

MAKING *Waves*

Tips for success in
school, work & life,
from 10 maritime
professionals



The men and women you'll meet in this magazine have diverse interests, talents and training. But, they all have a couple of things in common. First, they were all students, like you are today, trying to shine and wondering about the choices ahead. Second, each of

ABOUT MARITIME SINGAPORE

Singapore is one of world's main international maritime centres and a gateway to key Asian markets. Its maritime ecosystem comprises over 5,000 companies employing more than 100,000 people. It is the world's busiest container port and the top bunkering port. The country is the third largest oil refining centre in the world. Our shipyards handle 70 per cent of the world's jack-up rig building work and 20 per cent of the ocean-going ship repairs. More than 250 shipping lines connect Singapore to over 600 ports in the world. There are 1,000 vessels in the Singapore port at any one time. In addition, the Singapore Registry of Ships is the largest in Asia and among the top 10 fleets in the world. Singapore may be a small country but its maritime professionals are used to performing on a big stage.

Where the

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Jarrod Ho became a SHIP BROKER



Sky Tang became a PROJECT ENGINEER



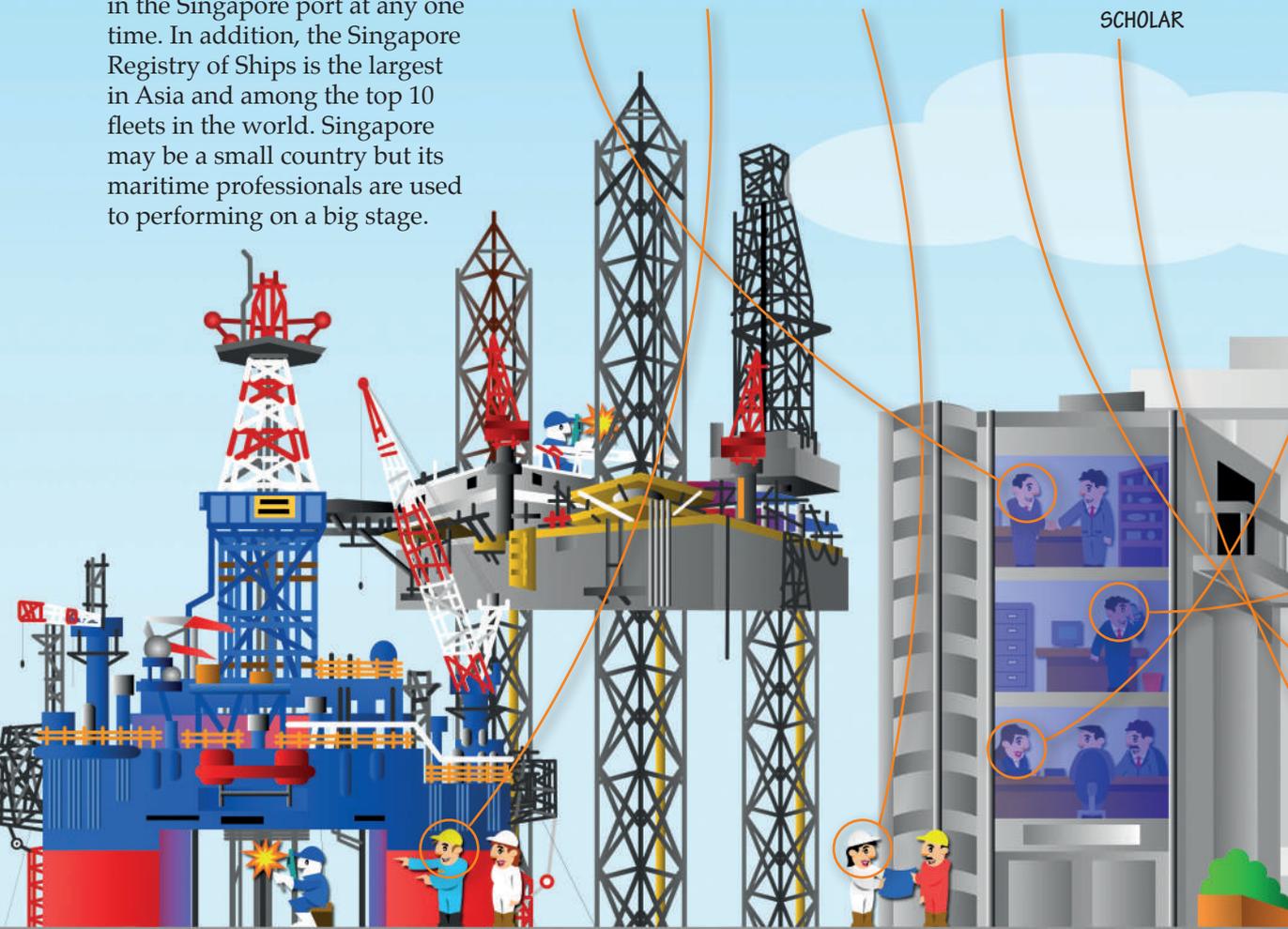
Wang Rong became a NAVAL ARCHITECT



Koh Kwang Yong became an I.T. SPECIALIST



Adelene Lum became a MARITIME STUDIES SCHOLAR



them is now part of a vast network of activities that make up Singapore's modern maritime industry. Through their stories, find out what it takes to succeed. Their life journeys can also help you explore the vast career opportunities in the maritime industry. Happy reading!

y are now

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Jolene Chew became a SHIP FINANCIER



