MOPU SAIL-AWAY PARTY
ST MARINE WINS BIG AT WSH AWARDS 2011
OUR BIRTHDAY CELEBRATION FOR SINGAPORE
Dear Customers, Associates and Colleagues,

In 1H2011, the Marine Sector reported an improved Profit Before Tax of $28.5 million, an increase of 5% over 1Q2011. Our revenue also grew by 5% to $258 million due to higher shiprepair activities.

I’m proud to report that ST Marine has successfully completed the conversion of the decommissioned jack-up rig into a Mobile Offshore Production Unit, renamed Rubicone, for Garuda Energy in record time – and it was our first conversion of its kind. We held a cozy sail-off party for Rubicone on 28 July and I am pleased to receive compliments from our customers on the quality of our work. Over in the US, VT Halter Marine, successfully delivered the final in a series of ten 185,000 barrel Articulate Tug Barge (ATB) units to Crowley, and continues to work on the other two 330,000 barrel ATB for Crowley.

Over the last four issues, we have been giving you a flavour of some of the many innovative ideas the company is developing to show you that “innovation” is not just a buzz word but an integral part of what we do. Besides employing the Kaizen methodology in improving our work processes, in this issue, we bring to light one of our product developments – a Catamaran Towed Target, that can train and work up a weapons team, from basic firing to complex firing scenarios, instead of static targets. We hope to launch this product soon to meet the needs of our naval customers. Whilst our Engineering Design Centre shares its feasibility studies on a new hull form to allow stern firing to complex firing scenarios, instead of static targets. We hope to launch this product soon to meet the needs of our naval customers.

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ST Marine was abuzz with activities and hosted many associates and visitors in the last few months. In July, ST Marine and our environmental business arm, STSE, took part in the Brunei Darussalam International Defence Exhibition (BRIDEX) and at Singapore International Water Week respectively – reinforcing our branding and showcasing our suite of capabilities to international audiences. We were honoured to play host to BG Tan Meng Dui, the newly appointed Defence Secretary of Technology, MINDEF, who visited ST Marine to get a better understanding of our operations and capabilities. And in August, ST Marine celebrated the nation’s 46th birthday via the National Day Observance Ceremony and made a new friend with our Guest of Honour, Ms Foo Mee Har, who was recently elected as an MP of West Coast GRC.

As people remain our best assets, we continue our feature of long serving and dedicated colleagues - our pioneers. In this issue, we have William Soh, Department Head (Store) share with us his 37 years of working life in the Company. Mutual respect, trust and compassion are virtues that he believes in and that are keeping him happy at work. Our unsung heroes are featured again. This time we shift from Qatar to Brunei – to our Director (Brunei Operations) working on the Integrated Waste Management Facility in Brunei. Being a strategic partner to Mindef, our Company spares no efforts in contributing to the total defence of the country and I am happy to report that ST Marine was awarded the Distinguished Defence Partner Award during the Total Defence Awards 2011 Presentation Ceremony on 27 July. Our NS Man, Jason Quek, Senior Executive (Training) received a Commendation Letter as “Outstanding NSMan” after graduating from the 75th Sergeant Major Course. I like to congratulate Jason on his receipt of this Letter.

Finally, I would like to take this opportunity to wish our Indian and Muslim friends “Happy Diwali” and “Selamat Hari Raya Aidil Adha” as they celebrate Deepavali and Hari Raya Haji in October and November respectively.

Best wishes,
Sing Chan
SINGAPORE, 28 JULY 2011 – ST Marine today announced that it has completed the conversion of a jack-up rig, Hercules 191 into a Mobile Offshore Production Unit (MOPU) in less than four months from April - this makes the conversion one of the fastest.

From laid up status, the decommissioned jack-up rig was converted to a fully functional MOPU capable of handling 5000 barrels of crude, gas processing of 200MMscfd and 165MMscfd of gas compression per day. The conversion covered an 18m extension of the MOPU legs as well as major work including the installation and assembly of production modules on the platform, the fabrication and installation of new piping, electrical and instrumentation systems onboard.

The vessel, with a 2+1+1 year lease, has been rechristened Rubicone by its owner Garuda Energy and will enter into the latter’s fleet service in Malaysia.

“We are extremely delighted and proud to be able to complete the MOPU to the standards of Garuda Energy in such a short time. They have been a great customer and their project team has worked tirelessly alongside ours to reach this significant milestone – a testament of the strong rapport between us and Garuda Energy. We look forward to more opportunities to forge a stronger partnership with Garuda Energy and its alliances in the oil and gas industry.”

