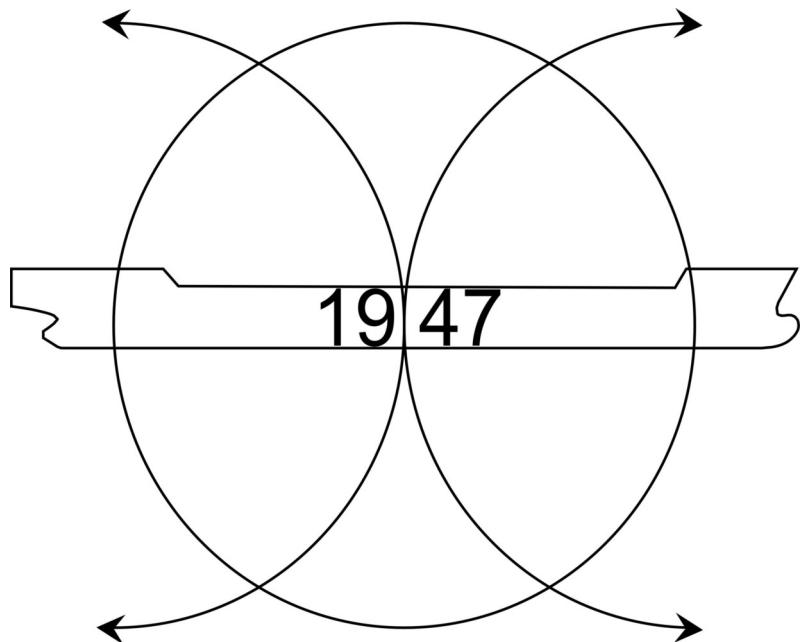


NUL-KRYDS

Field trip to Guangzhou 2025



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1 Words from the President

In collaboration with the Section of Fluid Mechanics, Coastal and Maritime Engineering at DTU, students from the maritime student association Nul-Kryds organizes the biannual study trip to visit the ship building industry in Asia. This year, we went to Guangzhou in South-East China, for an extraordinary experience including visits to multiple shipyards, a classification society, a technical university and other actors in the maritime sector along with so much more. The trip has given a great insight into the ship building industry in China, seeing how large scale shipbuilding is carried out. A deeper understanding of the requirement, challenges and executions which we could not have attained from the school bench alone.

This unique opportunity would not be possible without the help from sponsors. Therefore, I would like to start with a big appreciation to our sponsors, Den Danske maritime fond and DSNAME. Likewise, senior researcher Mostafa Amini-Afshar from DTU helped tremendously in making the trip come true.

A large effort was put into working out contacts to the companies, planning and logistics of the trip, especially by the main Nul-Kryds committee. This consisted of Kasper Nikolaj Lynge, Andreas Ørgård Posniak Hansen and Lars Peter Gyldenkerne Nielsen. I can speak for all participants when I thank them for working out a great program, and all the work they have dedicated to the trip.

Further, it was great to also see commitment from the participants, as most signed up to help organize different, smaller details on the trip. Experiencing the enthusiasm and devotion from the students around the trip was simply tremendous. Sharing this experience with other fellow students and the bonds we have created is another important outcome, as I am sure many of us will meet later in the industry again.

Visiting a country like China was especially challenging due to the language and technology barrier, as very limited information is available online, and English is not very widely spoken. Without the help from Shuming Tan and Sizhe Xiong from DTU, the trip would definitely not have sailed nearly as smoothly as it thankfully did. Everyday, Shuming and Sizhe put in enormous efforts into translating, helping us find restaurants, teaching us about local customs and culture, and so much more which we are incredibly grateful for.

The report is formulated with the help of all participants, with each section being covered by two students. From this, it will hopefully be possible to read all the positive and exciting experiences we have had through different eyes on the trip. I hope future generations of Nul-Kryds will have the same opportunity, as seeing the ships come to life is an outstanding opportunity for students, preparing us for joining the industry as fresh naval architects.

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3 Travel days

Lars Peter Gyldenkerne Nielsen, Shakira Mendoza and Andreas Ørgård Posniak Hansen

October 10th, departure day finally arrived. We all met up at Copenhagen Airport at 3 PM, ready to start our much anticipated journey to the beautiful city of Guangzhou. Our flight was departing from Copenhagen at 7:05 PM to Beijing, China. After a pleasant 9-hour flight, we landed, where we quickly had to go through customs and immigration. A lot of power banks were unfortunately lost here due to a misunderstanding of new Chinese regulation. Luckily that turned out to be the biggest setback during the day. After a sprint to the gate, we all boarded our connecting flight towards the final destination of Guangzhou. We landed after just under three and a half hours, collected our baggage and proceeded to our rental bus, which drove us to our hotel.



Participants at Guangzhou Baiyun International Airport

After settling in, we all gathered in the hotel lobby and went out to find something to eat. Even though we split up into smaller groups, the majority headed to a restaurant recommended by a fellow participant. There, we had the pleasure of indulging in some traditional Cantonese cuisine. We later meet up with the rest of the group for a karaoke session before heading back towards our hotel to get a good night's rest.