Wong Kai Cheong became ASSISTANT DIRECTOR OF THE SINGAPORE REGISTRY OF SHIPS



Mathiew C. Rajoo became a MARITIME LAWYER



Shinta Rotty became a MARITIME CONSULTANT



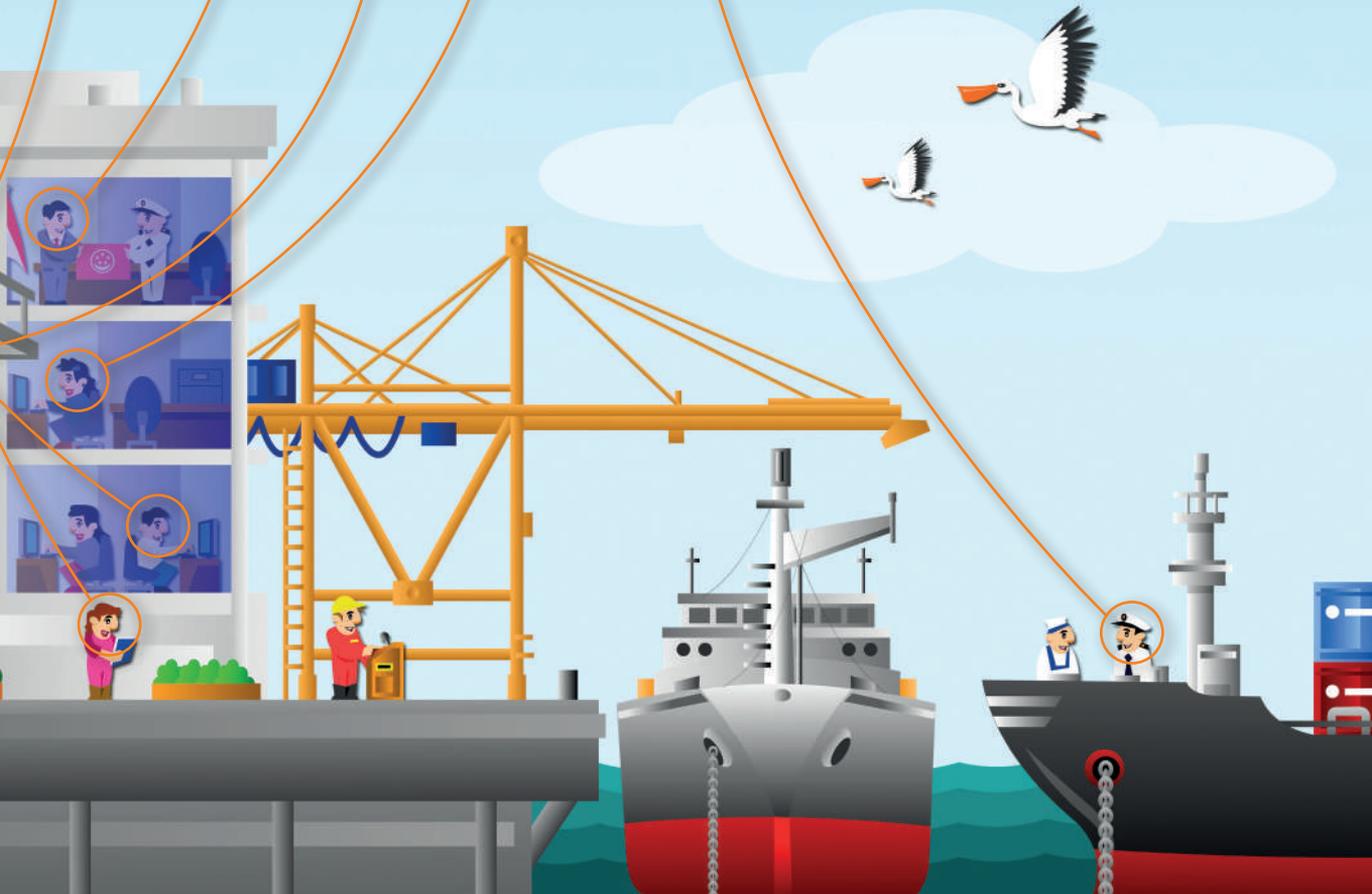
Nisham Supian became a NAVAL OFFICER

YOUR TURN

Whether you want to be a broker, a businessman, an engineer, a lawyer, a manager, a marketer, a public relations director or a shipbuilder, you can get your career going in the maritime industry.

Start by visiting the website www.maritimecareers.com.sg.

Here, you can find out more about the educational avenues that the Maritime and Port Authority of Singapore (MPA) has helped to develop, along with industry partners and institutes of higher learning. MPA, together with the Singapore Maritime Foundation, Association of Singapore Marine Industries and the Singapore Shipping Association launched the MaritimeONE (Maritime Outreach Network) initiative in April 2007.





JARROD HO / SHIP BROKER

From drifter to driven

Jarrod Ho may be enjoying the fruits of his labour now, but life wasn't always smooth sailing for him. He had to do his O-Levels twice and his results were less than ideal, leaving him with few options for further study. He signed up for a diploma course in Shipbuilding and Offshore

Engineering at Ngee Ann Polytechnic. Lacking the motivation to study, he had to repeat his first year. Then it dawned on him that his mother was making sacrifices to pay for his education. It was with a mixture of remorse and determination that he decided to treasure the opportunities available to him.

From then on, he studied hard and



developed an interest in the commercial side of shipping. “I’m not very good at maths, science, and engineering,” he says. Fortunately, there is more to the maritime industry than engineering, and he spotted his niche in the business side of shipping.

After getting his diploma, he aimed for a university degree. He managed to make it to

Plymouth University in Britain with the help of a benefactor. There, he studied Maritime Business with Logistics – and aced the course.

After working in various fields within the shipping industry, Jarrod entered shipbroking in 2006 and found that it suited him perfectly. “I’ve always been an extroverted person, and I wanted to do something that can tap on that,” he says.

