FRIENDLY MATCH
UiTM Seri Iskandar
VS
UniKL MIMET

WORKSHOP ON ENGINE ROOM SIMULATORS

SUJANEKA KKM
MAJLIS PENGHARGAAN MANTAN JPM 2009/2010 & PENYAMPAIAN WATIKAH PELANTIKAN JPM 2011/2012


Seramai enam mantan JPM serta tujuh barisan kepimpinan baru JPM hadir semasa majlis tersebut. Dekan turut menyampaikan ucapan penghargaan kepada semua mantan JPM dan seterusnya memberi amanat beliau kepada JPM yang baru dilantik. Dalam ucapan beliau juga, JPM disaran agar menunjukkan contoh teladan yang terbaik, bukan sahaja di dalam bidang kepimpinan, malah di dalam bidang akademik juga. YBhg Dato’ juga berharap kepimpinan baru JPM ini akan menjadi lebih baik daripada yang sebelumnya serta bakal menjadi benchmark kepada persatuan dan kelab yang lain. Majlis diakhiri dengan jamuan ringan.

PILIHANRAYA
JAWATANKUASA PERWAKILAN MAHASISWA UniKL MIMET 2011

Pada tahun ini Pilihanraya JPM Kampus UniKL MIMET telah berjaya diadakan pada 17 Februari 2011 (Khamis). Sebanyak 7 kerusi telah diperbincangkan di dinding dan pada tahun ini seramai 11 calon telah bertanding bagi merebut kerusi yang diperbincangkan. Tahun ini juga melihatkan sedikit perubahan apabila calon-calon yang bertanding akan dipilih secara terbuka dan bukan lagi mengikut jurusan masing-masing. Lebih membanggakan lagi, buat pertama kalinya ini Rapat Umum telah diadakan sehari sebelum hari mengundi. Para calon diberi peluang untuk memperkenalkan diri, mempromosikan diri serta menyampaikan pembaharuan serta aktiviti yang ingin dilaksanakan sekiranya terpilih sebagai pemimpin pelajar. Sambut yang diberikan oleh para pelajar juga amat menggalakan di mana dapat dilihat kelompok pelajar yang turun memberi sokongan pada calon calon pilihan mereka. Tempat mengundi telah dibuka seawal jam 9.00 pagi dan ditutup pada jam 5.00 petang.

On February 11, 2011 the Academic Services Department has organized a "Mind Mapping Techniques Workshop" at Pentas Kuliah 01 UniKL MIMET. The workshop was conducted by Mr Abdul Rahim Md Zin who was specially invited from UPM, Serdang.

A mind map is a system which graphically represents the interrelationships between multiple items when you undertake a task such as brainstorming. Normally the white boards, chalkboards, and paper are commonly used as the media for producing mind maps. Mind maps are not just handy for creating visual representations of brainstorming activities. Instead, a student especially can also use a mind map to visually orchestrate subjects, demonstrate flow charts of processes, and determine what the best course of action ought to be for the quality improvement of the mind map on the subject discussed. This workshop is conducted to boost students study skill in enabling them to improve their academic performance.

SHORT TERM RESEARCH GRANT (STRG) PROGRESS PRESENTATION

An inaugural Short Term Research Grant (STRG) Progress Presentation was successfully organized by UniKL MIMET on April 6, 2011. The event was organized to inform about the research works and collaborations done by UniKL MIMET. It was officiated by the Head of Campus, Prof. Dato’ Dr. Mansor bin Salleh in the presence of Mr. Moh. Fairuz Abd Mahat, Chief Operating Officer of A&E Systems Sdn Bhd and his associate, Mr. Rizky bin Abdul Ghani. Both the Deputy Deans were also in attendance. The event was attended by a satisfactory number of academic staff and final year students.

There were at least seven STRG presentations by UniKL MIMET researchers. Three of the projects approved in 2009 presented their findings during the event. The research projects were The Effect of Control System Due to Manoeuvring Pusher Barge in Restricted Waters presented by Mr. Ahmad Zawawi Jamaluddin, Revival of Used Lead Acid Batteries presented by Assoc. Prof. Zainorin Mohamad and The Effectiveness of Computer Aided Design (CAD) Training among Low and High Spatial Visualization (SV) Abilities Students presented by Cdr. (R) Aminuddin Md Arof.

The other four projects approved in 2010 presented their research progress. The projects include The Determination of Structural Strength of SWATH (Small Waterplane Area Twin Hull) Ships of Aluminum Construction in Compliance with Classification Society Rules presented by Mr. Mazlan Muslim, Cavitations Prediction and Evaluation using Computational Fluid Dynamics (CFD) for Standard Series Screw Propeller presented by Engr. Ivan Zamul Mustaffa Kamal, Design and Development of Small Boat Construction Module for D.I.Y. Builder in Malaysia presented by Mr. Muhammad Kasffi Ramli and last but not least Techno-Economic Study of Resin Infusion Versus Conventional Hand Laminating for Construction of a 12-Foot Fibreglass Fishing Boat presented by Mr. Kamarul Nasser Mokri.