The Nul-Kryds treasurer unleashing his inner Bon Jovi with his version of “It’s my life” before following up with Kenny Loggins’ “Danger zone” from “Top Gun”.

4 Sunday

By Miriam Emilie Hart, Nicoline Krarup Lauridsen, Klaus Liang, Andreas Florisson Madsen

4.1 Seven Star Crags scenic area

Our sightseeing day started at 8:00 where we were picked up by our super nice tour guide Damon to be taken to the Seven Star Crags scenic area in Zhaoqing. The name "Seven Star Crags" comes from seven limestone hills which from a distance look like the seven stars of the Big Dipper(Danish: "Karlsvognen"). As told to us by Damon, the park is officially classified as a national 5A-level tourist attraction(the highest grade a national park can get in China)- for one reason because they have the western style 'sitting toilets' as well as the chinese traditional 'squat toilets'. It was a 1.5 hour drive where we learned a lot about Ghuangzhou and Zhaoqing and chinese culture. Even though the group was tired, everyone was engaged and asked questions as Damon taught us about the area. We entered the park at around 10:00 where Damon guided us through the park.

We walked to the "Poet's Cave" also known as Stone Chamber Cave and went for a boat ride in the underground stream. This was just one of many caves in the park, however this was the only cave we entered. This cave was one of the few caves in the area naturally formed by dissolving limestone while others were man-made, carved out by monks to create altars. The walls of the Poet's Cave had 1000-year old stone inscriptions which were poems composed by ancient chinese poets. The earliest ones date back to the Tang Dynasty(618-907 AD).



Boat ride in the "Poet's Cave".



An ancient poem inscriptions.

After the cave boat ride we saw a temple called the Yuhuang Palace, which is a temple with origins in the Ming dynasty(1618) but has been restored later on. It began to get very hot at this point, so several of us bought a paper fan to cool down.

We took a look in a shop selling ink stones, which are carved from a special kind of purple-blue slate found in the Star Lake. Ink stones have a special connection to Zhaoqing as Zhaoqing is known as the "capital of inkstones" in China.



Yuhuang Palace dating back to the Ming dynasty.



Inkstone shop, selling Duan inkstone carved from slate in the Star Lake.

Before going for lunch and while the weather was at its most beautiful (and hottest) we went on a boat tour on Star Lake.



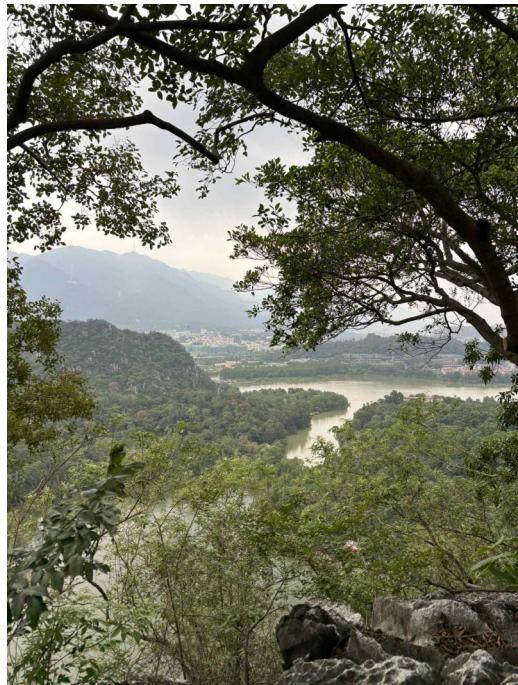
Boat ride on Star Lake.

For lunch, Damon had kindly arranged for the restaurant to prepare a menu for us in English which made ordering easier for the group. We sat in groups of 4 and some tables shared their food in the "Dim Sum" style and some groups opted to have their own dishes here.

When everyone was full and finished with lunch, the group had an hour to explore on their own before heading back. Some people looked in the shops for souvenirs and others took a walk up Langfeng rock to enjoy the panoramic view over Star Lake and Zhaoqing in the distance. The Langfeng rock had a steep stone stairway leading up and a pavilion at the top from which you could see the views.



Lunch at the seven star craig



View over the scenic star lake

At 14:30 we began our journey back to Guangzhou, and arrived back at the hotel at 16, where we had some free time to ourselves before gathering for dinner.

4.2 Dinner

For dinner on Sunday evening, we went to the Dongyuan Restaurant in Guangzhou. Dongyuan is renowned for its authentic Cantonese-style dishes, especially its famous roast goose. Ranked No. 3 on the "Guangwai Food List" - a guide that rates restaurants in Guangzhou based on their most popular dishes - it immediately caught our interest. We chose this restaurant to experience, early in our trip, the genuine flavors and culinary traditions that define Cantonese cuisine.

Dongyuan certainly did not disappoint. The restaurant provided a large "Lazy Susan" table that comfortably accommodated all 26 of us in a private room, allowing everyone to easily sample the many dishes that were served. This dining style is known as "Dim Sum," a traditional Cantonese way of eating that consists of a wide variety of smaller dishes shared among everyone at the table. It gave us the perfect opportunity to taste an impressive range of flavors and textures, all while maintaining conversation and eye contact with most of the group at once.