The shipbroking business

Shipbroking is a global business that’s all about matching demand and supply for vessels. It involves many types of transaction, ranging from sale of ships to vessel charters. Such transactions are hardly small trades: it is quite common to see millions of dollars changing hands in a single deal. To make things more complicated, the deals are usually international and require plenty of co-ordination work.

“You need hard work and perseverance to face many rejections from clients before landing a deal,” Jarrod says. But, his personal experience has prepared him for this. He knows what it’s like to fail before achieving success.

Although a late bloomer, Jarrod’s talent was recognised by the Singapore Maritime Foundation and the Centre for Maritime Economics and Logistics. The two bodies jointly awarded him a scholarship to do a Masters of Science in Maritime Economics and Logistics at Erasmus University at Rotterdam in the Netherlands back in 2006. When he received the scholarship, he was haunted by his past. Self-doubt started creeping in. “Secretly, I was doubtful and scared,” he admitted in a blog. “How can I, a normal stream student who took O-Levels twice and repeated my first year at Polytechnic, expect to finish a Masters degree?”

Fortunately, Jarrod cast his doubts aside and graduated two years later with distinction, a remarkable achievement given his earlier academic setbacks. Now 36 years old, he is back in Singapore and working as a shipbroker at Eastport Maritime, an established homegrown international shipbroking firm. Jarrod Ho has seen the world and is ever ready to take it on.

Story by MAVIS ANG

Photo by FOO CHEE CHANG

Teamwork keeps meg

Solo effort may get one a good grade in school, but managing mega-scale projects in the working world is a totally different ball game. Sky Tang, who works with massive marine and offshore structures, can vouch for that. In his line, it's all about teamwork. Such projects are highly complex, involving many teams from different specialisations. "In school, it's mainly individual effort: you set a goal and just study hard," he notes.

The mega-projects Sky has handled include the conversion of an oil tanker into a Floating Production Storage and Offloading (FPSO) vessel, which processes and stores oil extracted from deep under the ocean bed.

Delivering such projects is a mammoth task, requiring a great deal of planning, coordination and communication. "One of the most challenging aspects of my work is energising and rallying people of diverse cultures and backgrounds to work towards the same goal," he says.



Focus. Pay attention to details and plan ahead to achieve results.

Projects on track

As a people-oriented person, he relishes the challenge. In fact, he calls interacting with people “one of the best parts of my job”. He’s also proud to be part of Singapore’s success as a world leader in FPSO conversion. The country has converted twice as many FPSOs as all other countries combined – an incredible feat for a small country.

As an assistant project manager at Jurong Shipyard, Sky, 31, helps to ensure that the engineers and contractors stick to the schedule and finish on time and within budget.



In his youth, he always knew that he wanted to do something connected with the sea, but he wasn’t sure exactly what. At one point, he was fascinated by submarines and considered joining the Navy. In 1999, his career path became clearer. He was awarded a scholarship by Jurong Shipyard, a subsidiary of Sembcorp Marine, to study Marine and Offshore Technology at Ngee Ann Polytechnic.

After completing his diploma, he joined Jurong Shipyard as a Safety Engineer. He was then sponsored by the company to study for an advanced diploma in Ship and Marine Technology at Ngee Ann Polytechnic for a year, followed by another year at the Universities of Glasgow and Strathclyde in Scotland, where he obtained his degree in Naval Architecture and Offshore Engineering.

Back in Jurong Shipyard, Sky now works in the Project Management department. He is currently involved in a rig project for an American drilling company. The project has up to a thousand people working onboard a day.

Sky enjoys being a problem-solver. A massive project is never routine, and requires quick thinking and keen judgement to deal with challenges that can range from bad weather conditions, a computation error or equipment breakdown. “Every day we encounter something new, this adds to the challenge and excitement,” he says.

He returns to his favourite subjects of teamwork and communication. While studying in Scotland, he realised the value of having people of different backgrounds working together in a team. “The way we view things is different,” he says. “This encourages you to keep an open mind and come up with more creative solutions.”

Story by LISELLE LAW

Photo by FOO CHEE CHANG

FPSO Petrobras 54, converted by Sembcorp Marine.





WANG RONG / NAVAL ARCHITECT

Part of a world-beating

Her home is a landlocked province separated from the ocean by mountains. “I like the sea, but in that place, you won’t see much sea,” says Wang Rong, who grew up in Shanxi, China.

“I wished that I could go to some place where I could

see the sea often.”

She got her wish, along with a promising career. After high school, she came to Singapore and joined Ngee Ann Polytechnic’s diploma course in Marine and Offshore Technology. In the maritime industry, “offshore” usually refers to the business of extracting oil and gas from beneath the sea

floor. Singapore has no oil fields of its own, but believe it or not, it is a world leader in building specialised units for drilling, pumping and processing oil and gas. In fact, Singapore accounts for 70 percent of the global business of building “jack-up” oil rigs.

Armed with her diploma, Wang Rong joined the world’s leading designer



g team

and builder of offshore rigs, Keppel FELS. Keppel supported her studies at Ngee Ann Polytechnic, where she got an advanced diploma in Ship and Marine Technology, and for her Bachelor's degree in Naval Architecture and Ocean Engineering from the Universities of Glasgow and Strathclyde in Singapore.

Now 25 years old, Wang

Rong is currently an engineer in the Naval Architecture section of Keppel FELS.

"We will liaise with the production teams, our clients and our consultants to solve the technical issues and to make the project smooth so that it can be delivered on schedule," she says. Oil rigs cost hundreds of millions of dollars and take two to three years to complete, so you can imagine how much is at stake.

Testing, testing

At the basic design stage, Miss Wang and her colleagues work at their desks, making mountains of calculations to come up with their blueprints. As the rig materialises in the yard, they are out there inspecting and testing every detail.

