

CV SURGERY



This regular feature explains how to better present a CV and shows where jobseeking crew can go wrong in all aspects of the CV writing process. This month Laurence Reymann is reviewing the CV of a commercially certified captain looking to make the transition to superyachts.

Our candidate is a master mariner looking to make the transition to the luxury yachting. He has been working in the merchant navy for just over 20 years, so this transition is quite late in his professional career. It is therefore important that his objective section is convincing.

Objective

This section needs sharpening and I suggest having two CVs, one targeted at a first officer position and the other at a captain position. It is not advisable to have the two positions muddled together (1); it has to be one or the other. Our industry is the luxury yachting industry and not the "leisure/charter boat industry" (2), it is important to use the correct terminology. This candidate already enjoys a successful career and is obviously very experienced, however the tone of the objective section is not assertive enough. He should not "hope to be able to fit in and quickly learn the ropes to become a valuable member of the vessel team" (3). He should state: "My extensive experience in the merchant navy is easily transferable to the luxury yachting industry. I have the attributes required to operate a large yacht as captain (or first officer in the other CV), am able to communicate professionally with owners, guests and yacht managers and can manage a large and diverse crew." (4)

Charter/delivery/permanent: all positions considered and all locations (4) – this should be deleted as there is no value in this information.

Salary sought (5) – this should not be mentioned on the CV.

Qualifications: master mariner (6) – this should be in bold.

About myself

There is too much information here and it seems that there is no real cohesion; personal characteristics are mixed up with facts and skills in no specific order. There are nine bullet points about personal characteristics (7). This is too much; our candidate should list no more than three personal characteristics or qualities, so he will need to pick and choose the most relevant ones. Additionally, hidden in the middle of these bullet points we have facts. This section is too mixed up and in fact could be disposed of altogether. The three chosen personal attributes can be integrated into the objective section at the top of the CV, which could then be renamed "objectives and profile". The facts can be added to the additional skills and achievements section

Personal Details
DOB: [redacted] (height [redacted] weight [redacted])
Nationality: British
Marital status: Happily married to [redacted] with 2 adult sons.
Home number: [redacted]
Mobile: [redacted]
Address: [redacted]
Full UK passport – no EU travel restrictions. Can apply for US B-1, C-1/D as required.
Occasional-Smoker – Social drinker – clean driving licence – motor bike owner.

Objectives
I'm looking for a Master position requiring a mature personality and start a new long term leisure/charter boat industry, which I believe has an exciting and profitable future. I hope to be able to fit in seamlessly and quickly learn the ropes to become a valuable member of the vessels team.
Charter/delivery/permanent: all positions considered and all locations.
Salary sought: [redacted].

Qualifications
Master Mariner FG – Class 1 STCW 95 – MCA – Unlimited. GMDSS General Ops Cert. Based on my British Masters Certificate, I also have a Bahamian and Luxembourg Masters + GMDSS Certificates. Also licensed under the Swedish flag as Ch/Oif.
Other Certificates – a comprehensive list can be supplied on request (PDF 38 Kbps).

About Myself

- Loyal, trustworthy, professional, discreet and pride myself in attention to detail
- Considered as a good team player, but mature and self assured enough to stand back from the crowd with a calm and reassuring manner when required.
- Professionally, considered "a safe pair of hands"
- Considerable passenger V/L experience including RMS "Pendennis Castle".
- Served on all sizes of vessels + extensive global service.
- First command 18 years ago.
- Aspire to the ideal, "there are no problems, only solutions".
- A clear, articulate communicator with the ability to lead and motivate the crew
- Extensive ship handler using most known power configurations.
- Not "proud" and will turn my hand to anything with enthusiasm.
- Good interpersonal skills, which were honed aboard passenger vessels and as Senior Lecturer at Southampton Solent University – Warsash Academy.
- Started in the British Merchant Navy in January 1972 as Navigating Cadet.
- Fully competent with a range of sophisticated navigational equipment including the humble sextant!!
- I delight in learning anything new. My spoken French is still progressing.....
- Appreciate a good sense of humour.