– NG Sing Chan, President, ST Marine
Rigid Hull Inflatable Boats (RHIB) or Unmanned Surface Vessel (USV) are invaluable assets to naval ships; supplementing operations such as high-speed maritime pursuit, search and rescue efforts, routine search and seizure operations, low-speed harbour patrolling and loitering. Attuned to the benefits of having an RHIB onboard a patrol vessel, ST Marine began its feasibility study on having a stern deployment system for the RHIB/USV as it would potentially provide a faster launch and recovery time during critical missions.

In 2009, ST Marine studied the interaction effects and operational safety issues between an RHIB/USV and mother ship such as a Patrol Vessel. In designing the stern deployment system, the main determining factor was that of the safety considerations on the launch and recovery operations. Some of the influence parameters considered by ST Marine were:
1 **Ramp sill depth** – This is one of the most important factors in stern ramp operability. It is the submerged depth at the aft end of the ramp. In general, a greater sill depth translates to a greater ability to operate in higher sea state. However, other operational criteria may influence the determination of maximum sill immersion. The stern gate is hinged down to form a ramp extension with a sill depth varying from 300mm to 850mm below the design waterline. The sill depth will vary, depending on the ship and the seas in which the RHIB/USV are recovering from.

2 **Shape of the ramp opening** – To better facilitate the recovery of the RHIB/USV, ST Marine found that well-rounded corners produce better results vs the traditional shape; with no sharp edges, rounded-corner entrances will reduce the damage to the RHIB/USV as it gets powered into the ramp area. When the stern ramp is opened, it forms a “funnel” to aid in the recovery of the RHIB/USV.

3 **Ramp slope** – The ramp slope is more important to launching than to recovery. The greater the slope, the lesser assistance is needed to launch the RHIB/USV. The ramp slope at an inclination angle of 20 degrees is ideal to assist in the launching of the RHIB/USV.

4 **Ramp surface** – Ramp surfaces are usually applied with materials to reduce friction on the sliding slope to facilitate launch and retrieval.

5 **Ramp side and clearance** – This has to be sufficient to give the coxswain confidence when entering the ramp.

6 **Stern Door or Gate Configuration** – The way the ramp transom opening is closed will affect the design of the stern deployment system. In ST Marine’s design study, the ideal ramp transom openings are closed by gates that hinge up or down.

7 **Water Management System** – This can be implemented effectively to contribute to higher operability for stern ramp boat deployment. It is especially important when operating in higher sea states where there is considerable wave action in the ramp.

8 **Capture Mechanism** – Generally, the use of an automated capture mechanism is employed to reduce the number of crew needed to perform the recovery evolution. ST Marine is studying the optimum number of crew required in both scenarios when it is automated and not.

ST Marine believes that its stern ramp design or the launch and recovery system will meet the needs of modernising navies which increasingly rely on the RHIB to achieve their seagoing missions. ST Marine will be engaging a model test, considering all the above parameters, to ensure that any modification to the stern ramp deployment design will not affect the sea-keeping, speed and power performances of the proven hull-form. Our study on the modification on the transom of the existing proven hull-form was done to allow the placement of the 7.2m long and 2.8m wide RHIB/USV on a sloped stern ramp, incorporated in the FEARLESS-65 Patrol Vessel, SWIFT-17 and SWIFT-25 Interceptors.
Gunery shoots today are conducted on static targets in most navies. However, such static shoots do not replicate the operational scenario nor does it “stress” the fire control systems’ iterative capability.

In today’s scenario, where the threat is evolving and asymmetric in nature, small fast boats equipped with Rocket-propelled Grenade (RPG) have the potential to do much damage to a warship should the warship not be able to respond to this timely and accurately. There is a need, therefore, to have a target system that will be able to train and work up a weapons team from basic firing to complex firing scenarios.

In this light, ST Marine is developing a towed gunnery target known as CATT or Catamaran Towed Target. Designed from the onset to be a cost-effective training target, CATT uses simple components - a catamaran hull base and an inflatable multi-tube system. The total system is very light and can be handled by two persons. The catamaran hull base provides directional stability during tow while the individual inflatable tubes allow the target to be easily built up on deck or in the water, depending on available space on the ship and the sea conditions. Tubes can be repaired or replaced in situ without recovering the entire target.

