

“ Our Australian customers specifically wanted the Cummins KTA19 for their trawlers.



Cummins KTA19-powered prawn trawler based on Australia's Sunshine Coast.

FISHING FOR BUSINESS



Another Cummins KTA19-powered prawn trawler built for Australian customer.

Building fishing trawlers for Australia has become an important business for long established Malaysian company Sarawak Slipways.

One of the oldest shipbuilders in the north-eastern Sarawak city of Miri on the island of Borneo, the company was set up in 1965 by the Chew family and built its first boat, a steel river-going vessel, in 1967.

Like most Malaysian shipbuilders, Sarawak Slipways built many support vessels for the offshore oil and gas industry from 2000-2014, a large number of these having Cummins main engines and generator sets.

The company has also been active in other marine segments, designing and building aluminium high-speed vessels such as police patrol craft capable of 50 knots, chartering its own fleet of 10 vessels for offshore support, and carrying out ship repair and maintenance.

Six trawlers for Australia.

In the last couple of years, opportunities have also arisen for the company in another segment – building fishing trawlers for Australian customers. Four vessels have been built to date, all for Queensland customers, and a further two are now under construction.



Sarawak Slipways' deputy director Chew Soon Kong (left) with the company's executive director (technical) Roger Chew and Cummins Malaysia's Meuthat Chong.

All the trawlers have one of Cummins' longest established engines – the big 19-litre, inline six KTA19 rated at 500 hp – as their main engine, and two 80 kWe Cummins gensets. The KTA19 has Tier 2 emissions compliance for the trawlers.

“Our Australian customers specifically wanted the Cummins KTA19 for their trawlers,” says Chew Soon Kong, deputy director of Sarawak Slipways' shipbuilding division. “It has been around for a long time and has a great reputation for robustness.”

The trawlers have an overall length of 18.3 metres and a 6.0-metre beam. Darren Ward, based at Mooloolaba on Queensland's Sunshine Coast, is the owner of one of the trawlers. A professional fisherman for 40 years, he's impressed with the build quality of the vessel, adding that the people at Sarawak Slipways are “great to work with”.

Cummins chosen for purse-seiner.

Sarawak Slipways is also currently designing a vessel for purse seine fishing in Malaysia and this too will have a Cummins KTA19 main engine and two 80 kWe Cummins gensets.

“The Department of Fisheries Malaysia has started to encourage this type of fishing which is why we've decided to design and build a purse seine vessel,” says Chew Soon Kong, whose grandfather founded Sarawak Slipways.

“There are very few of these vessels in Malaysia, so we are getting design inputs from our contacts in Australia,” he adds. “We've selected the Cummins KTA19 because mechanical simplicity and reliability are essential for single screw vessels.” ■



Above left: 38-metre, 4,500 hp triple-screw fast crew boat built by Sarawak Slipways with one Cummins KTA50 and two KTA38 main engines, and two Cummins 6BT5.9 gensets.

Above right: Sarawak Slipways' built this 58-metre, 3,200 hp offshore utility vessel with dual Cummins KTA50 main engines.



Above left: Cummins KTA19 installation in Miss Miami prawn trawler.

Above right: 51-metre, 3,200 hp offshore support/oil recovery vessel with dual Cummins KTA50 main engines, one KTA19 driving a Schottel bow thruster, and three Cummins QSM11 gensets.