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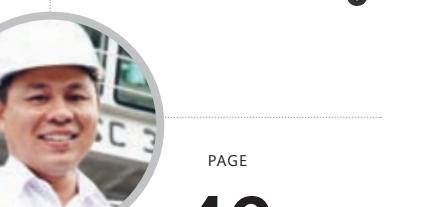
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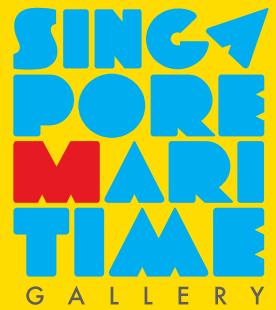
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How did Singapore transform to be one of the world's leading international maritime centres? And home to the world's busiest port? Why is maritime a vital part of our past, present and future?

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SRS Issue

The Singapore Registry of Ships (SRS) is one of the world's top 10 ship registries with some 4,000 vessels. Our main feature in this issue of *Singapore Nautilus* explores the growth of the SRS over the years, characteristics of the flag and interesting facts about the registry.

Singapore Nautilus also offers some insights into the world of Mr Koji Sekimizu, Secretary-General of the International Maritime Organization, whose challenging job scope requires him to ensure international shipping is as safe, secure, efficient and eco-friendly as possible.

In our Technology segment, the spotlight is on BW Ventures, which has exciting new plans for the present and near future, and is looking to make its mark in a greener shipping industry.

And if you've ever wondered who salvages a ship after a collision, sinking or grounding, flip to our Port & Starboard section to read about SMIT's emergency response team, which takes on the tough role of wreck removal and environmental care after an accident at sea.

We also interview two Helmsmen from Tian San Shipping, who tell us more about the multifaceted nature of their job. Their work requires competent navigational skills as they have to handle a diverse range of duties, such as firefighting, collecting flotsam and piloting.

Wee Shann
executive editor



Outreach efforts of Singapore Maritime Week 2012

To raise awareness of Maritime Singapore, the recent Singapore Maritime Week (SMW) 2012 – an annual offering from the Maritime and Port Authority of Singapore (MPA) – incorporated various outreach events to engage the public.

The *Walk through Maritime Singapore* exhibition held at VivoCity attracted over 28,000 visitors with its display of colourful container designs, interactive panels on various facets of Maritime Singapore and fun activity corners. Visitors to the exhibition could also design their own cardboard containers and stamp their exhibition passports at each panel. These activities turned out to be a huge draw for the young, who were game for art-and-craft sessions while learning more about the maritime industry.

To celebrate 40 years of containerisation in Singapore, a design competition was also held from January to April 2012. Entitled *Your Colourful World of Containers*, the contest displayed its winning and shortlisted entries at the SMW exhibition. Organised by MPA, in partnership with the Nanyang Academy of Fine Arts (NAFA), the contest saw a total of 466



entries from the NAFA and Open categories.

The winner of the Open category was Ms Liew Chia Chyun for her entry *A to Z Ingredients for Singapore*. Her creation was an illustration of 26 items – from A to Z – carried in containers and which are needed for nation building and creating a successful business hub.

Ms Liviani Suwandi, a second-year diploma student studying design and media, topped the NAFA category with her work *Singapore: Gateway to Asia*. She said: "I am very happy and honoured to have won the competition. It has opened my eyes to the world of containers, which I did

not give much thought to before. My design shows some interesting facts of Singapore's maritime industry and I applied a vintage feel to my work to illustrate the long history and importance of the industry to Singapore's economy."

Pupils from Ngee Ann Primary School, who had spent a week designing cardboard containers, were also at the exhibition to view their showcased creations.

Primary 5 pupil Jalen Ng, 11, said he learnt more about containers and ships at the event. "I now know that containers transport all kinds of interesting things, such as toys, boats and cars."

His schoolmate Nur Insyirah, also 11, said she had seen containers before, but never really gave them much thought. She added: "I've learnt that they transport goods. And I can see (through the exhibition) what kind of goods go inside a container."

Their art teacher Mrs Poh-Lim Shir Pei thought the design competition brought out the creativity in her pupils.

She said: "The pupils were excited to know that their designs would be exhibited. It's also good for them to learn about the maritime industry. After all, import and export is a big part of Singapore."

Top prize of US\$1 million for NGCP Challenge



The Amazing Maritime Challenge, jointly organised by MPA, the Singapore Maritime Foundation, the Singapore Shipping Association and the Association of Singapore Marine Industries, was another well-received SMW outreach event. Over 800 contestants, including families and staff from maritime companies, assembled at the Maritime Experiential Museum to take part in the challenge.

Participants were put through nine stations, which challenged them in activities such as manoeuvring remote-control boats and spotting maritime signal flags.

The winning teams, I-Venture from the Open



category and MOT Buddies from the Youth category, won \$1,500 and \$800 in cash respectively. Said team leader of I-Venture, Mr Low Teck Soang: "We didn't expect to win the challenge. Through this competition, we learnt a lot about the maritime industry and the importance of teamwork."

Mr Lam Yi Young, Chief Executive of MPA, said: "We are heartened by the excellent support and response from the maritime community and the general public to our Singapore Maritime Week outreach activities. We hope that through these activities, we are able to share with the wider community about Singapore's dynamic and exciting maritime sector."

► The Next Generation Container Port (NGCP) Challenge is seeking ideas that will contribute to a quantum leap in port performance, productivity and sustainability for a new generation of container ports that is set 10 years in the future.

The winning proposal in the challenge, jointly organised by the Maritime and Port Authority of Singapore (MPA) and the Singapore Maritime Institute (SMI), will receive the top prize of US\$1 million (\$S1.26 million).

It was launched by Assistant Chief Executive (Operations) of MPA, Captain M Segar (pictured below right) and registration for the competition is open till July 31, 2012. Participants will have to submit their proposals by Dec 31, 2012 and will be evaluated by an international panel, including representatives from the Government.

Said Capt Segar:

"The current landscape is such that high demands are placed on port infrastructure in the world. It is especially important for Singapore, as a land-scarce nation, to look for innovative proposals that will allow us to achieve an exponential leap in performance, productivity and sustainability. We believe this competition will allow us to identify ideas that will not only benefit the Port of Singapore, but also revolutionise the entire container port industry."

"As a leading container hub port, it is important for Singapore to continually innovate and leverage on cutting-edge technologies to operate the container ports of the future. The NGCP Challenge serves to support SMI's strategy on R&D for breakthrough applications and develop our thought leadership in port design," said Mr Heng Chiang Gnee (pictured below left), Executive Director of SMI.



Port of Singapore wins two awards at 26th AFSCA



At the 26th Asian Freight & Supply Chain Awards (AFSCA), the Port of Singapore re-enforced its position as Asia's port of choice by bagging the Best Seaport in Asia and Best Green Service Provider - Seaport accolades.

Captain Lee Cheng Wee (pictured above right), Port Master of the Maritime and Port Authority of Singapore (MPA), received the awards on behalf of the Port of Singapore at the AFSCA event in Shanghai in June.

Singapore topped the Best Seaport in Asia category for an unprecedented 24th time - beating Busan, Dalian, Hong Kong, Kaohsiung,

Klang, Laem Chabang, Manila, Ningbo, Shenzhen, Tanjung Pelepas, Tianjin and Yangshan. They were judged on a range of criteria, including cost competitiveness, provision of suitable container shipping-related infrastructure, timely and adequate investment in new infrastructure to meet future demand and the facilitation of ancillary services, including logistics and freight-forwarding facilities.

The Port of Singapore also received the Best Green Service Provider - Seaport award for the second time, in recognition of her efforts to promote

environmentally friendly shipping. Other nominees in this category included Brisbane, Hamburg, Long Beach, Los Angeles, Rotterdam, Tacoma and Vancouver.

Mr Lam Yi Young, Chief Executive of MPA, said: "These awards are testament to the good support that we have received from the industry and stakeholders to develop Singapore into a choice port of call. We will continue to invest in infrastructure and introduce initiatives to ensure the Port of Singapore remains a premier global hub port and a preferred port of call."

Singapore and Norway renew cooperation agreement

The Maritime and Port Authority of Singapore (MPA) and the Research Council of Norway (RCN) signed a memorandum of understanding (MOU) recently to renew their bilateral agreement on maritime research and development (R&D), education and training for another three years. The fifth MPA-RCN MOU was signed by Mr Lam Yi Young, Chief Executive of MPA, and Mr Arvid Hallen, Director-General of RCN.

"Building on the success of past projects under the MOU, we look forward to setting up further maritime research and development programmes with Norwegian institutions in the years to come," said Mr Lam.

Mr Hallen said: "An increasing number of Norwegian maritime companies have established their presence with the headquarters for operation and strategic coordination in Singapore in the last few years. Norwegian R&D institutes and universities see Singapore as a strong knowledge hub for future development in the Asian market. Research and innovation is global, and I believe Norway and Singapore represent two of the most complete maritime clusters in the world - a good basis for joint collaboration."

The MPA-RCN MOU was first signed in 2000.

FEREX Blue Dolphin Exercise



More than 300 personnel from 13 agencies participated in the Ferry Rescue Exercise, code-named FEREX Blue Dolphin, in May 2012. This annual exercise, organised by MPA, was carried out to test the readiness of various agencies in responding to ferry mishaps in the Port of Singapore.

Visit by Wired Magazine



MPA hosted Mr Kevin Kelly (pictured above right), Senior Maverick for *Wired* magazine, at its Port Operations Control Centre in Changi.

Visit by Saami Council



Mr Olav Mathis Eira (second from left), President of Saami Council, paid a visit to MPA.

Singapore Maritime Week (SMW) is an annual offering from the Maritime and Port Authority of Singapore. Since its launch in 2006, it has become a leading maritime event in Singapore that gathers the international community for a week of conferences, dialogues, exhibitions and social events, in celebration of all things maritime. SMW is all about PEOPLE, IDEAS and OPPORTUNITIES. We take a look at some snapshots of SMW 2012.

PEOPLE

SMW 2012 Launch



Mr Lui Tuck Yew (fourth from left), Minister for Transport and Second Minister for Foreign Affairs, was the guest of honour at the launch of SMW 2012, which was held at VivoCity.