In July this year, ST Marine built and tested a prototype CATT target at speeds in excess of 20 knots in relatively calm sea. The results have been encouraging and further trials are being planned for higher sea states with further development to include towing with an unmanned boat.
OUR UNSUNG HEROES – STSE COLLEAGUES IN BRUNEI

In this issue of Onward, we feature Koh Kum Weng, Director (Brunei Operations) from STSE Engineering Services, the environmental engineering arm of ST Marine, who has been with the Singapore Technologies group for a good decade. As such, Kum Weng is no stranger to long-term overseas project management. In this instalment of “Our Unsung Heroes”, he speaks more about the Integrated Waste Management System project in Brunei and his teammates.

**Q** What are your responsibilities in Brunei?
**KW** I am on an 18-month posting in Brunei to lead a team of project manager, engineers, quantity surveyors and support staff to deliver the Integrated Waste Management system to the Brunei Economic Development Board (BEDB) by March 2012. As Director (Operations), I direct the project activities to meet the tight design and construction schedule, ensuring that the sub-contracting works are carried out in a cost-effective manner. In addition, I need to set up a team to operate the facilities that we have built.

**Q** Are you often stationed overseas for work?
**KW** This is my first long-term overseas posting with ST Marine. During my initial years with ST Synthesis, I was posted to the United Arab Emirates (UAE) in 2001 for some business development work. Before I joined ST Marine last December, I was posted to Doha, Qatar for 6 months with the United Group Services as part of the team doing the facilities management services of the Aspire Sports Hub.

**Q** How has working overseas broadened your horizons?
**KW** Interacting with the local clients and understanding the way that they approach issues and tackling problems related to work have broadened my horizons. I also have the opportunity to work with staff from different nationalities. For this project, my project manager is Uday, and the majority of the engineering team are Malaysians and my support team is mainly Bruneian. When I was in Doha, I worked with a team of staff from Egypt, Jordan, Philippines, India, Nepal and Myanmar. Besides getting to know the culture and history of the country of posting, I can also learn about the beliefs and way of life of my fellow foreign colleagues.

**Q** What are the sacrifices and adaptations you had to make?
**KW** There are some sacrifices and adaptations that I had to make whilst working overseas, but I think they are not significant. Modern technology has bridged the gap in communicating with my family. Moreover, Brunei is not very far from Singapore and I am able to go home about once a month to see them.

**Q** What is the current status of the Brunei project?
**KW** Most of the sub-contracting works have been tendered and awarded to the local contractors and we are seeing some transformation at both Sungai Akar, where the Transfer Station is, and at Sungai Paku, where the engineered landfill is. We are hoping for good weather so that there will be no delays in starting our partial operations of the facilities at both sites in mid-September.

**Q** Is there any specific occasion which has made this project memorable?
**KW** So far, it has been an enriching experience. Most of the new experiences here are memorable and every moment is a satisfying one for me like when I see earth-moving machines working on the ground, structures being concreted and piling rigs pounding the pile into the soft ground.

**Q** How has being overseas helped you in your work with ST Marine?
**KW** Although I have joined ST Marine for about seven months and this is my first posting with ST Marine, I think being deployed in Brunei will certainly help me in my work with ST Marine, especially if we were to win another project here or to work on a similar project in another country. The experience here will help us to better plan our project execution.

**Q** What is your impression of Brunei?
**KW** My first impression of Brunei is that it is a very prosperous country and the people are very hospitable and helpful. In Brunei, you can’t find excitement or nightlife after work, but it is not really as boring as what others may say. Fortunately, I get to eat out with different acquaintances and chat over meals. I also enjoy hiking and trekking at Tasik Lama on Sundays to enjoy the fresh air and appreciate the forestry.

**Q** Tell us more about yourself.
**KW** I have been working with ST Engineering for 10 years now, with 8.5 years working in ST Synthesis. Joining ST Marine has given me a chance to manage a construction project. It is something new and it has been an exciting journey here so far. I look forward to set up and manage the operational phase of the newly-built Integrated Waste Management facilities later this year. Although my wife and my daughter are not here with me, I am looking forward to the end of the year when my daughter will finish her ‘A’ Level examination and join me here during the holidays to learn about the culture and enjoy nature.
On 28 July 2011, ST Marine, together with Garuda Energy and Gryphon Energy, held a tea reception to celebrate the completion of her first ever rig conversion project, Rubicone. It was a jubilant gathering between the senior management from Garuda Energy, Gryphon Energy, ST Marine and their invited guests and partners.

