SEALINK RIDES THE ENERGY WAVE

54-metre safety standby vessel under construction at Sealink's shipyard has dual 2300 hp Cummins QSK60 engines with the MCRS modular common rail fuel system.

During a recent trip to Malaysia, Cummins Commentary editor Murray Clifford visited Sealink International, a company that not only operates its own offshore support vessels but also has its own shipbuilding yard.

A well-known player in the oil and gas industry is Sealink International, a long established company with a diverse fleet of over 40 offshore support vessels that are either chartered or operated by Sealink itself.

Based in Miri, Sarawak, Sealink also has its own shipbuilding yard, constructing offshore support vessels ranging from 24 to 100 metres in length for both its own fleet as well as customers' operations.

Cummins Sales and Service Malaysia has delivered close to 300 Cummins engines to Sealink for its operations in the oil and gas fields in the South China Sea and other global locations, including Australia, and today 33 of the company's 40 vessels are installed with Cummins power.

These engines, totalling 68 units, include the QSK60, KTA50, KTA38, KTA19 and a range of smaller engines from the 4BTA3.9 to the 6BT5.9 and 6CTA8.3. They are used for a variety of applications – propulsion, generator sets, bow thrusters, fire fighting pumps and other on-board functions requiring reliable power.

Sealink director Soo Moi (centre) with Cummins Sales and Service Malaysia sales manager Chong Meu That.

"After sales support and product reliability are very important in the oil and gas industry," says Sealink director, Soo Moi.

"When we're operating a vessel under a time charter agreement, where we provide the crew and carry out the maintenance, the cost to the customer can be $25,000 a day depending on the type of vessel and application.

"Under these conditions we don't want any downtime. The vessel has to be available 24/7," she says.

Cummins Sales and Service Malaysia will strengthen what is already a very good relationship with Sealink in terms of sales and service support.

"We're very familiar with Cummins," says Soo Moi. "Whenever we've had an issue, they readily provide the assistance in rectifying and resolving the problem. We are relatively happy with their support."

In its horsepower class, the 2200 hp Cummins QSK60 is one of Sealink's preferred selections for main engine propulsion.

In fact, Sealink was the first company in the Malaysian oil and gas industry to specify the 60-litre QSK60, putting the first units into service in 2006.

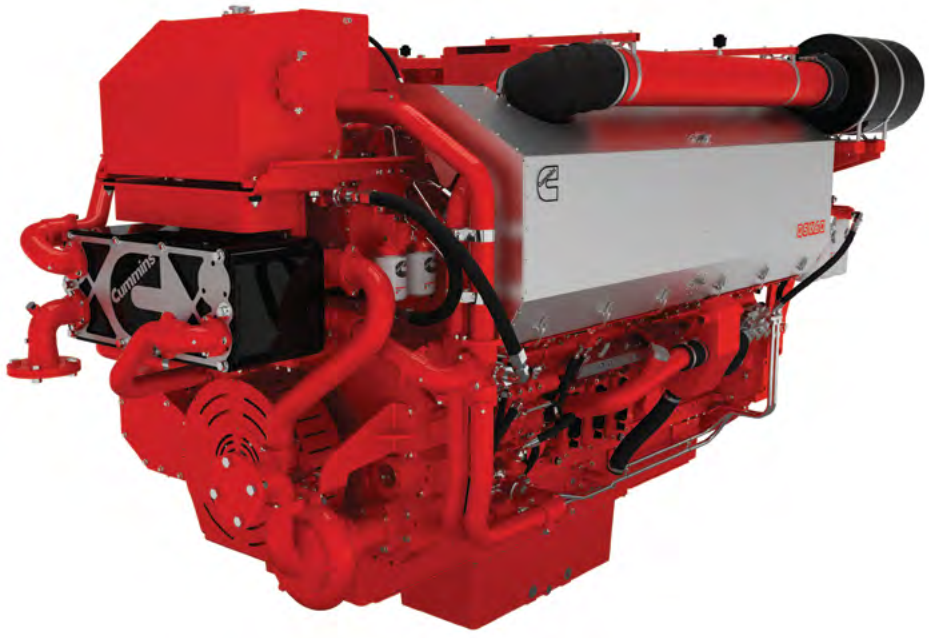
The existing QSK60 engines in the Sealink fleet have the older HPI unit fuel injection system compared with the MCRS modular common rail fuel system fitted to the latest generation QSK60 for IMO Tier II emissions compliance.

Sealink is currently building a 54-metre safety standby vessel for its own fleet with dual 2300 hp QSK60 MCRS engines, and will soon begin construction of a 59-metre offshore support vessel, also with dual 2300 hp QSK60 MCRS engines.

As one of Sealink's preferred suppliers, Cummins Sales and Service Malaysia's focus is to provide product and support to ensure lowest cost of ownership.

Sealink itself has come a long way since it was established in 1974 to operate landing craft, tugs and barges in the timber industry. The company ventured into the offshore oil and gas industry in 1994 and has since forged a top-level reputation among customers as an integrated service provider with international class vessels. ■

Sealink offshore support vessel with Cummins QSK60 power. Sealink was the first company in the Malaysian oil and gas industry to specify the 60-litre QSK60.



Latest generation QSK60 engine with the MCRS modular common rail fuel system features in Sealink's new 54-metre safety standby vessel.

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