

December 2024

CREW

WATCH

**THE VITAL
ROLE OF SLEEP
IN SEAFARER SAFETY
AND WELLBEING**

WELCOME

TO THE LATEST EDITION OF CREW WATCH

Welcome to the December 2024 issue of Crew Watch, our final edition for this year. As the holiday season approaches, we extend our warmest wishes to you and your family, wherever you may be in the world.



JESSIE DUNN
EDITOR

This edition covers a range of critical topics that highlight the importance of health, safety and wellbeing in the maritime industry. From insights into preventing dropped object injuries to a deep dive into the latest amendments to the Maritime Labour Convention, our articles aim to equip seafarers and industry professionals with practical advice to navigate the unique challenges of life at sea.

This month, we also emphasise the importance of sleep to ensure safety, decision making and overall wellbeing on board. The feature offers actionable strategies to help crew members prioritise rest, which is essential for both mental and physical health.

Thank you for your continued readership and support throughout 2024. We look forward to bringing you content in the new year.

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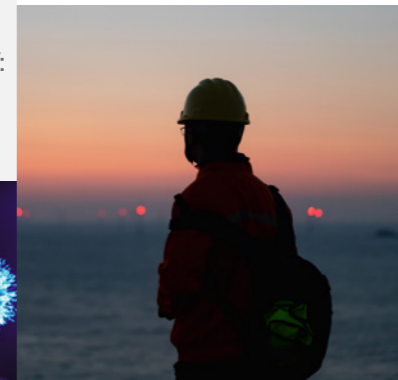
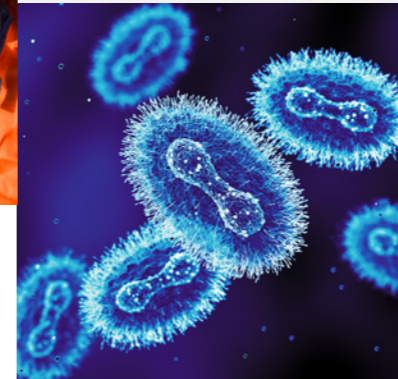


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ADDRESSING HARASSMENT INCIDENTS ON BOARD SHIPS

ADDRESSING POTENTIAL HARASSMENT INCIDENTS, INCLUDING SEXUAL HARASSMENT, ON SHIPS IS A CRITICAL CONCERN THAT DEMANDS A WELL ORGANISED AND EFFECTIVE STRATEGY. THE MARITIME COMMUNITY HAS BEGUN TO IMPLEMENT INITIATIVES AIMED AT COMBATING HARASSMENT, REDUCING UNCONSCIOUS BIAS, AND CREATING GENDER-NEUTRAL WORK ENVIRONMENTS.

JAMES NG, LOSS PREVENTION OFFICER, BRITANNIA P&I

The International Maritime Organization (IMO) and the International Labour Organization (ILO) are collaborating to tackle violence and harassment within the maritime sector. Their guidelines¹ offer a comprehensive framework for addressing these serious issues. Below are some of the approaches to prevent harassment incidents on board.

COMPREHENSIVE TRAINING

Effective training is essential to combat harassment. Training should not only cover harassment policies but also include modules on gender sensitivity, communication skills and conflict resolution. It is crucial that training programmes are mandatory for all crew members, regardless of rank or position. Participants should learn to recognise early warning signs of harassment, bullying, and bias, including behavioural changes, isolation, and diminished morale or performance.

Additionally, training should emphasise a zero tolerance policy towards harassment. Implementing a buddy system that pairs crew members can also encourage mutual support and companionship. This system can be particularly beneficial for individuals who may be experiencing distress or isolation, providing both emotional support and conflict mediation.

Promoting diversity and inclusion within the maritime workforce also helps in preventing bullying and harassment. A diverse crew, reflecting various cultural backgrounds, can occasionally face misunderstandings that, if ignored, may escalate into conflict. By fostering a culture of respect for different backgrounds and encouraging cultural sensitivity through team-building exercises and conflict resolution strategies, the risk of discord can be significantly reduced.

The IMO's Sustainable Development Goals² (SDG), particularly SDG-5³ on gender equality, alongside the Women in Maritime programme, supports gender visibility and empowerment. This initiative includes training and career development opportunities specifically for women, aiming to establish professional associations and enhance visibility in the industry.