The programme started with an opening note by Mr Lim Nian Hua, SVP, Tuas Yard. Mr Lim commended on the close co-operation and excellent teamwork between all parties to complete the MOPU conversion in a record time of three months. During this intensive period, ST Marine reinforced and extended the 3 legs columns by 60 feet each. The mechanical, piping and electrical team assembled and connected up the entire gas processing plant on the open deck. At the same time, heavy steel replacements were carried out in the various tanks to extend the service life of the rig. In addition, two elevated decks and a connecting bridge were added to the structure. ST Marine looks forward to build on this strong relationship cemented during this project for the other programmes coming upstream.

Our guests then took a minibus to the jetty for a tour of the Rubicone MOPU where the crews were busily preparing for the sail off during the weekend.

Upon returning to the reception area, the programme continued with a speech by Mr Mohd Nazifuddin Mohd Najib, Chairman, Gryphon Energy, in which he thanked the project teams from Garuda Energy, Gryphon Energy and ST Marine for their hard work and impressive efficiency which made the rig conversion such a great success.

Next was a slide presentation by Garuda Energy, depicting the process of the rig conversion, from the time it left Texas to its arrival at ST Marine’s Tuas Yard as Hercules 191, a decommissioned jack-up rig, through the entire conversion and legs extension process, to the Rubicone it is today.

It was extremely appropriate that there was a memento presentation. On behalf of ST Marine, Mr Lim Nian Hua presented tokens of appreciation to Mr Mohd Nazifuddin Mohd Najib, Mr N’dran Nadarajah, CEO Garuda Energy and Mr Izzet Ishak, MD Perisai, for their support. Garuda Energy, represented by Mr N’dran Nadarajah, presented gifts to their partners in this project, namely ABS, IEC, Synergy and Zentech.

The event ended with a light buffet spread and our guests and the partners forging stronger ties.
VT HALTER MARINE DELIVERS THE FINAL OF TEN ARTICULATED TUG BARGE UNITS FOR CROWLEY MARITIME

August 9, 2011 – Today VT Halter Marine cut the first steel plate at its Pascagoula shipyard for MV Marjorie C, launching the official start of construction for Pasha Hawaii’s (Pasha) second vessel. The Marjorie C, a combination Container and Roll-On/Roll-Off Car Truck Carrier (ConRo) has the ability to carry 1,500 TEUs above and under deck, as well as vehicles and over high and wide cargo on 10 workable decks. The 692 feet long vessel will have a vehicle shipping capacity of 2,750 units and is expected to be delivered in the fall of 2013 when she will enter the Mainland/Hawaii trade lane. She will sail opposite Pasha Hawaii’s Pure Car Truck Carrier, MV Jean Anne, enabling Pasha to provide weekly service to Hawaii. Jean Anne, Pasha’s first vessel, has been in service since March 2005 and was designated the “Ship of the Year” by American Ship Review that year. Now in her seventh year of service, she recently celebrated her 150th voyage.

This is the second vessel built by VT Halter Marine for Pasha Hawaii based on a proven design by Uljanik Shipyard, Croatia. The stern quarter ramp will be 39.4’ wide and 20.7’ high, and rated at up to 250 metric tons.

“We are very eager to take delivery of the Marjorie C, and cutting her steel ahead of schedule marks the first milestone in our construction journey. The Marjorie C’s unique ConRo design represents a ‘first’ for the Jones Act trade, and I am very pleased to report that our design process is complete and we are now underway with construction. I want to recognise the efforts of the great team at VT Halter Marine, as well as the teams at Sea Technology and Uljanik, for their guidance and support in achieving this important first milestone.”

– George PASHA IV, President and CEO, Pasha Hawaii

“We at VT Halter Marine are proud to have accomplished this significant milestone of the Marjorie C. She will be a great ship for a great company, and we are very proud to be associated with Pasha Hawaii. We look forward to working with George IV and his fine team on this project and future vessels as they expand their fleet. We’re truly appreciative of this opportunity.”

– Bill SKINNER, CEO, VT Halter Marine

“We are pleased to take delivery of the tenth ATB in this program. These vessels represent the very successful partnership established between VT Halter Marine and Crowley through the past years, and we look forward to continuing this relationship with the deliveries to come in the next series of vessels.”

– ED SCHLUETER, Vice President, Vessel Management Services, Crowley Maritime

“The delivery of the tenth 650 Class ATB is a significant milestone for VT Halter Marine. We are proud of our long standing partnership with Crowley – a professional and well-respected company – and look forward to also delivering the series of 750 Class ATBs.”

