



1H 2006 Results Announcement

August 1, 2006



Scope of Briefing

Part I

- Financial Review

Part II

- Operations Review & Outlook
- Sustaining Growth

Part III

- Q & A



1H 2006 Performance Highlights

Continuous Strong Growth

- Revenue increased by 68% to a record high at \$1,540.3 million
- Operating profits increased 79% to \$100.3 million
- PBT increased 70% to \$127.5 million
- PATMI increased 69% at \$98.4 million
- PATMI (exclude non-operating items of \$1.8 m) increased 65% to \$96.6 million
- EPS at 6.77 cents (1H 2005 : 4.08 cents) : up 66%
- Interim dividend for 1H 2006 : 3.5 cents per share : up 40%
- 1H 2005 interim dividend : 2.5 cents



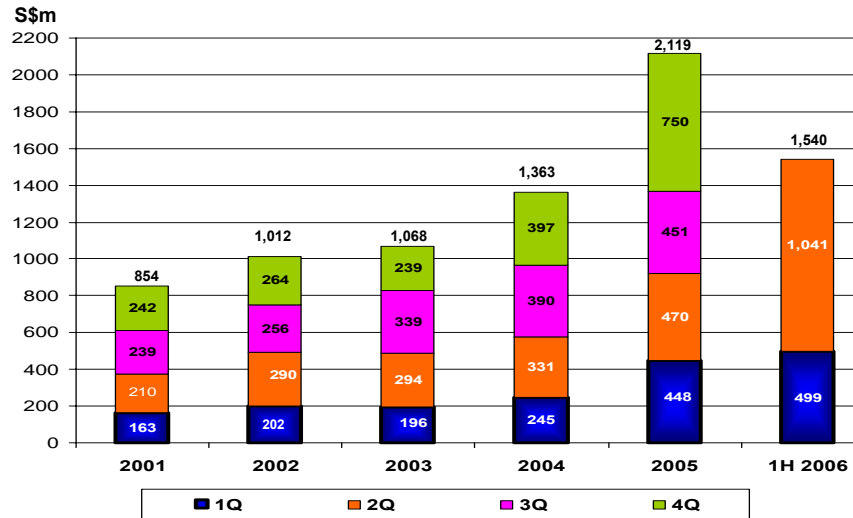
Earnings & EPS

PATMI grew by 69% for 1H 2006 as compared with 1H 2005

Description \ Year	2Q		%	1H		%
	2006	2005	Δ	2006	2005	Δ
Revenue (\$'m)	1,041.2	470.4	121.4	1,540.3	918.1	67.8
EBITDA (\$'m)	60.0	41.1	46.0	120.8	72.9	65.7
Operating Profit (\$'m)	49.5	32.6	52.1	100.3	56.1	78.6
Pre-tax Profit (\$'m)	71.4	44.6	60.0	127.5	75.1	69.7
PATMI (\$'m)	57.5	34.6	66.4	98.4	58.4	68.5
PATMI (\$'m) (exclude non-operating items)	49.6	34.6	43.4	96.6	58.4	65.4
EPS (cents) – Basic	3.96	2.40	65.0	6.77	4.08	65.9
- Diluted	3.91	2.37	65.0	6.69	4.02	66.4

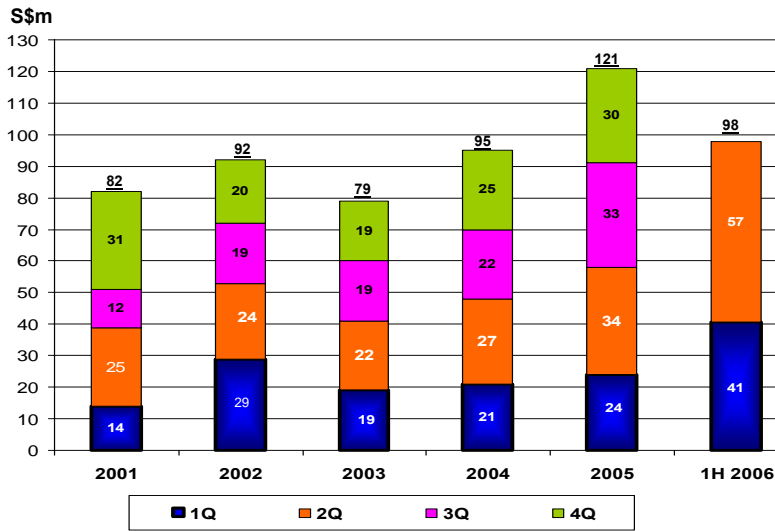
Quarterly Revenue

- Record quarterly revenue achieved at \$1,041 million in 2Q 2006
- 1H 2006 revenue grew by 68% to \$1,540 million



Quarterly PATMI

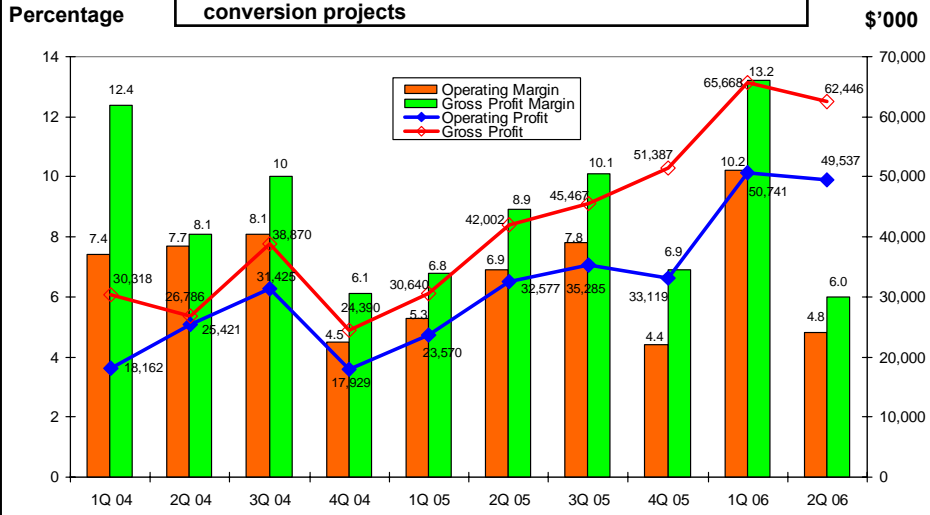
- Highest quarterly earnings in 2Q 2006 at \$57 million, up 66% from 2Q 2005
- Record PATMI achieved at \$98 million for half year





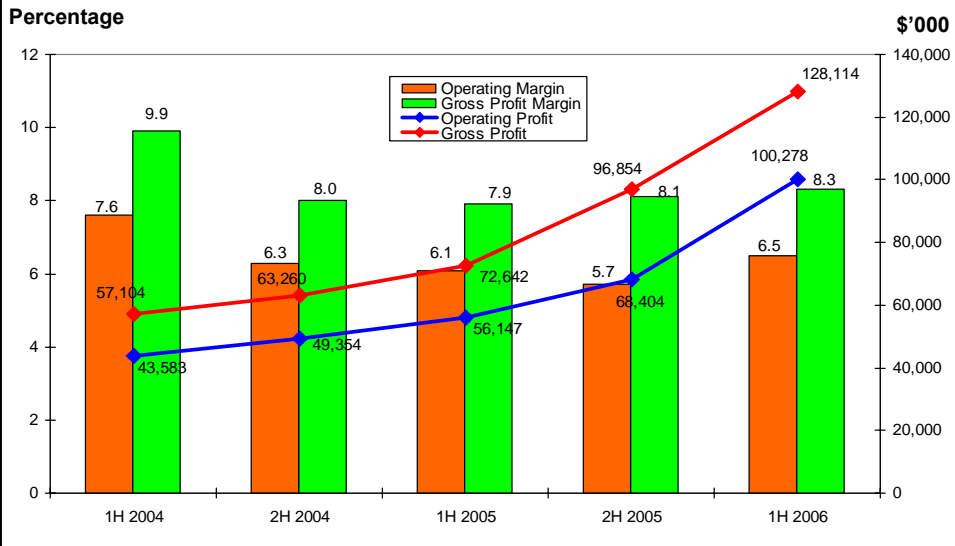
Operating Margin & Operating Profit

• Quarterly Operating Margin & Operating Profit show slight fluctuations due to changes in product mix & nature of conversion projects