The food was excellent - each dish carefully prepared and full of authentic Cantonese character - and the warm atmosphere made the entire experience at Dongyuan memorable.



Lazy Suzie table fitting all 26 people



Dongyuan signature Roast Goose dish

4.3 Pearl River Night Cruise

After a long day exploring China's natural scenery and experiencing its food culture, the trip continued with a night cruise on the Pearl River. At 21:00, the group boarded the cruise ship and set off along the city of Guangzhou. Once on board, the group was divided into tables of four and served tea along with small welcome bags containing biscuits and a poncho.

As the ship sailed, music played softly in the background. The buildings, skyscrapers, and bridges along the river were brightly illuminated, creating a stunning view. The tour ended at 22:00. After the cruise, most of the group returned to the hotel, while some chose to go out and explore more of Guangzhou.



Pearl River night cruise under the lit bridge, Guangzhou skyline by night, taken from the night cruise.



5 Monday

By Signe Groes-Petersen, Kasper Nikolaj Lynge, Andreas Lybecker Larsen, Jóhann Kartni Johannessen, Lucía Aparicio Sancho

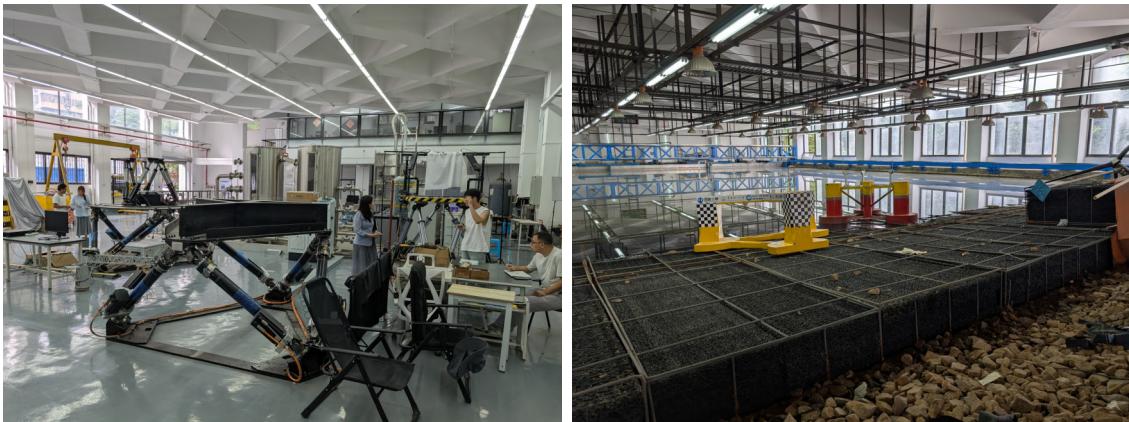
5.1 South China University of Technology

Today we visited the South China University of Technology. We were well received upon arrival at the university from both faculty and students, and led to a prepared meeting room where both students and faculty of the South China University of Technology, Department of Naval Architecture and Ocean Engineering, had prepared welcome speeches. The faculty then invited Mostafa to say a few words as well. The introduction was followed by a presentation by associate professor Xiangfeng GUO about the history of the university and the specialized engineering branches the university offered. One of such specialized branches was the undergraduate program: 'Intelligent Ocean Equipment' where maritime engineering was combined with modern information science, in order to research artificial intelligent maritime solutions e.g. unmanned ships, underwater robots and much more.



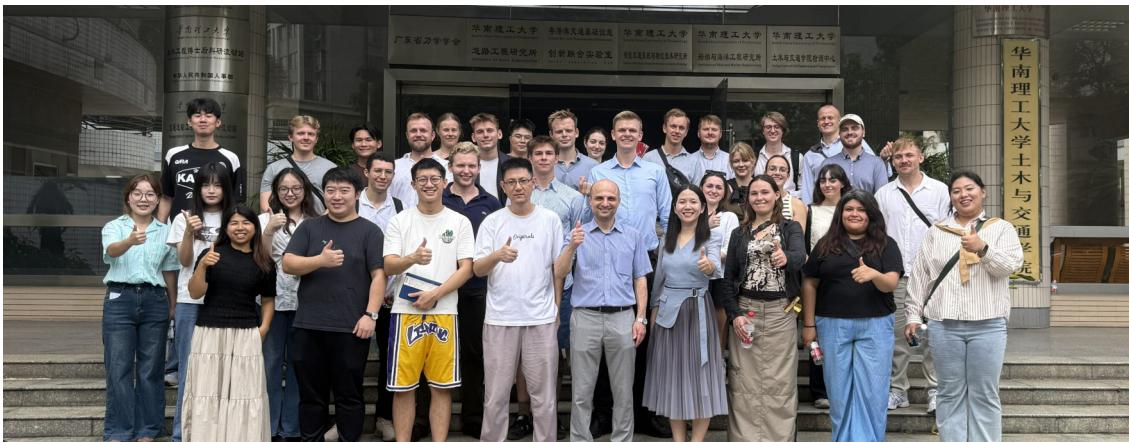
Introduction and presentation at the South China University of Technology

Following the introduction and presentations, we were led on a guided tour through the university, seeing its facilities, research setups, and building architecture. This included a large indoor wave pool and platforms controlled by hydraulic arms to simulate various wave conditions. Throughout the tour of the university facilities, various professors and students presented the equipment and their research purposes. After the guided tour we were escorted to the university dining facility via a nice walk through the university campus. The walk gave us a chance to talk to the students and faculty on a individual basis.



