



**Robust & Sustainable  
44 Years & Beyond.....**

## **1H 2007 Financial Results**

**2<sup>nd</sup> August 2007**



### **Scope of Briefing**

- **Financial Review**
- **Business Review**
- **Market Outlook**
- **Summary**
- **Q & A**

## 1H 2007 Performance Highlights

### Continuous Strong Growth in 1H 2007

Turnover	:	↑	30% to \$2,005 million
EBITDA	:	↑	45% to \$175.3 million
Operating Profit	:	↑	48% to \$148.1 million
PBT	:	↑	50% to \$191.4 million
PATMI	:	↑	62% to \$158.8 million
PATMI, excl Nol*	:	↑	66% to \$160.0 million
EPS	:	↑	60% to 10.84 cents
EVA	:	↑	85% to \$108.2 million
Interim Dividend	:	↑	79% to 5.0 cents per share (one tier tax-exempt)
Bonus Issue	:		2 Bonus Shares for every 5 Ordinary Shares

\* Non-operating Items

## Earnings & EPS

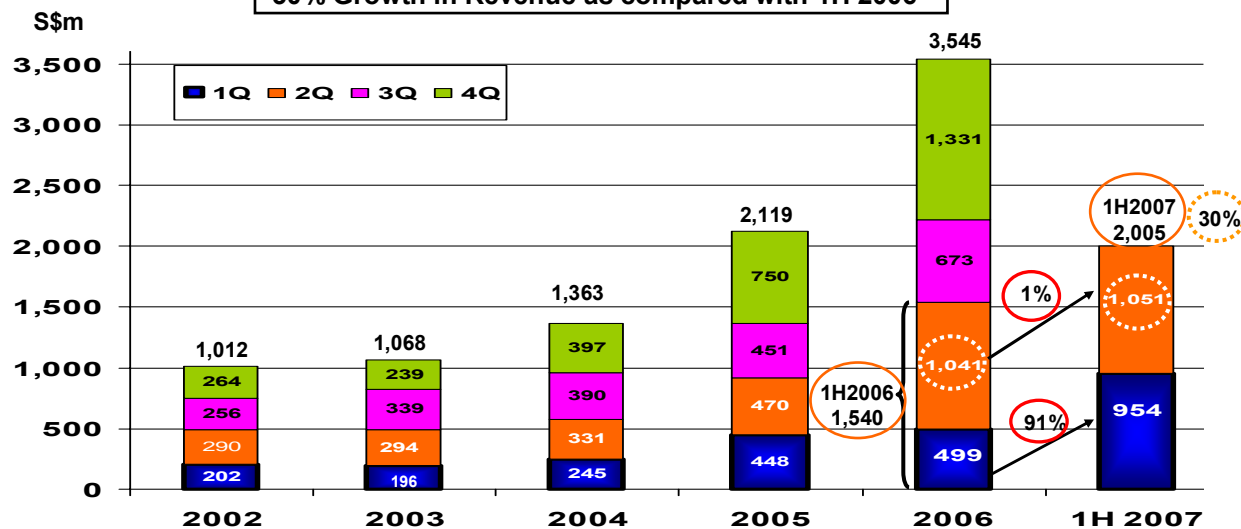
### Strong Earnings Growth for 1H 2007

Description (S\$m)	Year	2Q		% Change	1H		% Change
		2007	2006		2007	2006	
Turnover		1,051.6	1,041.2	1	2,005.3	1,540.3	30
EBITDA		88.0	60.0	47	175.3	120.8	45
Operating Profit		74.0	49.5	50	148.1	100.3	48
Pre-tax Profit		106.7	71.4	50	191.4	127.5	50
PATMI		85.1	57.5	48	158.8	98.4	62
PATMI, exclude Nol*		86.0	49.6	73	160.0	96.6	66
EPS (cents)		5.80	3.96	47	10.84	6.77	60
NAV (cents)		105.6	75.0	41	105.6	91.4 <sup>Dec '06</sup>	16