CLEAR REPORTING CHANNELS

Establishing secure and confidential reporting processes is crucial for encouraging victims and witnesses to come forward. Options may include anonymous hotlines, dedicated email addresses, or digital reporting platforms. Management must ensure that these channels are easily accessible and that crew members are informed about them during onboarding.

Creating a safe, non-judgmental space for reporting incidents is essential in empowering individuals to speak out. Many ship managers have successfully set up anonymous email systems or letterboxes for reporting harassment or unfair treatment. These reports should be directed to the Designated Person Ashore (DPA) to maintain confidentiality, aligning with the Maritime Labour Convention (MLC) guidelines on complaints procedures.

SUPPORT NETWORKS

Support networks are vital for addressing harassment effectively. These networks should provide access to the DPA, welfare officers, mental health resources, and peer support groups. Appointing a specially trained individual to handle complaints will ensure thorough investigations and maintain confidentiality. This individual should also have the authority to escalate serious cases to more senior

management. Additionally, management should consider engaging an independent third-party welfare organisation that offers a 24-hour confidential helpline for seafarers. This resource can help crew members feel safe when voicing their concerns.

PROMPT INVESTIGATIONS

All reported incidents of harassment should be investigated promptly and thoroughly, ensuring fairness and confidentiality for all parties involved. This is in line with MLC requirements, which mandate that all grievances related to seafarers' working conditions or legal violations be treated confidentially. Investigators must conduct their inquiries impartially and without any conflicts of interest.

The investigation process should include timely and confidential interviews with the victim, witnesses, and the accused, ensuring all parties feel respected and protected throughout.

REGULAR POLICY REVIEW

Management companies should establish clear policies that prohibit all forms of bullying and harassment, ensuring a commitment to thorough investigations when incidents are reported. These policies should be part of the Safety Management System (SMS) and clearly outline what constitutes bullying and harassment, along with grievance procedures.

Regular reviews and updates of these policies are necessary to reflect legislative changes and incorporate feedback from crew members about their effectiveness.

ZERO TOLERANCE POLICY

A strong zero-tolerance policy towards harassment must be enforced. Crew members should be informed of the consequences of such behaviour, emphasising that it will not be tolerated and will lead to disciplinary action.

OPEN COMMUNICATION

Encouraging open communication about issues without fear of retaliation is vital. Regular meetings where crew members can voice concerns and suggest improvements can create a more inclusive atmosphere. Additionally, clear job roles and fair task allocation processes can help mitigate tensions that may lead to harassment or bias.

EXTERNAL RESOURCES

Providing information about external resources, such as helplines, counselling services, and legal advice, is essential for crew members who need support. In some cases, rehabilitation programmes for offenders, along with professional consultations, can address the underlying causes of inappropriate behaviour. These should be designed to facilitate personal growth and create a safer, more respectful work environment.

By fostering an inclusive and respectful culture, the maritime industry can work towards eliminating harassment and ensuring a safe environment for all crew members.



FOR MORE INFORMATION

Members requiring any further guidance are advised to contact the Britannia Loss Prevention Department.

¹ <https://www.imo.org/en/MediaCentre/PressBriefings/Pages/Tackling-violence-and-harassment-in-maritime.aspx>

² <https://www.imo.org/en/OurWork/TechnicalCooperation/Pages/WomenInMaritime.aspx>

³ <https://sdgs.un.org/un-system-sdg-implementation/international-maritime-organization-imo-34611>

PREVENTING SERIOUS INJURIES FROM

DROPPED

OBJECTS

IN THE MARITIME INDUSTRY

OBJECTS DROPPED FROM A HEIGHT CAN CAUSE SERIOUS, OFTEN FATAL, INJURIES TO PERSONNEL BELOW. ALTHOUGH THIS HAZARD CAN BE EASILY OVERLOOKED AMID OTHER COMPETING CONCERNS, ASSESSING THE LIKELIHOOD AND CONSEQUENCES OF DROPPED OBJECTS MUST REMAIN A TOP PRIORITY.