Guided tour of the South China University of Technology

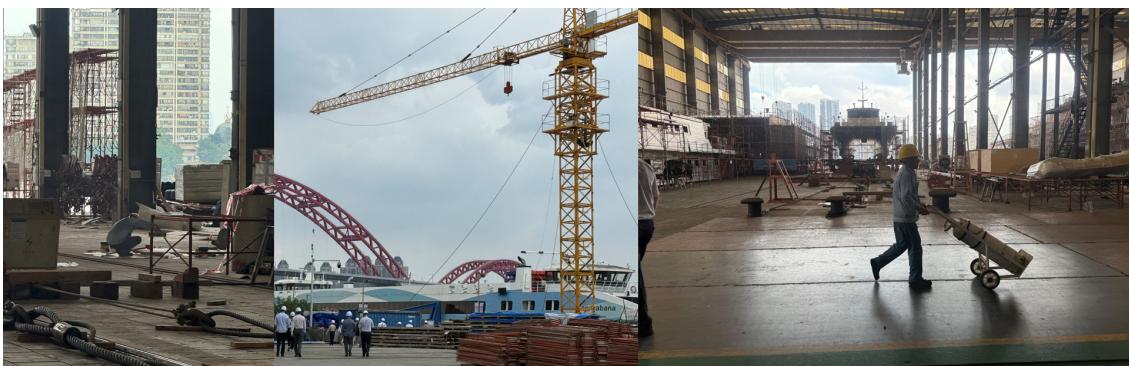
At the university dinning facilities, we were treated to a Chinese lunch and conversation with the Chinese students.



In front of SCUT with professors and students who had guided us around their facilities

5.2 AFAI Shipyard

After our visit to South China University of Technology, we boarded the bus for our next stop, AFAI Southern Shipyard. The shipyard is located on the southern bank of the main channel of the Pearl River leading into Guangzhou and was founded in 1992. Over the years, AFAI has developed into one of China's leading builders of aluminium vessels.



Tour at AFAI shipyard where we saw all their workshops

We were warmly welcomed upon arrival, where several employees were ready to receive us. The visit began in a meeting room with a presentation about AFAI, including their history, development, and the various types of vessels they have built, mainly constructed from aluminium. Over more than 30 years of operation, the shipyard has delivered more than 180 vessels. Among these is the ferry Lilleøre, which operates between Aarhus and Samsø in Denmark.



Group picture at AFAI shipyard in front of a catamaran ferry under repair

After the presentation, we were each handed a helmet and given a guided tour around the yard. We were allowed to enter the production halls, where we observed the welding of ship sections that are later assembled into complete vessels. Compared to other large shipyards in China, where one often needs to travel between sites by bus, AFAI could be explored entirely on foot, as they primarily specialize in smaller, high-speed vessels and therefore do not require vast construction areas.



When the tour ended, we were invited aboard XIN MING ZHU XIII, a newly built vessel moored alongside the quay. The finishing touches were being completed before its delivery to Hong Kong, where it would begin operation. It was exciting to see how they outfitted and prepared their vessels for service. Before leaving, we took a group photo together with some of the employees, marking the end of a very interesting and educational visit. The visit to AFAI was particularly inspiring since the shipyard works exclusively with aluminium, still a niche within the shipbuilding industry.

5.3 Evening activity

After rounding the hotel, the bus took us to a dinner for a restaurant, which offered lovely Cantonese dinner. The food included specialities like glazed squab (pigeon) and pig-knee-soup with lotus root, served with oolong tea on the spinning table. Even after 4 days, the last were still getting accustomed to the Chinese eating tradition with chopsticks,

Figure 19 (a).



(a) Practising the use of chopsticks (b) Aquarium looking

After the food was consumed, and the aquariums were observed, we were all free for the evening. Some went shopping to purchase authentic souvenirs for friends and family, some went to play street badminton with some locals, some went sightseeing to experience Guangzhou by night and some went to enjoy coconuts with Baijiu.



(a) Coconut water with Baijiu (b) Street badminton

6 Tuesday

6.1 GSI Shipyard

Tuesday's program began early. The group assembled in the hotel reception at 6:45 a.m., and by 7:00 the bus departed for the GSI shipyard. Breakfast was served in the bus, and with a 2-hour journey ahead, there was plenty of time to either catch up on sleep or enjoy the passing scenery.