Maritime Learning Journeys



Students and members of the general public got the chance to participate in Maritime Learning Journeys, which aim to educate participants about Maritime Singapore and the range of career opportunities in the industry.

IDEAS

6th Singapore Maritime Lecture



Mr Koji Sekimizu (above), Secretary-General of the International Maritime Organization, led the dialogue this year at the sixth Singapore Maritime Lecture (SML), an anchor event of SMW. Organised by MPA, SML is an opportunity to hear from and engage in dialogue with notable personalities on maritime issues.

Conference on Piracy



To further promote the safety of vessels at sea, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Centre hosted a conference that was themed *Safeguarding Seafarers: A Shared Responsibility*.

MARTECH/MARSIM 2012



The Singapore Maritime Academy celebrated 55 years of maritime education and training this year, and hosted MARSIM 2012 in line with its biennial MARTECH series.

OPPORTUNITIES

Launch of the Next Generation Container Port Challenge



The Next Generation Container Port Challenge is a call for ideas that will lead to a quantum leap in port performance, productivity and sustainability for a new generation of container ports that is set 10 years in the future. Launched during SMW 2012, the challenge offers a prize of US\$1 million to the winner.

BIMCO AGM and Reception



The 2012 BIMCO Annual General Meeting conference, themed *Perspectives in Shipping – Survival through Innovation*, and the BIMCO reception were held in conjunction with SMW 2012.

RESCUE & R



ECOVER

SMIT'S RANGE OF HEAVY-LIFTING CRANES,
SPECIALITY EQUIPMENT AND HANDY
WATERSIDE ACCESS MAKE FOR QUICK RESCUE
EFFORTS IN TIMES OF SALVAGE OPERATIONS.

BY AIMEE CHAN

For Anshu Sahay, being woken up in the middle of the night when there is an accident in Asian waters is part and parcel of his job.

He is the deputy contracts manager at specialised maritime services provider SMIT. Work at SMIT requires Sahay and his colleagues to coordinate rescue efforts for ships that find themselves in crisis and need assistance to preserve items of value, such as cargo and vessels.

Whether a craft has sunk, grounded or collided with another boat, a salvage emergency response team which SMIT has on call can arrive on the scene in 90 minutes.

One of the reasons SMIT is able to coordinate the different aspects of a salvage operation in a timely manner is its quayside jetty, which is located right next to its 12,000 sq ft warehouse that houses specialised equipment, such as



firefighting kits and materials for specific patching fabrication work.

Although SMIT engages in other activities, including terminals, towage, transport and heavy lifting, salvage makes up a substantial part of the firm's workload. Last year, its Singapore office serviced 30 salvage cases.

As SMIT is appointed as an official response team for the Singapore and US Navy, its regional headquarters in Singapore is a key base for its services from Pakistan to New Zealand.

In October last year, SMIT came to the assistance of the *Rena* near Tauranga in New Zealand. Grounded on a reef, the

container ship had spilt 300 containers and hundreds of tonnes of oil, reportedly costing the government NZ\$130 million (S\$131 million).

The potential environmental effects of a maritime incident depend on how well executed a salvage operation is. For instance, Sahay was project coordinator for SMIT when the *MSC Chitra* collided with another vessel in 2010 near the Mumbai coast. The ships were laden with toxic chemicals and diesel, including 800 containers, so part of SMIT's role was to employ equipment, like a hot tap tool, to plug into the hazardous fuel containers and minimise spillage and leakage.

"We stand out because we have the people, equipment and infrastructure to handle a wide range of salvage operations," says Sahay. "I am confident that this gives us a competitive advantage."

Another joint venture with Keppel Smit Towage means SMIT now has access to a fleet of 35 to 40 tugs in Singapore, which can be diverted to wherever a casualty is.

Currently, SMIT's global salvage group employs around 200 specialised personnel and operates about 550 tugs. These tugs are either owned by SMIT or its joint venture partners.

TWO DEDICATED HEAVY-LIFTING CRANES ARE VITAL TOOLS IN SMIT'S SALVAGE OPERATIONS.

SMIT BORNEO

Core competency

This crane is designed for big refloating operations or wreck removal, making it particularly appropriate for salvage work.

Capacity

Can lift a maximum of 500 metric tonnes.

Dimensions

It is 110m long, 30m wide and 7.6m deep, and weighs 7,323 tonnes.

Additional features

It boasts a 22m x 22m helideck, which provides the convenience of helicopter access when required.

Crew and facilities

It can accommodate 152 people, including three hospital berths. It houses a recreation room, games lounge and meeting room.



ASIAN HERCULES II

Capacity

It can lift about 3,200 metric tonnes.

Dimensions

The A-frame sheerleg is 91m long, 43m broad and 8.5m deep, and weighs 10,560 tonnes.

Manoeuvrability

It is self-propelling, although it requires tug assistance to secure its precise position at an emergency site.

Crew

Generally, it requires a crew of 20, although it can accommodate up to 34 people. But once on site, more surveyors and naval architects are employed to assist with calculating the balance of the load during lifting.

LEFT: SMIT Borneo is suited for big refloating operations or wreck removal.

FACING PAGE: Asian Hercules II can lift about 3,200 metric tonnes, which is the maximum capacity of any crane currently.

The potential environmental effects of a maritime incident depend on how well executed a salvage operation is.



LICENCE TO SAIL

BEFORE EMBARKING ON INTERNATIONAL VOYAGES, VESSELS NEED TO BE RECOGNISED BY A SHIP REGISTRY. WONG SHER MAINE FINDS OUT MORE ABOUT THE SINGAPORE REGISTRY OF SHIPS – A FLAG THAT SOME 4,000 VESSELS GLOBALLY NOW FLY.

Ever wondered what comes after a ship has been built? Like cars, vessels need to be registered before being allowed to travel on global sea lines. According to international law, operating a ship legally requires registering with a nation, which becomes known as a vessel's flag state.

Like many other nations in the world, Singapore is a flag state that ships register with. The Singapore Registry of Ships (SRS) ranks among the world's top 10 ship registries, and has one of the youngest fleets with an average age of nine years. The Marine Department under the former Ministry of Communications and Information Technology used to manage the SRS until the establishment of the Maritime and Port Authority of Singapore (MPA) in 1996, which then took over the administration of the registry.

Transition of the SRS

The SRS was born a year after Singapore's independence in 1966, at a time when the shipping industry was supplying a steady

pipeline of seafaring jobs to a new country. Besides serving as a national registry for owners in Singapore to register their ships for international trade, another key responsibility of the SRS was to regulate the employment of local seafarers on board Singapore vessels.

The maritime industry remains one of the key pillars of Singapore's economy. Over the years, the SRS has evolved to become a critical enabler to the development of the nation's maritime services, and complements other longer-term efforts by MPA to develop Singapore as a major centre for maritime business.

The Singapore flag has also grown to become the preferred choice of flag for many quality shipowners and operators. This, in turn, drives ship-owning activities in the city state, generating positive maritime ancillary spin-offs such as ship financing, ship broking, marine insurance, legal services as well as maritime training.

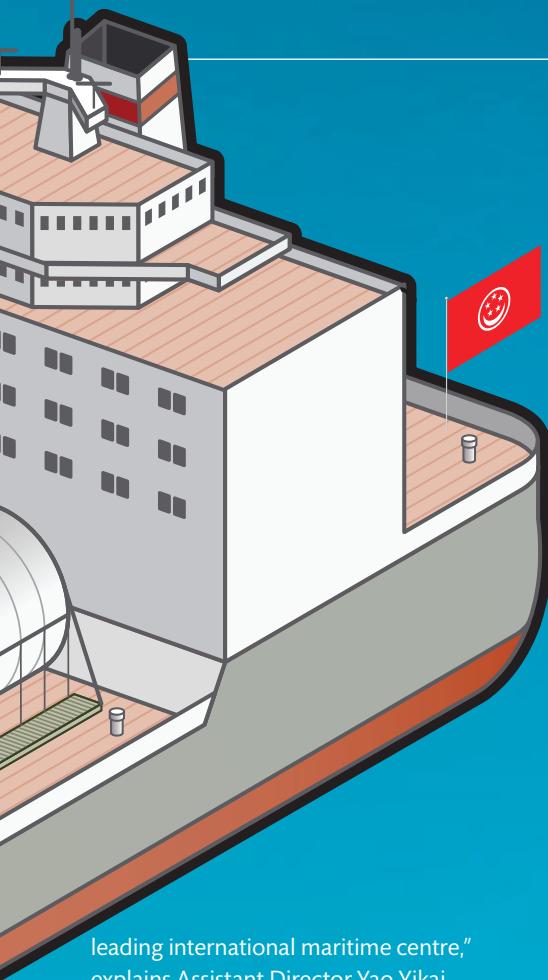
In the last five years alone, the SRS has

seen an unabated rise in the total tonnage of its ships – from a gross tonnage (GT) of about 40 million in 2007 to about 57 million GT last year. The uptrend was sustained even through the 2008 global financial crisis.

There are more than 4,000 vessels registered with the SRS and most of them are tankers, bulk carriers and container ships, which play an important role in moving goods around the world. Of late, however, there have been more offshore vessels like floating production storage and offloading units, which support the oil and gas industry. This bodes well for Singapore's standing as a key regional offshore centre.

"It doesn't just stop here. The continued growth of the SRS catalyses the development of our maritime services sector by attracting more shipowners and operators to establish their operations in Singapore, which further strengthens the maritime industry locally and augments Singapore's position as a





“What sets us apart from other registries is the high quality of our service. The SRS is quick to respond to the needs of the shipping community with diligence and efficiency. With over 40 years of experience, we pride ourselves on delivering prompt, quality service while maintaining high standards of shipping.”

Yao Yikai, Assistant Director of the Ship Registry Department at MPA

leading international maritime centre,” explains Assistant Director Yao Yikai, who heads the Ship Registry Department at MPA.

Effective implementation of international standards

By registering with the SRS, ships would have to abide by Singapore’s maritime laws and other requirements placed upon them by the administration. Singapore understands the need for safe, secure and efficient shipping in clean oceans and is party to all major International Maritime Organization (IMO) conventions on ship safety and marine pollution prevention. These conventions have been enacted in the country’s legislation, so MPA can effectively implement IMO regulatory instruments.