Operating Margin & Operating Profit

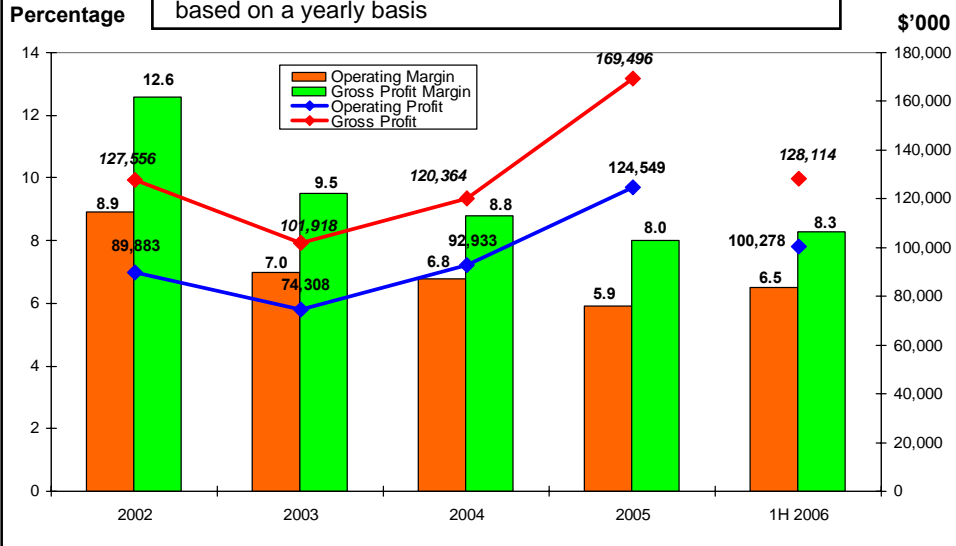
• However, Half-yearly Operating Margin & Operating Profit show increasing trends





Operating Margin & Operating Profit

- On a yearly basis, Operating Margin & Operating Profit also show increasing trends. We expect margin improvement based on a yearly basis



Capital and ROE

Annualised ROE is 18%

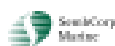
Description	Year		% change
	1H 2006	1H 2005	
Shareholders' Funds (million)	1,092	1,032	6
Capital Employed (million)	1,120	1,074	4
Net Cash (million)	513	607	(15)
ROE (%) (annualised)	18.2	11.7	56
Net Asset Value (cents)	75.0	71.6	5



Free Cashflow

Dividends paid increased 17% to \$81 million

Description	Year	1H 2006 S\$m	1H 2005 S\$m	% change
Cashflow from operation before reinvestment in working capital		123	73	68
Net cash provided (used in)/ by operating activities		(43)	290	n.m.
Net cash provided by/(used in) investing activities		95	(101)	n.m.
Dividends paid to shareholders		(81)	(69)	17
Cash & cash equivalent		513	607	(15)



Capex

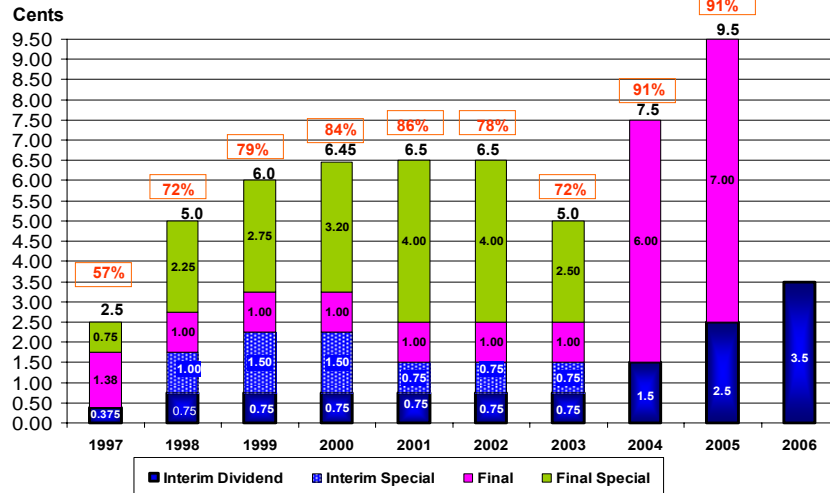
Capex for strategic tie & capacity expansion at \$187 million, subject to shareholders' approval

Description	Year(S\$m)	2006 Forecast	2005 Budget	FY2005 Actual
Rig		35.5	97.3	97.6
Buildings		2.0	0.7	0.2
Plants, Machinery & Cranes		27.6	17.9	33.2
Office & Workshop Equipment		5.4	4.6	8.6
		70.5	120.5	139.6
Cosco Shipyard Group (China)		24.6	49.0	47.5
Others		25.4	-	-
		50.0	49.0	47.5
Cosco Corporation (Singapore)		120.3	-	-
SMOE & SemBeth		66.5*	-	-
		186.8	-	-
Total		307.3	169.5	187.1

* Remaining amount of \$116.9 million from bank borrowings

Commitment to Shareholder Value

Interim 2006 Dividend Payout at 3.5 cents per share vs 2.5 cents in 1H 2005
 40% higher than 2005 interim
 Dividend Policy : Not lower than 75% in payout ratio

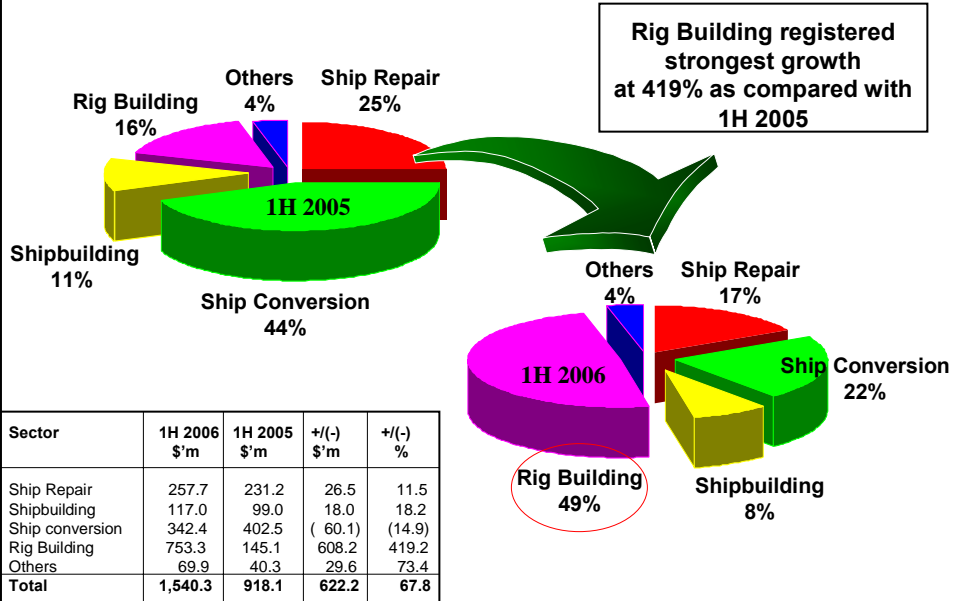


Operations Review & Outlook

GLOBALISED CORE CAPABILITIES



Turnover by Segments



Turnover by Segments (2Q 2006 vs 2Q 2005 & 1H 2006 vs 1H 2005)

All Sectors registered strong increases

Sector \ \$m	2Q 2006	2Q 2005	% Change	1H 2006	1H 2005	% Change
Ship Repair	127.5	135.1	(5.6)	257.7	231.2	11.5
Shipbuilding	70.1	47.6	47.3	117.0	99.0	18.2
Ship Conversion	266.7	179.4	48.7	342.4	402.5	(14.9)
Rig Building	558.8	97.2	474.9	753.3	145.1	419.2
Others	18.1	11.1	63.1	69.9	40.3	73.4
Total	1,041.2	470.4	121.4	1,540.3	918.1	67.8