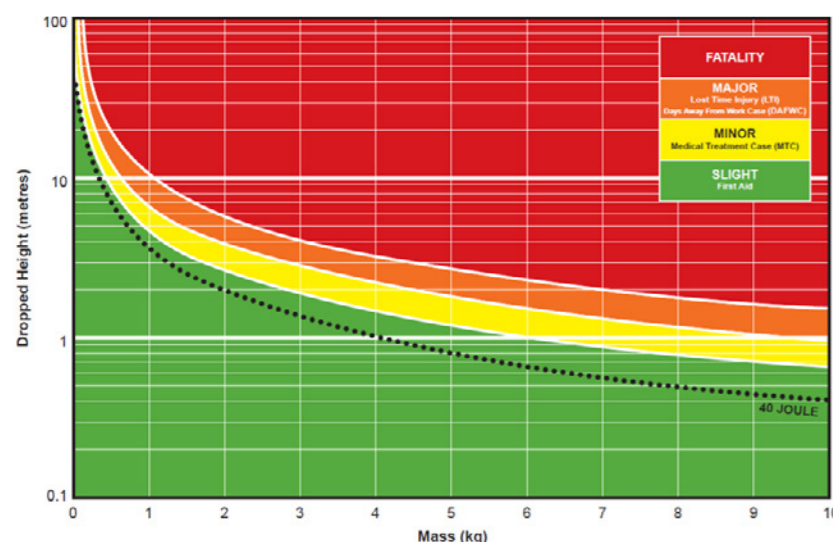
Dropped objects come in many forms, and result from various scenarios. Examples include hand tools slipping from someone's grasp, equipment failure causing parts to fall, and unsecured items being disturbed and falling to a lower level.

A falling object, due to its mass and the effects of gravity, generates kinetic energy. This energy then creates an impact force on whatever or whoever it hits. The unit of energy is the Joule (J). Many studies have been conducted within the industry, and a figure of 40J has been agreed as an approximate figure where a blunt object would be likely to cause serious injury when striking a person.

The example below shows a calculation tool that estimates the likely injury type for different weights dropped from various heights. Many other tools like this exist, and your employer may have their own version, which should always take precedence.

For example, if a container twistlock, which typically weighs around 5 kg, were dropped from a height of about 2 metres, it could cause a major injury. If it was dropped from 3 metres, the likelihood of a fatal injury increases significantly.

Source - <https://www.dropsonline.org/drops-guidance-and-resources/drops-calculator/drops-calculator-imperial/>



ANTHONY GARDNER,
LOSS PREVENTION MANAGER
BRITANNIA P&I

Here are several recommended actions to help reduce the likelihood and impact of dropped objects:

- **Conduct regular inspections:** Regularly inspect all areas on board, with special attention to elevated areas, especially those not frequently accessed. Secure any loose materials to prevent them from falling. Check the condition and stability of equipment at height, repairing any defects promptly. Remove and safely dispose of redundant equipment, as there have been cases where old antennas or floodlights, no longer in use, have fallen from heights
- **Risk assessment during task planning:** Assess the risk of dropped objects when planning a task and implement mitigation measures. For example, barrier off the area below the worksite if necessary. When working on platforms, install kickplates to prevent objects from being knocked or rolled off the edge. Use temporary load-bearing devices before removing securing arrangements from equipment and lash any removed parts to prevent movement due to ship motion or environmental factors. Plan how waste or leftover materials will be safely removed from the worksite
- **Worksite briefings:** Discuss dropped object prevention during toolbox talks or worksite briefings. Fit hand tools with tethers and handheld equipment with neck straps to prevent dropping them during use. Avoid carrying tools or equipment in pockets while climbing ladders. If tools cannot be secured with a belt or shoulder strap, use a rope and container to hoist them to the worksite. Workers should take only the necessary tools and check their pockets for unnecessary items before ascending
- **Safety helmets:** Encourage the use of safety helmets for all tasks. Helmets provide critical protection against serious head injuries, and there are numerous cases of people surviving major incidents because they were wearing helmets properly
- **Report near misses:** Promote the reporting of near misses involving dropped objects and share this information across ships and crews within your company. Incorporate lessons learned into future work planning and risk assessments
- **Additional equipment:** Consider supplying extra equipment where necessary. For instance, some companies use retaining wires for high-risk equipment to prevent it from falling in case of a securing failure
- **Never stand under a suspended load!**

Injuries from dropped objects occur without warning and can have devastating consequences, but they are not inevitable in the shipping industry. The causes are well known and completely preventable. By raising awareness and practicing good seamanship, the risk of dropped objects can be significantly reduced.