\* Non-operating Items

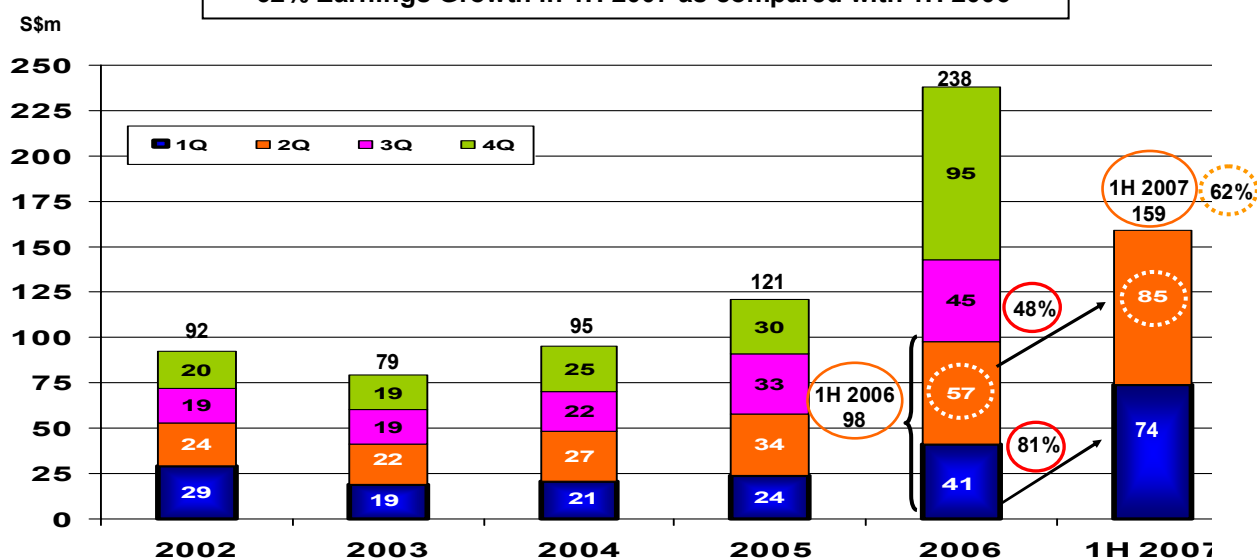
## Quarterly Revenue (2002 to 1H 2007)

30% Growth in Revenue as compared with 1H 2006



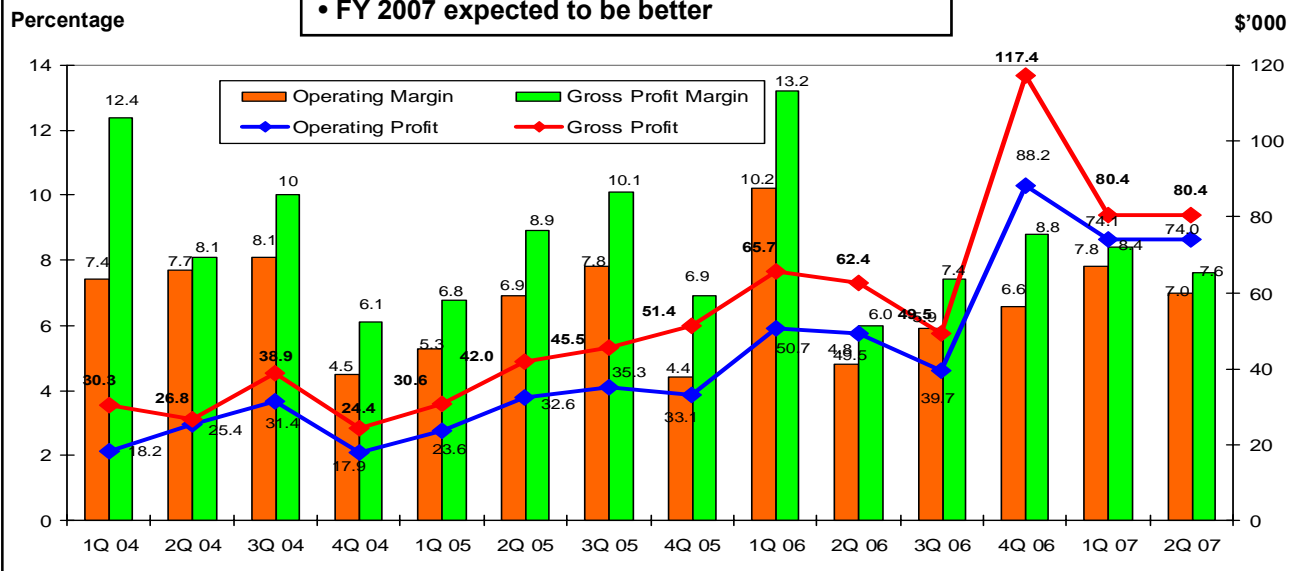
## Quarterly PATMI (2002 to 1H 2007)