The bus arrived at the shipyard around 9:00 a.m., where the group was greeted by representatives from GSI and guided to a conference room. There, the group received safety instructions before proceeding to the shipyard exhibition. The exhibition featured a detailed model of the shipyard area, shown on the right image below, as well as displays illustrating the history of the yard. GSI (Guangzhou Shipyard International) is a state-owned company founded in 1914 as a small workshop and formally established in 1954. Today, it is the largest shipyard in South China, employing over 20,000 people. Its main products include Ro-Pax ferries, semi-submersible vessels, PCTCs (Pure Car and Truck Carriers), polar and ice-class ships, container vessels, and tankers.

The model displayed during the presentation offered a clear overview of the shipyard's layout, including residential housing for employees, dry docks and repair areas, module assembly zones, and the production line that connects the workshops to the waterfront. This layout allows a continuous chain of production from steel cutting to final assembly and launching. The left image below shows a yellow transport vehicle used to move large modules across the shipyard before they are joined and assembled into the final hull. The shipyard resembled a self-contained city, equipped with all kinds of services for its employees — including residential buildings, shops, dining facilities, and even a hospital building for medical care. Later, throughout the visit, it was noticeable how workers moved between different areas of the shipyard — many commuting by bicycle, while others used small shuttle buses that connected the main terminals and workshops.



Truck used for moving modules.



Model of the shipyard

After showing us the model of the shipyard, GSI took the group to a nearby mountain within the shipyard area, from where it was possible to observe the entire facility from a higher perspective and appreciate its impressive scale.

The group was then taken on a guided tour of the shipyard by bus, stopping at several workshops to observe various stages of the shipbuilding process, including welding,

cutting, and assembly of components. The process begins by joining two steel plates and reducing the gap between them before longitudinal automatic welding is carried out. Transverse girders are then welded manually. These modules are later transported by large yellow trucks to the assembly area near the dock, where they are aligned and connected to form larger hull sections.



Shipyard exhibition



Guided tour of the shipyard

The tour concluded with a visit to a full-scale mock-up of a new hospital ship being developed by Mercy Ships. The vessel is designed to save, train, and transform even more lives across sub-Saharan Africa. The model featured facilities such as operating rooms, patient wards, and accommodations for doctors and their families.

Afterward, GSI generously provided lunch for the group before the visit concluded with a series of presentations in the conference room, delivered by representatives from the technical departments. During the session, the students had the opportunity to ask questions and learn more about the daily life at GSI, the ship design and construction process, and the types of vessels produced most frequently.



The sales department explained that most workers at GSI live in rural areas but usually reside in apartments within the shipyard premises. The shipyard relies exclusively on its own employees rather than temporary external workers. They also mentioned that the classification society is chosen by the shipowner, depending on the type and trading area of the vessel.

In the research department's presentation, the group learned that GSI is currently building LNG, hydrogen-ready, and ammonia-ready ships, allowing future retrofitting as alternative fuels become more economically viable and regulatory pressure increases. The yard

also installs Onshore Power Supply (OPS) systems on passenger and container vessels, even for ships not yet required to comply with European port regulations—anticipated to become mandatory in 2030 for port stays longer than two hours. Ongoing projects include agricultural and aquaculture vessels, dual-fuel systems, energy-saving devices, and air lubrication systems, the latter still in the research phase.

At 4:00 p.m., the bus departed for the hotel.

6.2 Evening activity

Tuesday evening was unscheduled, allowing participants the opportunity to explore the city independently and enjoy local culinary experiences of their choice. Some spent the evening shopping along one of Guangzhou's popular streets known for its streetwear and sampling Chinese fast food, while others opted for traditional Cantonese dining and conversations with locals. Visiting the shops was almost like walking through an art museum, as each store featured its own unique theme and décor.



Chinese fastfood

7 Wednesday

By Peter Frithiof Buchbørg Kroghsbo, Mathias Rohde Markvardsen, Veronika Vajayova, Silvia González Gómez, Sizhe Xiong

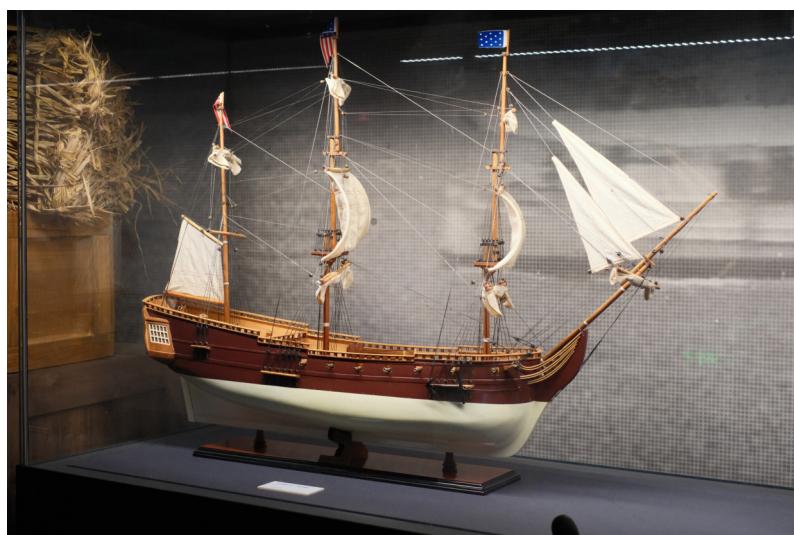
7.1 Guangzhou Maritime Museum

On Wednesday morning, Our group visited the Guangzhou Maritime Museum, designed to reflect the city's long-standing connection to maritime trade and navigation. Upon arrival, Our team gathered for a group photo in front of the museum's striking facade.



