. According to Robert Lindström, the readings for most vessels are below the allowed limit.

"In 'the church', where the propeller shaft comes out, the vibration levels are high, but on the other hand, people rarely stay there or work there for any length of time," he says.

Text and photo: Linda Sundgren

How to minimise vibrations in hands and arms:

- Let the machine do the work. The more force you use, the more vibrations are transferred to your hands and arms.
- Take short, regular breaks.
- Exchange worn tools and grinding wheels.
- Avoid cold machines and keep your hands warm while you work.
- Ensure that the machine's air outlet is directed away from your hands, as the air is cooling.
- Fit a vibration insulating handle to the machine.
- Smoking, alcohol and certain medications can aggravate vibration injuries.

Source: Vibrationer – hur du minskar risken för skador. Can be ordered from Arbetsmiljöverket at www.av.se.

Minimising full body vibrations on existing vessels

- Install suspended flooring.
- Equip ventilation fans with sound mufflers.
- Install a sound-absorbing inner ceiling.

Source: ÅF – Ingemansson AB, www.ingemansson.com.

Angela is rewarded for personal plugs

"Thank you very much! This is a great honour."

This is what this year's recipient of the newly founded SAN award said when she was being honoured at this autumn's SAN conference.

All permanent employees in the kitchens, bars, receptions and on deck at Stena Line's eleven ferries now have their own, personally fitted earplugs, thanks to the shipping company's own Angela Jenhed.

"We have had an incredible response from the employees on board, and they are very satisfied. But the earplugs aren't just my merit, the shipping company also believed this was very important and contributed financially," she says.

Let normal speech through

The earplugs shut out noise but let normal speech through. The users are therefore not as isolated from their surroundings as if they were using traditional ear defenders. Even the com radio can be connected to the earplugs. But if the noise level is too high, the tailor-made earplugs are insufficient, which is why the engine staff was not considered for this type of hearing protection.

Angela Jenhed and the earplugs she has been fighting for.

"In the engine room you need ear defenders and ideally also a pair of earplugs," says Angela.

The earplugs are adapted to each person by inserting a soft mass into the ear which takes the shape of their ear canals. A cast is made of this, which then becomes the actual earplug.

The employees on board are very satisfied and find them flexible, effective and easy to use.

"The fact that they are comfortable is a great advantage. If you have to use hearing protection for long periods, it is important that it fits well. Many employees also find that it has become easier for them to wind down once their shifts are over when they use these earplugs," says Angela.

Text and photos: Linda Sundgren

The jury's verdict

"Through heartfelt dedication, the award winner has made an effort to ensure that all employees onboard the shipping company's vessels are given the opportunity to wear personally fitted earplugs. Despite the occasional obstacles, the award winner did not give up, but untiringly pushed the issue and was finally recognised for her work. The initiative and work has been very much appreciated by the employees onboard the vessels."

The bigger the problem, the more we focus on details. This was claimed by Martin Sande from Preera, who got the audience involved in a bid to make us think big. Jörgen Lorén from SFBF, to the right, and Robin Gustavsson, Commanding Office at Tor Line, to the left, seemed to appreciate the gag.

High spirits and many lectures at the SAN conference

At times, spirits were both high and unrestrained at this year's SAN conference. The author Björn Ranelid got the most laughs, whereas a lot of people were interested in the lecture on broadband onboard.

About a hundred people had gathered in the conference room Götheborgssalen in Lilla Bommen in Gothenburg to learn about what is taking place in the work environment field. First up on the podium was Erik Hanser from Wallenius Marine, who talked about the shipping company's focus on cheap telephony and broadband onboard the Elektra. The crew can do online banking, chat and read newspapers online with the vessel's computers. In addition, the call rate has dropped by 60 per cent.

After Erik Hanser's speech, there were two more on the same subject. It was apparent that there is a lot of interest in broadband at sea, and the speakers were asked several questions.

"Today it is cheaper to call The Philippines from the vessel than from the office on land. We should probably renegotiate our agreement for the landlines," said Jack Olofsson from the shipping company Tärntank, which is planning to introduce broadband and 95 per cent cheaper telephone rates on all their vessels within two years.

Another theme for the day was noise and vibrations. Kjell Vågfelt from ÅF-Ingemansson AB spoke about the noise and vibration readings the company carries out, and presented measures to minimise the disturbances. He encouraged those who have vessels built at Asian sshipyards to thoroughly specify noise-reduction measures on the order form: otherwise there is a risk that they will not be implemented, he concluded.