In addition, to ensure that Singapore vessels meet national safety requirements, they are required to be regularly surveyed and inspected by either the administration or any of the nation’s recognised classification societies.

Yao says: “There are nine internationally recognised classification societies, in addition to MPA, authorised to carry out the survey and certification works.

With offices located at ports around the world, the classification societies are able to service Singapore-registered ships worldwide while accommodating the vessels’ sailing schedules.”

In 2008, Singapore successfully participated in the Voluntary IMO Member State Audit Scheme (VIMSAS). The audit provided an objective assessment of Singapore’s performance in the implementation of IMO’s regulatory instruments. The country is also actively involved in IMO’s VIMSAS auditing efforts of other maritime administrations and in conducting training workshops to prepare member states for VIMSAS.

“The active participation of Singapore in VIMSAS is testament to MPA’s capability in implementing IMO instruments effectively. We hope that more member states can participate in the audit scheme to work towards our common goal of raising the quality of shipping,” adds Yao.

A mark of quality

With a large fleet flying the Singapore flag, the SRS recognises that maintaining high shipping standards in terms of safety and security of vessels, as well as a low detention record in the major Port State

Control (PSC) regimes, are critical to the reputation and attractiveness of the ship registry. Yao shares that the SRS is on the “white list” of two major PSC regimes – the Tokyo and Paris Memorandums of Understanding (MOUs).

Both MOUs consist of participating maritime administrations and governments that seek the efficient running of ships through port state control. For example, the Paris MOU conducts some 24,000 checks annually on board foreign vessels at ports regulated by the said MOU to ensure substandard ships are detained and held back until their deficiencies are addressed.

The information and data derived from these checks are made publicly available by both MOUs, including information on flags that have been detained or banned, or have displayed good codes of conduct. Currently, the three lists on which flags are placed are white, grey and black.

“Both the Tokyo and Paris MOUs have put the SRS on their white lists as a result of the registry meeting their rigorous criteria of compliance and standards. By being on the white list, Singapore-flagged ships are less likely to be targeted for inspections when they call at different ports,” Yao explains.



"We continually work to maintain our standards as a quality flag. It is a collective effort by a team of dedicated professionals at MPA, in particular the Flag State Control Unit that actively monitors, identifies and regularly penalises any of the non-conforming Singapore ships," he adds.

As one of the world's reputable ship registries, the SRS is recognised not only for its quality fleet but also for its efficient administration. In a competitive shipping environment, a key challenge is in meeting the changing needs of customers, who are becoming more discerning.

Yao says: "What sets us apart from other registries is the high quality of our service. The SRS is quick to respond to the needs of the shipping community with diligence and efficiency. With over 40 years of experience, we pride ourselves on delivering prompt, quality service while maintaining high standards of shipping."

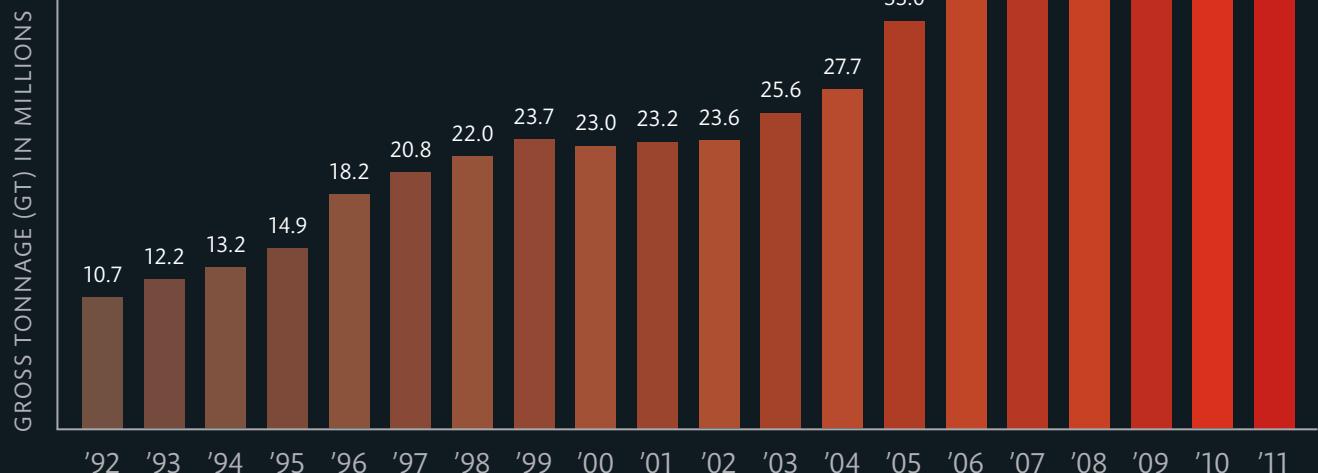
Going green

Apart from meeting international standards, it is important to encourage responsible shipowners and operators to do more. They can go beyond the mandatory standards to reduce emissions generated by their operations.



TOTAL TONNAGE OF SHIPS

In the last five years alone, the SRS has seen an unabated rise in the total tonnage of its ships, from about 40 million GT in 2007 to about 57 million GT in 2011. In fact, it grew by 17.6 per cent or 8.6 million GT last year. As of end December 2011, the total tonnage of ships under the Singapore flag was 57.4 million GT, placing the nation among the top 10 ship registries in the world.



Last year, MPA launched the Green Ship Programme to encourage owners of Singapore vessels to use energy-efficient ship designs that reduce fuel consumption and greenhouse gas emissions.

To qualify for this programme, a Singapore-registered vessel must exceed IMO's Energy Efficiency Design Index requirements.

Yao shares: "Since the inception of the programme, there has been much interest generated among shipowners and operators, who have demonstrated their support through active participation. It is hoped that more companies will come on board as part of their corporate social responsibility efforts and commitment to greener shipping."

Close partnership

The SRS also values feedback from its customers. Yao says: "We believe in building relationships by meeting shipowners face to face to understand their needs better. The registration of a ship is just the beginning of a long-term partnership."

Says Cheong Keng Soon, Director of Shipping at MPA: "We work in close consultation with shipowners and the maritime community to improve our systems and processes. This partnership helps us stay up to date with industry developments and enables our maritime community to be kept abreast of regulatory developments. With this strong partnership, we are able to grow and enhance the overall quality of the

Singapore fleet as well."

In its efforts to maintain good relations and actively engage with shipowners, the SRS also conducts visits to new and existing firms. With regular briefings on the latest IMO developments and close consultations with the maritime community on pertinent shipping matters, the SRS aims to continue forging strong bonds with its shipowners and operators to maintain its quality fleet.

"We strongly believe that our maritime sector would be able to weather the current global economic slowdown well. Maintaining a quality Singapore fleet would place our shipowners and operators in a better position to seize opportunities, as we prepare for the eventual upturn in world trade," adds Cheong.

SYMBOL OF EXCELLENCE



- The national colours of a Singapore-registered ship is also known as the Red Ensign (pictured left). The symbol is that of a circle enclosing a crescent that is surmounted by five stars in a circle, all in white. It is inspired by the Singapore flag.

Over 4,000 ships around the world carry this symbol.

The SRS has one of the youngest fleets among the top 10 ship registries worldwide. The average age of its ships is nine years.

WHY DO SHIP REGISTRIES EXIST?

- International laws require that a ship is documented and authorised by a country, which is then known as the vessel's flag state. Once a ship calls a nation its flag state, it is legally obligated to abide by the laws of its flag.

A ship registry will then undertake administrative, technical and social matters of ships that fly its flag. This follows the Geneva Convention on the High Seas (1958), which states that there must be a "genuine link" between vessel owners and their flag states.

If a ship is not registered with a registry, it is considered illegal. Pirate ships and narco-submarines (a submersible vessel used by drug traffickers) are examples of such illegal ships that are not registered by operators.

HOW DID SHIP REGISTRIES COME ABOUT?

- Central government records of registered ships didn't always exist. As one of the world's pre-eminent maritime nations, Britain made her first attempts to register ships around the mid-17th century, when foreign-owned ships had to register with customs houses to enjoy similar trading privileges as British-built ships.

The Mercantile Navy List was published for the first time in 1857, and offered public information on all ships registered in Britain, along with official and unique numbers for each registered vessel.

THE SHIP IDENTIFICATION SCHEME

- To ensure vessels are held responsible for their actions out at sea, the International Maritime Organization (IMO) introduced the IMO Ship Identification Scheme in 1987.

Working on a principle similar to car number plates, the assignment of a permanent number to every ship gives each vessel a unique identity.

Aimed at enhancing maritime safety, pollution prevention and facilitating the prevention of maritime fraud, the IMO ship number is assigned by IHS Fairplay (formerly known as Lloyd's

Register – Fairplay) upon completion of construction.

The IMO ship identification number comprises the letters "IMO", followed by a unique seven-digit number. This number remains unchanged despite a vessel changing flags, and is retained on the ship's certificates.