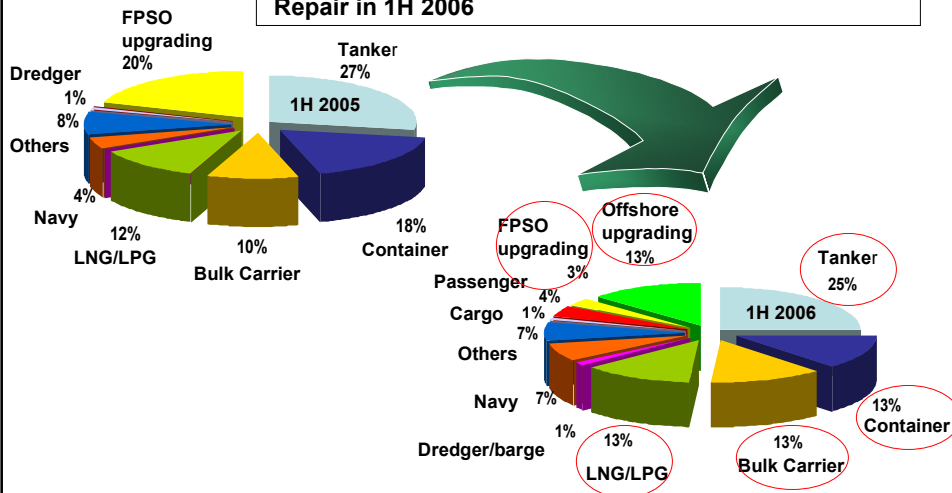
Ship Repair : Review

Average value per vessel increased by 18% to \$1.62 million for 1H 2006

Description	Year		% change	Year		% change
	2Q 2006	2Q 2005		1H 2006	1H 2005	
Revenue contributions	127.5	135.1	(5.6)	257.7	231.2	11.5
No. of vessels	78	89	(12.4)	159	169	5.9
Average value per vessel (\$m)	1.63	1.52	7.2	1.62	1.37	18.2

Ship Repair : Review

Tanker, FPSO, Offshore upgrading, Container, Bulk Carrier & LNG/LPG carriers accounted for 80% of ship Repair in 1H 2006



Ship Building: Review

2 container vessels delivered in 1H 2006

Description	Year		% change	1H 2006	1H 2005	% change
	2Q 2006	2Q 2005				
No. of vessels delivered	1	-	100	2	2	-
No. of vessels (WIP)	7	8	(13)	7	8	(13)
In planning & engineering stage	1	2	(50)	1	2	(50)
Percentage completion (\$m)	70.1	47.6	47.3	117.0	99.0	18.2

Shipbuilding: Review

Shipbuilding activities will remain strong in 2006

Project Completed & Delivered in 1H 2006 : 2

Project Name/Type	Customer	Delivery schedule
• 2 nd unit 2,600 TEU container	Wan Hai Lines	1Q 2006
• 3 rd unit 2,600 TEU container	Wan Hai Lines	2Q 2006

Projects in WIP Stages : 6

• 4 th 2,600 TEU container	Wan Hai Lines	4Q 2006
• 1 st unit 2,600 TEU container	Reederei F Laeisz	3Q 2006
• 2 units 4,950 dwt tanker	Kuwait Oil Tanker	4Q 2006
• 5 th unit 2,600 TEU container	Wan Hai Lines	2Q 2007
• 6 th unit 2,600 TEU container	Wan Hai Lines	4Q 2007

Project in Early Stages : 1

• 2 nd unit 2,600 TEU container	Reederei F Laeisz	3Q 2007
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Ship Conversion & Offshore : Review

Lower conversion revenue due to reduced level of activity on completion of marine hull conversion of FPSO P-54 project in April 2006

Description	Year		% change	Year		% change
	2Q 2006	2Q 2005		1H 2006	1H 2005	
No. of vessels delivered	1	-	n.m.	2	1	100
No. of vessels (WIP)	8	5	60	8	5	60
In planning & engineering stage	-	4	n.m.	-	4	n.m.
Percentage completion (\$m)	266.7	179.4	48.7	342.4	402.5	(14.9)

Ship Conversion & Offshore: Review

Ship Conversion activities expected to remain strong in 2006

Projects completed & delivered in 1H 2006 : 2

Project Name/Type	Customer	Delivery schedule
• P-50 Topsides installation	Petrobras	1Q 2006
• P-54 marine conversion	Petrobras	2Q 2006

Projects in WIP stages : 8

• P-54 Topsides fabrication	Petrobras	3Q 2006
• P-54 Compressor modules	Petrobras	3Q 2006
• Heavy Lift Derrick Pipelay	Sapura Crest	1Q 2007
• P-54 integration & commissioning	Petrobras	3Q 2007
• ConocoPhillips topsides	ConocoPhillips	3Q 2008
• PRA-1 FPSO conversion	Modec	1Q 2007
• RJS FSO conversion	Modec	4Q 2006
• BW Enterprise FPSO conversion	Bergessen	4Q 2006

Rig Building Jack-up : Review

Jack-Up Rig Building recorded strongest growth at 510% in 1H 2006 as compared with 1H 2005

Description	Year		% change	Year		% change
	2Q 2006	2Q 2005		1H 2006	1H 2005	
No. of Rigs delivered	1	-	100	1	-	100
No. of Rigs (WIP)	6	2	200	6	2	200
No. in planning & engineering stage	8	8	-	8	8	-
Percentage completion (\$m)	424.5	72.9	477	592.7	97.2	510

Rig Building Jack-up : Review

Jack-Up Rig building activities expected to increase substantially in 2006

Project completed & delivered in 1H 2006 : 1

Project Name/Type	Customer	Delivery schedule
• 1 st unit Jack-Up	Kristiansand Drilling	2Q 2006

Projects in WIP Stages : 6

• 2 nd unit Jack-Up	Wilpower	3Q 2006
• 3 rd unit Jack-Up	Apexindo	4Q 2006
• 4 th unit Jack-Up	Deep Drilling Invest	3Q 2007
• 5 th unit Jack-Up	WilSuperior	3Q 2007
• 6 th unit Jack-Up	Petrojack I	2Q 2007
• 7 th unit Jack-Up	Petrojack II	1Q 2008

Projects in Engineering & Early Stages : 8

• 8 th unit Jack-Up	Japan Drilling	1Q 2008
• 9 th unit Jack-up	SeaDrill	4Q 2007
• 10 th unit Jack-Up	Petrojack III	3Q 2008
• 11 th unit Jack-Up	Awilco	4Q 2007
• 12 th unit Jack-Up	Aban Lloyd	4Q 2008
• 13 th unit Jack-Up	Sinvest	4Q 2008
• 14 th unit Jack-up	JackInvest 1	4Q 2008
• 15 th unit Jack-up	Awilco	3Q 2008

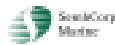


Rig Building Semi-submersibles: Review

Semi-submersible Rig Building revenue is expected to grow with more projects coming into the WIP stages by 2H 2006

Description	Year		% change	Year		% change
	2Q 2006	2Q 2005		1H 2006	1H 2005	
No. of Rigs delivered	1*	-	100	1*	2	(100)
No. of Rigs (WIP)	1	1*	-	1	1*	-
No. in planning & engineering stage	3	2	n.m	3	2	n.m
Percentage completion (\$m)	134.3	24.3	469	160.6	47.9	235

* Atlantia Lower Hull



Rig Building Semi-submersible : Review

Semi-submersible rig building activities also expected to increase in 2006

Projects completed & delivered in 1H 2006 : 1

Project Name/Type	Customer	Delivery schedule
• Lower Hull	Atlantia Offshore	1Q 2006