- Record quarterly profit (excluding Nol) at \$85 million in 2Q 2007
- 62% Earnings Growth in 1H 2007 as compared with 1H 2006



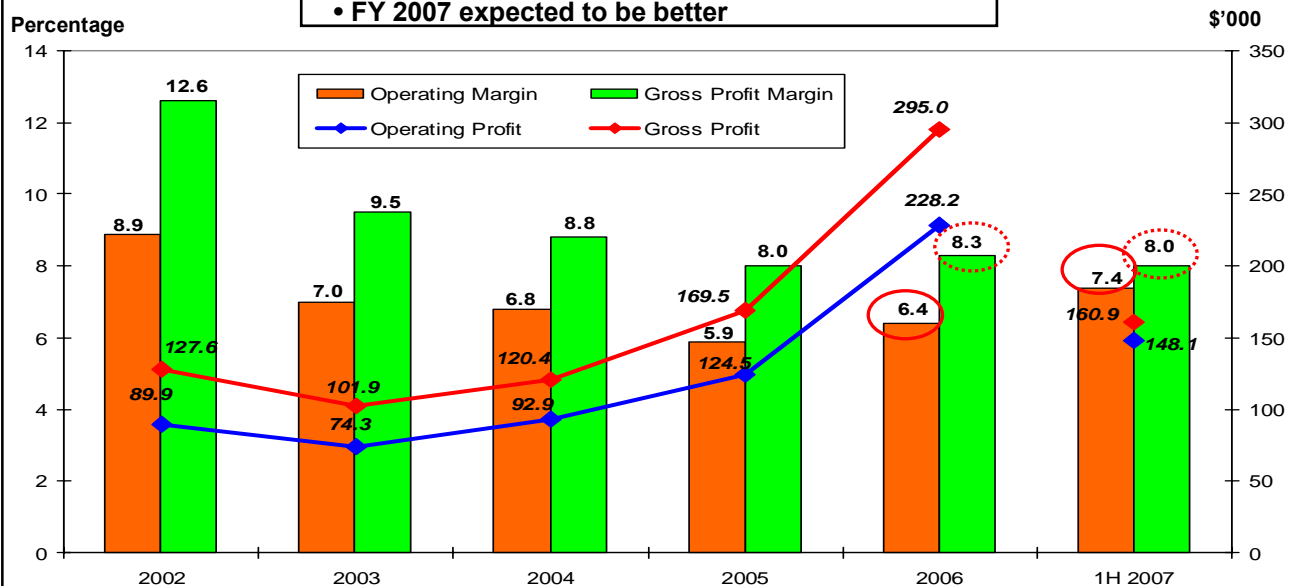
## Margin & Profit Expansion

- Quarterly margin distortion due to product mix
- FY 2007 expected to be better



## Margin & Profit Expansion

- Further Operating Margin expansion in 2Q 2007
- FY 2007 expected to be better



## Capital, Gearing and ROE

**Increased Net Cash Balances to \$303m and  
ROE (excl AFS Reserves) improved to 27%**

<b>Description (\$'m)</b>	<b>Jun-2007</b>	<b>Dec-2006</b>	<b>% change</b>
Shareholders' Funds	1,551.7	1,338.3	16
Capital Employed	1,582.8	1,370.2	16
Net Cash	303.3	112.5	170
ROE – annualised (%)	22.0	19.8	11
ROE – excl. AFS Reserves* (%)	27.4	22.1	24
Net Asset Value (cents)	105.6	91.4	16