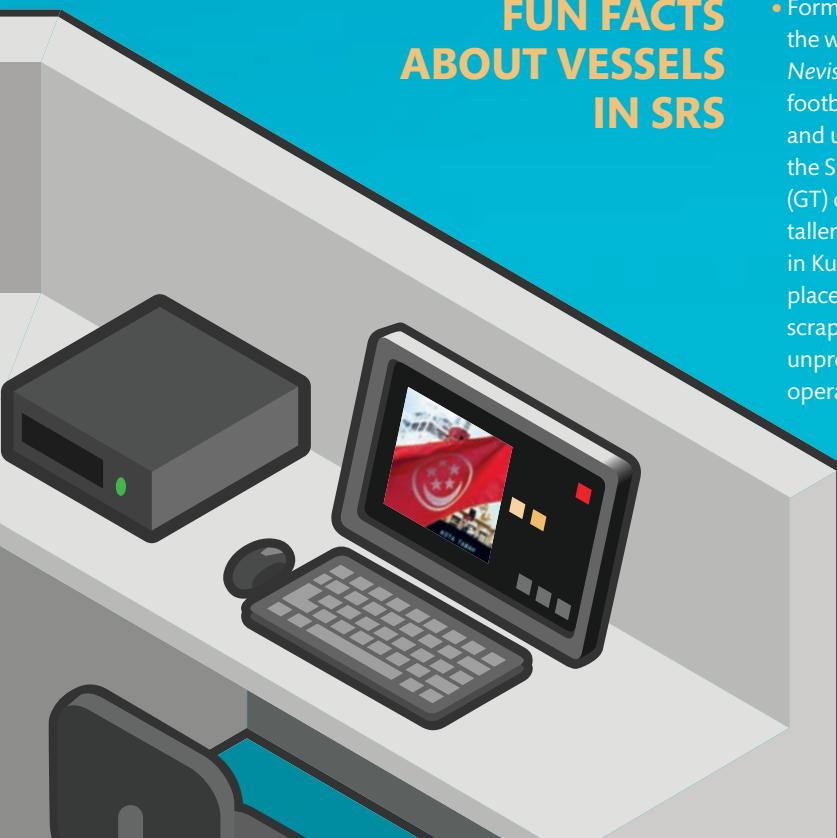
The implementation of this scheme in 1996 saw all passenger and cargo vessels (of 100 and 300 gross tonnage and upwards respectively) requiring an IMO ship identification number.



The IMO ship identification number remains unchanged even if a vessel changes its flag.



FUN FACTS ABOUT VESSELS IN SRS



- Formerly the longest ship in the world, oil tanker *Knock Nevis* was longer than four football fields laid end to end, and used to be registered with the SRS. With a gross tonnage (GT) of 236,710, it would be taller than the Petronas Towers in Kuala Lumpur if it was placed upright. In 2009, it was scrapped because it was simply unprofitable to maintain and operate such a large vessel.

- The largest container ship belongs to APL. It is the *APL Southampton* which has nearly 130,000 GT.
- The largest tanker is the *Hua San*, which has 165,000 GT and belongs to Ocean Tankers.
- The largest bulk carrier is the *Vale China*, which has over 200,000 GT and belongs to Vale Shipping.
- The *Bideford Dolphin* is the first semi-submersible rig. It was registered in 2005.
- Deep Driller 3*, registered in 2006, is the first jack-up rig.



- *Galeomma* from Shell Tankers Singapore Pte Ltd, registered in 2001, is the first liquefied natural gas ship.

- The most unique vessel in the SRS is the *AirFish8-001*. It is a wing-in-ground-effect vessel from Widgetworks Pte Ltd that was registered in 2010.

CLOCKWISE FROM TOP LEFT: *Galeomma* is the first liquefied natural gas ship in the SRS; the first jack-up rig, *Deep Driller 3*; *Vale China* is the largest bulk carrier; *Bideford Dolphin* is the first semi-submersible rig; while *AirFish8-001* is the most unique vessel in the SRS.

FACING PAGE, TOP: To date, *APL Southampton* is the largest container ship in the SRS.



LOOKING AFTER THE SEAS

DESPITE A DAUNTING ROLE THAT INVOLVES NEGOTIATING FOR COMMON GROUND AMONG GOVERNMENTS, KOJI SEKIMIZU, NEW SECRETARY-GENERAL OF THE INTERNATIONAL MARITIME ORGANIZATION, STILL FINDS TIME TO INDULGE IN HIS LOVE FOR MUSIC. HE TELLS WONG SHER MAINE WHY.

When asked what the most challenging part of taking over the helm as secretary-general of the International Maritime Organization (IMO) is, Koji Sekimizu, 59, thoughtfully replies: "With IMO's 170 member states, it is never easy to get a clear agreement that pleases everyone." He goes on to state the importance of speaking to each member state to make the necessary compromises for the sake of the maritime industry.

"Our job at the IMO is to establish common policies that international governments can agree on," he says.

At the helm

The IMO is a specialised agency of the United Nations that develops and maintains a comprehensive regulatory framework for the shipping industry, with emphasis on safer shipping and cleaner oceans.

As the nerve centre of safety, environmental concerns, legal matters, efficiency of shipping and technical cooperation, the IMO's remit is a formidable one.

As secretary-general of this agency, Sekimizu stresses the importance of safe operations and environmental protection as key parts of the IMO's mandate, even as it has evolved since its first meeting in 1959.

Despite these challenges, Sekimizu's take is that the IMO has been successful in delivering global standards and establishing good mechanisms of implementation. Some of the IMO's past triumphs include its resolute responses to maritime incidents. For one, fire protection requirements were ramped up in the wake of the 1990 *Scandinavian Star* disaster, in which 158 people were killed when the ship caught fire.

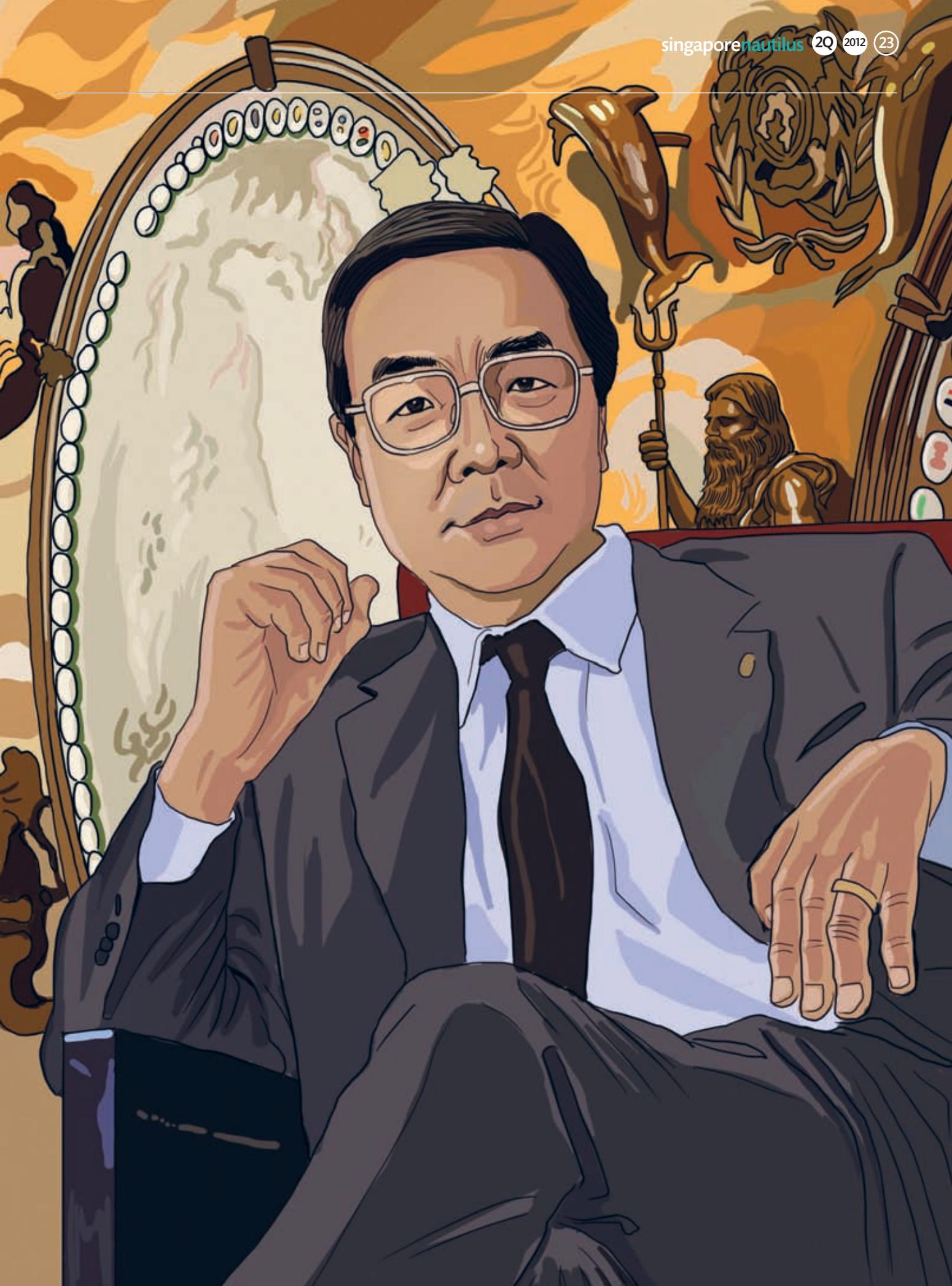
Stringent requirements were also put in place for ships travelling in ecologically sensitive areas like the Great Barrier Reef.

Where it began

Growing up in the Japanese seaside town of Yokohama instilled a love of the sea in Sekimizu from a young age. It may have been this very childhood desire which led him to obtain a Bachelor of Science in Shipbuilding and subsequently a Masters of Science in Engineering at Osaka University.

"Even amid my decision to study ship engineering, I did not imagine that I would ever venture outside of the Japanese community. But when I graduated with a masters degree in 1977, I joined the Japanese Ministry of Transport, which later led me to the IMO in 1989," he says.

That very year, Sekimizu packed up and left Japan, with his family and two



"With IMO's 170 member states, it is never easy to get a clear agreement that pleases everyone. Our job at the IMO is to establish common policies that international governments can agree on."

Koji Sekimizu, Secretary-General of the IMO



young children in tow, for the IMO base in London. He has been living in the city since.

Safety at sea

Sekimizu became secretary-general at the IMO in January this year and he already has his plate full. In light of a dismal world economy and the shrinking demand for sea transport, the top priority on his agenda is to continue emphasising the importance of shipping safety.

"When the shipping industry faces difficult times, there is a risk that vessel owners will cut back on resources that ensure satisfaction of safety requirements and environmental protection," he says.

"Companies should make the necessary investments in safety and not cut corners to compromise. If serious incidents occur, it is the firm that will eventually suffer."

Other issues the IMO is grappling with include piracy off the coast of Somalia, which is still a big problem, and getting the shipping community involved in the debate on climate change.

The IMO has already adopted a number of important new measures to reduce emissions from ships and talk is also on about creating a new generation of more efficient ships.

Sekimizu adds: "To tackle global warming, every sector of the world industry has to share the responsibility, including shipping."