Björn Ranelid at a furious pace

Just before lunch, it was time for the most well-known speaker, the author and debater Björn Ranelid. He had been invited to talk about the tinnitus he has suffered with since childhood, and the title of his speech was "Living with constant noise". However, wearing speckled crocodile boots, he started talking about the language and then rapidly changed subjects, touching upon mud-bathing evening newspaper editors, the dyslexia in the Swedish royal family, female genital mutilation and Adolf Hitler. The words flowed at a furious pace and it was a little bit difficult to follow. Nevertheless, it was a fascinating and very different speech.

After the final applause he also told us a bit about his illness and the constant noise he has been living with for 52 years.

"One night it got so unbearable that I woke my wife and said: Take me to the hospital so they can anaesthetise me."

Fatigue and management

The first speaker in the afternoon was Sea Captain and Scientist Margaretha Lützhöft from the maritime college Sjöfartshögskolan in Gothenburg, who talked about an ongoing study into the fatigue issue.

The last speaker was Martin Sande from Preera, who held an entertaining and enthusiastic speech about organisational change and management.

Text and photos: Linda Sundgren

Which is the most important measure in order to lower the noise and vibration levels onboard?

Margareta Ögland, Previa

To make the crew interested. Those who already have a reduced level of hearing are interested in what we suggest, but people must be made aware of the issues before any injuries occur.

Olle Nilsson, Donsötank

To minimise the noise from the main engine in order to prevent noise and vibrations from spreading upwards through the hull.

Elinor Gerle, Stena Line

We must make people aware of the issue and spread knowledge. We also work according to "best practice" and we take into account the staff's experience and any suggested measures.

Olle Wadmark, The Swedish Maritime Administration

The shipping companies must adhere to the current legislation. It is normally not a problem for new builds, but there are a lot of breaches on foreign vessels.

THE CHAIRMAN IS SPEAKING

The annual SAN Day in Gothenburg

We have just held our third annual SAN Day, and the response I have received from the participants has been very positive.

Björn Ranelid held an amazing speech about … Björn Ranelid. The theme was meant to be his tinnitus problem, which Björn talked about for approximately 30 seconds. After that, we received an informal discourse about the current state of Sweden and where our moral courage went! Even if the deviation from the planned theme was obvious, I do not think anyone in the about 100 strong audience disapproved – you rarely do when you have a master entertainer in front of you!

The SAN Day also touched upon communications and the advances that have been made in this field, including the much reduced cost of telephone calls. I recently read an article which stated that having an internet connection in every seaman's cabin should be a matter of course. The times really are changing. Not long ago, you had to queue outside the ship's telegraph room on a Saturday night in order to call home!

Those who were brave enough to stay for the remainder of the afternoon, could listen to Martin Sande's brilliant speech on organisation development.

Göran Hansson, SEKO Sjöfolk's previous work environment officer and long-term staff member, has retired. Even though Göran could be a difficult opponent, I have many pleasant memories of him, including late evening promenades in London after an STCW meeting. It is beyond doubt that Göran fought for what he believed in during his years in office, and many Swedish seaman have benefited greatly from his work.

Angela Jenhed was the recipient of this year's SAN award, the first of its kind, for her work with personal earplugs for the seamen onboard Stena Line's ferries. Again, congratulations, Angela!

2006 has far from been an injury-free year, we still have a lot of work to do in that field. Every seaman on a Swedish vessel should be ensured that their workplace is safe. Carrying out a risk assessment is an important tool for every shipping company in this respect. Remember to use the information database Insjö – "lessons learned" is something we can all benefit from. These days, Insjö even has a tab for work-related issues. Use it!

Pieter Sprangers, Chairman SAN

50TH ANNIVERSARY

Kjell cooked meals in all kinds of weather

As a chef onboard Johnsonlinjen's M/S Guayana, Kjell Nilsson's tasks included everything from cutting up meat and defeathering poultry to cooking and baking. He had to serve nearly 80 persons three meals each every day, and everything had to be made from basics.

When he signed on for the first time, on an April day in 1948 in Frihamnen in Gothenburg, he was only 17 years old.

"Back then, the port was full of boats. Trans, Johnson, Sahlén, they were all there, and all the vessels looked like a stack of bricks," he tells us.

He had been given the job of Third Chef on the general cargo ship Guayana, which also had room for approximately 30 passengers. After a couple of calls in Europe, the trip went on to more exotic ports, including South America, Latin America, the US and Canada. There were 14 people in the galley, and they needed every single one. With a crew of 51 and the additional passengers, the normal work hours were not always enough.

"We worked 9-hour days, but there was a lot of overtime as well. There was no such thing as semi-finished products, and we were given pigs in halves and large ox thighs which had to be cut up. Poultry and fish always had to be defeathered and cleansed," says Kjell.

