

FUZZY MULTI CRITERIA DECISION MAKING
MODEL FOR THE SELECTION OF
MARINE ANTIFOULING PAINTS

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This work is dedicated to my parents and husband without whose caring supports it would not have been possible.

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ABSTRACT

Antifouling paint is applied on a ship's hull to prevent the formation of layer which can increase hull resistance. The use of antifouling paint is always considered as an investment since the cost per ship can be quite high. The selection of antifouling paint is considered as a major task for a large shipping company. Antifouling paint is selected based on a combination of criteria and the selection decision is normally done at two levels; engineer's level and manager's level. Decision by engineer is normally done based on technical merits and depends on discrete technical specification values. Decision by manager on the other hand, could consider criteria best gauged by approximation method. The research proposed a tool for the selection of antifouling paint by approximation method using fuzzy multi-criteria decision making method (MCDM). Five selection criteria have been selected and two of the criteria, market preference and local content have been established through survey by questionnaire and statistical analysis. The selection model has been developed based on MCDM approach and the selection algorithm for the computation of fuzzy selection value has been developed based on fuzzy method. The selection model has been transformed into a user friendly program using Microsoft EXCEL platform. The package has been tested for accuracy of output and the maximum inaccuracy is detected to be of 15%. For an extreme condition when all criteria are assigned with linguistic input "VL" (Very Low) representing a fuzzy number (1,1,2). An inaccuracy of 3.7% is detected when all criteria is assigned with linguistic input "VH" (Very High). The package has also been validated using a case study based on MISC BERHAD antifouling selection data. The validation result shows that the output from the package selects the same antifouling paint as by MISC BERHAD. The research has successfully developed the fuzzy MCDM model for the selection of marine antifouling paint.

ABSTRAK

Aplikasi cat anti-tumbuhan di lambung kapal adalah untuk mencegah pembentukan lapisan tumbuhan yang mampu meningkatkan rintangan kapal. Cat anti-tumbuhan dianggap sebagai pelaburan disebabkan kosnya yang tinggi. Pemilihan cat anti-tumbuhan merupakan tugas penting di dalam sesebuah syarikat pelayaran. Cat anti-tumbuhan dipilih berdasarkan beberapa kombinasi kriteria dan biasanya dilakukan pada dua peringkat; peringkat jurutera dan tahap pengurus. Keputusan oleh para jurutera biasanya dilakukan berdasarkan merit teknikal dan bergantung pada nilai diskret spesifikasi teknikal. Keputusan pengurus boleh melibatkan kriteria yang baiknya diukur menggunakan kaedah penghampiran. Kajian ini mencadangkan suatu program pemilihan cat anti-tumbuhan dengan kaedah penghampiran menggunakan kaedah anggaran (*fuzzy*) membuat keputusan pelbagai kriteria (*MCDM*). Lima kriteria telah dipilih dimana dua kriteria; kecenderungan pasaran dan kandungan tempatan ditentukan melalui borang kaji selidik dan analisis statistik. Model pemilihan telah dibangunkan berdasarkan pendekatan *MCDM* dan algoritma pemilihan untuk pengiraan nilai pemilihan *Fuzzy* dibangunkan berasaskan kaedah *fuzzy*. Perisian Microsoft EXCEL digunakan untuk pembinaan program. Program ini telah diuji untuk ketepatan keluaran dan ketidak-tepatan maksimum yang dikesan adalah sebanyak 15%. Keadaan ekstrem terjadi apabila semua kriteria diberi masukan paling rendah atau 'VL' (*Very Low*) yang mewakili nombor *fuzzy* (1,1,2). Ketidak-tepatan sebanyak 3.7% pula dikesan apabila semua kriteria diberi masukan paling tinggi atau 'VH' (*Very High*). Program ini telah disahkan menggunakan kajian kes berdasarkan data pemilihan cat antitumbuhan oleh MISC BERHAD. Keputusan pengesahan menunjukkan bahawa keluaran daripada program memilih cat anti-tumbuhan yang sama oleh MISC BERHAD. Kajian ini telah berjaya membina model fuzzy MCDM untuk pemilihan cat anti-tumbuhan marin.