AMENDMENTS
TO THE MARITIME
LABOUR CONVENTION:

RIGHTS AND PROTECTIONS FOR SEAFARERS

THE MARITIME LABOUR CONVENTION (MLC), COMMONLY REFERRED TO AS THE “SEAFARERS’ BILL OF RIGHTS,” ESTABLISHES THE BASIC WORKING AND LIVING STANDARDS FOR SEAFARERS WORKING ON SHIPS REGISTERED IN RATIFYING COUNTRIES. THESE STANDARDS ALSO APPLY WHEN THE SHIP IS CALLING AT A COUNTRY THAT HAS ADOPTED THE CONVENTION, REGARDLESS OF THE SHIP’S FLAG RATIFICATION STATUS.

**JOBIN MATHEW, LOSS PREVENTION OFFICER,
BRITANNIA P&I**

On 23 December 2024, the 2022 amendments to MLC 2006 will come into force following their adoption at the International Labour Organization’s (ILO) 110th session.

These amendments include revisions to regulations on recruitment and placement, repatriation, recreational facilities (including access to internet service on board and at port), food and catering, and the disembarkation of seafarers in need of urgent medical attention.

Here is a summary of the 2022 amendments:

RECRUITMENT AND PLACEMENT

During the Covid-19 pandemic, seafarers often faced financial loss when unable to join their ships due to restrictions, without compensation under Standard A1.4 of the MLC. The amendment mandates that seafarers are informed, both before and during the contract period, of their rights to compensation if recruitment agencies or shipowners fail to meet their employment agreement obligations, causing financial loss to the seafarer.

REPATRIATION

Covid-19 related control measures led to instances where seafarers were denied their right to repatriation as outlined in MLC 2006. This amendment reinforces the need for prompt repatriation of all seafarers, including those abandoned, and clarifies that replacement crew members are entitled to the same rights. Responsibility is shared by port states, flag states and labour supplying countries.

Accommodation and Recreational Facilities/Access to shore-based welfare facilities

New guidelines have been added, encouraging shipowners to provide access to ship-to-shore telephone and internet, with charges kept to a reasonable amount, if applicable. States should, as far as reasonably practicable, provide internet service to seafarers in their anchorages or ports. These requirements serve as guidelines; therefore, flag states may choose to make on board internet and telephone access mandatory.

FOOD AND CATERING

Revisions to food and catering standards now require that nutritious meals and drinking water are provided free of charge to crew members. Shipmasters must routinely inspect food and water for adequate quantity, nutritional value, quality and variety.

MEDICAL CARE ON BOARD SHIP AND ASHORE

A new standard has been added requiring states to ensure the immediate disembarkation of seafarers who need urgent medical attention within their territory. In the event of a seafarer’s death, states should facilitate the repatriation of the body or ashes according to the wishes of the seafarer or their next of kin. Public health concerns at the port should not prevent the disembarkation of seafarers or the replenishment of ships with fuel, water, food and supplies.

HEALTH AND SAFETY PROTECTION AND ACCIDENT PREVENTION

Addressing previous concerns over personal protective equipment (PPE), the amendment now requires that seafarers receive PPE that is appropriately sized to prevent injuries. Additionally, a new standard requires flag states to investigate, record, and report to the ILO the death of any seafarer employed on board their ships.

EVIDENCE OF FINANCIAL SECURITY

Port State Control inspections often found discrepancies resulted in deficiencies when the shipowner’s name on the Declaration of Maritime Labour Compliance (DMLC) and Maritime Labour Certificate (MLC) differed from that on the certificate of financial security, as required by the MLC and issued by the P&I Club. This discrepancy arises because the DMLC and MLC, issued by the flag state, may sometimes list the ship management company’s name or the bareboat charterer as the shipowner. This typically happens when they have assumed responsibility for the operation of the ship from the owner, in accordance with the shipowner definition provided in MLC 2006. However, the P&I Clubs always held the position that MLC financial certificates should name registered owners and the widening of the definition of what may be included in the financial security certificates produced by the Club to include “name of the shipowner, or of the registered owner if different from the shipowner” has resolved this discrepancy.”