Kjell Nilsson to the left, in the galley onboard the Guayana.

They bought supplies in the ports, and the telegraphist sent the orders to the ship chandlers before the vessel called at the ports.

"The Johnson vessels had more regular traffic and we often made agreements with specific suppliers. But when you were on a smaller vessel, ship chandlers would come to us and we would haggle on the docks and discuss quality and prices," Kjell tells us.

"The Guayana had all of six messrooms: on deck, in the engine, in the kitchen, the officers' messroom, the French messroom and the lounge. The Chief Engineer and the Chief Officer ate in the French messroom, which is what we called the small lounge. The Commanding Officer preferred to eat at the Captain's table along with the passengers in the big lounge, with its shining mahogany interior."

During his 48 years at sea, Kjell has experienced a number of storms, but he says it has never been so bad that the food did not make it to the table.

"It doesn't matter how windy it is, the men have to eat. I remember one St. Lucia Day when it was so windy that everything ended up in the bulkhead, but that didn't stop us from baking St. Lucia buns."

Kjell left the shipping trade in 1996, when he retired from his post as Chief Steward on the ACL's Atlantic Compass.

Linda Sundgren

The Survey Office publishes information that may be of interest to the shipping industry. Below is a selection of items from the latest report. The texts are also available in unabbreviated form on the Swedish Maritime Administration's website www.sjofartsverket.se.

Fewer collisions – many work-related injuries

Utredningsenheten's statistics for 2005 have now been completed. It shows that the number of collisions and the number of ships running aground has been reduced*, despite the fact that the number of vessels has increased somewhat. The statistics also show that the risk of a person at sea contracting a work-related injury is nearly twice as high as for a person on land. For seamen above the age of 60, the risk of suffering a work-related injury is at least twice as high as for other seamen (20 times higher than for seamen under the age of 20).

The statistics can be ordered from Utredningsenheten, 011-19 10 00.

*Lately, statistics from Helcom are showing the opposite. This increase is almost exclusively due to the increase in reporting, which in turn is due to Helcom's changes to the reporting requirements. The interpretation is that the number of accidents is incorrect.

Iu Sjöv. notice 1/2006

Fatigue and lack of Lookout are risk factors

According to Utredningsenheten, fatigue and the lack of a Lookout are the main contributors to the majority of accidents. In practice, this means that the regulations about resting time and lookout are not being followed.

In principle, the rules are simple. The resting time must be of at least 10 hours per day, and can not be separated into more than two periods of which one must last for at least 6 hours. The maximum number of work hours per week is 91, and the average number of work hours per week should be no more than 48 hours. Cf. the Swedish act regarding seamen's resting time (1998:958).

The lookout regulations are also pretty straightforward. In addition to the Commanding officer, there should always be a Lookout. In daylight, the Lookout may be excepted from duty in some circumstances, but even then he/she must be right next to the bridge. The conditions for the exceptions to the rule are governed by the Swedish Maritime Administration's regulations on guard duty (SJÖFS 2005:7), chapter 4, section 9-12 and chapter 8, section 13-14, and the regulations are restrictive. Exceptions from the Lookout requirement can only be granted by the Swedish Maritime Safety Inspectorate.

A person could have a reduced level of consciousness without being aware of it. The regulations about resting times are minimum requirements and must be met.

There should always be a Lookout, who must be well informed of his/her duties, a so-called Active Lookout (cf. SJÖFS 2005:7, chapter 4, section 9).

Iu

Dangerous work on ladders

Falling accidents are relatively common onboard. A few of these occur in conjunction with work on freestanding ladders or rope ladders. A great number of these accidents were due to the fact that the ladder had not been properly secured and therefore slid on the steel deck. Many of the accidents involve minor to extensive and major personal injuries. It is important to secure the ladder in an effective manner.

Work on ladders should not be solitary. Another person can help by holding the ladder and prevent it from sliding. In addition, security equipment for working at heights must be used, for instance a harness or other falling safety equipment.

Iu/Insjö

Manoeuvring system with poor performance

A fishing vessel had been sent to the shipyard for maintenance and repair work. When the vessel later tried to dock, several forwards and backwards manoeuvres were required in order to get next to the quay. Suddenly, the backwards manoeuvre did not work correctly, and despite the lever being in the reversing position, the vessel continued forwards. The vessel hit the side of a moored vessel, and continued to collide with two further vessels.

After receiving a tip from someone on the quay, the lever was put in the stop position and then slowly moved backwards, and this time, the system worked as it should. The system was later tested, and the same error occurred several times.