\* Available For Sales Reserves

## Strong Positive Cashflow

**Net Cash from operations improved 46% to \$180m  
Net Cash Balance improved 170% to \$303m**

<b>Description</b>	<b>1H 2007 S\$m</b>	<b>1H 2006 S\$m</b>	<b>% change</b>
Cashflow from operation before reinvestment in working capital	180	123	46
Net cash provided by/ (used in) operating activities	384	( 43)	n.m.
Net cash (used in)/provided by investing activities	( 56)	95	n.m.
Net cash used in financing activities	(149)	( 70)	112
Cash & cash equivalent	673	513	31
Net Cash (net of borrowings)	303	113	170

## Capex

Capex at 1H 2007 remains modest.

Year (\$'m)	1H 2007 Actual
<b>Description</b>	
Buildings	4
Plants, Machinery & Cranes	52
Office & Workshop Equipment	4
	<b>60</b>
<b>Other investment</b>	
Associated & JV Companies	4
Others	8
	<b>12</b>
<b>Total</b>	<b>72</b>

## Performance of Associates (Profit before Tax)

Increasing contributions from Associated Companies

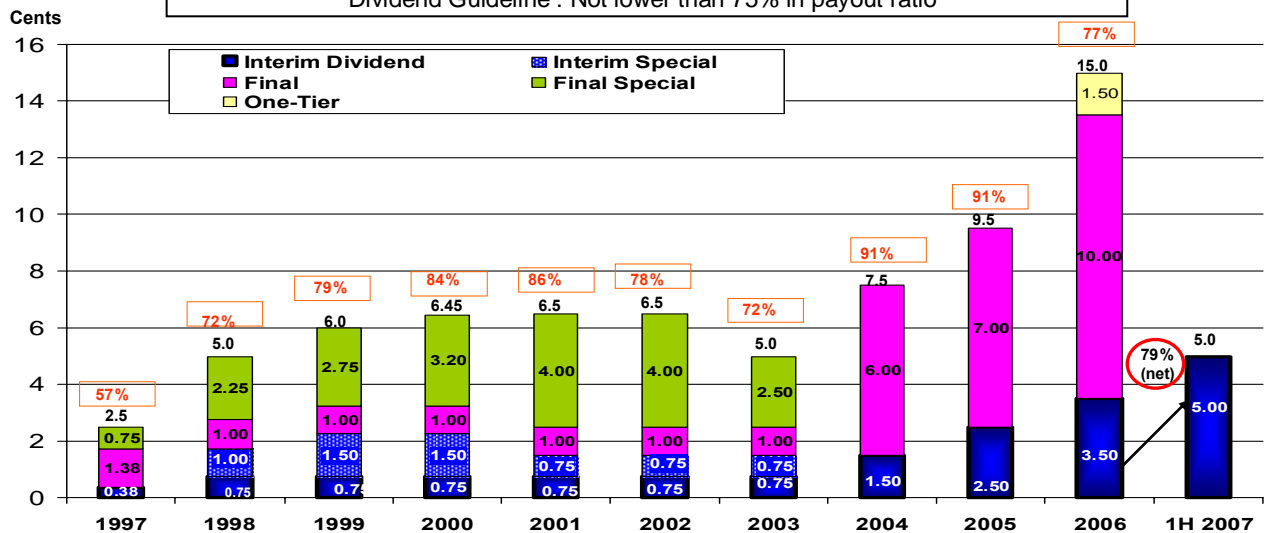
Year (\$'m)	2Q 2007	2Q 2006	% Δ	1H 2007	1H 2006	% Δ
<b>Description</b>						
Cosco Shipyard Group	22.5	10.4	116	32.9	18.4	79
Màua Jurong S.A.	0.8	(5.6)	n.m.	0.9	(5.2)	n.m.
Pacific Workboats	2.6	1.5	73	2.6	1.7	53
Others	(0.1)	0.2	n.m.	(0.1)	0.2	n.m.
<b>Share of Asso Co &amp; JV Results</b>	<b>25.8</b>	<b>6.5</b>	<b>299</b>	<b>36.3</b>	<b>15.1</b>	<b>140</b>

