

## **Congratulations to Sun Xin, the First Chinese Captain of MISC Group's LNG Fleet!**



Recently, Sun Xin, an outstanding seafarer from Singhai, has been successfully promoted to the position of captain and has become the first Chinese captain of the LNG fleet of MISC Group (Malaysian International Shipping Corporation).

The Singhai Media Department specially invited Captain Sun Xin for an exclusive interview. Having been rooted in LNG vessels since his internship, he will share with us his career growth in navigation, how he joined the LNG fleet, and the accumulation behind his promotion.

### **1. Hello Captain Sun Xin, please introduce yourself briefly.**

At the end of 2007, I entered ALAM as one of the first batch of sponsored students recruited by MISC Group in China. In 2012, I graduated smoothly from ALAM and officially embarked on my maritime career. Starting as an intern, I have been working on MISC Group's LNG vessels. Subsequently, I was promoted to Third Officer in 2013, Second Officer in 2015, Chief Officer in 2018, and was officially appointed as Captain in June 2025.

**2. Under the global energy transition, how do you view the development opportunities and challenges of the LNG shipping industry in the next 10 years? Do you encourage more seafarers (especially Chinese seafarers) to transition to LNG vessel crew members?**

With the accelerated global energy transition, the scale of the LNG fleet will continue to expand, accompanied by continuous technological iteration and upgrades. This trend will drive long-term growth in the demand for LNG seafarers. Of course, opportunities often come with challenges. For example, the increasingly strict environmental regulations, and the potential overcapacity in shipping capacity after 2027 due to the delivery of more new LNG vessels, may affect freight rates. Additionally, if there are further breakthroughs in zero-carbon fuel technologies such as ammonia and hydrogen, they may reshape the shipping energy landscape once again.

I do encourage more seafarer friends to join the LNG fleet. There is still a significant talent gap for LNG vessel crew members, so the salaries are relatively higher compared to other types of ships, and it is currently a period of career development benefits. Moreover, the professional training and practical experience on LNG vessels will greatly enhance seafarers' future market competitiveness.



**3. In the promotion to LNG Captain, what are the key factors that MISC Group focuses on in the assessment and evaluation?**

1. **Safety Management and Emergency Response Capabilities** — Safety is paramount for LNG vessels. SAFETY IS OUR CORE VALUE. The focus is on: compliance with systems, emergency handling capabilities, and risk prevention and control capabilities.
2. **LNG Vessel Operations and Navigation Technology**
3. **For the special nature of LNG vessels, proficiency in the following technologies is also required:**
  - **Loading and Unloading Efficiency:** Mastering high-flow loading and unloading systems to ensure efficient terminal operations.
  - **Special Conditions Response:** Such as deep-water anchoring, narrow waterway navigation, ice area operations, and maintenance requirements for GTT membrane-type cargo tanks.
4. **Cargo Management and Business Awareness** LNG transportation involves high-value cargo and complex contracts. The captain must possess both technical capabilities and business sensitivity:
  - Ensuring cargo tank cleanliness meets inspection standards (e.g., grain, fertilizer grade standards) to avoid cargo damage claims.
  - Accurate handling of documents such as Bills of Lading (B/L), Statement of Facts (SOF), and Maritime Protests to avoid legal risks like backdating bills of lading.
  - Cost control: Optimizing port charges (e.g., avoiding high-cost barge water supply, reducing garbage disposal fees) to safeguard the shipowner's interests.
5. **Regulatory Compliance and Certificate Management** LNG vessels are subject to strict international conventions. The captain must ensure full compliance throughout the voyage:
  - Mastery of conventions: Proficiency in SOLAS, MARPOL, IMDG (Dangerous Goods Regulations), ISPS (Security Regulations), especially the application of MARPOL Annex VI (Air Pollution) to LNG vessels.
  - Certificate maintenance: Managing the validity of ship certificates (e.g., IOPP, SMC, DOC) and crew certificates, arranging inspections in a timely manner to avoid PSC inspection deficiencies.
6. **Crew Management and Team Leadership**
  - **Training and Drills:** Regularly organizing fire-fighting, life-saving, and security drills to enhance crew emergency skills; implementing on-the-job training programs (e.g., familiarizing new crew members with their duties).
  - **Cross-Cultural Communication:** With a multinational crew on LNG vessels, it is necessary to coordinate cultural differences while ensuring crew members have adequate rest and a balance between work and leisure.

