



## POWERING INTO THE OIL and gas fields



**A prominent family shipbuilding business in Sibul, Sarawak, has built over 100 ocean going vessels since it was established in 1989.**

The business incorporates two companies, Tang Tiew Hee & Sons and SL Shipbuilding Contractor, which specialise in tug boats and offshore support vessels, ranging in size from 20 metres to 60 metres.

The shipbuilder is managed by brothers Albert Tang (managing director) and David Tang (executive director), sons of founder Tang Tiew Hee.

The business started out in 1989 specialising in tug boats but in recent years has diversified into building offshore support vessels, mainly for the oil and gas industry in the South China Sea.

“Cummins is one of our preferred suppliers so being able to deal with Cummins directly is a benefit in terms of technical and service support for our customers,” says Albert Tang.

“Cummins is a very strong brand globally. It is well known among our customers.”



Top: 40-metre anchor handling tug (AHT) for oil and gas industry is powered by dual 2200 hp Cummins QSK60 MCRS engines.  
Middle: David and Albert Tang (centre) with Cummins Sales and Service and area manager for Sarawak Steven Yii (far right)  
Bottom: 32-metre towing tug has dual 1800 hp Cummins KTA50 engines..



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He considers his company's profile puts it at the forefront of the highly competitive shipbuilding industry in Sibul which is home to around 35 shipbuilders vying for business in the offshore oil and gas industry and tug boat market.

The production processes employed by the company along with its ability to meet delivery deadlines and provide top-level after sales service are considered the keys to its success.

Albert Tang points out the company has invested in best practice manufacturing. For example, in 2009 a CNC plasma cutting system was installed to allow ship plates to be cut in any shapes with almost surgical precision.

The reputation of the company is emphasised by the fact that 70 per cent of its business is derived from repeat customers. Also, its buyers come from all over the world, including Singapore, Indonesia, Thailand, India, the Philippines, the Middle East, Australia and the US.

The company built its first offshore support vessel in 2011 – a 55-metre platform supply vessel powered by dual 2,200 hp Cummins QSK60 engines.

A vessel currently under build, a 40-metre anchor handling tug (AHT) for the oil and gas industry, also has dual 2,200 hp QSK60 engines. These engines use the modular common rail fuel system (MCRS) for IMO Tier II emissions compliance, now a mandatory requirement for offshore oil and gas operations.

The company's tug boats, many with Cummins propulsion, are used widely in Indonesia and Singapore in towing and harbour operations – manoeuvring large ships into ports and pulling barges for the timber, mining and quarrying industries.

A 32-metre tug with MLC compliance was recently delivered to a logistics company in Singapore, its power coming from dual 1,800 hp Cummins KTA50 engines meeting IMO Tier II emissions standards. Another 32-metre tug is currently under construction, and it has dual 1,600 hp KTA50 Tier II engines. Both tugs have dual Cummins 6BT5.9 generator sets rated at 78 kW.

The shipbuilder's vision for the next decade is to expand its customer base, both locally and overseas, and also its product range which means larger offshore vessels for the oil and gas industry. With the astute Tang brothers leading the company, it will surely succeed. ■



*From top:  
55-metre platform supply vessel has dual 2200  
hp Cummins QSK60 engines for propulsion.*

*32-metre towing tug has dual 1800 hp  
Cummins KTA50 engines.*



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