## Bonus Issue

- Proposing a bonus issue of new ordinary shares in the capital of Company on basis of 2 Bonus Shares credited as fully paid for every 5 existing shares held by shareholders of the Company
- Rationale :
  - To augment the issued share capital base to reflect the growth prospects of the Group's businesses
  - Resultant enlarged share capital expected to improve trading liquidity & a wider spread of shareholders and increase market trading interest in Company's shares
- Proposed Bonus Issue
  - subject to approval by SGX-ST
  - not entitled to 2007 interim dividend to be paid on 31 August 2007
  - no impact on value of issued share capital as bonus shares are issued from share premium account & become part of Company's share capital pursuant to Companies (Amendment) Act 2005 effective 30 January 2006

## Commitment to Shareholder Value

One-tier Interim Dividend of 5.0 cents per share, an increase of 79% compared to net interim dividend of 2.8 cents in 1H 2006  
 Dividend Guideline : Not lower than 75% in payout ratio

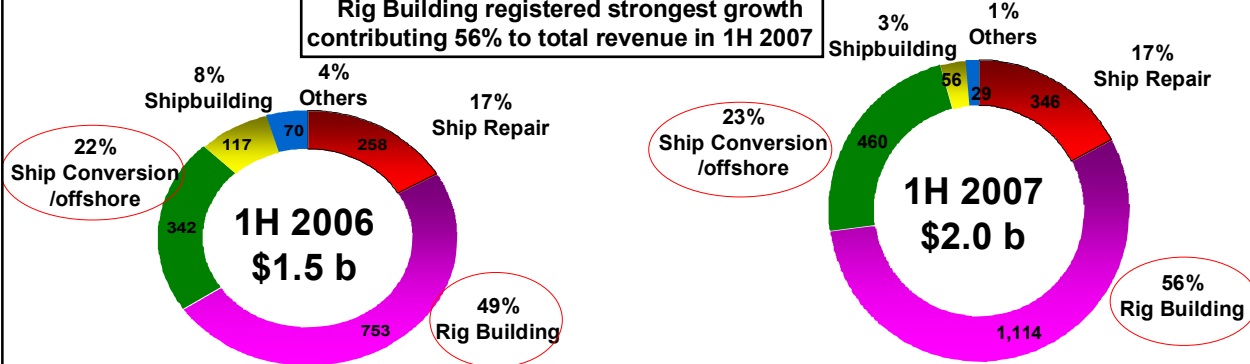


## Strong, Resilient Core Businesses : Business Review



## Strong, Resilient Core Businesses

Rig Building registered strongest growth contributing 56% to total revenue in 1H 2007