Project in WIP Stages : 1

• 1 st unit Semi-submersible	SeaDrill	3Q 2008
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Projects in Engineering & Early Stages : 3

• 2 nd unit Semi-submersible	SeaDrill	4Q 2008
• 3 rd unit Semi-submersible	PetroMena	4Q 2009
• 4 th unit Semi-submersible	PetroMena	4Q 2009

Exclusion : 2 units Baredeck Hull to be built up as semi-submersibles



Exclusion : 2 units Baredeck Hull to be built up as semi-submersibles

Scope & price still pending



In Jurong SML Shipyard



In Karimun Shipyard in Indonesia



Contracts Secured in 1H 2006

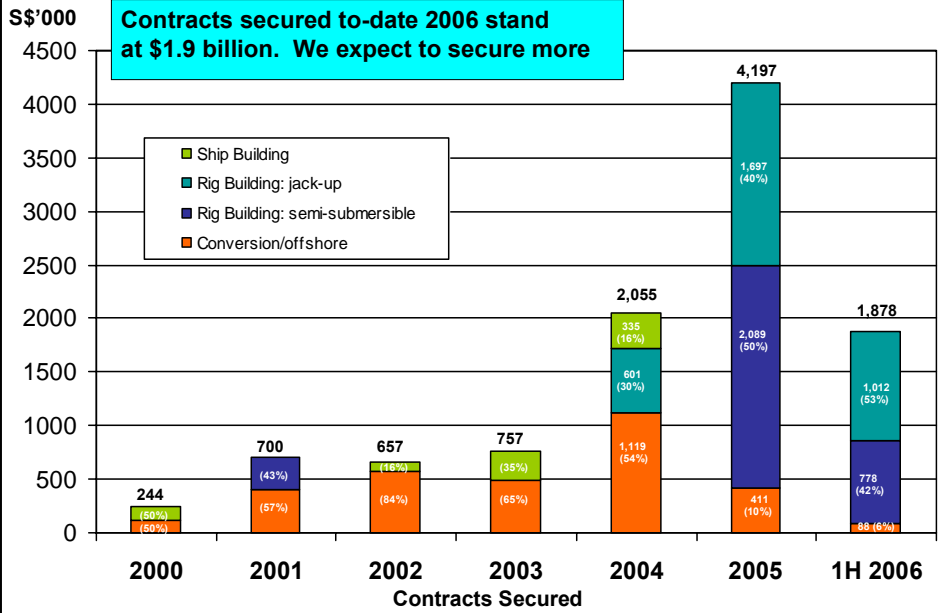
Contracts secured 2006 to-date stand at S\$1,878 million. We expect more

Month	Value (2006)		Details	Value (2005)		Details
	US\$m	S\$m		US\$m	S\$	
January	\$ 175	\$ 288	1 unit Baker Marine Pacific Class 375 Jack-up rig for Aban Lloyd Chiles, India 1 FPSO conversion – BW Enterprise	\$133	\$ 217	1 unit Baker Marine Pacific Class 375 Jack-up rig for PT Apexindo
	\$ 53	\$ 88				
February	\$ 141	\$ 228	1 unit of Baker Marine Pacific Class 375 Jack-up rig for Sinvest ASA	\$101	\$ 161	Fabrication & integration of topsides production modules for newbuild FPSO for ConocoPhillips China Design & construction of a self-propelled DP Heavy Lift PipeLay vessel for SapuraCrest Petroleum Berhad Fabrication of a deep draft semi-submersible hull got Atlantia Offshore 1 unit Baker Marine Pacific Class 375 Jack-up rig for Deep Drilling Invest 1 unit Baker Marine Pacific Class 375 Jack-up rig for WII Superior, a subsidiary of Awilco Offshore
				\$ 80	\$ 123	
				\$ 50	\$ 82	
				\$120	\$ 194	
March	\$ 480	\$ 778	1 unit Friede & Goldman ExD design Semi-submersible rig for PetroMena ASA	\$121	\$ 196	
Sub-total	\$ 849	\$1,382		\$ 605	\$ 973	
April	\$ 165.5	\$ 266	1 unit Baker Marine Pacific Class 375 Jack-up rig for JackInvest I 1 unit Baker Marine Pacific Class 375 Jack-up rig for Awilco Offshore	\$ 129	\$ 212	1 unit Baker Marine Pacific Class 375 Jack-up rig for Seatankers 1 unit Baker Marine Pacific Class 375 Jack-up rig for PetroJack II
	\$ 142	\$ 230		\$ 127	\$ 209	
June	nil	nil		\$ 130	\$ 215	1 unit Baker Marine Pacific Class 375 Jack-up rig for Japan Drilling 2 units Friede & Goldman Ex-D design semi-submersibles for SeaDrill 1 unit Baker Marine Pacific Class 375 Jack-up rig for PetroJack III
				\$ 794	\$1,310	
				\$ 131	\$ 216	
Total	\$ 307.5	\$ 496		\$ 1,311	\$2,162	
Overall	\$1,157	\$1,878		\$ 1,916	\$3,135	

* excludes semi-submersibles (2 units bare-deck hull) from Noble Drilling



Contracts Secured (exclude ship repair)



Schedule of Delivery & Completion (exclude ship repair)

Shipbuilding and ship conversion & offshore expected to be strong in 2006

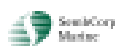
Projects	Year	2005	2006	2007	2008	2009	2010
Shipbuilding							
1 st unit 2,600 TEU container (Wan Hai Lines)							
2 nd unit 2,600 TEU container (Wan Hai Lines)							
3 rd unit 2,600 TEU container (Wan Hai Lines)							
4 th unit 2,600 TEU container (Wan Hai Lines)							
5 th unit 2,646 TEU container (Wan Hai Lines)							
6 th unit 2,646 TEU container (Wan Hai Lines)							
1 st unit 2,600 TEU container (R F Laeisz)							
2 nd unit 2,600 TEU container (R F Laeisz)							
1 st unit 4,950 dwt tanker (Kuwait Tanker)							
2 nd unit 4,950 dwt tanker (Kuwait Tanker)							
Completion		1	6	3			
Ship Conversion & Offshore							
P-50 integration & commissioning							
P-54 marine conversion							
P-54 Topsides Fabrication							
P-54 Compressor Modules							
P-54 Integration and Commissioning							
ConocoPhillips Topsides							
Heavy Lift Derrick Pipelay Vessel							
PRA-1 FPSO conversion							
RJS FSO conversion							
BW Enterprise FPSO conversion							
Completion		1	4	3	1		



Schedule of Delivery & Completion (exclude ship repair)

Earnings visibility strong for Jack-up & semi-submersible rigs

	2005	2006	2007	2008	2009	2010
Jack-up						
1 st Jack-up (Kristiansand Drilling)						
2 nd Jack-up (Wilpower)						
3 rd Jack-up (Petrojack I)						
4 th Jack-up (Apexindo)						
5 th Jack-up (Deep Drilling Invest)						
6 th Jack-up (Wilsuperior)						
7 th Jack-up (Seatanker)						
8 th Jack-up (Petrojack II)						
9 th Jack-up (Japan Drilling)						
10 th Jack-up (Petrojack III)						
11 th Jack-up (Awilco)						
12 th Jack-up (Aban)						
13 th Jack-up (Sirvest)						
14 th Jack-up (JackInvest 1)						
15 th Jack-Up (Awilco)						
Completion (15 jack-ups on order)	(0)	(3)	(5)	(7)		
Semi-submersible						
Lower semi-submersible hull (Atlantia)						
1 st Semi-submersible (SeaDrill)						
2 nd Semi-submersible (SeaDrill)						
3 rd Semi-submersible (PetroMena)						
4 th Semi-submersible (PetroMena)						
Completion (4 units)	(0)	(1)	(0)	(2)	(2)	
Total (17)	0	4	5	9	2	