They also have to go out to sea to observe the rig in action. "When the rig is near completion, we need to go out to check whether the rig equipment and structure are alright," she says.

Last December, for example, she went out to the South China Sea to carry out a trial test of the performance, speed and power of a semi-submersible rig, *Maersk Developer*.

Another test conducted before a rig is completed is called the inclination test, which assesses the stability

of the rig at sea. It is a challenging task. During one inclination test last year, the weather turned bad suddenly. "We were almost close to the end of the experiment but because of the rain and the wind that came along, we had to stop the experiment," she says. They had to wait for the storm to pass before finishing the last reading.

In total, the test took two days of non-stop work. But, nobody complained. "Everyone was happy with the results because our patience had paid off."

In moments like that, Wang Rong realises that the most important ingredient for success is passion and motivation. "For me, it's my dream industry, so I'm quite passionate about learning and challenging myself," she says.

She says it's impossible for any textbook – or this magazine – to convey the excitement and scale of the huge projects that she's involved in. Sure, you can look at pictures and imagine. "But when you are onboard a rig, it's totally different," she says. "I wish everyone can learn how one of these marine mammoths work and what the maritime industry is all about."

She adds, "More ladies are always welcomed!"

Story by LISELLE LAW

Photo by FOO CHEE CHANG

Various offshore rigs being built at the Keppel FELS yard in Singapore.



Click here for a turboc

When Koh Kwang Yong completed his A-levels, he wondered what scholarship to apply for with his results. He loved computers and hoped to go into the fast-changing field of information technology or IT. He found what he was looking for in one of Singapore's leading and oldest industries: the port.

Singapore's maritime history began before most of the technologies we now take for granted, like radio to communicate across the miles or engines to power vessels; and even before magnetic compasses to help sailors navigate. Today, though, Singapore's port activities are unimaginable without the very latest IT systems.

You can tell that Singapore is the world's busiest container port just by looking at the sheer numbers of vessels moving in and out. What's less visible – but absolutely vital – is the information that flies around the port electronically, ensuring that everything runs like clockwork.

Joining a top-notch IT team

Kwang Yong had always known that PSA was one of the earliest adopters of technology, so he applied for a PSA scholarship. "It was quite a forward-looking company in terms of IT so I thought it would be interesting." As a PSA scholar, he completed his Bachelor's degree in Computer Engineering and a Master's in Computer Science at the National University of Singapore.

Today, he is a deputy manager in the IT division of PSA Singapore Terminals. The 33-year-old, who also enjoys Chinese drama serials and yoga, leads a team that has to ensure that the Operations networks within PSA are constantly "steady and ready". "Being a 24/7 port, we work continuously," he says. "If anything goes wrong, we need to make sure that the systems are all up and good as

soon as possible."

What it takes to be a leading port

Gone are the days when Singapore depended only on its strategic location and sheltered harbour to keep ships coming. Now, they also expect smooth and efficient service. That's where super-efficient IT systems come in, transmitting forms, instructions and other vital information electronically.

Around 130 million transactions zip around every year on PORTNET, a computer system developed by Kwang Yong's company – PSA. IT systems link the containers and ships that move in and out of PSA every day,



harged IT career

connecting shore-based companies with port and logistics activities.

Keeping up with change

Kwang Yong and his colleagues are problem-solvers constantly racing against time in a business environment that is fast moving and ever changing. They have to think smart and fast to find the most cost-effective way to get the job done and provide the world-class service which PSA is famous for.

"We put a lot of effort into prevention, to identify and minimise potential system disruptions," he says.

"Things keep on changing," he adds,

"so it is important that we have the latest technologies."

The same goes for planning a career, he says. He has this advice about finding a job: "Don't just say, 'That's a cool company, let's go for it.'" Instead, consider the whole industry – which is made up of many different related activities and companies. Try to pick an industry and a company that is "strong and stable with scope for overseas expansion", he says.

As for himself, he is sure he has made the right choice with PSA.

Story by LISELLE LAW

Photo by FOO CHEE CHANG



Scholar sets sights on

Believe it or not, parents don't know everything about careers. They may want the best for their children, but they may not have the best information about the choices available.

That's what Adelene Lum realises when she looks at other young people. "Some parents discourage their children from taking up maritime courses because they immediately think that it's outfield and not for girls," she says.

Adelene isn't in the same boat, so to speak. Her father and uncle both worked in the maritime industry, so she used to overhear their conversations about work. She knows that Singapore is a thriving ecosystem of maritime and port services. The international maritime community congregates here, creating many opportunities for young go-getters – and not all involve sailing or working in shipyards.

Indeed, professionals working onshore are highly valued players involved in challenging and interesting projects.

So, for petite Adelene, the diploma course in Maritime Transportation and Management at Singapore Polytechnic was an easy choice after she completed her O-Levels. She went on to clinch a scholarship from the Maritime and Port Authority

of Singapore (MPA), which brought her to Nanyang Technological University where she is currently pursuing a degree in Maritime Studies.