– Bill SKINNER, Chief Executive Officer, VT Halter Marine
On 3 June 2011, ST Marine received a very encouraging commendation email from Mr Ivan Lim, a representative and Coating Inspector from DOF Subsea, commending a number of ST Marine painters who were part of the team working on the Diving Support Vessel, Skandi Singapore.

The staff who were commended are Lakshmanan, Pallikonda Ashok, Suresh, Arumugam Ranjith, Rajkumar, S. Manikanda Prabu, G. Velmurugam and S. Raju.

Later that day, Mr Lim followed up with another email, specially commending Velmurugam, a chargehand, from the Painting Department.

Dear Mr Rajindar,

Here is another guy named Velmurugam from the Painting Department who should be awarded accordingly. His hard work is definitely the key to success, and he has shown this to everybody. If it weren’t for his efforts, this result wouldn’t have been possible.

He is the only Chargehand I met who takes the initiative to support his departments and solve the problems effectively everyday. For all the onboard inspection, even though he is always busy scheduling his guys for duty, he always performs his responsibilities as a Chargehand, such as accompanying me on inspections, drydocking (external hull painting) and final acceptance for tanks and internal compartment, to the highest standard.

I sincerely thank him on behalf of DOF and assure him that the effort he has put in this project is much appreciated. I believe that it will be beneficial to all parties as well as the shipyard, to cultivate and keep this talent.

Thank you.

Best regards,
Ivan Lim
DOF’s Representative/Coating Inspector
KAIZEN & SAFETY AWARDS 2011
CONTRIBUTED BY EDWIN FERNANDEZ

On 5 August 2011, ST Marine presented five Best Kaizen Awards and 14 Safety Awards during our National Day Observance Ceremony. The Kaizen programme runs throughout the year. It encourages our staff to improve on work processes in a continuous manner. Through the Kaizen methodology, the teams applied a systematic approach to identify areas where we can make improvements.

Titled “Improving the Effectiveness and Efficiency of the Grit Cleaning Process”, the winning project from Support Department (Tuas Yard) was awarded ‘Best Kaizen Champion 2011’. Purpose-built Bobcats were introduced to replace the existing bulldozer and the manual cleaning of the grits, resulting in a reduction in cycle time. Based on a 200-metre vessel was $850, and the savings achieved for 120 ships annually is about $107,000. The team walked away with a prize of $3,000 for their innovativeness.

The first runner-up prize of $2,000 was awarded to the team from Hull Two (Benoi Yard). The project focused on improving the efficiency in the hull fabrication process, through the use of roller guides, for the pre-bending of the Fabricated Tee Section (FTS) during fitting, creation of clamps to reduce the distortion in the x- and y-axis of the FTS and a magnet pry with a locking pin to replace the tack welding for alignment. The team also created a locking mechanism and mechanical jack to reduce hot works. With these implementations, a total savings of 110 manhours and $81,000 for four projects was achieved.

The second runner-up for the Best Kaizen Award, with a prize of $1,500, went to Hull Three (Benoi Yard). In order to improve the accuracy of the block joints, the team created clamping and pin jigs to prevent movement of the slabs and eliminate the misalignment of the block assembly. With this, they achieved a savings of 5.73 manhours per ton, which provided a total savings of about $62,000 per project. Furthermore, the jigs created can be used in new building projects and will provide subsequent similar savings.

Merit awards were also awarded to recognise the excellence of other Kaizen projects. The first merit award went to the team from Maintenance Department (Tuas Yard) who, by installing primalence lights and controller devices to synchronise the three compressors in the workshops, achieved an annual savings of $75,000. The second merit award was given to the team from Hull Four (Benoi Yard), for their design and implementation of a new jig that eliminated the tack welding process and reduced manpower requirement. This innovation design achieved a savings of $31,000 per project.

Organised to promote awareness of workplace safety and health in order to reduce and eliminate workplace accidents, property damages and near misses, the Best Safety Award was also given out this year.

For Benoi Yard, Hull Two Department emerged champion, with Hull One Department coming up a close first runner-up while the title of second runner-up went to Piping Department. In Tuas Yard, its champion award went to the Electrical Department. The first runner-up prize was awarded to Staging Department while Maintenance Department received the second runner-up award. IWF Mechanical Department came up tops in the Naval Bases category while the second runner-up prize went to Support Department.