TABLE OF CONTENT

CHAPTER	TITLE	PAGE
	DECLARATION	ii
	DEDICATION	iii
	ACKNOWLEDGEMENTS	iv
	ABSTRACT	v
	ABSTRAK	vi
	TABLE OF CONTENT	vii
	LIST OF TABLES	xii
	LIST OF FIGURES	xiv
	LIST OF ABBREVIATIONS	xvi
	LIST OF APPENDIX	xvii
1	INTRODUCTION	1
1.1	Introduction	1
1.2	Research Background	1
1.3	Problem Statement	3

1.4	Research Objective	3
1.5	Scope of study	4
1.6	Significance of Research	4
1.7	Organization of Thesis	5
2	LITERATURE REVIEW	6
2.1	Introduction	6
2.2	Short review of marine paints	6
2.3	The Marine Biological Fouling	7
2.3.1	The formation of fouling	9
2.3.2	The effect of fouling	12
2.4	Historical development of antifouling	13
2.4.1	Antifouling paint	15
2.4.1.1	Types of antifouling paint	15
2.4.1.2	The concern of TBT antifouling paint to the environment	17
2.4.1.3	TBT free antifouling paint	18
2.5	Challenges faced by ship owners	18
2.6	Decision Making	20
2.6.1	Multi Criteria Decision Making	21
2.7	Fuzzy Sets	24
2.7.1	Type of Fuzzy Numbers	24
2.7.2	Linguistic Variables	26

2.7.3	The α -cut	27
2.7.4	Membership Function	27
2.7.5	Algebraic Operation of Fuzzy Numbers	30
2.7.6	Aggregation of Fuzzy Sets	31
3	METHODOLOGY	32
3.1	Introduction	32
3.2	Identification of Research Variables	34
3.2.1	Reliability, α	36
3.2.2	Normality Test	37
3.2.3	Mean and Standard Deviation	40
3.2.4	Anova Analysis	44
3.3	Development of General Antifouling Selection Model	47
3.4	Development of Antifouling Selection Algorithm	49
3.5	Collection of Data	52
3.5.1	Reliability, α for C_4 and C_5	52
3.5.2	Normality Test	53
3.5.3	Mean and Standard Deviation for C_4 and C_5	54
3.5.4	Anova Analysis	57
3.6	Fuzzification using membership function Technique	60
3.7	Defuzzification of Result	64
3.8	Development of EXCEL Based Antifouling Selection Package	65

3.9	Testing and Verification of EXCEL Package	70
3.10	Validation of Model	72
4	RESULT AND FINDINGS	75
4.1	Introduction	75
4.2	The Antifouling Selection Model Developed	75
4.3	The Antifouling Selection Algorithm Developed	77
4.4	Antifouling Selection Decision Making Data Established	79
4.5	The EXCEL Package Developed	80
4.6	Package Verification Results	87
4.7	Package Validation Results	88
5	DISCUSSION	90
5.1	Introduction	90
5.2	The Selection Model and the Selection Variables	91
5.3	The Selection Algorithm Developed	92
5.4	The Fuzzy Data and Membership Functions Established	93
5.5	The EXCEL Package Developed	94
5.6	Discussion on Results from Model Verification	95
5.7	Discussion on Results from Model Validation	96

6	CONCLUSION AND RECOMMENDATION	97
6.1	Overview of the Research	97
6.2	Conclusion	98
6.3	Recommendation	99
	REFERENCES	100
	Appendix A	106-111

LIST OF TABLES

TABLE NO.	TITLE	PAGE
2.1	Examples of typical paint systems currently used in different critical areas of ship painting	7
2.2	Choice of number of partition for membership function by recent authors	30
2.3	Algebraic operations of fuzzy numbers	31
3.1	Generic elements and the variables according to the priority set for the research	35
3.2	Respondents to questionnaire	35
3.3	Reliability analysis for Question A and B	36
3.4	Analysis for normality for Q.A	37
3.5	Analysis for normality for Q.B	39
3.6	Mean and Standard Deviation for Q.A and Q.B	44
3.7	Reliability Analysis for C_4 and C_5	52
3.8	Analysis for normality for C_4	53
3.9	Analysis for normality for C_5	53
3.10	Anova based on experience	59
3.11	Anova based on No Experience	59
3.12	Data collection for variables identified	59
3.13	Linguistic Variable	60
3.14	Criteria (C_1) Cost Information Table for DM	65
3.15	Criteria (C_2) Environment Information for DM	66