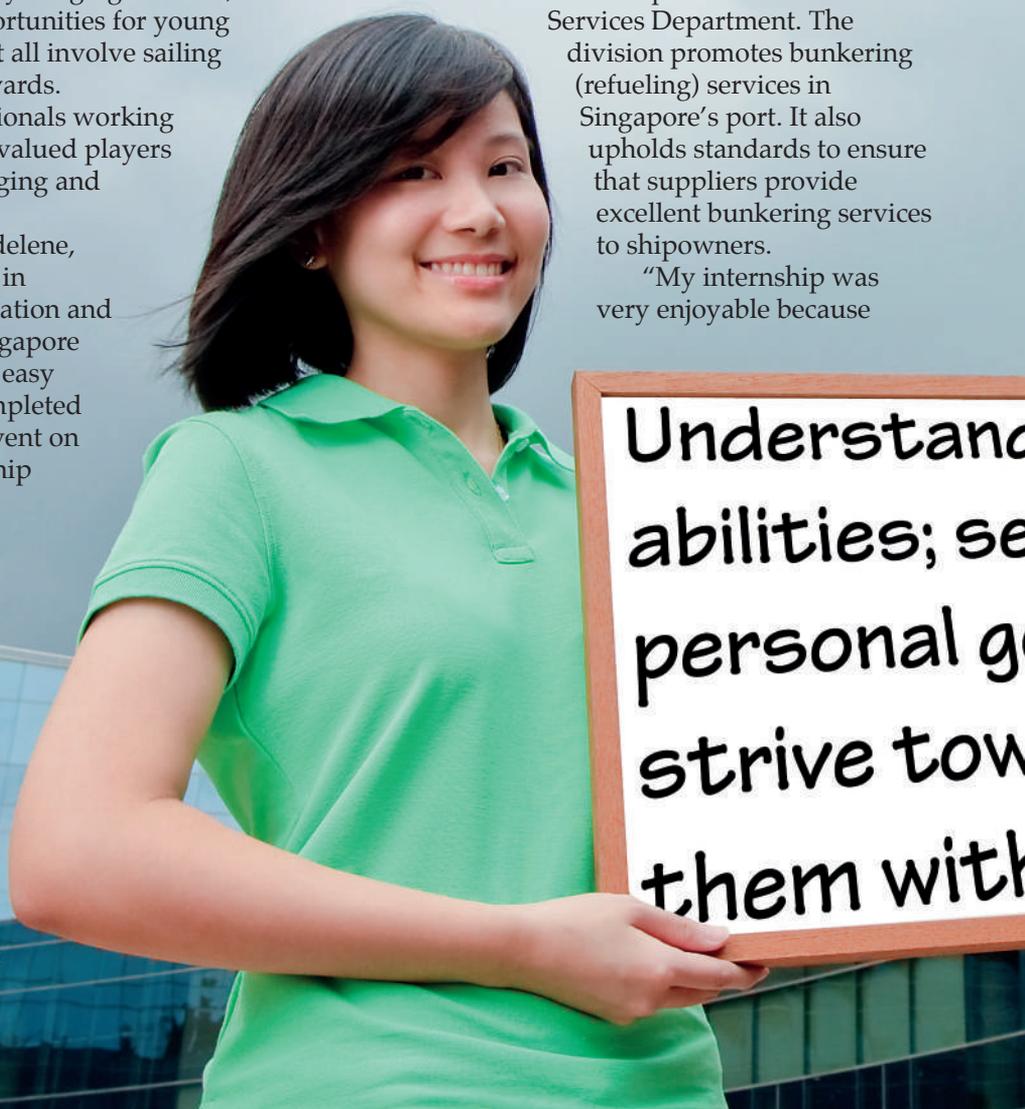
More than grades

Adelene, 20, says that MPA does not only look for excellent grades when considering potential scholars. "Good academic results is just one consideration," Adelene explains. "They want the whole package – someone who is passionate about the maritime industry."

Students under the local scholarship serve a four-year bond with the organisation after they graduate. They also get to do short internships before and during their studies.

Prior to NTU, Adelene did an eight-week internship at MPA's Marine Services Department. The division promotes bunkering (refueling) services in Singapore's port. It also upholds standards to ensure that suppliers provide excellent bunkering services to shipowners.

"My internship was very enjoyable because



fast-paced career

the Marine Services Department is very fast-paced,” Adelene recalls. “It was also exciting because I dealt with different applications every day.”

Adelene also enjoys talking to staff from different departments. They came from all walks of life and were trained in many fields. These “big brothers and sisters” were friendly and helpful, often sharing advice and experiences with Adelene. From them, Adelene learnt much more than what one will pick up in school.

She realised that having an analytical mind and a broad understanding of the maritime industry is important for MPA employees because its operations are multi-pronged.

Adelene is grateful for the scholarship as it has enabled her to pursue a specialised education in a field that she is passionate about, preparing her as a maritime-ready graduate. She looks forward to joining MPA upon her graduation and devoting her work to the maritime industry.