For this year’s Best Safety Award, in the Contractor category for Benoi Yard, Auric Engineering was crowned the champion while the first runner-up award was given to Brightsun Marine. Ram Jai Ram General Contractor won the second runner-up prize. For Tuas Yard, the highest honour went to Soon Hup Engineering, with the first runner-up award given to Brightsun Marine and the second runner-up title to Wang Fatt Oil & Gas.

ST Marine would like to congratulate all our Award winners and thank all our Kaizen competition participants for their zeal and hard work put into their outstanding projects. We look forward to your continued support for Kaizen Award and Safety Award 2012!
hen William Soh first stepped foot on ST Marine soil on 6 August 1974, his impression of the company was that it looked like a ‘cowboy yard’. Then called Singapore Shipbuilding and Engineering (SSE), safety rules were practically non-existent and the way equipment was handled was less than ideal. “There was no cement ground and the place was muddy,” William recalled.

He was minted as a store keeper into a department that was 15-strong and had seven small stores scattered all over the yard. At that time, ST Marine was just a small company with no prior track record and stocks and inventory were tracked manually.

Over the years, as ST Marine started to expand, William and his team managed to work with less manpower (seven staff and three contract workers) yet tackle more complex tasks with the help of computerised systems. Throughout his service in the company, William has seen the stores shift three times and compact into only two stores to handle all the stocks in the company. The main store was later redesigned vertically in order to be more space efficient and organised. Subsequently in the 80’s, William spent two years studying for a part-time diploma course on material handling as a supplement to his career. When asked about his contribution to his department, William offers, “I have managed to build up a team of committed personnel in my department.”

In his 37 years working in ST Marine, William’s working relationship with his supervisors, colleagues and subordinates has always been excellent. “I believe in mutual respect, trust and compassion. As such, we always discuss and de-conflict if there is any disagreement that arise from work. However, the line is clear between work and personal interest – should there be a point that I need to exercise my decision, I will not hesitate to make the call,” he declares.

When he is not working, the proud father of a son and a daughter loves cooking for his family over the weekend and cherishes time spent with his daughter prawning and fishing.

To new employees who have just joined ST Marine, William has this sound advice for them, “the company has a lot to offer in terms of skill sets and experiences. There are many learning opportunities which you may not be easily exposed to if you had joined other industries, such as customised designing of vessels, CNC water plasma cutting technology etc. Furthermore, we are the only shipyard in South East Asia to build a passenger cargo vessel. So, learn as much as you can when you are in the company. Don’t let time be wasted without being exposed to all these technology and not acquiring knowledge.”
On 25 March 2011, Jason Quek, Senior Training Executive, Yard Training Department, did ST Marine proud when he received a commendation letter as an “Outstanding NSman” in addition to his graduation certificate at the 75th Company Sergeant Major Course graduation ceremony. The Commanding Officers of various battalions were present to witness the graduation of the Company Sergeant Majors (CSMs) from their respective battalions.

In this issue of Onward, Jason tells us what his motivation is in serving his country well and the lessons that he had learnt during his two weeks in his National Service (NS) stint.

**O** What did you learn from your NS training?

**J** My first take away from this training is the meaning of “possessing the will to succeed”. To me, this means taking ownership of the mission outcome and staying committed to it from start to finish.

Secondly, a leader is not a do-it-all guy and must be able to delegate work skillfully. To be effective, he has to be able to recognize the strengths of his people and leverage on their capabilities by empowering them to take control of certain tasks and to make certain decisions.

This training has also provided me a greater understanding of the objectives and intentions of my commandeurs within the unit. As a result of this, I am able make provisions in my planning so that the company is adequately prepared and equipped for the tasks ahead.

**O** Briefly describe your relationship with your supervisors and training mates during your NS training.

**J** My cohort comprised of individuals from various ranks, vocations and backgrounds. Regardless of rank and vocation, everyone took his training seriously and conducted themselves professionally.

The instructors were very personable and candid in sharing their past experiences as CSMs. They were also concerned about our development and challenged us to embrace our future roles and responsibilities as CSMs.

As a group, we were inspired by our instructors to take ownership of our training and to stay committed to our creed as specialists of the Singapore Army.

**O** Is there anything you want to say to your NS supervisors and training mates?

**J** My NS training was a very fruitful and fulfilling experience. It will not only impact how I carry out my duties during my NS but also how I handle the tasks and responsibilities that are assigned to me by my bosses at work.