This type of error is not that uncommon. The Swedish Maritime Safety Inspectorate recommends that staff onboard all vessels are prepared for this and similar errors. They should also have knowledge about how to quickly switch to alternative systems.

DK 3/2005

New towing technique reduces the risk of accidents

The previous issue outlined the number of towing boats involved in accidents. Based on this, Utredningsenheten has been informed of a new technique, known as Dynamic Oval Towing (DOT), which quite simply allows the towing hook to run around the entire deck house of the towing boat. This reduces the risk of capsizing and fatalities.

Utredningsenheten is hereby passing on this message.

Iu

GPS risk

The Swedish Emergency Management Agency and the Swedish Defence Research Agency (FOI) are expressing misgivings about the operational security of GPS navigation. It is quite easy and not too expensive to use jamming stations to switch off the navigation system or trick it into providing erroneous information. GPS should therefore not be used as the main navigation system.

You should also be equipped with a device which can indicate whether signals are being interrupted. Never rely on just one method of navigation. When the European navigation system Galileo is implemented, it will increase the possibilities for protecting vessels against interruptions.

Iu/Ny Teknik 41/06

From Insjö

At the time of writing, there are 1,588 reports in Insjö, the shipping trade's incident reporting system. www.insjo.org.

LENNART JOHNSON

Göran Hansson, to the left, inspecting Trans Paper along with Lennart Holmberg from Transatlantic.

Thanks to Göran Hansson, seamen are wearing good shoes

On 1 October this year, SAN member Göran Hansson left a long and active professional life in order to enjoy his retirement. But he is not quite through with the shipping trade yet.

"I am planning on being bloody-minded for a bit longer," he says light-heartedly.

Large parts of Göran Hansson's professional life have been spent fighting to improve the conditions for Swedish seamen. First as a seaman himself, then in the capacity of being SEKO Sjöfolk's ombudsman at the organisation's Gothenburg office. Despite the fact that he is now retired, people in the trade will not let go of him.

"It is nice to see that many of them are keeping in touch. The rules and regulations are still fresh in my mind, so I will certainly help out from time to time," he says.

Work environment issues have been close to his heart. In the 1970s, he worked as a seaman on the ferries between Limhamn in Skåne, Sweden, and Dragør in Denmark, and even back then he was eager to make changes.

Persuasion provided shoes

"I was the safety representative and I helped ensuring that the seamen were given proper shoes in the summer and leather boots in the winter or when the cold set in. It might seem obvious, but it took a great deal of persuasion to make the shipping company realise how important this was," he tells us.

He joined the SAN management in the 80s, when he started working fulltime at the seamen's association Svenska Sjöfolksförbundet in Gothenburg. Through SAN, he had the opportunity to promote the work environment issues from yet another platform.

"There was a lot happening back then, and we worked closely with our Nordic neighbour countries."

It has not always been easy to get heard when it comes to seamen's working conditions, and Kjell believes that both the Swedish Maritime Administration and many shipping companies have been far too nonchalant in these issues. He believes that the Administration still has major problems to deal with, but also sees that improvements have been made.

The younger are more understanding

"It has been a lot of fun to discuss new builds with the young generation of shipowners that are currently taking over. Many of them have recently been out sailing themselves, and have a better understanding of the conditions onboard than the previous generation had.

I also have high hopes for the two people that were hired by the Swedish Maritime Administration to deal with work environment issues, and hope that they will be active in the field. It's typical that I am leaving now that things are starting to happen…"

Pieter Sprangers, SAN's chairman, has cooperated with Göran Hansson for several years. He praises the newly fledged retiree.

"Even though we have often been on opposite sides of the fence and have clashed several times, we employers have always respected Göran's great dedication and knowledge."

Linda Sundgren

~ IN SHORT ~

New shipping package

The Swedish Work Environment Authority has developed another trade package encompassing work environment regulations for the shipping trade. Thus, all regulations for the shipping trade have been collected. The first package contains regulations applying to all vessels. The second package lists the remaining regulations, which only apply to certain types of shipping.

Research into the engine room

Relatively few studies have been carried out concerning the work environment in the engine room and the control room. The foundation Stiftelsen Sveriges Sjömanshus has now contributed the money to finance research into this area.
The assignment has been given to Scientist and Marine Engineer
Monica Andersson. The service will operate from the maritime college Sjöfartshögskolan in Gothenburg over ten years.

In the wake of Finnbirch

The container vessel Finnbirch sank in a tragic accident in the beginning of November, claiming the lives of two crew members and raising several questions. The securing of the cargo, the rescue effort and the safety equipment have all been queried.

SAN NEWS

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

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