Story by MAVIS ANG

Photo by FOO CHEE CHANG

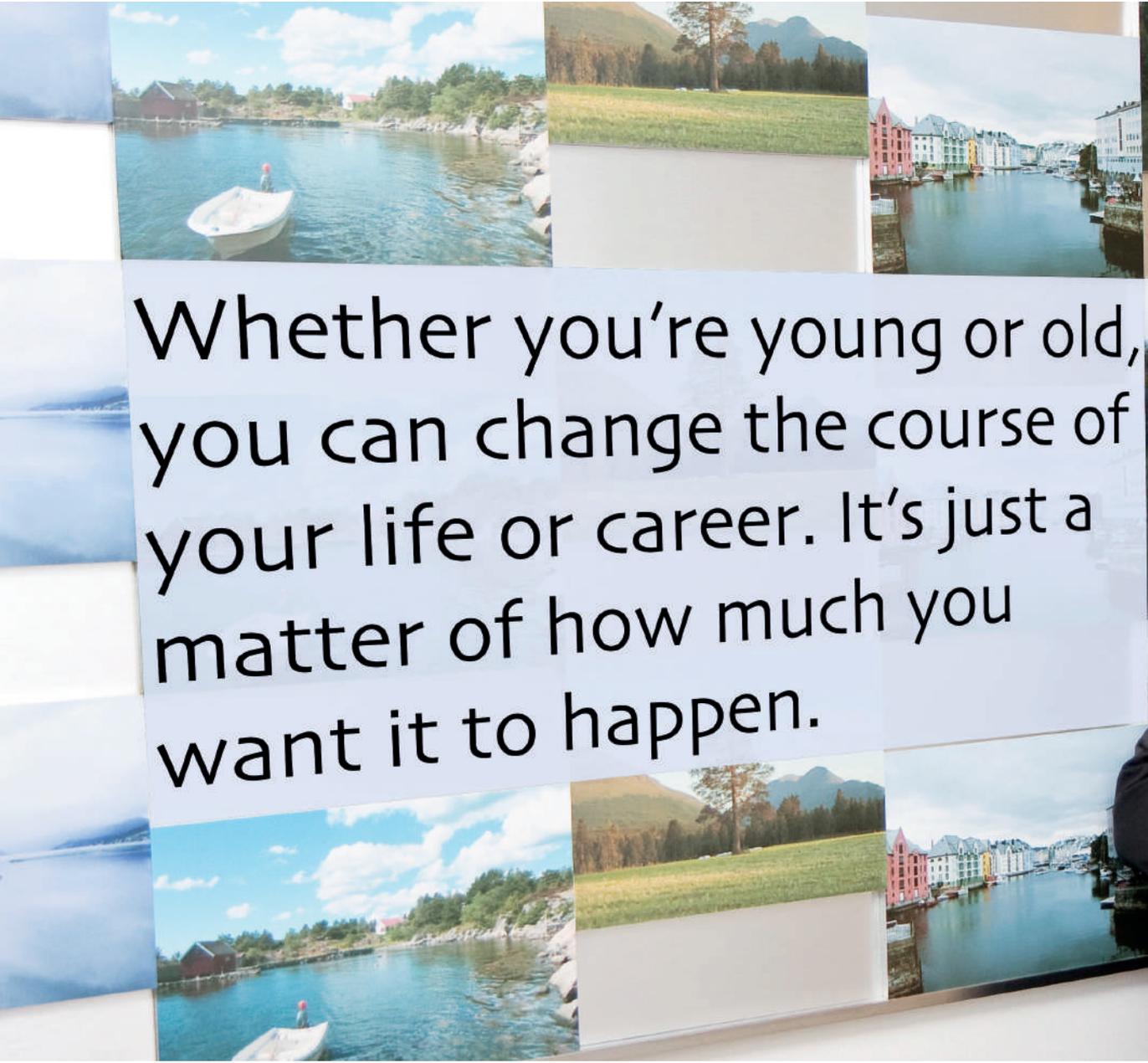
EDUCATING FUTURE PROFESSIONALS:
To produce maritime-ready professionals supporting Singapore’s rise as an international maritime centre, MPA has been working closely with institutes of higher learning and industry partners to develop relevant education and training options.

and your
set your
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wards
n focus.

Opening your mind to o

Jolene Chew knows what it's like to be unsure of your passions and interests while you're in school. As a student, she found herself just going with the flow.

She entered the science stream because that's what most students in her shoes would do. And even when she applied to do a Bachelor's degree in chemical engineering, she wasn't totally certain that it was the right thing for



Whether you're young or old, you can change the course of your life or career. It's just a matter of how much you want it to happen.

opportunities

her. "I knew I wanted to be successful," Jolene recalls, "but successful in doing what, I didn't know then."

Now she knows. She joined the Maritime and Port Authority of Singapore in 2004, which

opened her mind to the diverse opportunities in the maritime sector. She eventually moved into the financial side of this vast business. She is now a ship financier at DnB NOR Bank ASA, which specialises in providing all-round banking services to shipping customers.

So, students who aren't sure of their future direction shouldn't worry, Jolene stresses. "I believe that most people don't really know what he or she wants to do, especially when one is sheltered in school," she says.

She now knows enough to recommend courses such as Maritime Studies at Nanyang Technological University to students who have a broad interest in the industry.

For the undecided, she offers a simple formula. First, whatever the course of study, working hard will eventually open doors. Second, develop a good attitude, an open mind and the enthusiasm to learn. "It's really just about life experience," she says.

Two industries in one

As a ship financier, Jolene deals with companies that want to borrow money from her bank in order to buy ships. "I assess the companies' ability to repay the loans, then work with them to negotiate the terms and conditions for their loan applications," she says.

To be a ship financier, you also have to be very willing to learn. "You are learning about two industries, shipping and financing," she notes.

She has to work closely with colleagues, she adds. Market information and contacts are shared freely within the bank, and no single person works alone. Therefore, being approachable and trustworthy are great assets.

Ship financing is the perfect industry for outgoing and sociable individuals who love meeting new people, she says. "We are relationship managers."



Story by MAVIS ANG / Photo by FOO CHEE CHANG

THE SINGAPORE REGISTRY OF SHIPS has one of the youngest fleets among the top 10 registries: its vessels average 10 years in age. The efficient customer service of the SRS and its responsiveness to feedback are valued by shipowners and operators.



CONCENTRATE ON THE THINGS WITHIN YOUR CONTROL, AND ADAPT TO THE UNEXPECTED.

Flying the flag

On every ocean, you can see ships flying the Singapore colours. That's because Singapore is one of the world's favourite places for shipowners to register their vessels, which is similar to getting identity cards or passports. Many countries operate ship registries, but the Singapore Registry of Ships (SRS) is among the top 10 in terms of size.

Keeping the reputation of the SRS flying high are officials such as Wong Kai Cheong. He went to university on a Maritime and Port Authority of Singapore (MPA) scholarship and later rose to become an assistant director at MPA, where he oversees the SRS and mercantile marine matters.

Unique challenges

Over the years, Kai Cheong and his colleagues have been working closely with industry partners to further develop Singapore as a leading international maritime centre. They have been attracting a core group of ship owners, operators and managers to establish their operations in Singapore.