We need to constantly learn, unlearn and relearn to sharpen our skills and to stay relevant to the ever-changing environment. There is really nothing to lose when it comes to learning.

Therefore, I want to encourage my fellow colleagues to always stay positive and take ownership of their own learning and development.

Be it NS or company-sponsored training, the concepts, skills and knowledge acquired will always come in useful one way or another and can be applied not only at work but also in personal areas of our lives.

**O** What were your duties during NS training?

**J** As a CSM, our main goal is to ensure that the company is prepared and ready for the mission and that field operations are well executed. We are considered the company’s go-to guy and are expected to solve problems on the ground. Generally, our duties are to plan and supervise company force preparations before the deployment, co-ordinate the delivery of vital supplies for the company and oversee field operations during deployment.

During training, we were given different appointments and responsibilities to broaden our exposure to different aspects of operating an infantry company.

One of my appointments was Platoon Commander. My mission was to defend a particular sector of high ground. My main responsibilities were to plan the platoon’s deployment and supervise the set up of defense operations to make sure that the platoon was ready to defend that key piece of terrain.
FRIENDS OF ST MARINE VISIT

28 JUNE 2011
InfoAsia Trip: Chalmers University of Technology Naval Architect’s Study Promotion
Our guests from Chalmers University of Technology with Mr. Lai Chee Pang, VP Naval Services, and Mr. Nigel Koh, Assistant Manager, IDG.

6 JULY 2011
Visit by CAPT Niporn Sukkaset, Deputy Director General of Naval Logistics Department, Royal Thai Navy (RTN)
Mr. Twoon welcomes CAPT Niporn to ST Marine.
CAPT Niporn tours the RTN LPD with CAPT Kittipong and Mr. Twoon.
CAPT Niporn listens raptly as Mr. Twoon explains how large tubes are cut in the workshop.

7 JULY 2011
Visit by RADM Bongsoot Singnarong, Director General, Naval Finance Department, Royal Thai Navy
Our guests from the Royal Thai Navy and the ST Marine project team pose for a picture together.
Mr. Jway receives a gift from RADM Bongsoot.

21 JULY 2011
Visit by BG Tan Meng Dui, Defence Secretary of Technology, MINDEF
BG Tan tours the RoRo vessel.
Mr. Twoon Kol Khoi, SVP Benoi Yard, leads BG Tan on a tour of ST Marine’s Benoi yard.
Mr. Twoon describes to BG Tan how the CNC Water Plasma Cutting Machine works.
BG Tan and Mr. Jway sharing a light-hearted moment in the Piping Workshop.
BG Tan, takes an interest in the RoRo vessel.
from 6 to 9 July 2011, Brunei opened its doors to the world for its 3rd Brunei Darussalam International Defence Exhibition (BRIDEX). Held at the BRIDEX International Defence Exhibition Hall at Jerudong, the show was hosted by the Ministry of Defence and organised by the Royal Brunei Technical Services (RBTS).

Like the previous show, ST Marine took part in the exhibition together with her three other sister companies under the ST Engineering name. With the theme of this year’s show being “Leveraging Technology for Future Defence Needs”, our sister companies ST Aerospace and ST Electronics displayed their Unmanned Aerial Vehicle (UAV) and Advanced Combat Man Systems (ACMS) respectively while we showcased our SWIFT-17 and SWIFT-25 Interceptors, and our BRAVE-4T and BRAVE-18T Fast Landing Craft.

On the first day of the show, we were very privileged to be able to receive many VIPs such as Dato Paduka Haji Mustappa bin Haji Sirat, Deputy Minister of Defence for Brunei, and Dr Ng Eng Hen, Minister for Defence and Leader of the House. However, the highlight of the show was a visit by His Majesty Sultan Haji Hassanal Bolkiah Mu’izzaddin Waddaulah ibni Al-Marhum Sultan Haji Omar ‘Ali Saifuddien Sa’adul Khairi Waddien, Sultan and Yang Di-Pertuan (Head of State) of Negara Brunei Darussalam, and Al-Muhtadee Billah Bolkiah, the Crown Prince of Brunei. Mr Tan Pheng Hock, CEO and President, ST Engineering, and Mr Patrick Choy, EVP (International Marketing), ST Engineering, gave the two royalty a quick tour of our booth before they were briskly led to continue their tour of the BRIDEX halls.