Employment History
Company: GC RIEBER SHIPPING LTD – OMS – Norwegian/French – Australian

Name of V/L: [redacted] Length: 120m
Dates: [redacted] – presently on board for 5 weeks.
Position Held: Master
Job Description: Responsible for the safe and efficient running of [redacted] vessel with a crew of 56 mixed nationals (French, British, Norwegian, Russian, Polish, Filipino, Italian, Australian, Finnish and Austrian).
Company: Cobolffret N.V. – Belgian
Name of V/L: Numerous v/l's Length: Between 145 and 172 mtrs (can supply list).
Dates: [redacted]
Position Held: Master & Owners new build representative/inspector & Charter pilot.
Job Description: Responsible for the safe and efficient running of cross north sea ferries, trading between the London River/Zeebrugge/Humber/Denmark/Sweden. Crew of 23 mixed nationals (British, Belgian, Polish, Russian, Ukrainian, Dutch and Estonian) + 12 pax
Company: [redacted]
Name of V/L: [redacted]
Dates: [redacted]
Position Held: [redacted]
Job Description: Lectured in Navigation and chartwork, Navigational instruments including Radar, GPS and electronic charting systems - helping to ensure that the Masters of Super yachts attending my lectures had the qualifications and skills necessary to be Captains of Super yachts around the world.
Company: Sally Estries – Finnish/UK
Name of V/L: [redacted] Length: [redacted]
Dates: [redacted]
Position Held: Master, Supercargo & Charter pilot.
Job Description: Responsible for the safe and efficient running of cross channel/cross Irish Sea freight ferry. Crew 21 (Romanian) + 12 passengers.
Company: [redacted]
Name of V/L: [redacted]
Dates: [redacted]
Position Held: Master & Mate
Job Description: Responsible for the safe and efficient running of cross channel freight ferry & passenger ferry to the Channel Islands. Up to 900 passengers + British crew of 60.
Previous companies: [redacted]

Additional Skills & Achievements
Have gained 11 Pilotage licences for London (4 areas), Zeebrugge, Humber, Poole, Ramsgate, Belfast, Heysham and Guernsey – some of the busiest ports in the world.
Transits of both Panama and Suez canals. Computer literate and build.
Stood by the construction and commissioning of 2 X 162.5 mtr vessels as part of the owners new build team in Japan – testimonial from [redacted] available.
Delivered a presentation on training to the [redacted]

I have undertaken an onboard Navigational Safety Audit on behalf of a large corporation. Some crew experience rating yachts [redacted] – came [redacted] the atrocious weather!!

Hobbies and Interests
Recreational boat enthusiast + all water sports – small boat [redacted] 19' sports boat.
Lifelong passion for fishing – no fish is safe anywhere!! I have worked aboard a commercial fishing vessel as deck hand. Having logged 13 hours PPL training, I'm keen to continue aloft either by wing or rotor as time and money permit! I enjoy cycling, walking, camping and swimming – anything outdoors. Annual attendee at Le Mans 24 hrs.

at the end of the CV. In deleting this section we gain space and straight away the CV is easier to read.

Employment history

This section is important and should not be at the bottom of the page.

Generally speaking, it is not appropriate to mention the nationality of the crew working onboard the vessels (8). This information should be deleted wherever it is mentioned.

This section is otherwise fine.

Hobbies and interests

I like the sense of humour shown here – "no fish is safe anywhere!" (9)

My final comments are that a CV should not contain too much private information, so it is enough to have "married" for marital status, without going into details; also, there is no need to mention being social drinker or an occasional smoker (10), this is not a selling point for him so he should remove this information.

Laurence Reymann works in the Antibes office of YPI Crew. To find out more about YPI Crew visit www.ypicrew.com.