Kai Cheong and his colleagues also have to ensure that ships registered with the SRS are seaworthy and safe. In addition, they see to it that these ships get all kinds of support and services wherever and whenever they need it.

"Sometimes ships may meet minor problems, occasionally it may be a major ship breakdown, some occurring many thousands of kilometres away from home," he says.

He recalls an incident that involved a big ship heading towards a port in Alaska. It was lying 90 degrees on its side, with 30 crew members awaiting rescue.

Together with his MPA colleagues, Kai Cheong successfully coordinated rescue efforts with the United States Coast Guard, who sent rescue aircraft to save the stranded crew.

The unique challenges of the maritime industry drew him to his chosen career. "It's

a place where you can do something different from the mainstream," he says.

"Moreover, there are many opportunities where you can contribute and make a difference," he adds. "The fact that the maritime industry is an important contributor to Singapore's economy makes it even more fulfilling."

Differences between school and work

Kai Cheong holds a degree in Naval Architecture and Ocean Engineering from the Universities of Glasgow and Strathclyde in Scotland. He also has a Masters in Offshore Engineering from Nanyang Technological University.

Despite excelling in academics, this scholar stresses that school cannot prepare you fully for the working world. After all, textbooks usually describe neat and tidy situations, while real life is more complex: "Grey areas are the norm. This is where individual opinion and judgement come in."

Kai Cheong has some advice about how to deal with such uncertainties. "The main thing is never to get overwhelmed, and stay focused on achieving your goal. Concentrate on the things within your control, and adapt to various situations," he says. "Although unpredictable events will occur, one should not be discouraged. By adapting to various situations over time, you will learn to conquer various tasks – big or small."

It's also important to be willing to ask questions and learn even if it makes you appear unsure. "Always be inquisitive," he says.

"It is important not to lose sight of the objectives, and to conserve energy for the unexpected," he adds. "There will always be another battle to fight and you do not want to lose that either."

*Story by WANG SIMIN
Photo by FOO CHEE CHANG*

Mapping a course to s

When Mathiew Christophe Rajoo was 30 years old, he qualified for a ship captain's licence, achieving what many sailors can only aspire to. Most people who attain this coveted goal would want to enjoy the position for a while – and perhaps start shopping for a nice house or a big car.

Instead, Captain Rajoo set himself a whole new target: to reinvent himself as a lawyer. He spent his hard-earned savings pursuing a law degree from the University of Southampton in the United Kingdom.

Don't assume, though, that he was turning his back on the sea. His goal was to specialise in maritime law. He could see that this was an important field, and that not enough people were joining it. Sure enough, he had no shortage of work when he qualified as a lawyer in 2001. Today, he and a partner run DennisMathiew Advocates & Solicitors, providing legal services to shipping companies.

Their office is decorated with model ships. "I still love ships; I love the sea," says Captain Rajoo, 42.

His new career on shore gives him more time for family. He is married with two young sons. When he was a ship officer, there was no such thing as being off-duty. Being responsible for the vessel and its crew, he had to respond whenever he was needed. "A ship runs 24 hours a day," he says. "You get calls in the middle of the night."

This aspect of his work hasn't changed

much. "Most of my clients are in the shipping industry; they work round the clock, Saturdays, Sundays, holidays," he says. "I get calls in the middle of the night, I get calls on public holidays, and I attend to them."

He knows that millions of dollars could be saved or lost, depending on the advice that he gives. For example, his client may be a shipbuilding company that is in a dispute with a buyer.

The buyer has asked for many changes to the original design of the vessel while it's being built. The builder wants extra payment for these changes, but the buyer disagrees.

The vessel is completed, and the buyer expects it to be delivered on time. Should the builder, Captain Rajoo's client, play hardball and insist on the extra payment?

"If I tell them, 'Stop the ship from sailing out of the shipyard', that's a very big step; it's easier said than done," he notes. If he's wrong, the buyer could sue the builder for not delivering on time. "You must be very sure of your decision, because millions of dollars are at stake."

His qualification as a captain gives him an edge over other maritime

lawyers, most of whom have never worked on a ship. He can assess situations faster because he knows ships inside-out.

Thus, his unconventional choice to switch careers is paying off. "Now, clients recognise the value of my twin careers."

CHANGING DIRECTION: A career is like a voyage. Your reach your destination through a series of planned courses. At the end of a course you reach a "waypoint" and the vessel must alter its course to the next course in the series. The voyage from one port to another is not a straight line, and you may need to change courses, which is frequently the case. That's what Captain Mathiew Rajoo realises when he looks back at his doubly successful career, first as a seafarer then as a lawyer. "You can have an aim, but you must be prepared to change your plans as well," he says. Don't give up before completing the current stage or task, though. At sea, you should only alter to the next course upon reaching a waypoint. Altering to the next course before or after a waypoint could get you lost. "When you plan a voyage, you have to take into consideration all relevant factors and decide 'this is the route I'm going to take'."

Story by CHERIAN GEORGE Photo by HUIYING ORE

Success



*Set your
direction,
but have
some
flexibility
as well.*

A woman with long, curly brown hair is sitting on a light-colored wooden ledge. She is wearing a light-colored, short-sleeved blouse with a buttoned placket and dark grey trousers. She is smiling and looking towards the camera. Behind her is a large, dark wooden ship's wheel mounted on a blue wall. The wheel has a brass center with a square hole and several spokes. The woman's legs are crossed at the ankles, and she is wearing black flat shoes. Her hands are resting on the ledge on either side of her. The background is a solid blue wall.

At this stage,
just study
hard. Prepare
for your future
but never limit
yourself.

Globe-trotting go-getter

Shinta Rotty from Indonesia is one of thousands of non-Singaporeans who have been drawn to the island republic's shores for a career in the maritime sector.