BRIDEX 2011 was a fruitful one for ST Marine and ST Engineering as a whole as we had a number of delegations and partners visiting us to enquire about possible collaborations. In addition, ST Engineering was awarded ‘Most Informative Booth’ and nominated for the ‘Most Outstanding Booth’ award, which eventually went to the Turkish Embassy booth.

During the same period, ST Marine was participating in the Singapore International Water Week (SIWW) 2011 which was happening right on our shores. From 5 to 7 July 2011, the SIWW was held at the Suntec Singapore Convention & Exhibition Centre. Spanning across two levels (levels 4 and 6), the show saw a record of 13,500 participants from 99 countries, including big names like General Electric, Mitsubishi and Siemens.

Our environmental engineering arm, STSE Engineering Services Ltd, took part with ST Electronics and ST Dynamics, forming the ST Engineering booth. As part of our display, we had posters on our CleanVAC Pneumatic Waste Collection System (PWCS), Eco Resource Recovery Park, Waste Management Equipment, Transfer Station Technology and Landfill Rehabilitation and Management.

Themed “Sustainable Water Solutions for a Changing Urban Environment”, this year’s SIWW aimed to reinforce Water Week as a platform to address pertinent water issues amidst a rapidly changing world and to reflect a broader focus on other issues that affect the urban environment, such as climate change and the management of watersheds and river basins. It was indeed an eye-opener for our STSE colleagues as they were able to visit the other exhibiting booths and learn more about the technology available in the market.
**ST MARINE WINS BIG IN THE WSH AWARDS 2011**

n 27 July 2011, ST Marine scored a double win in the Workplace Safety and Health (WSH) Awards 2011, organised by the WSH Council in collaboration with the Ministry of Manpower.

Varadakaliyaperumal Ganesh Kumar from Piping (Benoi) was nominated winner for the WSH Supervisor Awards while the project titled ‘Improvement Process for Vessel Window Installation’ by the Benoi Hull team was nominated winner for the WSH Innovation Awards.

The Awards ceremony was held at the Fairmont Ballroom, Swissotel The Stamford, and graced by Guest-of-Honour Mr Tan Chuan-Jin, Minister of State for Manpower.

Prior to the Awards ceremony, our award winners had the opportunity to support the WSH Council in some of their promotional efforts. Our Benoi Hull team participated in a video shoot and interview with the WSH Council for a feature in their next edition of WSHC SHINE newsletter. Varadakaliyaperumal was also interviewed and had his picture taken for a feature alongside the other Award winners in the WSH Awards 2011 Commemorative Book. The Book was given to all guests at the WSH Awards dinner.

Held annually, the WSH Awards recognises companies that have achieved excellent WSH performances through sound and effective management of WSH issues at their workplaces. ST Marine is extremely delighted to receive the nod of affirmation from the WSH Council for our efforts to keep our yards safe, healthy and pleasant for our employees to work in.

ST Marine would like to congratulate Varadakaliyaperumal and the Benoi Hull team for their achievements and we will strive to get better results in next year’s Awards.

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**A WISH IS GRANTED**

n 25 June 2011, ST Marine had the privilege to play fairy godmother to seven-year-old Weiken, an adorable boy who has Epilepsy and Global Developmental Delay with Autism.

Although Weiken has some skills which allow him to be self reliant in some ways, he is still very much dependant on his caregiver. With his medical condition, Weiken will always require special care, which was why he wished for a Rifton activity chair which will help in his daily activities.

Weiken’s wish was delivered to him at a Wish Party organised by Make A Wish Foundation held in the Camellia Ballroom, Grand Hyatt Hotel. It was a joyful and fun party with delicious food, interesting games and a funny magic show. When Weiken received his Rifton activity chair, he got onto it with delight and felt so comfortable that he dozed off in the middle of the party. Seeing Weiken so relaxed and happy in his chair put a smile on his mother’s face. This day was indeed a joyful one for Weiken and his family.

ST Marine has DOF Subsea to thank for the opportunity to fulfil the request of young Weiken. During the christening ceremony of the Skandi Singapore, DOF Subsea presented a cheque of US$$5000 to ST Marine in appreciation of the hard work put in by our project team. Instead the company decided to donate it to the Make A Wish Foundation (Singapore).

We sincerely hope that Weiken is enjoying the benefits that his new activity chair is bringing him and we wish the Make A Wish Foundation (Singapore) all the best in their efforts to fulfil their mission of granting the wishes of children with life-threatening medical conditions to enrich the human experience with hope, strength and joy.