Group photo of the Guangzhou Maritime Museum.

Inside the museum, the exhibition told the story of Guangzhou's maritime history during the Tang and Song dynasties. The displays showed how progress in shipbuilding and navigation helped China become an important center on the Maritime Silk Road. Ship models and old maps made it easier to imagine the long sea journeys and Guangzhou's key role in connecting the East and the West.



Exhibition on traditional Chinese and Arab sailing vessels.

One section, titled “*Sailing Around the World*”, described the expansion of maritime technologies during the Tang and Song dynasties, when improved ship design and navigation

instruments made it possible to cross vast oceans. Another highlight, “*The Prosperous Fuxu Port*”, explained how Guangzhou’s outer ports became vibrant trade centers that attracted merchants from Arabia, Persia, and Southeast Asia, making the city one of the most prosperous harbors in Asia.



Exhibition on traditional Chinese and Arab sailing vessels.

7.2 Royal Danish Consulate General in Guangzhou

At noon on Wednesday, we were fortunate to visit the Danish Consulate in Guangzhou, where Søren Bindesbøll, the Danish Consul in Guangzhou, together with two of his trainees with backgrounds in social science and international business and politics, held a presentation on Denmark’s position in China. The presentation had focus on how Denmark is represented in China, Denmark in China with a focus on Guangzhou, and the maritime sector of Denmark in China.

Denmark is officially represented in China through an embassy, consulates, and trade offices located in Beijing, Shanghai, Guangzhou, and Taipei. The Embassy of Denmark in China is based in Beijing; Shanghai serves as the centre of innovation; Guangzhou functions as the visa hub and is mainly responsible for cooperation with the Det Danske Eksportråd; and Taipei hosts the Trade Council.

The presentors elaborated on why it is we see such drastic developments in the maritime sector in China. Both in construction of ships i.e. at GSI, but also trading and shipping. As part of the Chinese government plans to improve their society they have decided in the last decades to focus on energy, sustainability and the maritime industry. This is clearly also seen at the streets of Guangzhou with more electric vehicles present than in any other European city, and in the landscape of China as it invests huge amount into solar panels and offshore windfarms.

In general the consulate facilitates communication with the Chinese officials and in some cases acts as a danish official at bigger events where danish companies are present. This occurred for example last year at the 75th anniversary of the Republic of China where Mærsk was named to be present and the Danish Consulate then came together to show up as a representative for the Danish government together with Mærsk and others.

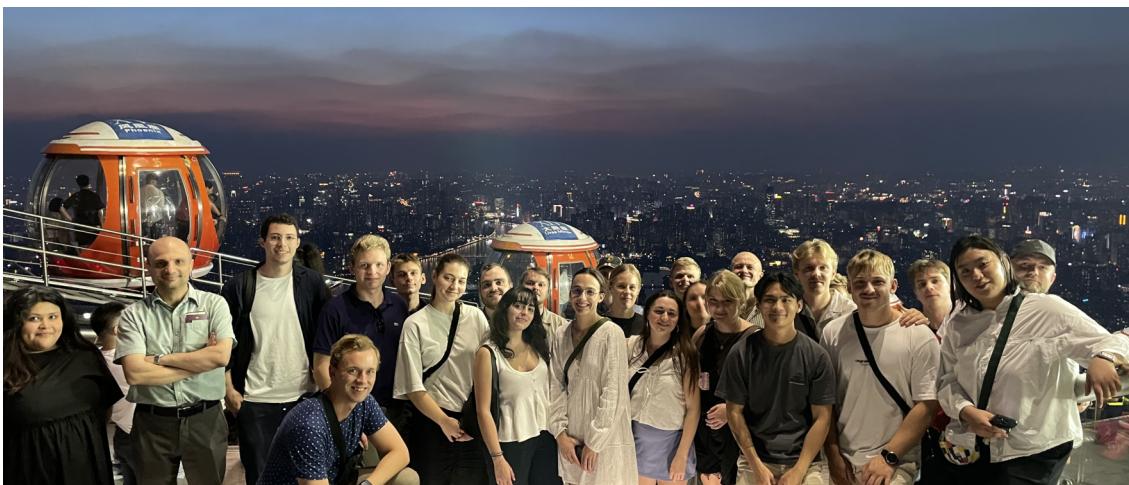


The Consulate of Denmark in China was established in 1998, but Denmark has been trading with China since the 17th century, when the Qing dynasty designated Guangzhou as the only port open to foreign trade. This policy aimed to streamline trade and ensure taxation on imported goods. The first official Danish ship to trade with China was the *Cron Prinz Christian* in 1731. However, documents exist that indicate Danish vessels had already arrived earlier, as far back as the 16th century. Denmark later became one of the thirteen countries authorized to trade with China.