3.16	Criteria (C ₃) Technical information for DM	66
3.17	Criteria (C ₄) Market Acceptance information for DM	66
3.18	Criteria (C ₅) Local Content information for DM	66
3.19	Linguistic variables and the fuzzified values for C ₁ , C ₂ , C ₃ , C ₄ and C ₅	67
3.20	Computation table for $a_{c_j}, b_{c_j}, c_{c_j}$.	68
3.21	Data for $a_{w_k}, b_{w_k}, c_{w_k}$	69
3.22	Presentation of results	69
3.23	Input Value 1; Weightage, w	70
3.24	Input Values 2 to 7; Linguistic Variables VL, ML, L, H, MH and VH	71
3.25	Information Data for Decision Maker	72
3.26	Assignment of weightage, w	73
3.27	Ranking of Antifouling Paint resulted from MISC BERHAD Selection process	73
3.28	Linguistic terms assigned to the variables for each of the antifouling paints evaluated	74
4.1	Decision making data and equivalent fuzzy values	79
4.2	List of names of Microsoft EXCEL Worksheet	80
4.3	Model Verification Condition	87
4.4	Model Verification Results	87
5.1	Statistical Strength of variable C ₄ and C ₅	91
5.2	Results from Verification Exercise	95
5.3	Comparison of Results between the 'Actual' and 'Validation' Exercise	96

LIST OF FIGURES

FIGURE NO.	TITLE	PAGE
2.1a	Barnacles	8
2.1b	Gooseneck Barnacles	8
2.1c	Mussels	8
2.2a	Tube Worms	9
2.2b	Green Weed	9
2.3	Fouling risk based on trading area	10
2.4	Illustration and description of stages of attachment of marine organisms on surfaces immersed in sea water	11
2.5	Triangular fuzzy number	25
2.6	Trapezoidal fuzzy number	25
2.7	Linguistic variables and overlapping partition	26
3.1	Research Methodology Flowchart	33
3.2	Analysis for Normal distribution for Q.A	38
3.3	Analysis for Normal Distribution for Q.B	39
3.4	Anova Q.A with Experience	44
3.5	Anova Q.A with No Experience	45
3.6	Anova Q.B with Experience	46
3.7	Anova Q.B with No Experience	46
3.8	Antifouling Fuzzy Selection Model	47

3.9	Anova C_4 with Experience	57
3.10	Anova C_4 with No Experience	57
3.11	Anova C_5 with Experience	58
3.12	Anova C_5 with No Experience	58
3.13	Fuzzification of Cost	61
3.14	Fuzzification of Environment	61
3.15	Fuzzification of Technical	62
3.16	Fuzzification of Acceptance	62
3.17	Fuzzification of Local Content	63
3.18	Membership Function of a Defuzzified Value	64
3.19	Centre of gravity of a triangle	71
4.1	Channeling of the decision data through the selection process	76
4.2	Worksheet 1; Instruction	81
4.3	Worksheet 2; Worksheet 1- Info. For User	82
4.4a	Worksheet 3; Worksheet2- Input by User & Results	83
4.4b	Worksheet 3; Worksheet2- Input by User & Results	84
4.4c	Work Worksheet 3; Worksheet2- Input by User & Results	85
4.5	Worksheet 4; Worksheet4 - Computation	86
4.6	Results from the Validation Process	89

LIST OF ABBREVIATIONS

MCDM	-	Multi Criteria Decision Making
DM	-	Decision Maker
AF n	-	Antifouling type n
FSV	-	Fuzzy Selection Value
c.o.g.	-	Centre of gravity
VL	-	Very Low
ML	-	Medium Low
L	-	Low
H	-	High
MH	-	Medium High
VH	-	Very High
VOC	-	Volatile Organic Compound
af n	-	Antifouling type n
v_i	-	Decision value for i th value
\tilde{v}_i	-	Fuzzy form of v_i
w_n	-	Weightage value for Criteria n
C_n	-	Criteria n
Q.A	-	Question for part A
Q.B	-	Question for part B
Q.A.1	-	Question for part A1
Q.B.1	-	Question for part B1
M.E.P	-	Microsoft EXCEL Package
\otimes	-	Cross multiplication
\oplus	-	Cross addition

LIST OF APPENDIX

APPENDIX	TITLE	PAGE
A	Sample of questionnaire	106

CHAPTER 1

INTRODUCTION

1.1 Introduction

This chapter highlights the relevance of this research within the overall context of antifouling selection methodology. The problem statement and the research objective have also been stated. The scope of study and the significance of the research have also been itemized to show the research boundary and its strength and contribution respectively.