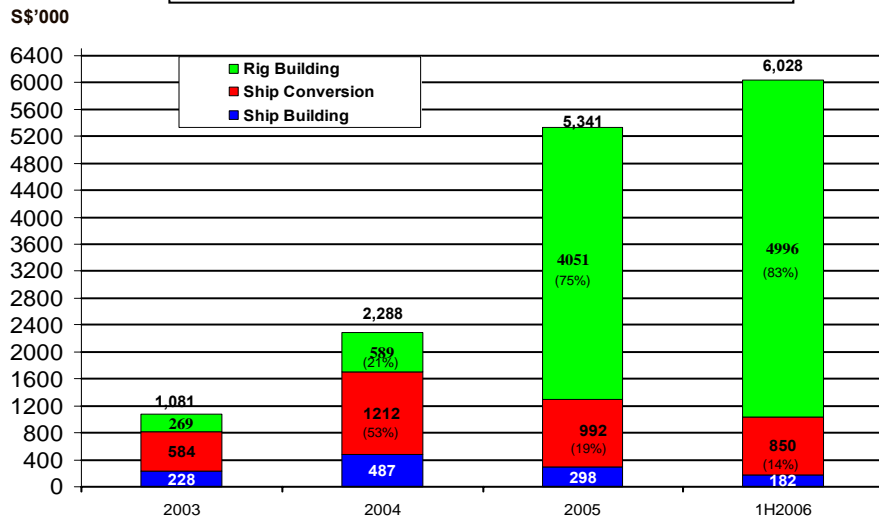
Net Order Book (exclude ship repair)

• Order Book remains strong at \$6.0 billion

Sector	S\$m	Contract Value carried forward from 1Q 2006 plus new contracts secured as at to-date	Taken 2Q 2006	Balance	Percentage of Total Order Book
Shipbuilding		252	70	182	3%
Ship Conversion & Offshore		1,117	267	850	14%
Rig Building					
- Jack-up		2,773	425	2,348	39%
- Semi-submersible		2,782	134	2,648	44%
Total		6,924	896	6,028	100%

Net Order Book

- Net Order Book remains strong at \$6.0 billion
- Order Book expected to increase



Outlook : Ship Repair

- **Overall demand for ship repair remains very strong**
 - big docks are nearly fully booked till October 2006
 - market still competitive
 - specialised niche market : LNG gas tankers, containerships, rig repairs
 - ability to deliver on schedule important
 - high HSSE standards

Outlook : Shipbuilding

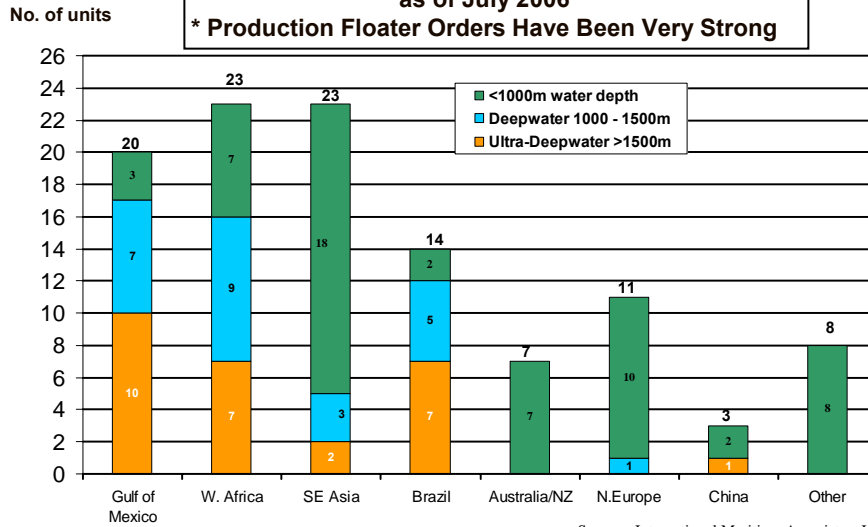
- Shipbuilding supported by strong demand
- Continual demand for niche market in feeder container vessels & offshore supply vessels

Outlook : Ship Conversion & Offshore

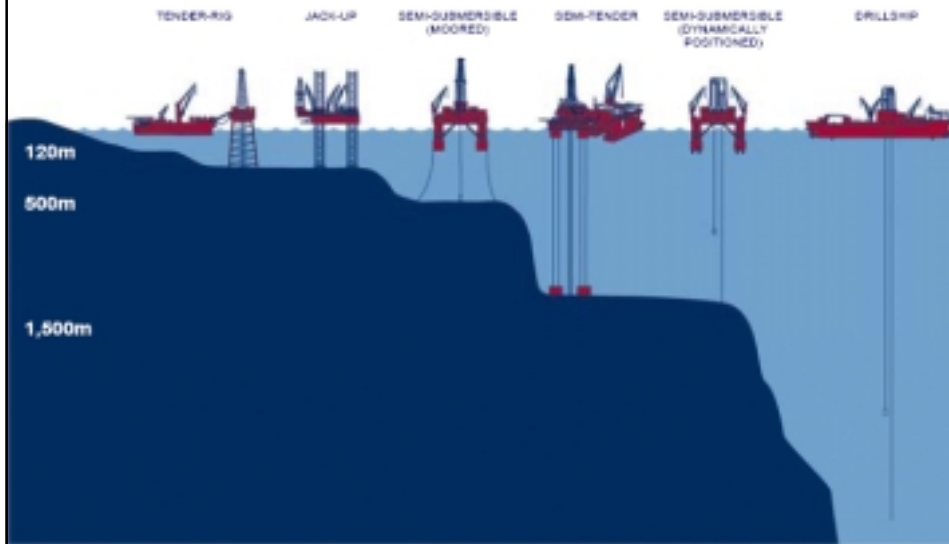
- **Global oil demand continues to grow**
 - IEA expects global oil demand in 2006 at a rate of 1.5%
 - OPEC sees world oil demand growing at 1.6% in 2006
 - U.S. EIA sees global oil demand growing 2.1% in 2006 with China oil demand growing an astronomical 7.2%
 - Longer term, worldwide oil demand expected to grow at a robust pace
- **Energy supply remains tight**
 - oil & natural gas futures prices still climbing
- **Offshore E & P Spending outlook is very positive**
 - worldwide exploration & production spending will continue to rise – an increase of 21.3% over 2005 at US\$261 billion
 - drilling plans also positive

Outlook : Ship Conversion & Offshore

109 Production Floaters are Planned or Under Study as of July 2006
*** Production Floater Orders Have Been Very Strong**



Offshore Rig Market



Outlook : Rig Building

High utilisation levels

- offshore drilling market continues to strengthen around the world with high utilisation levels
- operators increasingly commit to long-term charters to ensure rig access

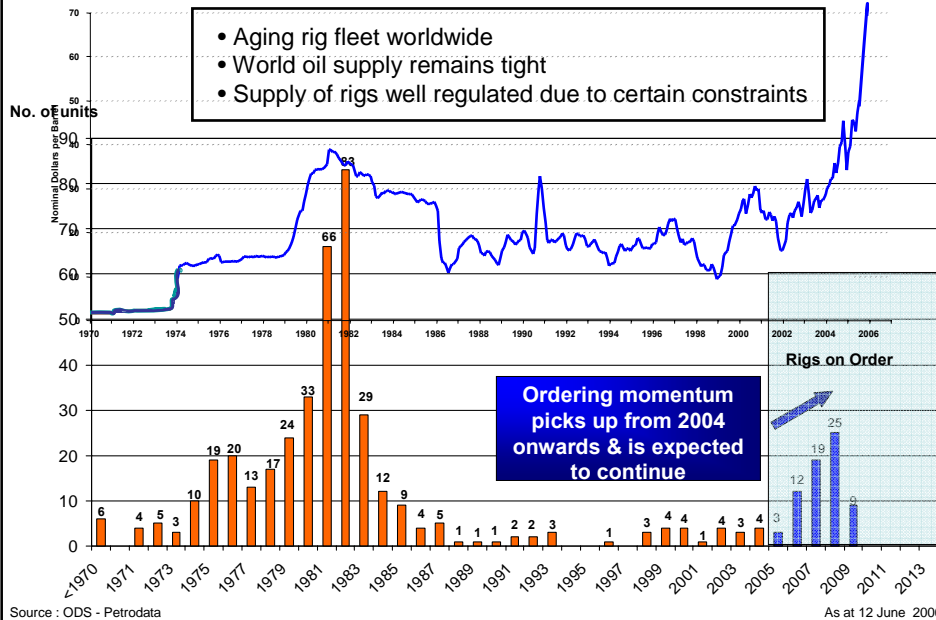
Growing demand for high-specification rigs