Music man

When asked if he feels lonely living away from his family in Japan for so many years, Sekimizu is momentarily pensive.

"Yes," he says, "I have become used to it, but I just look forward more to the two or three times in a year when my

wife and I return to Japan to visit my two children and grandchildren."

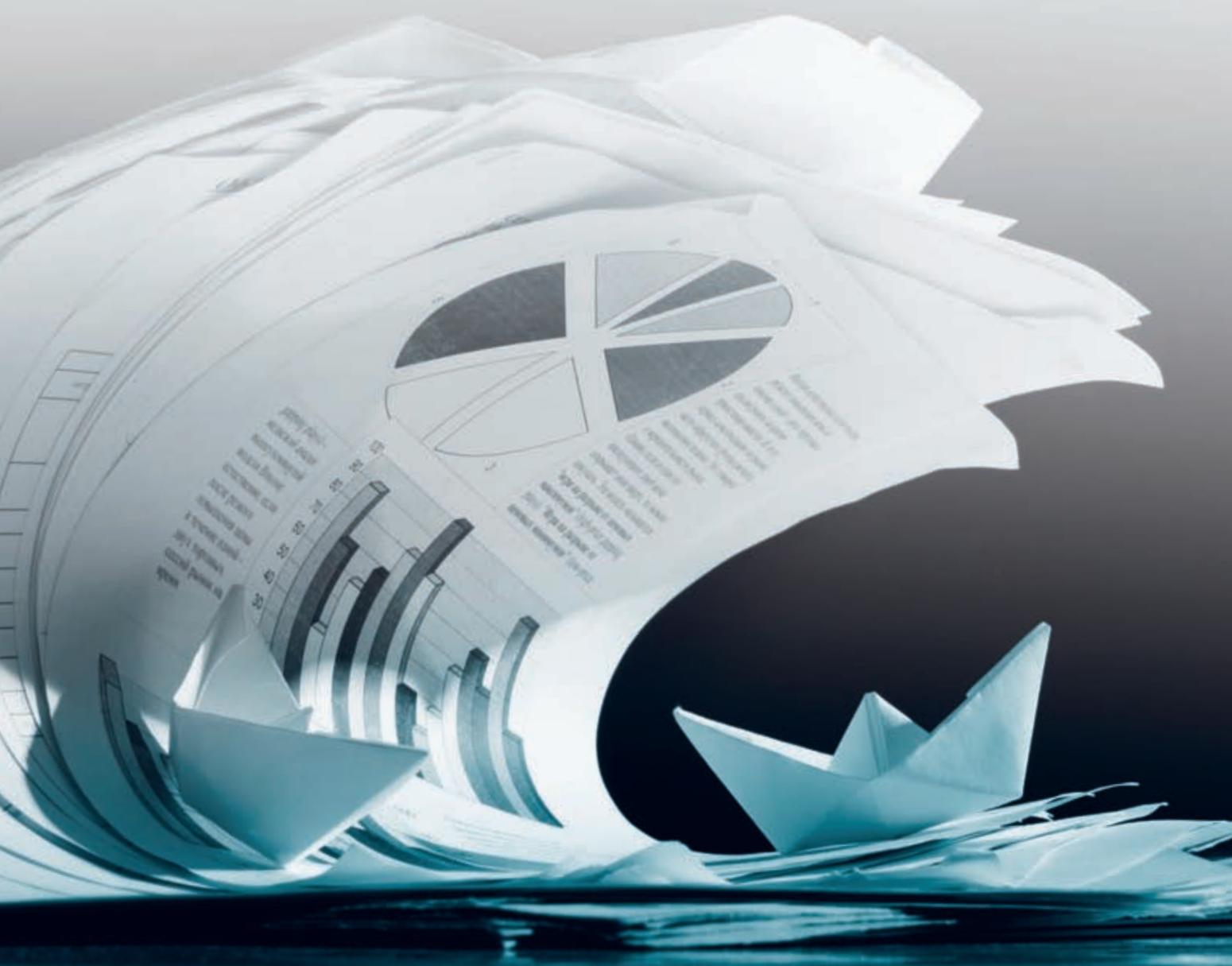
It is also in Japan where he can get together with his old music-making friends. "I received a guitar from my father when I was 15 and since then, I have loved playing the guitar," he says with a smile.

Playing an acoustic guitar with steel strings allows Sekimizu to relive his favourite Japanese folk songs. He has also recorded three CDs which he has distributed to his family and friends.

Sekimizu has even composed seven original songs, all in the style of Japanese folk music. When asked what inspires his compositions, he replies: "I express myself and share my life experiences through music - all my songs are written about my wife. To cope with stress in life, people should spend time on something that they enjoy doing just for themselves."

HEADWINDS & STRESS TESTS

VINCENT WEE PROVIDES A SPECIAL REPORT ON THE SINGAPORE SHIPPING CONFERENCE 2012, DURING WHICH INDUSTRY PLAYERS ANALYSED THE CURRENT MARKET CONDITIONS AND OUTLOOK.



Maintaining a competitive edge in the current depressed shipping market was the topic on the minds of most at the recent Singapore Shipping Conference (SSC) 2012. As part of this year's Singapore Maritime Week in April, it is aptly themed *Facing Headwinds and Stress Tests*. And the consensus was that the city state is top in terms of competitiveness.

Some issues examined were from an accounting point of view. Leading service provider to the shipping industry Moore Stephens LLP Singapore analysed the key accounting policies in shipping, including a critical evaluation of vessel-valuation methodologies. They also gave an update on maritime taxation in Singapore, taking in the latest changes proposed in the recent Singapore Budget.

Looking at the numbers, it seems that the outlook is less than bright. Geoff Woodhouse, a partner at Moore Stephens LLP London's International Business Group, referred to an in-house report showing that operating costs continue to rise in all major sectors. In the bulker, tanker and container segments, this upward trend is expected to continue for the rest of the year, in tandem with rising finance, crewing and bunker costs.

Pitfalls of key accounting frameworks

The conference also looked at key accounting policies and their impact on the shipping industry. Lao Mei Leng, partner and Head of Learning and Development at Moore Stephens LLP Singapore, pointed to another of the firm's surveys, which showed that, among the 100 shipping entities polled, International Financial Reporting Standards and United States Generally Accepted Accounting Practice are the most commonly used accounting frameworks internationally.

Lao pointed out the particularities and potential flaws in these popular accounting standards. In the accounting and recording of properties, plant and equipment, she cautioned that if ownership had

not been transferred to the ultimate beneficiary, such pre-delivery instalments paid should be recorded as prepayments within non-current assets.

More importantly, in terms of "componentising assets", Lao emphasised the importance of identifying significant asset components, as these would have a subsequent impact on the estimated useful life and corresponding depreciation rate.

Centre for Maritime Law and Arbitration

Suggestions for future growth were made for Singapore as an emerging centre for maritime law and arbitration. Timothy Elsworth, a partner at Stephenson Harwood Singapore's Maritime and International Trade



Suggestions for future growth were made for Singapore as an emerging centre for maritime law and arbitration.

Group, emphasised the importance of Singapore exploiting its competitive advantages of location and resource skills to strengthen its suite of ancillary services here.

The Singapore Ship Sale Form, which was introduced last year, was commended in particular as a success. Henry Mytton-Mills, Managing Director of Aries Shipbroking (Asia) discussed the commercial viability of the new form a year after its introduction.

Though it was a Singapore initiative, the form has benefited the region as a whole, he said. Since its introduction, it has been adopted by most regional shipowners' associations.

On the flip side, however, Singapore's success has also led to rising costs on the legal side. Chiming in with possible solutions was Clasis LLC Director Yoga Vyjayanthimala.

While legal costs are generally reasonable in Singapore, Vyjayanthimala noted that significant

costs involved in claims handling arise mainly from port charges and the 2.5 per cent sheriff's commission. She called on the Maritime and Port Authority of Singapore (MPA) to consider lowering such costs.

While the Singapore Chamber of Maritime Arbitration has achieved much success, Dirk Janssen, another partner at Maritime and International Trade Group, cautioned that arbitration costs are also on the rise, especially in Singapore. Issues were also raised regarding the expediency of arbitrations.

Per Wistoft, Executive Director of Brightoil Petroleum (Holdings) and CEO of Brightoil Shipping Singapore, called for arbitration proceedings in Singapore to be better expedited.

Above all, discussions on market conditions drew the greatest interest.

Weak economic recovery

After the various sessions, the general sentiment among the participants was optimistic but cautious. The conference concluded that the shipping industry had shown signs of slow economic recovery going into the first quarter of 2012.

However, the weak economic recovery in the developed world, coupled with slowed growth in China, will see the industry taking extra time

to achieve market stability. Critically, industry players see continued oversupply pressures as well as a tight credit market for the next two years.

Both ship financiers and their potential clients agree that banks should continue to be cautious, especially in the light of increased European debt exposure.

The hotly debated panacea of Asian bank financing is also not panning out as hoped for. Though still open for business, Asian banks, including Chinese ones, have become more selective of customers through a tightening of lending policy and controlled interest rates. Equity and bond financing have, in turn, risen to the fore as preferred alternatives in current market conditions.

With a final word on maintaining Singapore's competitiveness, the conference recognised MPA's efforts in working closely with various maritime stakeholders.

These industry representatives noted that these very relationships among the various stakeholders are key to attracting investors and companies to Singapore, and that relevant policies have to be crafted with this taken into consideration.



BUSINESS OF BUSS

AFTER SUCCESSFULLY PLACING 11 CONTAINER FUNDS OVER NINE YEARS, BUSS GLOBAL MANAGEMENT EXPLAINS HOW DIVERSIFICATION IS KEY TO ITS STRATEGY. BY ANDRE FROIS



Container management firm Buss Global Management is a unique business enterprise.

Probably the only one of its kind in Asia, Buss creates capital investments in international and maritime logistics by being the arranger of limited partnership funds for German investors.

In Germany, limited partnership funds – also known as KG funds – invest primarily in shipping, aviation and real estate assets. Buss Global Management manages such funds and invests primarily in containers, having spent more than US\$2.6 billion (S\$3.3 billion) on them to date. Buss sources for equity from investors in Germany while deal origination, debt origination, fund management and portfolio divestment are done out of Singapore.