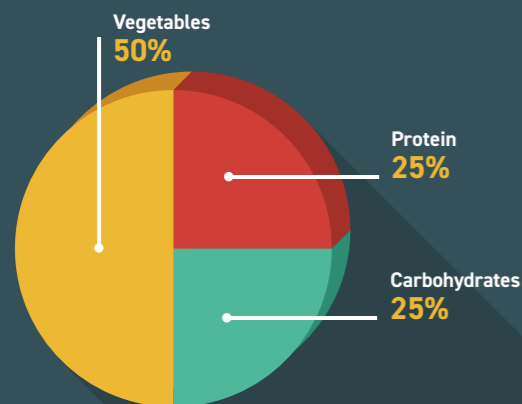
For a complete list of the 2022 MLC amendments, please refer to the official documentation available here:
https://www.ilo.org/wcmsp5/groups/public/--ed_norm/--normes/documents/meetingdocument/wcms_845316.pdf

HEALTHY EATING ON BOARD

SIMPLE TIPS FOR SEAFARERS

MAINTAINING A BALANCED AND NUTRITIOUS DIET IS ESSENTIAL FOR SEAFARERS, WHO FACE UNIQUE CHALLENGES IN STAYING HEALTHY WHILE ON BOARD SHIPS. LIMITED ACCESS TO FRESH FOODS, IRREGULAR MEAL SCHEDULES, ENVIRONMENTAL CONDITIONS AND LONG WORKING HOURS CAN ALL CONTRIBUTE TO UNHEALTHY EATING HABITS, LEADING TO LOW ENERGY LEVELS, WEIGHT GAIN, AND POTENTIAL LONG TERM HEALTH ISSUES. HOWEVER, WITH SOME PLANNING AND AWARENESS, SEAFARERS CAN ADOPT HEALTHIER EATING HABITS THAT WILL IMPROVE THEIR OVERALL HEALTH, MENTAL WELLBEING AND INCREASE ENERGY LEVELS. HERE ARE SOME STEPS THAT SEAFARERS CAN TAKE TO IMPROVE THEIR DIET:

ANTHONY GARDNER, LOSS PREVENTION MANAGER, BRITANNIA P&I



1. PRIORITISE BALANCED MEALS

One of the most effective ways to maintain energy levels is to eat balanced meals. This means including a combination of carbohydrates, proteins and healthy fats in each meal. Carbohydrates like rice, potatoes and whole grains provide essential energy, while protein sources such as meat, fish and legumes support muscle repair and immune health. Healthy fats from sources like olive oil, nuts and fish can improve brain function and provide sustained energy.

To make balanced eating easier, try to create meals that consist of about half vegetables, a quarter protein and a quarter carbohydrates. This formula helps manage portion sizes and provides a variety of nutrients.



2. CHOOSE WHOLE FOODS WHEN POSSIBLE

While it can be tempting to rely on processed foods for convenience, especially on long voyages, they are often high in unhealthy fats, sugars and preservatives. Whenever possible, choose whole foods like fresh vegetables, fruits, lean meats, eggs and whole grains. Even with limited access to fresh produce, frozen or canned vegetables and fruits (without added sugars) can be a nutritious alternative. Whole foods are packed with nutrients and help you feel full longer, reducing the urge to snack on less healthy options. Aim to eat five 80g portions of fruit and vegetables every day – the '5 A DAY' rule. As an approximate guide, one portion would be 3 to 4 tablespoons of cooked vegetables.



3. KEEP HYDRATED

Proper hydration is essential for physical and mental health. Dehydration can cause fatigue, headaches and decreased concentration—common issues among seafarers who work in varying temperatures and spend long hours on duty. Aim to drink at least 2 to 3 litres of water per day and increase intake in hot or physically demanding conditions.



4. AVOID EXCESSIVE SUGAR AND SALT

Sugary snacks and high salt foods are often available on board as quick and tasty options, but they can lead to energy crashes and contribute to long-term health problems like high blood pressure. Instead of reaching for sugary snacks, keep healthier alternatives like nuts, seeds and fresh or dried fruit on hand. If you're craving something sweet, consider a piece of fruit or a small portion of dark chocolate. Reducing salt intake by using herbs and spices for seasoning can also enhance flavour without impacting blood pressure. Aim to eat less than 6g (0.2oz) of salt a day, which is about a small teaspoonful.



5. PLAN FOR SNACKS AND QUICK MEALS

On busy shifts or when mealtimes are irregular, it can be challenging to make healthy choices. Planning for nutritious snacks like yogurt or hard-boiled eggs can prevent the urge to reach for high calorie, processed foods.



6. MAKE TIME FOR EXERCISE

While food choices are critical, regular exercise is equally important to staying healthy on board. Even a 15 to 20-minute daily workout, such as bodyweight exercises, stretching, or walking around the ship, can help manage weight, reduce stress, and improve overall energy levels.