- operators prepared to commit ahead of time in anticipation of their drilling programs

Demand for floaters continues to grow

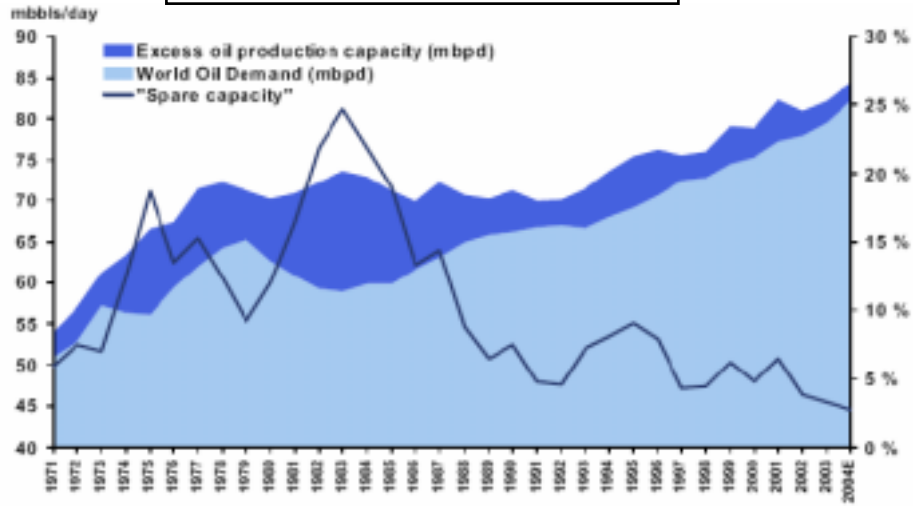
- both standard and deepwater sectors are tightening worldwide
- dayrates increasing across the board

Jack-up : Fundamentals for rig building remain strong



Outlook : Demand for oil is increasing

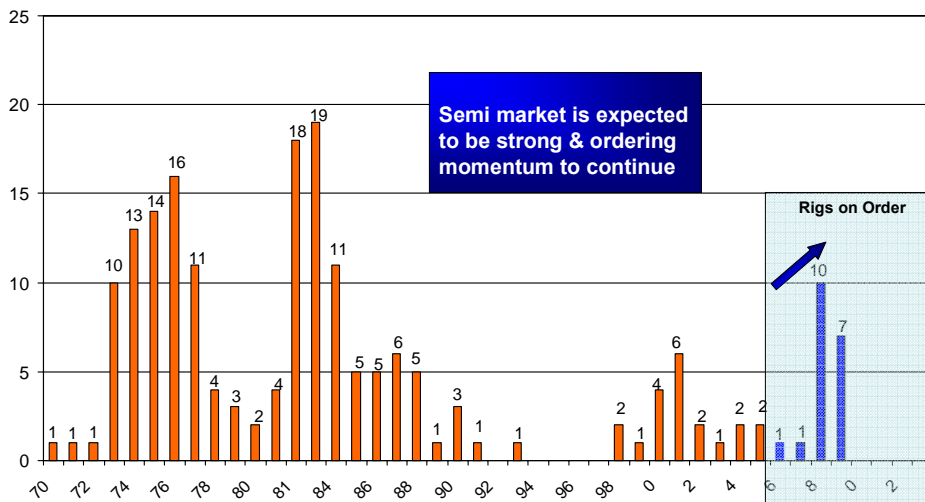
- Demand for oil is increasing rapidly
- Excess oil production capacity is decreasing



Source : BP/Pareto

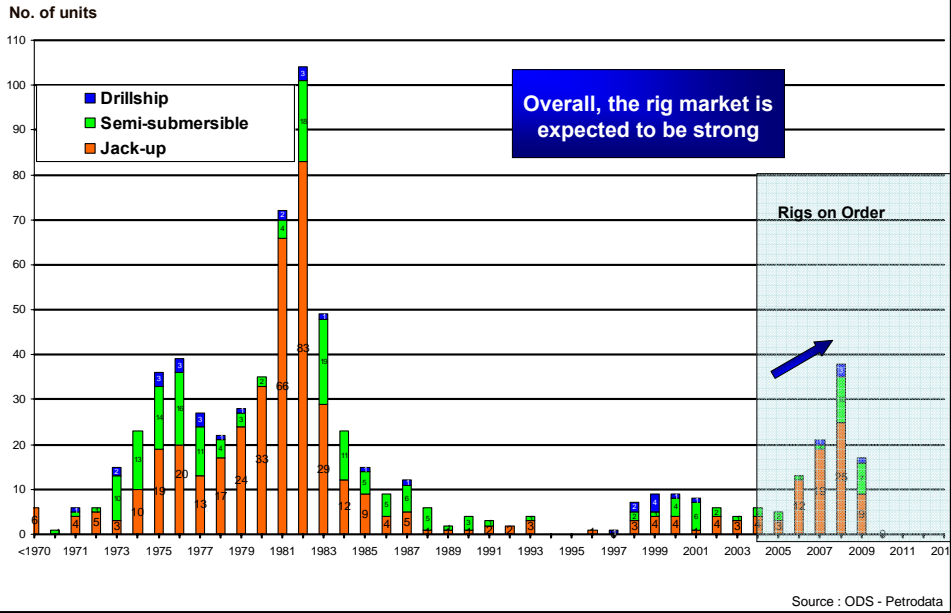
Semi-submersibles : Fundamentals for rig building remain strong