In conjunction with the Short Term Research Grant (STRG) Progress Presentation, three collaboration presentations were given by Ship Classification (Malaysia) Sdn. Bhd, A&E Systems Sdn. Bhd and Alam Ship Management Sdn. Bhd representatives as to strengthen the collaboration between UniKL MIMET with its industrial partners. The collaboration works presented include research on FRP Composite, FRP/Non-Metallic Material Testing and Shore Based Emergency Response Service (ERS) for SCM Classed Vessel, research on Introduction of Anti-Marine Growth Agent in Corrosion Prevention Paint ‘ALOCIT’ and research on Ship Control and Monitoring System (SCAMS) and Testing and Commissioning (T&C) respectively.

The event ended with a presentation of certificates to industrial partners and a closing remark by the Head of Campus.

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BERITA BERGAMBAR

Sekitar Program Pertandingan Memancing
As stated, it is not that difficult to build your own boat. What will be listed here are ten steps to build your own boat. The example to be used will be a 3-metre fishing boat, which can accommodate 3 persons onboard with a recommended outboard engine of between 2 to 10 horse power.

**1st STEP: GETTING THE DESIGN**

With the power of the World Wide Web, you can surf the design within minutes. Some designs need to be purchased but if you are bright enough you can get some others for free. My suggested websites for getting free boat design plans are:
- [http://svensons.com/boat/](http://svensons.com/boat/)
- [http://home.clara.net/gmatkin/freedes.htm](http://home.clara.net/gmatkin/freedes.htm)
- [http://boatbuilding.eigenstart.nl/](http://boatbuilding.eigenstart.nl/)

The list will eventually increase as you surf more over the internet. You can also get the design from books or magazines. The following are amongst my favorite reference in building boats:

**STEP 2: COPY FULL SCALE TEMPLATE**

The simplest way of building a boat is by ‘Stitch and Glue’ technique. The plank template that you will get is something like Figure 1.

From there, we can transfer the drawing to full scale on to two pieces of 6mm plywood and cut according to the line. Normally we use electrical jigsaw that will cost us between RM50 - RM500 to buy. It is worth to invest as it can also be used for another D.I.Y project. The full scale cutting template is as per Figure 2.

**STEP 3: JOINING EDGE**

In order to get the boat-shaped, we need to join the adjacent edges using plastic cable ties. First we need to drill holes to slide the cable ties and then fasten them (not too tight, one pen diameter allowance). Figure 3 shows the stitched planks after joining together.

**STEP 4: SHEATHING INSIDE**

In assuring that the boat does not leak and can stay afloat, we need to seal all the stitched edges with filler compound and fiberglass tape. Later the whole boat will be sheathed with fiberglass and resin. Figure 4 shows the application of filler compound and fiberglass sheathing.
STEP 5: INSTALL SEATS

Once sheathing is done, we can proceed to make the seats for the boat. The shape of the frame will follow the shape of the boat accordingly (as per the template). The seats will also be sheathed for water resistance. Figure 5 shows how the seats are installed.

Figure 5: Seat Installation

STEP 6: TRIMMING OUTSIDE

After completing the work inside the boat, it will be turned upside down. Here, we need to cut the cable ties and trim the uneven edges to get smooth and curvy blunt edges. This step can be seen in the following figures.

Figure 6: Trimming outside edges

STEP 7: SHEATHING OUTSIDE

Sheathing is the process of laminating the plywood with Fiber Reinforced Plastic (FRP). This is to increase the strength of the skin and make it water proof. All we need is to lay down the fiberglass mat and wet it out with resin. Please refer to figure 7.

Figure 7: Sheathing outside of the hull

STEP 8: INSTALLING RUBRAILS

Rubrails are used as fenders to secure the boat from impact. We can use sawn timber, rubber, or even PVC pipe. In this case, we use a 1-inch PVC pipe as rubrails.

Figure 8: Rubrail installation

STEP 9: OUTFITTING

In outfitting, we will install quarter knee, breast hook and transom knee to strengthen the boat and increase the boat rigidity

Figure 9: Quarter knees and transom knee (above) and breasthook (below)

STEP 10: PAINTING

The finishing step in boat building is painting. This will give aesthetic value to the boat and most importantly to prolong the age of the boat. For durability, it is suggested that marine paint with proper undercoat are applied.

Figure 10: Painted boat ready for launching.

Note: For further on discover the art of making boat; you are invited to join our “3-Day DIY Boatbuilding Course”. Please contact Mr. Bakhtiar at 05-6909055 for further information.

Sidang Editorial MIMET Ahoy! mengucapkan syabas kepada Dato’ Mansor dan berdoa semoga beliau terus diberi kesihatan dan kekuatan oleh Allah untuk terus mencurahkan khidmat baktinya kepada anak-anak bangsa kita.
Hello again! In the month of January to April 2011, we received quite a number of visits during these months. Beginning with a briefing session about UniKL in general and MIMET in particular, the visitors will then be entertained with a walk-around to our workshops and the shipyard. They were very excited and amused with the available facilities.