Today, companies such as Carlsberg, Hempel, LEGO, and Mærsk all have a presence in the Guangzhou area. Mr. Søren Bindesbøll further elaborated on the consulate's importance in advising Danish companies on how to navigate geopolitical challenges when operating factories in China and maintaining stable trade relations.

We would like to thank the Consulate General and his colleagues for taking the time to welcome us during our visit. We greatly appreciated their insightful knowledge, which they kindly shared with us during the presentation and in response to our questions throughout the visit.

7.3 Evening activity



Group picture from Guangzhou towers 450 metres height

Before dinner was enjoyed, we visited Guangzhou tower, where we could enjoy the view from an astonishing 450 meter height. It was incredible to experience how 2 and half years Chinese efficiency could build this one hundred thousand ton skyscraper in less than three years. We made it to the top, just after sunset, which gave a breathtaking view and atmosphere.



Incredible views from the Guangzhou tower just after sunset

For dinner, we all ate together again, and tried the speciality 'Hot Pot'. This dish included us boiling a variety of ingredients inside a mild or spicy soup, placed in the table. Even though the spicy version was too spicy for most, the delicious meats, mushrooms, kale, fish, cow stomach, pig's brain and much more was still very enjoyable. During the meal, we even got two surprises, a noodle dancer and a mask act, which were both very interactive performances.



Enjoying Hot Pot with the mandatory aprons to avoid mess

8 Thursday

Rasmus Juul Kjær, Torsten Jakobsen, Felix Alexander Parello-Plesner

8.1 American Bureau of Shipping

On Tuesday after lunch, the Nul-Kryds delegation visited ABS's department in Guangzhou. ABS (American Bureau of Shipping) is a non-profit classification society that specializes in setting standards for shipbuilding and ensuring quality. Classification societies play an important role in making seafaring as safe as possible — a responsibility shared between stakeholders of a ship: the flag state, the shipowner, the shipbuilder, the classification society, and several others involved in the ship's lifecycle.

The department chief gave us a brief tour of their facilities before we gathered in the conference room, where he held a presentation about ABS's history and current activities. The key points of the presentation were:

- ABS was first movers in the field, and they take pride in maintaining their position at the forefront of the shipping industry.
- As a classification society, ABS is not obligated to consult shipbuilders, shipowners, or flag states on how ships should be designed — beyond ensuring they meet safety criteria. It is a delicate balance between guiding ships through classification and refraining from dictating their design.
- The process of ship certification was explained in detail.
- ABS has shifted from a strict pass/fail approach to a more collaborative, company-guidance strategy, where they work together with clients to help them meet the requirements.

After the presentation, the DTU students asked several questions. The delegation gave the office chief a big round of applause at the end of the meeting. As a token of appreciation for the warm welcome and the valuable insights shared, the head organizer, Andreas, presented a box of Danish cookies as a thank-you gift.



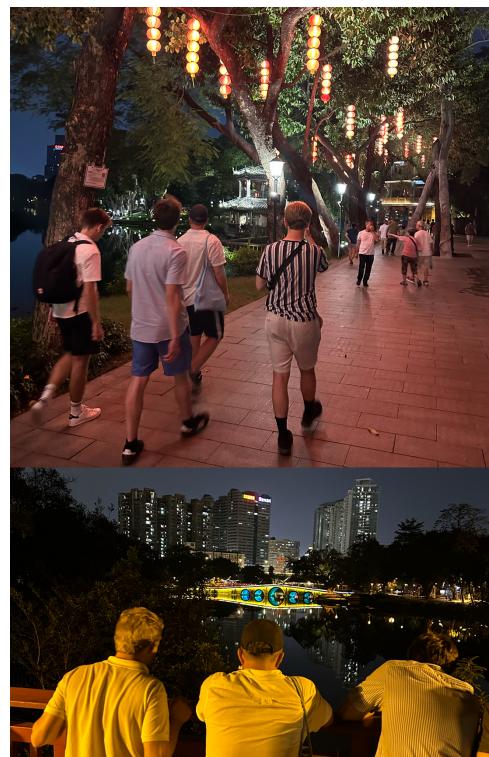
ABS

8.2 Evening activity

Afterwards, we enjoyed a delicious Cantonese dinner, where one of the dishes included turtle — a traditional specialty of the region that offered a unique culinary experience. The meal provided an excellent opportunity for informal conversation.

Following dinner, we visited the house of Bruce Lee's father, an interesting historical site that gave us a glimpse into local heritage and the city's connection to one of China's most iconic figures.

To end the evening, we went to a rooftop bar located on the 407th floor of one of Guangzhou's tallest buildings. From there, we experienced an astonishing panoramic view of the city skyline — an unforgettable sight that beautifully concluded the day's activities



9 Friday

Lars Peter Gyldenkerne Nielsen, Johan Magnus Hellested Andersen

9.1 YCMP marine engine manufacturer

Early on Friday, the participants departed for Zhuhai, just south of Guangzhou. Here, YCMP (Yuchai Marine Power), a major marine engine manufacturer is located. YCMP produces the most modern two-stroke low speed marine engines of both single-and dual-fuel types with bore sizes up to 60 cm on licence from both WinGD and Everlence. The journey to the site took approximately 2.5 hours each way by bus.