When asked what makes Buss' container funds unique to investors, Vice-President of Origination and Fund Management Mark Tan says: "Containers provide our investors a unique opportunity to invest in assets, which have become essential for world trade. Containers have become an integral part of intermodal trade and are used to transport goods by sea, rail, road and air."

Investors also benefit from a diversified pool of assets on lease to a diverse group of customers, many of which are either state-owned or state-backed enterprises.

Container fund management

According to Tan, the last decade alone has seen worldwide container trade grow by seven to eight per cent on average a year, and it is expected to continue flourishing in the long run, reflecting the global nature and dynamism of the container market.

Acting as project initiator, Buss offers investors the opportunity and means to participate in the growing container market with a container portfolio. The portfolio spans a variety of containers across different age groups.

Buss' Singapore office was established in 2006 as a subsidiary of its parent company, Buss Group. According to Tan, Buss chose to set up here because of the many advantages Singapore offers, such as its transparent environment and reliable legal system, as well as a populace which provides a good source of manpower.

with the appropriate expertise.

Tan also shares that debt is borrowed from the Singapore branches of foreign banks, while transactions are done locally. Having grown from two staff to over 20 in less than six years, Buss is looking to raise equity out of Singapore and Asia in the short to medium term.

"Besides, a lot of container trade originates out of Asia. Most container manufacturers work out of Hong Kong or China, so it is easier for Buss to work from Singapore than Europe.

"Singapore's Asian perspective and base also help Buss better understand countries like China and Japan, as well as monitor the

trends that surface in these key markets," notes Tan.

Parking the bus

Buss adopts a policy of diversification in its investment strategies as a means of playing it safe. Tan reasons: "We are constantly seeking to diversify our portfolio. Other sectors, such as the mining and offshore space, have requirements for new equipment types that are simply variations of the container equipment we already own."

In this sense, Buss does not have to stray too far away from its comfort zone to successfully cater to the different needs of those industries. Indeed, this strategy has helped

Acting as project initiator, Buss offers investors the opportunity and means to participate in the growing container market with a container portfolio.



Mark Tan, Vice-President of Origination and Fund Management at Buss

Buss weather the European economic crisis.

Tan says: "None of our container funds went into default during the financial crisis and all were able to service their debt and equity obligations. We closed our first global container fund last year and investor returns far

exceeded what was indicated in the prospectus."

This further convinced Buss that the diversification route is the right way to go, as it has managed to successfully straddle both worlds – giving it a competitive edge while keeping its investors safe.

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Singapore Nautilus is the quarterly corporate publication of the Maritime and Port Authority of Singapore. Reaching out globally, the magazine covers the latest maritime-related news and initiatives in Singapore, and provides a platform for thought leaders to share ideas on international maritime trends and developments. You can sign up for a free subscription to *Singapore Nautilus* by e-mailing us at SN_subscribe@mpa.gov.sg

EDUCATIONAL BOOST

THE SINGAPORE MANAGEMENT UNIVERSITY HAS INTRODUCED A NEW PROFESSIONAL DIPLOMA TO EQUIP MARITIME PROFESSIONALS WITH AN ENHANCED UNDERSTANDING OF THE WORLD OF SHIPPING, TRADE AND FINANCE.

BY SHERALYN TAY

► Shipping is in our blood and trade is in our DNA, as Annie Koh, Vice-President, Business Development and External Relations, Singapore Management University (SMU), aptly points out. Both have been integral parts of Singapore's maritime story over the years.

"We have grown our competencies in trading from countless diverse traders who have set up their outposts in Singapore. Today, trade and net exports account for some 20 per cent of our nation's GDP. And finance is the lubricant keeping the wheels running – from shipping and trade finance to structured finance."

Indeed, shipping, trade and finance remain primary activities of the commercial value chain in Singapore's maritime industry. Dr Stavros Tsolakis, Visiting Professor at SMU, explains the correlation – the demand for maritime transport services is derived from the trade of commercial goods in international markets. In turn, the sources and mechanics of finance, as

well as financial tools available, make it possible for goods to be shipped around the world.

Why Asia and why now?

To help shipping personnel understand the three disciplines in detail and how they affect one another, SMU has launched a new Professional Diploma in Shipping, Trade and Finance (STF). Administered by the Financial Training Institute (FTI@SMU), the course seeks to negotiate the right mix of theory and practice to develop maritime professionals, enhance their understanding of the industry and broaden their skills.

"In our conversations with our trading partners, we have found that shipping, warehousing, financing of cargo and risk management are key areas which need effective partnerships. We saw a need for an integrated programme to get as many players of the value chain as possible to come together and learn the importance of the partnerships, and how goods

and commodities can be transported effectively from source to market," says Koh, who is a co-programme director of the STF programme.

This course also serves to build a pipeline of talent focused on intra-regional trade, who would be equipped with an understanding of the logistics and legal issues of Asian countries, she adds.

According to Dr Tsolakis, also a co-programme director, maritime activity in Asia has gained great momentum.

"The rise of Asian economies has resulted in the rapid growth of trade and global maritime activities in the region and around the world," he explains. "This, in turn, has led to an increased demand for highly qualified and trained executives in shipping, trade and finance to cope with new challenges on a global basis."

SMU's new professional diploma seeks to address this training gap by combining academic engagement with professional experience, strategy and business acumen in all three fields.

Developed as a part-time programme,





the course is targeted at professionals working in shipping companies, ship brokerage firms, trading houses, financial institutions and legal firms.

Interactive and comprehensive
When asked what makes the course so unique, Dr Tsolakis says: "The course covers the entire value chain – from the role of shipping in international trade in all of its multifaceted forms, to the different commodities traded in today's world, such as oil, agricultural commodities, metallurgical coal and iron ore." The programme will also offer in-depth analysis of trade finance, maritime and international trade law, port business and management, strategies in maritime business, ship financing, as well as enterprise risk management and crisis management.

Shaped by SMU's own pedagogy, the course has been designed to be interactive and comprehensive. In-class training will be facilitated by SMU faculty members, complemented by local and

international industry leaders in the relevant fields.

There are six modules to be completed over nine months. Class size is deliberately kept small at 20 to 25 people to encourage close interaction and exchanges. Koh says: "For the programme, we are inviting executives and talent from the shipping and trading firms, as well as bankers, lawyers, accountants and other mid-career executives thinking of joining this industry."

According to Dr Tsolakis, the STF programme equips working professionals with modern economic and management tools for efficient decision-making, while enhancing their knowledge in the methods, concepts and theories that aid the complex analysis of global shipping, trade and finance supply chains.

"The course may also be a great way for shipping organisations to groom their employees for career advancement, as it acts as an incentive for staff to acquire the knowledge and skills necessary to operate at decision-making levels," he adds.



"This, in turn, has led to an increased demand for highly qualified and trained executives in shipping, trade and finance to cope with new challenges on a global basis."

Dr Stavros Tsolakis (above), Visiting Professor at SMU, on the rise of Asian economies

TALKING INNO

JOSEPH LIM EXAMINES HOW BW VENTURES IS
CHANGING THE FACE OF SUSTAINABILITY
IN THE LOCAL SHIPPING INDUSTRY WITH ITS
ECO-FRIENDLY BUSINESS PROPOSITION.



ABOUT VATION

► A green wave is sweeping through the Singapore maritime industry, with many maritime companies answering the call for cleaner and greener shipping.

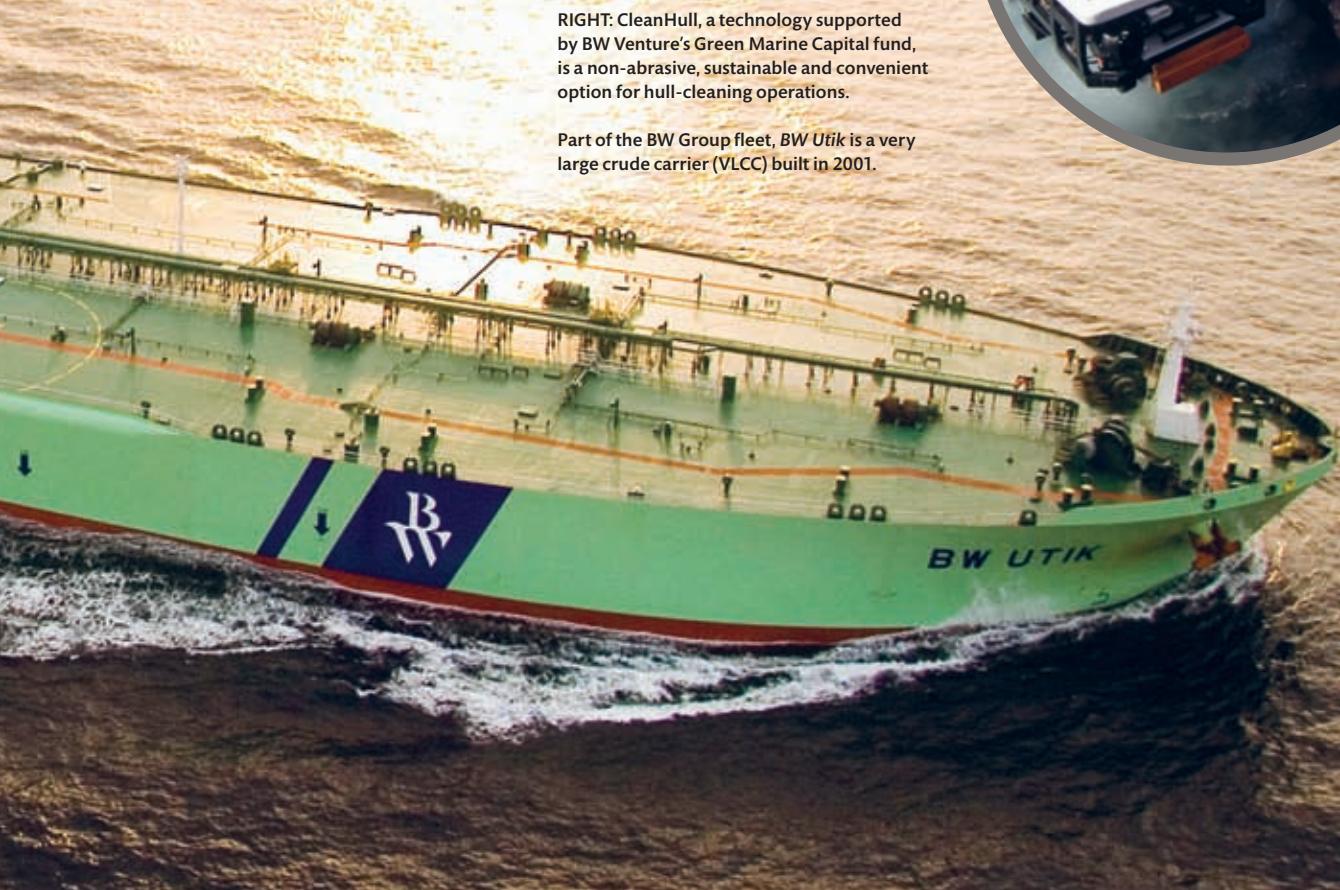
BW Ventures is one such company with an eco-friendly agenda. Says BW Ventures Managing Director Sverre Prytz: "Part of the BW group of companies with more than 70 years of combined experience in delivering