No. of units

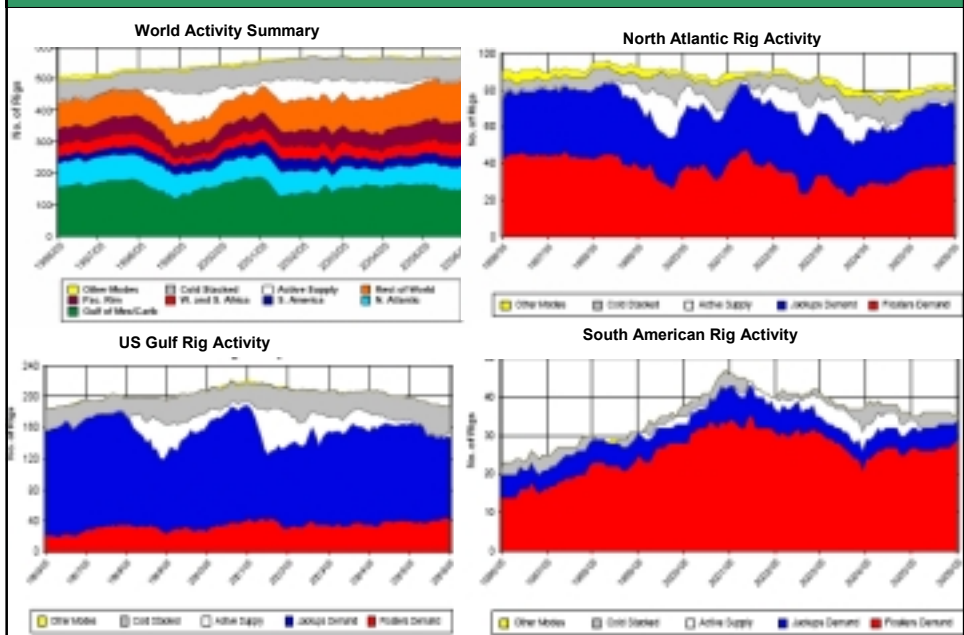


Source : ODS - Petrodata

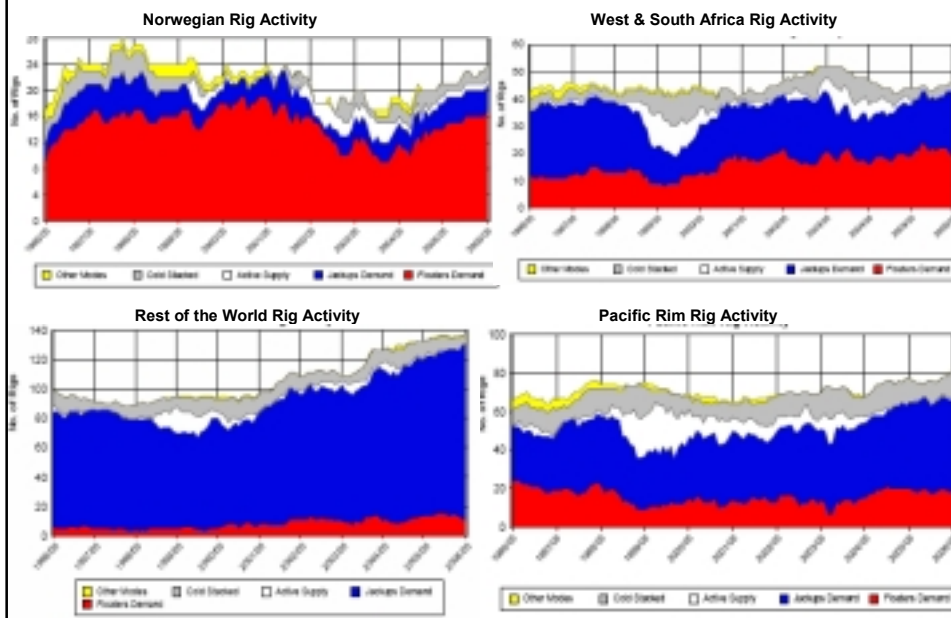
Rigs : Age Profile & Rigs on Order



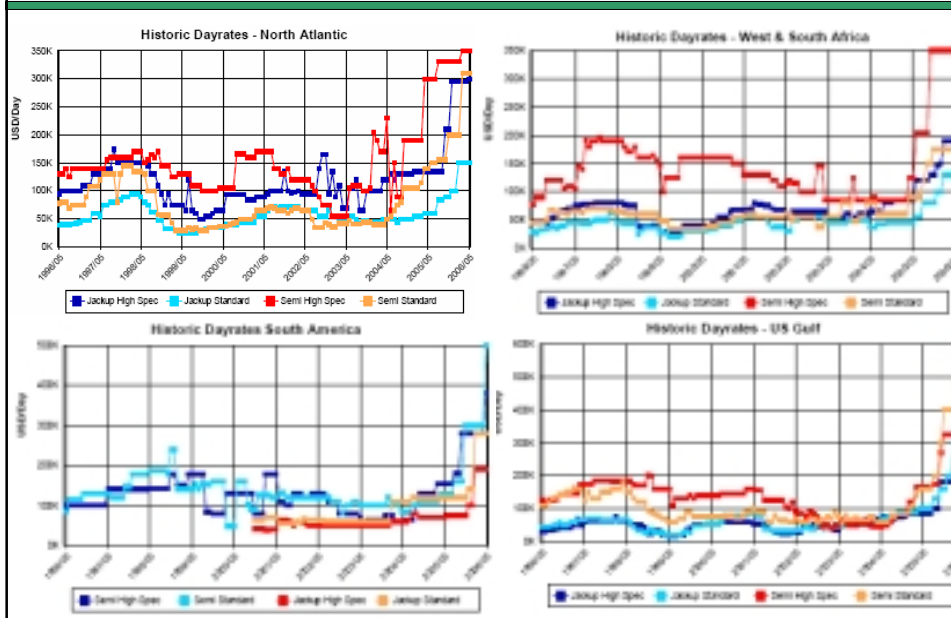
Rig Market Outlook : High Utilisation Levels



Rig Market Outlook : High Utilisation Levels



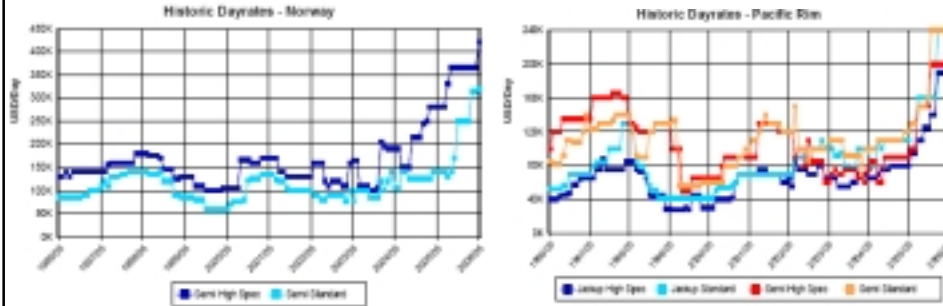
Rig Market Outlook : Unprecedented High Charter Rates



Source : RS Platou



Rig Market Outlook : Unprecedented High Charter Rates

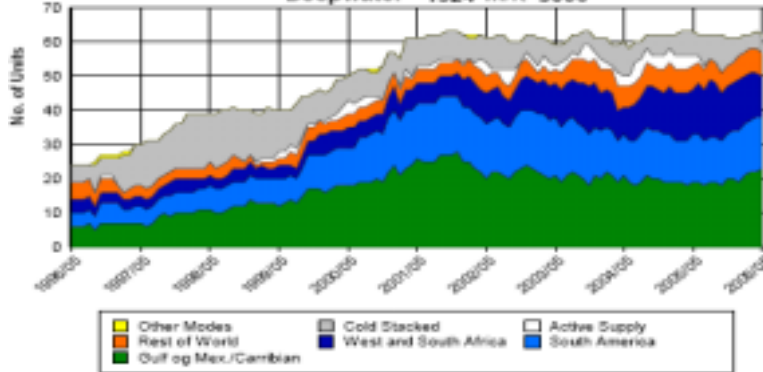


Source : RS Platou



Positive long term outlook for deepwater drilling activity

Deepwater 1524 m/ft 5000



Activity Summary	Deliveries			New			New Active Rigs		
	D	S	T	D	S	T	D	S	T
Gulf of Mexico	8	8	100%	17	17	100%	23	23	100%
South America	4	4	100%	3	3	100%	11	11	100%
West and South Africa	8	8	100%	8	8	100%	11	11	100%
Rest of the World	3	3	100%	7	7	100%	10	10	100%
World Total	23	23	100%	35	35	100%	55	55	100%

Region (2009/10)	Current Month			4 Weeks Ago			1 Year Ago			1 Year Ago		
	C %	High	Low	High	Low	High	Low	High	Low	High	Low	
Gulf of Mexico	200	105	101	271	130	100	100	115	60			
South America	200	470	120	300	210	280	110	140	100			
W. and S. Africa	200	400	100	430	100	130	100	100	70			

Source : RS Platou

Strategy for Sustaining Growth

- **Increasing shipyard capacity**
 - Change in work flow and processes
 - Maximising Singapore-based shipyard capacity

- **Leveraging on complementary facilities**
 - Singapore and China
 - Singapore and Brazil

- **Expansion and growth in rig building and offshore engineering business through:**
 - Acquisition of SMOE
 - Acquisition of SemBeth land

Maximising Singapore-based Yard Capacity





Maximising Capacity : change in work processes

- Change of work flow & processes
- Outsourcing of blocks to shipyards within Singapore & overseas



(1) Lower hull, consisting of 2 parts of pontoons & columns, constructed separately in another Drydock



(2) The Upper Hull, measuring 8.5m x 75m was built over a skid truss on land in front of the Drydock