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**Berita Unit**

**Visits to UniKL MIMET**

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- 16 March 2011: Institut Kemahiran Tinggi (Perda Tech) Pulau Pinang.
- 23 March 2011: Institut Kemahiran Mara (Ikm) Lumut, Perak.
- 13 April 2011: S.M.K Raja Perempuan, Kalsom Kuala Kangsar, Perak.
- 21 April 2011: S.M.K Bukit Jana Kemunting, Perak.

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**Berita Kakitangan**

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**Berita Kakitangan**

**Pengantin Baru**

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**Berita Kakitangan**

**Menimang CAHAYA MATA**

Sehingga bulan Mac 2011, beberapa orang staf telah mendapat cahaya mata baru sebagai penyeri kehidupan mereka. Mereka adalah seperti berikut:

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<th>Jantina</th>
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<td>11.02.2011</td>
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“Aku menjenguk ke dalam NERAKA, maka kulihat kebanyakan penghuninya adalah Kaum WANITA yang demikian disebabkan oleh kerana kurang taat kepada Allah S.W.T dan Rasulullah S.A.W dan suami mereka dan kerana banyak bertabarruj, mendedah aurat dan berhias hias.

(Maksud Hadis)

“Wahai anak Adam, telah kami turunkan buat kamu pakaian yang boleh menutup aurat-aurat kamu dan perhiasan..”

(Surah Al-A’raf : 26)
The International Regulations for Preventing Collisions at Sea 1972 (COLREGS) defines “vessel” as “every description of water craft, including non-displacement craft, WIG (wing-in-ground) craft and seaplanes, used or capable of being used as a means of transportation on water”. There are many types of vessels or more popularly known as ships. Some such as the “galleys” and “galleons” that were popular in the era of Admiral Nelson and Napoleon Bonaparte are now history and can only be visited at some maritime museums. Some others, such as the WIG and seaplanes are practically aircraft, but will be legally treated as vessels when they land or move on water. By and large, vessels can be divided into three main categories; namely merchant vessels, warships and others. Warships are vessels of various types used by the navies and armed forces that include aircraft carriers, cruisers, destroyers, frigates, corvettes, submarines, mine layers, mine hunters, amphibious ships, landing ships, support ships, oilers and many others. On the other hand, vessels that are categorized under others are fishing vessels, sailing boats, yachts, harbour tugs etc.

Merchant Vessels

As for merchant ships, they can be further divided into three sub-categories i.e. liners, tramps and specialized vessels. Liners are normally container vessels that follow specific routes and sailing schedules irrespective whether there are sufficient containers for them to unload or to take onboard at their scheduled destinations. It is quite common to see container vessels without any onboard cargo handling equipment. This is because all the ports that are scheduled to be visited by those vessels are equipped with adequate cargo handling facilities at the quay side. Hence, this advantage is capitalised by the vessels owners to reduce their construction cost and maximise their cargo capacity. Liner business is very capital intensive, since the service providers are required to provide an adequate number of vessels, container boxes and ancillary services to undertake their obligations to their customers. In this regard, many liner companies cooperate among themselves by merging their operations into a bigger entity that is called “liner conference”.

One or two liner conferences will dominate a particular route only. Notwithstanding that, there are also bigger liner conferences that operate throughout the world. This bigger entity is called “Global Alliance”. Some liners are meant to ferry passengers from one port to another or popularly known as passenger liners but their popularity has been overtaken by the air-liner industry.

Tramps are vessels that do not have a fixed sailing schedule. They will operate anywhere and at anytime depending on the agreement in the charter party, which is a contract between the ship’s owner and the cargo owners. Hence the ships employed in the tramp business are mostly general cargo vessel that can carry containers, packages, pallets, dry bulk etc. They are also equipped with adequate onboard cargo handling equipment such as cranes, gantries and forklifts to enable them to visit as many ports as possible including those without cargo handling gears. This is because the tramps need to be as flexible as practicable to enable them to secure adequate business to cover their operating costs.

The last category of vessels is specialized vessels. Vessels under this category are designed to only transport a particular type of cargo such as chemical, LNG, LPG, crude oil and oil product. Most of the vessels are commonly known as tankers and will be specifically designated as chemical tankers, crude oil tankers, product tankers etc. based on their designated cargo. These vessels will only sail laden one way and will need to ballast their tanks with seawater during their return passage to ensure their stability. As a result, the discharge of their ballast water before a new cargo is loaded has attracted serious attention from coastal states and is now strictly regulated by the International Maritime Organization and enforced by most countries.

In retrospect, merchant vessels can be divided into 3 general categories depending on the nature of their business. Nevertheless, if vessels are to be divided in accordance with their types than there will be more of them such as container vessels, RORO vessels, tankers, bulk carriers, off-shore support vessels, general cargo vessels, passenger ferries and many others.
### Short Courses And Professional Education

**For 2011 UniKL MIMET**

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<th>No.</th>
<th>CODE</th>
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**Note:** For further information on Short Courses And Professional Education Training Calendar 2011 UniKL MIMET Please contact Mr. Bakhtiar at 05-6909055 / 012 902 2316