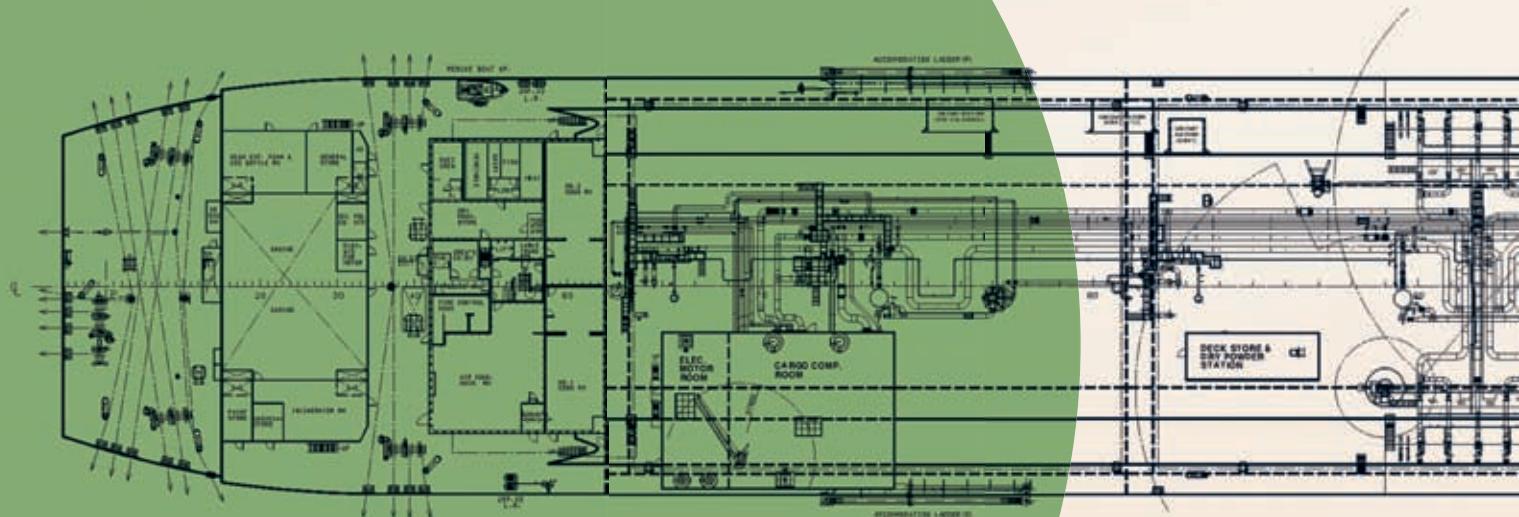
energy and other vital commodities, BW Ventures was founded on principles of shared value, whereby positive social and environmental impact is part and parcel of its success."

According to him, the company believes that "there will be an increasing number of business opportunities where profitability and sustainability will coexist".

RIGHT: CleanHull, a technology supported by BW Venture's Green Marine Capital fund, is a non-abrasive, sustainable and convenient option for hull-cleaning operations.

Part of the BW Group fleet, *BW Utik* is a very large crude carrier (VLCC) built in 2001.





With sustainability in mind, BW Ventures set up a US\$250 million investment fund known as Green Marine Capital to strategically invest in early-growth-stage technology companies with maritime sector applications.



ABOVE: General arrangement of BW GDF Suez Paris, a liquefied natural gas (LNG) carrier.

LEFT: BW Ventures Managing Director, Sverre Prytz

Green Marine Capital

With sustainability in mind, BW Ventures set up a US\$250 million (S\$317 million) investment fund known as Green Marine Capital (GMC) to strategically invest in early-growth-stage technology companies with maritime sector applications.

BW Ventures believes that GMC-funded technologies can improve shipping in a number of areas, such as reducing emissions, improving operational safety and enhancing efficiency, thus lowering costs in the long term. Today, six technologies fall under the GMC umbrella and this number is expected to grow, considering the increasing importance of sustainable practices.

One such example is BioGill – a unique technology in treating waste water which relies on a perfect oxygen-nutrient interface where waste-eliminating bacteria can thrive. Land applications

have yielded promising results so far, and what started out as a water treatment system for sewage and industrial waste can now potentially present the same environmental and cost-saving benefits to the offshore sector.

BioGill has been proven to treat grey water, sewage and waste water with more efficiency than traditional submerged waste water treatment systems.

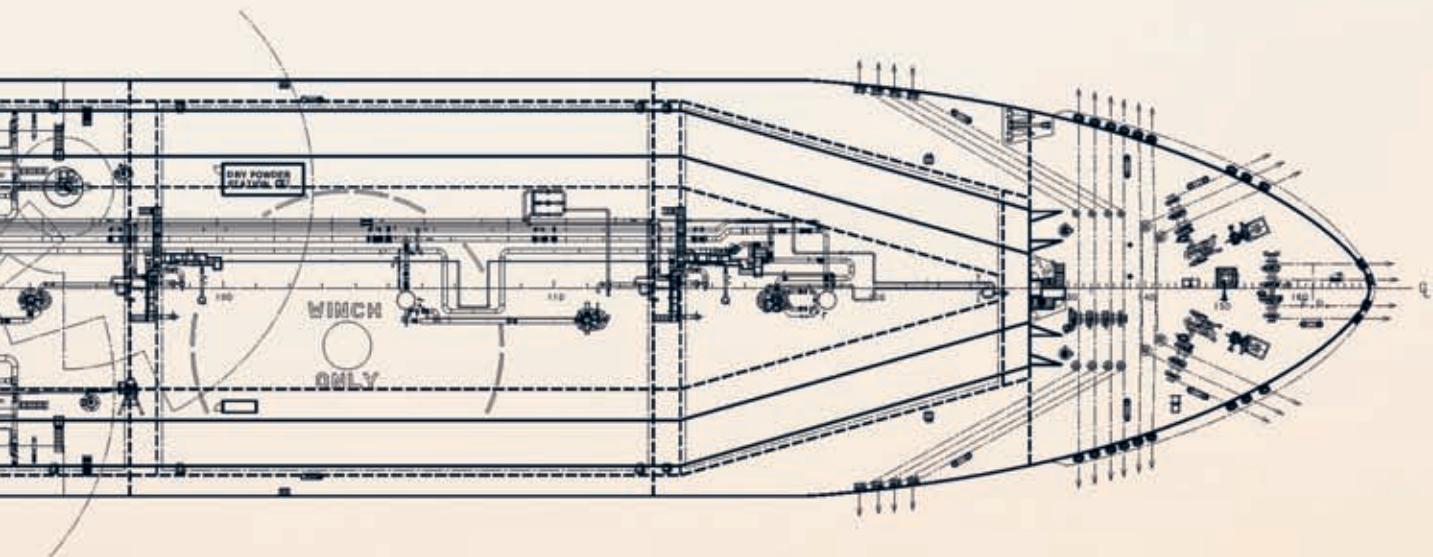
But its significant value offshore lies in the potential for effectively treating bilge water. Investments are being deployed to improve the technology for even broader applications.

GMC has also invested in CleanHull – a brushless, remotely operated vehicle that cleans a ship's hull with minimal abrasion and downtime. During a ship's voyage, a hull free of slime, sludge and other marine growth produces less

friction with water, thereby helping to boost fuel efficiency and reduce emissions. Based on high-pressure water dispersion technology, CleanHull is equipped with waste-filtering capabilities that prevent organisms from being released into foreign waters. This helps to preserve precious marine ecosystems.

GMC adopts a peer collaboration approach to leverage on combined insights and expertise, creating an exceptional opportunity to source, test and deploy sustainable maritime innovations. The team comprises experts with strong experience in venture capital, consulting and naval engineering.

"Through GMC, we have access to a significant market for technology. As early adopters of green innovations, we can grow our business sustainably and contribute to a cleaner future," says Prytz.



GREEN "TRIUMVIRATE"

One of BW Ventures' most recent initiatives is a joint project with the Maritime and Port Authority of Singapore (MPA) and the Singapore Maritime Institute (SMI) to conduct research and development (R&D), and promote sustainable energy in the maritime industry.

The green deal was sealed with the Maritime Environment and Clean Energy Memorandum of Understanding signed in April this year.

So far, collective plans have been made to set up the Green Marine Innovation Centre (GMIC), which will incubate new technologies until they are ready for wide-scale commercialisation. It will also provide shared resources such as administration, R&D personnel and lab facilities for international companies that set up in Singapore. For technology start-ups, such a facility provides a compelling reason to relocate.

The GMIC initiative also aims to bring together a larger pool of human capital with technical know-how in the hope of developing a relevant intellectual property and knowledge base in Singapore.

BW CEO Andreas Sohmen-Pao says: "BW Ventures is pleased to contribute to the further development of Singapore as a centre for cutting-edge maritime technology. We will seek to nurture sustainable research while promoting a growing sector of the economy."

Says SMI Executive Director Heng Chiang Gnee: "SMI is pleased to be part of GMIC. This collaboration is in line with our R&D strategy to support green technologies for differentiation. SMI will continue to tap on a wide spectrum of research capabilities, residing within our partners at the tertiary and research institutions, to work with the industry and develop Singapore into a



maritime knowledge hub."