Although Indonesia is one of Singapore's closest neighbours, Shinta got here in a rather roundabout way. It had always been her dream to go to Britain to study. She first went there in 1997 to pursue a degree, but had to cut short her stay because of the Asian Financial Crisis, which hit her country hard. Returning to Indonesia, she helped out at her father's transport company. It was a blessing in disguise: "It was my first introduction to the maritime industry," she says.

After completing a Masters in Financial Management in Indonesia, she joined the Jakarta International Container Terminal, the biggest container port in the country. She was attracted by this "challenging and dynamic" industry. However, she felt the outside world was still beckoning. In 2005, she made it to Britain again, and this time there was no stopping her from completing a Masters in Port Management at the University of Plymouth.

Upon completing her Masters, she joined Det Norske Veritas (DNV), one of the world's leading classification societies. Its core competency is to identify, assess and manage risk. DNV posted her to Singapore in 2006. The 35-year-old is now a maritime consultant in DNV's Maritime Solutions, a technical and management consultancy arm of DNV's maritime business.

Most port operating companies want to operate effectively and efficiently, at the lowest cost possible, with the best quality. That's easier said than done. It needs the expertise of

professionals such as Shinta Rotty. She works "shoulder-to-shoulder" with clients to "assist them to unlock their full potential in order to add value to their business", she says.

Her typical day at work starts with the "ABCD" meeting – but, no, this is not child's play. "A" is for *activities we've done*, "B" for *benefits we've achieved*, "C" for *concerns we've found* and "D" for what to *do next*, she explains. Running through these tasks helps them stay on top of their projects.

Each project could last up to a year or more, and involves colleagues with various skills. "Usually it's a group of people with different types of competence, and then we support each other," Shinta says. She enjoys the interaction with others. "The shipping community is very close, everybody knows everybody. That's a unique thing about this industry."

As a consultant, interpersonal skills are important, she adds. "You deal with people all the time," she says. "You have to be approachable."

Although her work is on shore and not on board a ship, it has taken her to many places. "What I love most about my job is that I travel a lot," she says. Within two years into the job, she's visited around a dozen countries. In 2007, when she was still relatively new to the company, she was sent solo to the United States to work on a port project for two weeks. Her longest stay overseas was in Keelung, Taiwan, for two months. She has also been to Croatia in Europe. And she has had a couple of projects back home in Jakarta.

She also likes that the industry isn't rigid: you can move around within the maritime sector. "There is plenty of room for you."

Story by LISELLE LAW / Photo by FOO CHEE CHANG



NISHAM SUPIAN / SEAFARER

At home at sea

Third Officer Nisham Supian is a serious young man who is considered and polite in the way he talks and moves. He knows this makes him quite different from how most people imagine sailors to be: rough men in a coarse environment. “Like Popeye the Sailor man,” he notes.

In fact, he discovered, modern seafaring is a high-tech career that demands more than spinach. “I found out that this is a profession which requires a great amount of skill,

dedication and determination.”

It doesn't matter to him that not many Singaporeans have chosen his line. Indeed, he likes that he's doing something different from the crowd.

Third Officer Nisham, 30, was always drawn to the sea. “Becoming a seafarer came quite naturally,” he says. However, he adds, he did a lot of planning and research in his own meticulous way before deciding to enter the Singapore Maritime Academy at Singapore Polytechnic.



DON'T BE AFRAID TO TRY: If there was one thing he wishes someone had told him when he was younger, it would be this: “Never be afraid to fail.” Third Officer Nisham believes it is very important for young students not to be afraid of failure or making mistakes. “This is part of growing up,” he notes. “Making mistakes is also part of the learning process.” Small failures need not get in the way of ultimate success. “The drive to reach for higher goals, to be something better than I am now, is always in everything I do.”

He is now employed by A.P. Moller Singapore, the largest ship owner in Singapore, and part of the A.P. Moller - Maersk Group, a multinational company headquartered in Denmark. As a Junior Deck Officer, he is responsible for the safe navigation of the ship. Among other duties, he has to check on life-saving appliances such as life boats, life buoys and life jackets, as well as fire-fighting equipment such as fire extinguishers and fire hoses.

At present, he keeps the 8 to 12 watch on board the ship. This means that he keeps a lookout from the bridge – the ship’s command and control centre – from 8am to noon and then from 8pm to midnight. In between his watches, he does other work. In his free time, his favourite activity is reading.

The job can be highly technical. “The seafarer actually operates some of the most advanced technology on the planet, from my point of view,” he says. It’s also about working closely with people. “In a huge multi-national corporation like the A.P. Moller - Maersk Group, working with people from other parts of the world is inevitable; they each have different, colourful cultures.”

Out at sea, a ship’s crew members also have to depend on everyone being hardworking and having integrity. “I believe these qualities are very important and they have kept me in good stead so far,” he says.

“There’s a certain amount of leadership required because you’ll be having subordinates under you,” adds Nisham, who hopes to be a Master Mariner one day. But ultimately, the job is about managing yourself. “Being able to handle stress and having self-confidence is important in this profession.”

“I was very attracted by the long term prospects,” he reveals. “It’s exciting, it’s stable and you can branch out to a lot of other occupations within the maritime industry. There are so many jobs available in the maritime industry. In this respect, I find it very promising.”

His polytechnic education was supported by the Tripartite Maritime Scholarship Scheme. This scheme is sponsored by the Maritime and Port Authority of Singapore (MPA), the seafaring unions and industry partners.

Story by LISELLE LAW / Photo by HUIYING ORE

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MAKING WAVES

Making Waves is an initiative of MaritimeONE to raise awareness of the interesting facets of the maritime industry and the maritime professionals to youth. Through such initiatives, we hope to attract them to pursue maritime careers in future.

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