By following the steps above, you will be making progress towards having a balanced diet. Adopting healthier eating habits on board may take some effort, but the benefits are well worth it. By planning balanced meals, choosing whole foods, staying hydrated, and minimising sugar and salt intake, seafarers can maintain a nutritious diet that supports their demanding work.

MPOX AND THE MARITIME INDUSTRY: EVERYTHING YOU NEED TO KNOW

MPOX (FORMERLY KNOWN AS MONKEYPOX) IS A VIRAL ILLNESS. IT WAS INITIALLY IDENTIFIED IN 1958 IN RESEARCH MONKEYS. HOWEVER, IT IS NOW ALSO KNOWN TO OCCUR IN OTHER WILD ANIMAL SPECIES, WITH THE FIRST HUMAN CASE IDENTIFIED IN 1970 IN CONGO (DRC). SINCE THEN, TWO VIRUS TYPES CALLED CLADES ARE KNOWN TO BE ENDEMIC (OCCUR COMMONLY) IN CENTRAL AND WEST AFRICA. THE OUTBREAKS OCCURRING IN 2022 AND NOW IN 2024 SHOW A PREDOMINANT HUMAN TO HUMAN TRANSMISSION.

DR KATHERINE SINCLAIRE, SENIOR MEDICAL ADVISOR, MEDSEA

CURRENT SITUATION: A PUBLIC HEALTH EMERGENCY OF INTERNATIONAL CONCERN (PHEIC)

Following outbreaks of mpox within the Democratic Republic of Congo (DRC) in August, spilling into surrounding countries, and the rapid spread of a new clade, the virus was declared by the World Health Organisation (WHO) as a PHEIC. This declaration allows for improved global coordination and response to contain the outbreak and prevent further international spread. As a result of this, it is important to understand the risks of the virus and the implications for the wider maritime community.



REMAIN EDUCATED ABOUT MPOX RISKS

As the leading medical and security services provider, MedSea, an International SOS Company will continue to monitor the situation and provide updates via their pandemic site and find out more at my.internationalsos.com/medsea.

HOW IS MPOX SPREAD?

HUMAN TO HUMAN TRANSMISSION CAN OCCUR IN SEVERAL WAYS:

- Close direct contact with the rash or body fluids of an infected person
- Exposure to virus-contaminated objects, such as bedding or clothing
- Infected respiratory droplets during prolonged face-to-face contact
- In healthcare settings when there are breaches in infection control
- During pregnancy via the placenta.

Animal to human transmission can occur through bites, contact with blood or other bodily fluids, or touching the rash on an infected animal's skin.

SIGNS AND SYMPTOMS

Symptoms usually begin about 5-21 days after contact with the mpox virus. They initially may begin as a flu-like illness with fever, headache, body pains and fatigue, and infected people may have swollen lymph nodes. After about 1-3 days a rash develops. The rash is often painful and can involve any area of the body including inside the mouth. The rash may initially begin as red spots and progress to form blisters, then pustules, before eventually crusting and falling off. The visual nature of these symptoms may make mpox easier to identify, compared to a predominantly respiratory illness like Covid-19.

Most people will present with mild symptoms and recover after 2-4 weeks; however, it can be severe, leading to hospitalisation and even death. Children and people with immune deficiency are at higher risk of severe disease.

A person with mpox is considered to be infectious until all the lesions have crusted over and fallen off. It is possible that the virus can be sexually transmitted for a further 12 weeks which is why most authorities recommend using condoms for this period.

DIAGNOSIS AND TREATMENT

Diagnosis is made through specialised laboratory testing of blood and swabs of the rash. Testing capabilities may be limited in some locations.

Treatment includes supportive management of symptoms such as fever and body aches.

Specific antiviral medications can be used to treat mpox however they are in limited supply. Authorisation, availability and treatment protocols differ from country to country. Research and development are ongoing.

IS THERE AN MPOX VACCINATION?

A vaccine used for the prevention of smallpox and mpox infection, known by the names, Jynneos, Imvamune and Imvanex, is increasingly available in several locations. The primary vaccination course requires two doses, given 28 days apart. Supply is limited and countries have different eligibility criteria. Additional mpox vaccines are currently in various stages of research and development.