1.2 Research Background

The problem of marine organisms adhering to structures in the sea is as old as time. The problem is acute for the shipping industry. Fouling on a ship's hull leads to increased friction between the hull and seawater, causing 'hull roughness'. This, combined with the increased weight of fouling organisms which are attached to the hull, can lead to considerable increase in fuel consumption. A layer of algal slime,

which is 1 mm thick, will increase hull friction by 80% and cause a 15% loss in ship speed, while a 5% increase in fouling for a tanker weighing 250,000 dwt will increase fuel usage by 17% (MER, 1996b). Whereas, a layer of marine organisms on a ship's hull decreases speed, manoeuvrability, and range, and it raises propulsive fuel consumption by as much as 30% (Brady, 2000).

For nearly a quarter century, tributyltin (TBT)-based self-polishing copolymer antifouling paints have provided an efficient and economic method of ship hull protection. The process involved slow and controlled release of the biocide as the link hydrolysed on contact with seawater, at the paint's surface. These systems were highly effective. They could provide antifouling cover for five or more years and have been acclaimed widely as the most effective antifoulant ever devised (Bosselmann, 1996). Reduced fuel costs and less frequent need to dry dock and re-paint vessels were estimated to be worth US\$5.7 billion per annum to the shipping industry during the mid-1990s (Rouhi, 1998). Not surprisingly, they dominated the market and were applied to more than 70% of the world's commercial shipping fleet (Evans *et al.*, 2000).

As we enter the 21st century, this important technology has been eliminated by new regulations proposed by the International Maritime Organization (IMO). This has created a major challenge for the scientific community and the marine paint industry and more so for ship owners. The challenge is to formulate replacement systems that meet or exceed the performance standards of TBT self-polishing copolymer coatings and that comply with present and future environmental regulations (Swain, 1999). Whereas, ship owners face difficulty in evaluating and choosing the right anti-fouling paint with so many introduced in the market by the marine paint manufacturers.

Multiple criteria decision making (MCDM) techniques have been used in recent years to solve a wide variety of problems (Sarker and Quaddus, 2002, Chen and Liao, 2004). However, in many decision-making situations, a high degree of fuzziness and uncertainty is involved in the data set, so fuzzy sets theory provides a framework for handling the uncertainty (Fan *et al.*, 2004). This research presents the

application of a fuzzy MCDM approach to for the selection of an antifouling paint for the application to a ship's hull.

1.3 Problem Statement

- i. The current method of selecting antifouling paint is too loose in the sense that the selection criteria are not defined as well as the importance of each criteria.
- ii. The whole procedure has not been developed based on known/universally accepted method.

1.4 Research Objective

The objective of the research is to develop a MCDM model for the evaluation and selection of Marine Antifouling Paints for ship's hull application.

1.5 Scopes of Study

The research limits its scope in the respective areas:

- (i) The selection criteria have been selected to represent antifouling selection priority suitable for decision making at managerial level only.
- (ii) Fuzzification of data is based on six partition triangular fuzzy number only for easy of computation and without compromising results.
- (iii) The model was developed based on MCDM approach and the selection algorithm for computation of fuzzy selection value has been developed based on fuzzy method.
- (iv) The model was transformed into a user friendly package utilizing Microsoft EXCEL platform.
- (v) The validity of the package was done using a case study based on MISC BERHAD antifouling selection data.

1.6 Significance of Research

The research will produce a framework in designing a decision making tool to assist decision makers in selecting a suitable antifouling paint. It incorporates established criteria practiced by industry obtained from literature reviews as well as additional criteria identified through normal practice by decision makers.

1.7 Organization of Thesis

This report consists of six main chapters where each chapter will focus on the topics as follows:

Chapter 1 is an introduction to the report where it describes briefly the background of the research, the problem statement, the research objective and the significance of the research.

Chapter 2 of the report contains literature review for the purpose of understanding the topic of the research in detail. This chapter contain related literature on fouling; antifouling paints and description for decision making approaches as well as fuzzy MCDM.

Chapter 3 describes the methodology adopted for the research.

Chapter 4 will show the developed antifouling selection model and its algorithm. It also contains the established decision making data that will be used in the algorithm. The final Excel package that is used for the model together with its verification and validation results are shown as well.

Chapter 5 discusses the result which shown in previous chapter in detail. The discussion to be made based on the result obtained in chapter 4. The arguments and evidences on the results also will be discussed further in this chapter as well.

This final chapter presents the overall conclusion and some recommendations for future research. This chapter will formulate the findings and the objectives of the project. At first, the objectives of the project will be reviewed and conclusions will be made based on the outcomes of study. To reinforce the outcome of this project, some recommendations were made at the end of this chapter where the proposed future studies to be carried out.