BW Ventures and MPA have pledged \$5 million each over the next five years to support projects driven by GMIC. SMI has also pledged to fund various R&D projects initiated by local and tertiary institutes.

Says Lam Yi Young, Chief Executive of MPA: "We believe the setting up of GMIC by BW Ventures in Singapore will grow the capabilities of local tertiary and research institutions, as

ABOVE, FROM LEFT:
BW CEO Andreas Sohmen-Pao,
MPA Chief Executive Lam Yi Young
and SMI Executive Director
Heng Chiang Gnee at the MOU-signing ceremony.

well as local technology companies, in the area of green technologies. This is another key collaboration that is supported by MPA's Maritime Innovation and Technology Fund to develop programmes for the maritime technology cluster."

HELMING



THE SEAS

HELMSEN SEAH CHENG HOCK AND CHUA TECK LEE TELL DESMOND NG ALL ABOUT THEIR WORK AND MOST UNFORGETTABLE EXPERIENCES IN SINGAPORE WATERS.

Every day in the office takes on a different meaning for Helmsmen like Seah Cheng Hock (pictured far left), 45, and Chua Teck Lee (pictured left), 41, who take on a wide variety of tasks on the job - from the navigation and upkeep of vessels to ferrying duties, flotsam retrieval and even assistance in emergency operations, such as cleaning up oil spills.

Both Seah and Chua have been with Tian San Shipping since 2009, and have since been promoted from trainee Steersmen to their current positions. Tian San Shipping is one of the largest harbour craft operators in Singapore and currently owns and operates more than 50 vessels servicing various government agencies, large multinational companies across



a range of industries, as well as small private groups and individuals.

Besides passenger and vehicular ferry services, the local company also runs a fleet of flotsam retrieval craft and is the current contractor of the Maritime and Port Authority of Singapore (MPA) for collecting refuse from boats and ships at the anchorages here.

Seah and Chua tell *Singapore Nautilus* why cleaning oil off sea turtles and transporting pilots from

moving vessels are all in a day's work of a Helmsman.

How did you begin your career as a Helmsman?

Chua: I got tired of working at a hawker stall and wanted a career change. Having completed a stint in the Singapore Navy earlier, I thought something in the maritime industry might be exciting. I ended up visiting an Employment and Employability Institute (e2i) fair, co-organised by

MPA, and signing up with Tian San Shipping, where I started as a trainee Steersman in 2009. Thereafter, I was sponsored for the Steersman course and upon passing the examination, was upgraded to be a Steersman. In 2011, I was selected to be sponsored for the Helmsman course. After passing the examinations, I attended the relevant short courses before being promoted to Helmsman.

Seah: I used to work as an electrician in the construction industry. Even



though I had no maritime background, I wanted to try something different. The e2i fair in 2009 drew me to the maritime industry, where I first started as a trainee Steersman with Tian San.

What does your job entail?

Chua: Our duties are to steer, housekeep and maintain the vessel. We tackle different duties from week to week. We could be handling fire-fighting vessels one week and high speed launches the next.



Seah: Navigation is a big part of our job because we always have to steer different vessels. We also need to check the vessels for any problems before we set sail, as well as do maintenance work on them. We steer them to collect flotsam, which is floating refuse and debris in the sea.

What's a typical day like?

Chua: It depends on our roster and duties for the week. Usually, we report at the various anchorages located around the island at about 7am.

Seah: The first thing I do when I report to work is refer to the logbook to see if there are any events for that day. Then I check the vessel and carry on with operations. At the end of the day, before handover, I do some simple housekeeping to clean up the vessel.

Why do you like this job?

Chua: I love being around the sun, sand and sea. There is nothing like the scenery at sea when the tides are changing. It is also very exciting to observe the different turtles and fish that can be found every day.

Seah: I enjoy the challenge of having something different to do every day! I find it very refreshing to be in a job that is never monotonous.

What's your most memorable experience in this job?

Chua: I was involved in an operation to clean up after an oil

spill in the East Coast area in May 2010. A merchant ship had collided with an oil tanker, and we assisted with rescuing marine life and cleaning oil off sea turtles and stonefish. We also removed flotsam from the waters. It was an eye-opener and interesting experience.

Seah: I still get an adrenalin rush when I steer a pilot boat to pick port pilots up from tankers. As we have to follow the tankers closely while both vessels are moving, it really is a challenge.

What are some qualities you need to have in this job?

Chua: Good time management skills are important as we always need to be able to plan our day carefully, keeping in mind travelling time and maintenance of our vessels. One also needs to be flexible and able to adapt to different weather conditions.

Seah: Helmsmen have to be responsible and diligent, and pay attention to detail to check that everything is in order. We need to ensure that the vessels we utilise are in good condition and do not let us down during operations.

What do you do when you are off duty?

Chua: I like to jog to relieve any stress and keep fit.

Seah: I spend time with my wife - we go shopping or to the movies.

"I was involved in an operation to clean up after an oil spill in the East Coast area in May 2010. A merchant ship had collided with an oil tanker, and we assisted with rescuing marine life and cleaning oil off sea turtles and stonefish."

Helmsman Chua Teck Lee (left) on his most memorable experience in his job

NAME GAME

TAKE NOTE OF THESE POINTS*
WHEN NAMING YOUR VESSEL.

What are ship names usually inspired by?

Their names can be derived from a number of things, including countries. The ship that crossed Singapore's two billion gross tonnage mark in 2011 was the *APL Washington*. Many names of vessels were also inspired by the ships' nature. The Maritime and Port Authority of Singapore owns a hydrographic vessel called *Mata Ikan*, which means "fish eye" in Malay. The *AirFish8-001* is a wing-in-ground craft equipped with air propellers and a cockpit.

What names aren't allowed?

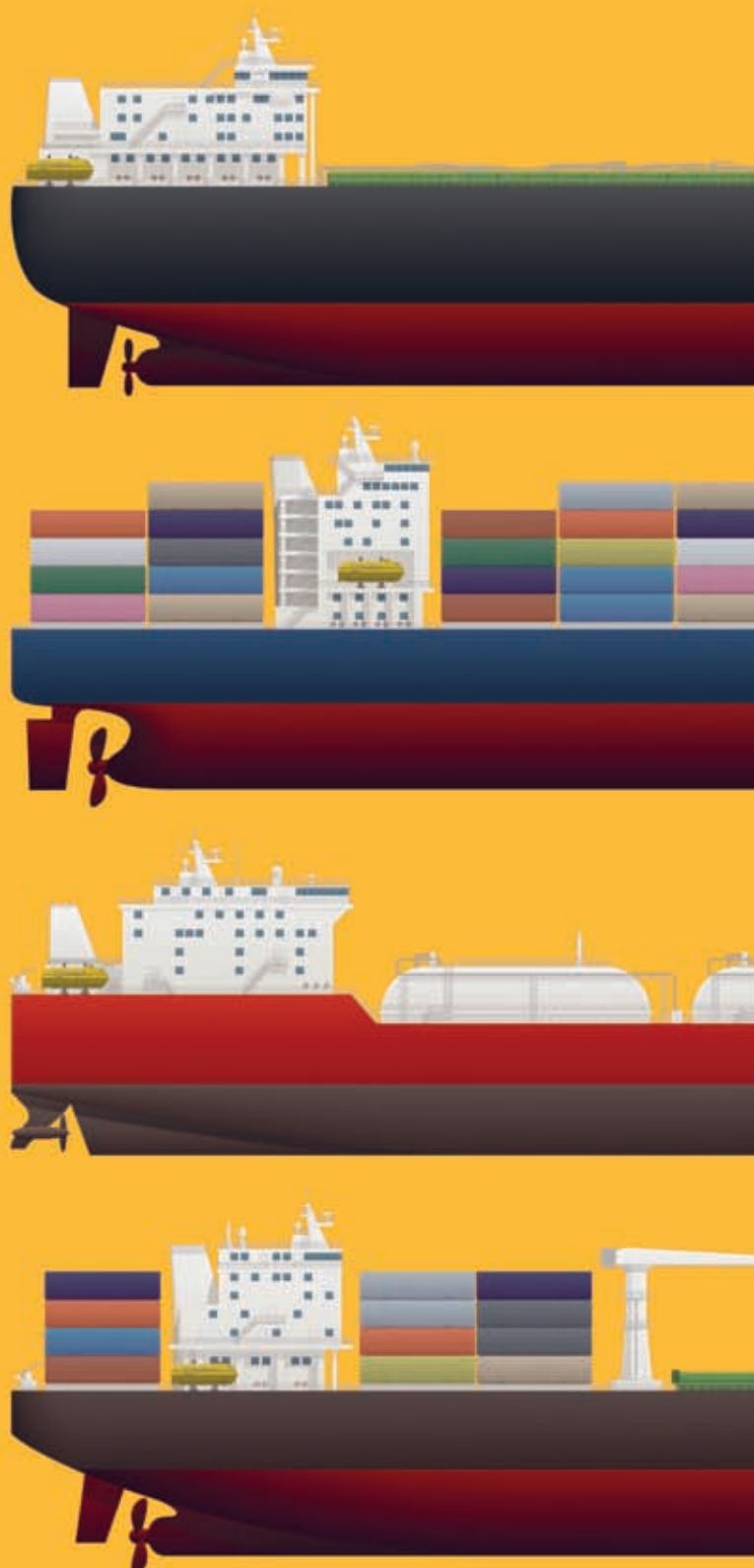
The Singapore Registry of Ships can request for a vessel's name to be changed if it can be confused with a distress signal. The registrar can also reject a name which could cause offence or embarrassment. Names cannot be repeated once another ship bearing the same name is already in existence.

Can I choose or bid for an IMO number?

No. Unlike cars, these "number plates" of vessels cannot be chosen, but are pre-assigned and put on ships' official certificates even before registration with a flag. The IMO number of a ship is given by IHS Fairplay and is printed on the vessel alongside her name.

Can I paint the name of my ship on my own?

The classification society that gives a ship its certificate is responsible for the painting.



*Information taken from the Singapore Registry of Ships.

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