CURRENT RECOMMENDATIONS FOR THE MARITIME INDUSTRY

- **Crew Education:** Educate crew members about mpox symptoms, prevention, and reporting procedures
- **Ensure your crew members follow good general hygiene practices** and avoid close skin-to-skin contact in areas where mpox cases are present
- **Report any illnesses early**
- **Make sure that your medical kit/chest is stocked and up to date:** Most vessels will already have medication on board in their inventory to provide supportive treatment for crew members who might have contracted mpox
- **What about mpox vaccinations?** Mpox vaccine availability varies in different locations and may be restricted to those that have a high risk of exposure or severe illness. Local health authority guidelines will need to be followed.
- **Consider chicken pox vaccination.** Mpox can look clinically similar to chicken pox so having crew vaccinated against chicken pox may prevent a case on board and the subsequent quarantine and disruption that may occur. Chicken pox vaccination does not protect against mpox.

THE VITAL ROLE OF SLEEP

BEING A SEAFARER IS BOTH MENTALLY AND PHYSICALLY DEMANDING, REQUIRING REGULAR CONSTANT SITUATIONAL ASSESSMENTS AND DECISION MAKING. THIS APPLIES TO ALL RANKS AND DEPARTMENTS OF CREW, FROM JUNIOR TO SENIOR PERSONNEL. DECISIONS CAN RANGE FROM CAREFULLY PLANNED ACTIONS, SUCH AS STOWAGE ASSESSMENTS AND NAVIGATION, TO QUICK, INSTINCTIVE REACTIONS, LIKE MOVING TO AVOID ONCOMING EQUIPMENT AND AVOID INJURY.

STEPHEN HUNTER, FLEET MANAGER, BRITANNIA P&I

Teamwork and effective communication are essential for decision making and maintaining safety. However, one crucial aspect that is often overlooked is sleep, which is fundamental to both. When you are overly tired, the likelihood of making poor decisions increases and your physical reaction times slow down, putting safety at greater risk.

Getting enough sleep not only improves your mood but also enhances mental clarity and supports a healthy immune system. Studies also suggest a correlation between sleep deprivation and developing dementia later in life.

So how much sleep is enough? Ideally, adults need between seven to eight hours of uninterrupted sleep within a 24-hour period. Inadequate sleep can accumulate over time, impacting both a seafarer's mental and physical wellbeing.

So, remember REST:

R - Respect: Respect your colleagues on board during their rest periods. If they are sleeping, try not to disturb them unless it is the time for them to wake up (but there are exceptions explained on the right).

E - Excess: Avoid excessive activities before bedtime, such as screentime or heavy meals. Your goal is to calm the mind and body before sleeping. Eating a large meal can conflict with your body's attempt to power down, as digestion generates energy. Also minimise or avoid caffeine intake, or excessive sugar, when you have a sleep period coming up.

S - Share: If you are feeling extremely tired on a given day, share that with your colleagues. This important knowledge can help colleagues be more aware of how you feel.

IN SEAFARER SAFETY AND WELLBEING

T - Timetable and Teamwork: Everyone on board is a part of the team and it is in the mutual interests of everyone to try and schedule work periods to allow adequate rest. Also, consider the timing of emergency drills and the disruption this may cause to off duty workers.

The Maritime Labour Convention stipulates that rest hours must be at least:

- 10 hours in any 24-hour period
- 77 hours in any 7-day period

There are exceptions for urgent safety matters, like waking the master for an appropriate safety concern. When rest hours are disrupted for exceptional reasons, the effected personnel should be provided with compensatory rest.

A seafarer's sleep period must be within their rest hours, keeping in mind that time is needed for other activities such as eating, washing and other recreation such as exercising. New crew members, especially those dealing with jet lag, should be given time to adjust.

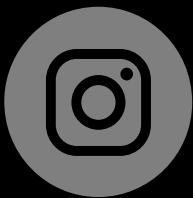
The following can also aid sleep:

- The supply of good quality mattresses and pillows
- Ensuring your cabin is adequately dark during daytime
- Keeping the temperature around 20 Celsius, adjusting for personal preference.

By embracing REST as part of your onboard culture, you will help to create a safer and happier working environment for yourself and your colleagues.

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MARITIME INFORMATION
INSIGHTFUL CONTENT



We hope you enjoyed this issue of Crew Watch. We are actively seeking ways to maintain and increase the usefulness, relevance, and overall appeal of our articles. If you have any ideas or comments, please send them to:
britanniacommunications@tindallriley.com

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