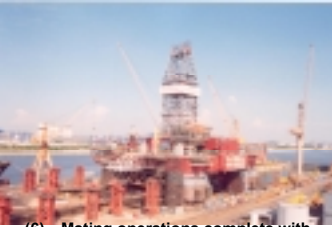
(3) Part of Lower Hull towed to Drydock



(4) The Lower Hull shifted in position in Drydock prior to skidding and mating operations



(5) The keel blocks & supporting truss in position. Skidding beam of 188 metres



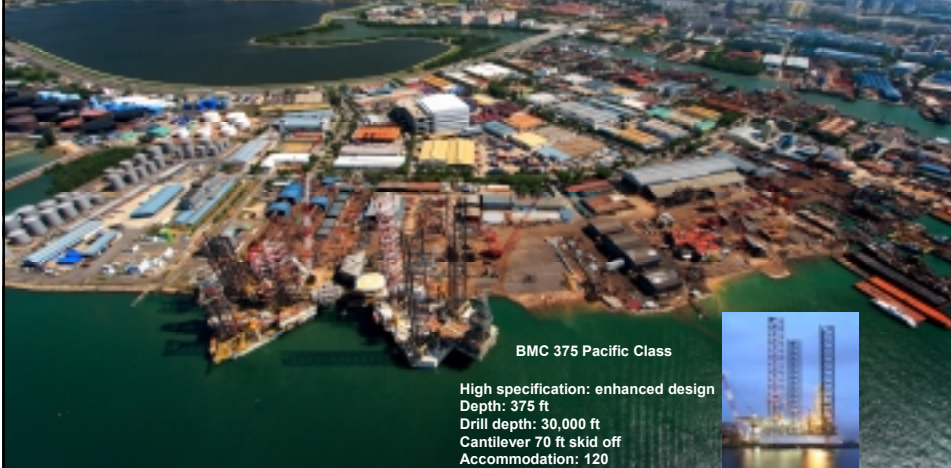
(6) Mating operations complete with upper fully connected with lower hull



Maximising Capacity : change in work processes

- Change of work flow & processes
- Outsourcing of blocks to shipyards within Singapore & overseas

- Baker Marine Pacific Class 375 Jack-up rig
- 15 units ordered so far based on the design
 - 10 units to be built in PPL Shipyard (1 delivered & 9 others in different stages of production)



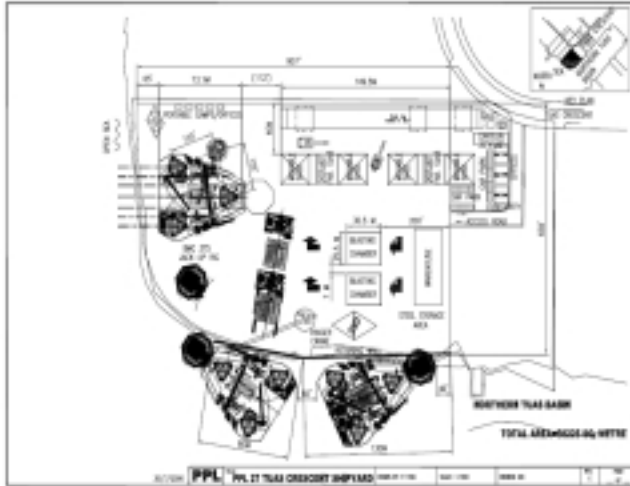
BMC 375 Pacific Class

High specification: enhanced design
 Depth: 375 ft
 Drill depth: 30,000 ft
 Cantilever 70 ft skid off
 Accommodation: 120





Additional Land Acquired by PPL Shipyard



Area : 58,255 sq metres

Location : 27 Tuas Crescent

Rental : \$130,000 per year

Potential: 1.5 rigs per year



Strategic tie-up : Cosco Corporation & Cosco Shipyard Group

- SembCorp Marine to acquire 110,400,000 shares in Cosco Corporation from Seletar Investments Pte Ltd for \$120,336,000 at \$1.09 per share



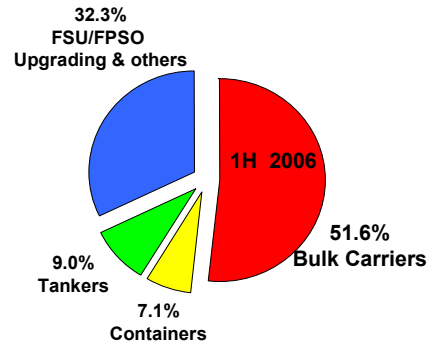
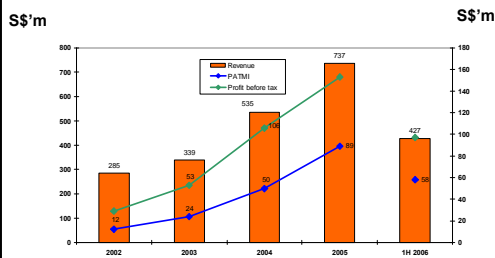
- Enhance & increase capacity to take on offshore projects
- Leveraging on facilities & strengths of partners
- A “win-win” situation for all parties
- Examples of projects undertaken
 - Lower pontoons of semi-submersibles
 - Accommodation portion of jack-up rig
 - etc



Cosco Shipyard Group : Ship Repair & Offshore

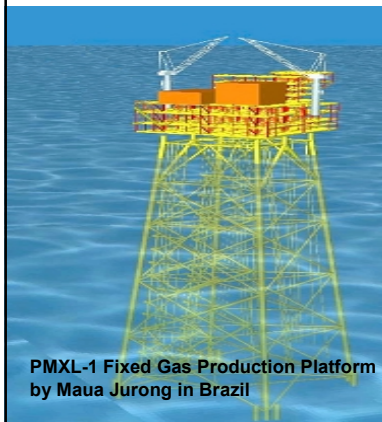
Breakdown of Revenue

Year	2004	2005	1H 2006
Ship Repair	92.2%	79.6%	91.9%
Others	7.8%	20.4%	9.1%
Total	100%	100%	100%

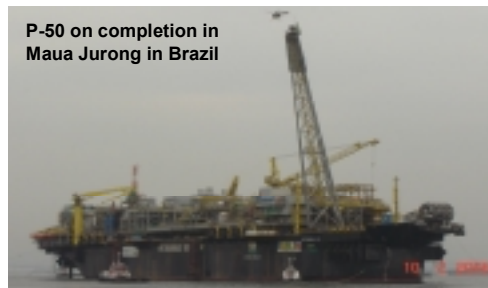


Cosco Shipyard Group effective January 2005

Màu Jurong (Brazil) :Leveraging between Singapore & Brazil



- Marine conversion in Singapore
- Topside fabrication in Brazil
- Topside integration & commissioning in Brazil
- * P-43, P-50 & P-54





Expanding Capacity to build more rigs

Ex-SemBeth

Land Area : 86 hectares
 SSPL : 40 hectares
 SMOE : 20 hectares
 Others : 26 hectares

In partnership with PPL Shipyard, Sembawang Shipyard started rig building in April 2006



SMOE's turnkey capabilities and strong offshore track record

SMOE core capabilities

FPSOs

- Topside modules
- Modularization
- Integration
- Turrets

PAUs
 • Partially Assembled units for onshore plants

Modules
 • Water Injection
 • Power generation
 • Compression
 • Living Quarters

Platforms

- Integrated
- Process
- Drilling
- Wellhead
- Accommodation

Batam Fabrication Yard

PT SMOE - Yard Layout



Summary : Strong Outlook

- Ship repair demand remains strong especially in the specialised market of LNG/LPG gas tankers, container vessels and rig
- Good demand for niche shipbuilding
- Strong fundamentals in the floating production market
- Strong demand for high specification rigs and deepwater drilling units



Summary : Yield plus Growth

- Strong, Resilient Core Businesses
 - Strong market fundamentals
 - Proven track record
- Sustaining & Growing our Business
 - Increasing shipyard capacity
 - Leveraging on complementary facilities locally & overseas
 - Acquisition of SMOE & SemBeth land
- Superior Returns with Yield and Growth
 - Strong cash flow & financials
 - Modest capital expenditure
 - High & sustainable dividend