The visit began with a warm reception by representatives from YCMP and Everlence. Upon arrival, participants were introduced to the day's program and attending parties. Notably, this included three Everlence consisting of two Chinese and one Danish nationals. The session included a company presentation and an introductory film highlighting YCMP's products and history. The latter notably included the founding of the company in 2009, various milestones regarding the numbers of engines produced as well as a local typhoon in 2017 which did major damage to the facilities. In spite of this, the company has recovered.

After a handout of safety equipment, a guided tour of the production site followed, covering four main workshops: Large-scale machining, assembly, testing, and welding. Throughout the tour, technical staff members were available and provided detailed explanations regarding the inner workings of marine engines as well as working in China and answered many associated technical questions from the students to great satisfaction. The progression from machining of components, such as engine blocks, crankshafts, cylinders, and pistons, to the final assembly and testing provided unique insights for the students with regards to the scale of YCMP's manufacturing process.

A factory acceptance test of an Everlence B&W 6S50ME-C9.7-HPSCR engine mounted on one of the many test benches in the testing area was observed to great enjoyment of the participants. The focus of this test was on verifying the available air pressure for multiple engine starts in accordance with operational requirements, as well as monitoring of vibrations to check if everything was within acceptable limits.

After the testing- and before visiting the welding workshop, the participants saw the cranes outside the factory for loading the finished engines on barges that transport them onwards to the shipyards. Exhaust assemblies are also assembled here from parts lying on the ground in a less orderly fashion than the rest of the factory. A common photo was taken here.

Following the production site visit, YCMP and Everlence hosted a formal lunch at a nearby local restaurant featuring traditional Chinese dishes. The occasion provided an opportunity for informal discussions and professional exchange between students and company representatives. Gifts from Nul Kryds were presented in appreciation of the hospitality, and business cards were exchanged before departure.



The massive welding workshop at YCMP.



Engine undergoing a factory acceptance test on one of YCMP's test stands.



Group photo in front of the testing workshop.



Excellent lunch at a local restaurant together with representatives from YCMP and Everllence.

9.2 Evening activity

For the last evening of the trip, all participants had dinner together at BeiYuan Restaurant a short walk from the hotel. Here, traditional Chinese food was served and a couple of toasts were given to celebrate the end of the trip and the help received from the two

Chinese participants. After the dinner, some participants chose to continue into the night in the bars whilst others chose to return to the hotel to pack and rest before the long journey home the following day.



BeiYuan Restaurant is a traditional garden style restaurant.





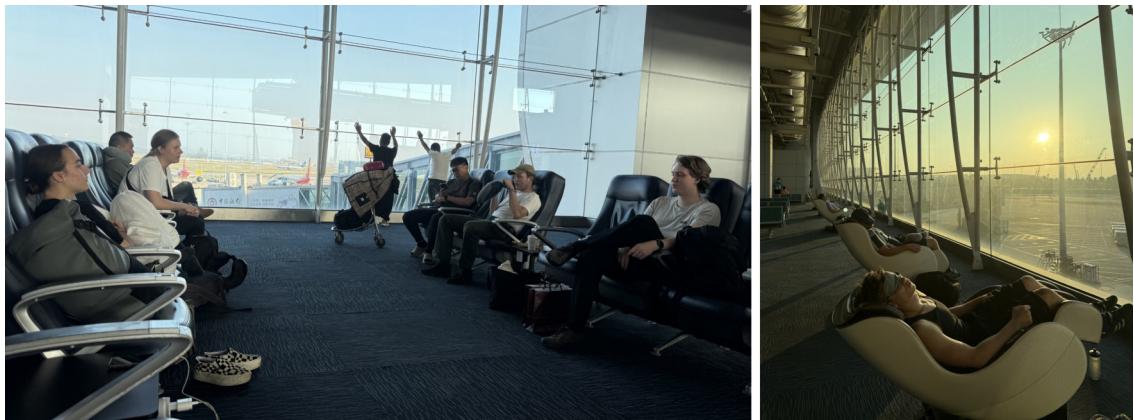
Group picture taken after having dinner one last time.

10 Saturday

Signe Groes-Petersen and Lars Peter Gyldenkerne Nielsen

10.1 Travelling home

Whereas some chose to stay up the entire night, others got up early in the morning on Saturday for the long trip home. We departed from the hotel in minibuses at 4:30 to the airport due to local regulation outlawing larger vehicles during nighttime. The trip was the same way as the way out; First via Beijing and then onwards to Copenhagen, arriving late in the afternoon due to the time difference. This provided ample opportunity for sleeping, very welcome after an eventful week on the other side of the world. Fortunately, no power banks were confiscated this time.



Enjoying the last bit of sun from Guangzhou airport



Arrived back home in Kastrup, safe and sound

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