**4. After becoming an LNG Captain, does the company require regular training? Which skills need to be continuously updated?**

1. **Advanced LNG Cargo Operations Training (STCW V/1-2-2):** Certification needs to be renewed every 5 years, covering characteristics of liquefied gases, cargo tank management, and emergency procedures.
2. **Advanced Firefighting (STCW VI/3):** Refresher training every 5 years, focusing on the unique characteristics of LNG fires (e.g., low-temperature fires, vapor cloud explosions).
3. **Safety Management System (ISM) Training:** Regular internal audits by the company to ensure familiarity with the latest safety procedures.
4. **Company-Specific Training**
  - **Simulator Training:** Targeting scenarios such as LNG vessel berthing, operations in adverse weather, and cargo loading/unloading troubleshooting.
5. **New Regulations/Technology Training:** Such as new IMO regulations (e.g., CII carbon emission indicators), and operation of new reliquefaction systems.
6. **Regulatory and Environmental Compliance**
  - **Carbon Emission Regulations:** Understanding IMO 2030/2050 emission reduction targets, optimizing speed and routes to reduce carbon intensity (CII); PSC inspection focus: Additional inspection items for LNG vessels by authorities like the USCG and EMS.
7. **Soft Skills and Leadership**
  - **Multicultural Team Management:** Crew members of MISC Group's fleet typically come from different countries, requiring coordination, communication, and conflict resolution.
  - **Mental Health Support:** Identifying and intervening in crew members' psychological stress during long voyages.



**5. For Chinese seafarers who wish to transition from oil tankers/bulk carriers/containerships to LNG vessels, what certificates would you suggest they prioritize obtaining or what experience should they accumulate?**

#### **I. Essential Certificates and Training**

##### **1. Basic Safety Certificates**

- **STCW Advanced Firefighting (AFF):** LNG vessels have extremely high requirements for fire prevention and control, necessitating intensive training.

##### **2. LNG-Specific Certificates**

- Liquefied Gas Ship Operation Certificate.
- Low-Temperature Operation and Cargo Management: Learning the low-temperature characteristics of LNG ( $-162\text{ }^{\circ}\text{C}$ ), containment systems (such as GTT membrane tanks or Moss spherical tanks), and BOG (Boil-Off Gas) handling.

#### **II. Experience Accumulation Suggestions**

##### **1. Transition to Liquefied Gas Vessels (LPG/LEG)**

- If direct entry into LNG vessels is not possible, one can first join LPG or LEG transport ships to accumulate experience in gas cargo operations. Familiarize with general processes such as cargo loading/unloading, pressure control, and gas detection.

##### **2. Participation in LNG-Related Projects**

- LNG-Fueled Ships: Many container ships and bulk carriers have begun using LNG as fuel, and active participation in such transitions is encouraged.

**6. As captain in a multicultural crew team, what adjustments do you need to make to your management style?**

Greater flexibility, inclusiveness, and adaptability are required to ensure team cohesion, safe and efficient vessel operations.

**1. Cultural Sensitivity and Respect for Differences**

- Actively learn about the cultural backgrounds of crew members, treat every crew member equally, avoid cultural biases, and ensure that all members feel respected.

**2. Optimization of Communication Strategies**

- Use clear and accurate nautical English instructions to ensure that crew members fully understand the commands. Encourage open communication.

**3. Team Collaboration and Conflict Management**

- Establish a common team goal: Always emphasize the importance of "safety first." Encourage crew members from different cultural backgrounds to learn from each other and reduce the isolation of small groups. In case of conflicts, mediate impartially and guide mutual understanding.

**4. Adaptability of Leadership Style**

- Maintain decisive authority in emergencies, while in daily management, adopt collective opinions, provide flexible motivation, and lead by example to demonstrate respect and inclusiveness.

**5. Focus on Crew Mental Health**

- Organize group activities to alleviate "sea loneliness" and enhance team cohesion.

**7. With the recent relaunch of the MISC-ALAM Sponsored Student Program, as a former student of ALAM, do you recommend this program? Why?**

I highly recommend it. First of all, this sponsored student program offers stable internship and employment opportunities provided by a reliable shipowner, which is the most important resource for maritime professionals and effectively addresses employment issues. The specialized teaching resources and multicultural environment of ALAM lay a solid foundation for future international work and life. Moreover, the program is fully funded by the MISC Group for overseas study. If you are very interested in maritime careers, especially if you aspire to work for international shipowners and high-end fleets in the future, this is an excellent opportunity.





**8. As the first Chinese captain of the LNG fleet at MISC Group, what would you like to share with young seafarers?**

Keep learning, especially in your own specialized field;

Language skills: English is not only the working language but also the foundation for collaboration in international teams;

Safety is a belief, not just a slogan;

Cultural difference management: In a multicultural team, a shared understanding of safety is crucial. I once unified standards among crew members of different nationalities through "Safety Case Sharing Sessions";

Mental resilience: Fatigue is a hidden killer during long voyages. Learn self-regulation techniques (such as regular exercise) and proactively seek psychological support when necessary;

Learn to balance work and life; staying in touch with your family and sharing is very important.

Everyone is welcome to join the seafarer family and become part of the MISC Group.