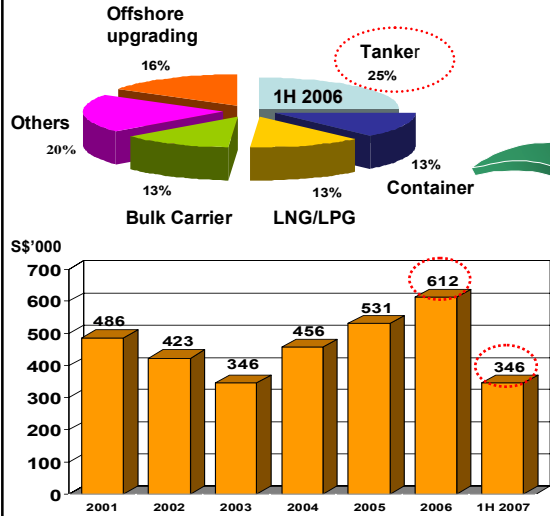


Turnover (\$'m)	2Q 2007	2Q 2006	2Q % Change	1H 2007	1H 2006	1H % Change
Ship repair	183.5	127.5	43.9	346.1	257.7	34.3
Rig building	560.1	558.8	0.2	1,114.0	753.3	47.9
Ship Conversion/offshore	262.9	266.7	(1.4)	460.4	342.4	34.5
Shipbuilding	29.3	70.1	(58.2)	55.9	117.0	(52.2)
Others	15.8	18.1	(12.7)	28.9	69.9	(58.7)
<b>TOTAL</b>	<b>1,051.6</b>	<b>1,041.2</b>	<b>1.0</b>	<b>2,005.3</b>	<b>1,540.3</b>	<b>30.2</b>

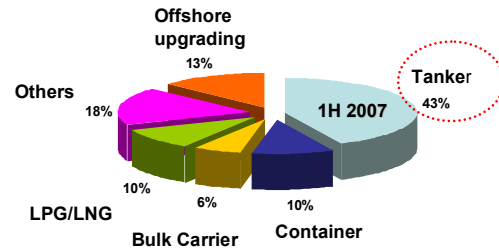


## Strong, Resilient Core Businesses : Ship Repair

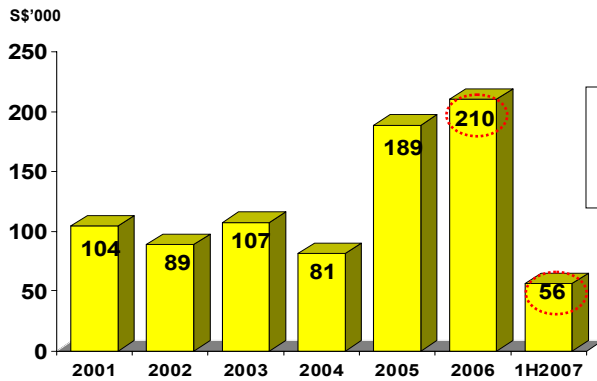
Average value per vessel increased by 62% from \$1.62 million to \$2.62 million



Year	1H 2007	1H 2006	% change
No of vessels repaired	132	159	(17)
Average value per vessel (\$'m)	2.62	1.62	62



## Strong, Resilient Core Businesses : Ship Building

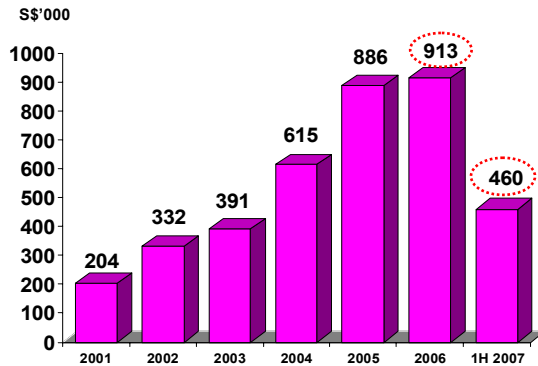


Shipbuilding activities will scale down with resources channeled to growing rig building and offshore production sectors

No. completed in 1H 2007	2	<ul style="list-style-type: none"> <li>* 5<sup>th</sup> unit 2,600 TEU vessel for Wan Hai Lines</li> <li>* Fabrication of 15 units of Floating Pontoons</li> </ul>
No. in projects in Work-In-progress stages	4	<ul style="list-style-type: none"> <li>* 6<sup>th</sup> unit 2,600 TEU vessel for Wan Hai Lines</li> <li>* 2<sup>nd</sup> unit 2,600 TEU vessel for Reederei F Laeisz</li> <li>* 2 units 4,950 dwt tankers for Kuwait Oil Tanker</li> </ul>

## Strong, Resilient Core Businesses : Ship Conversion & Offshore

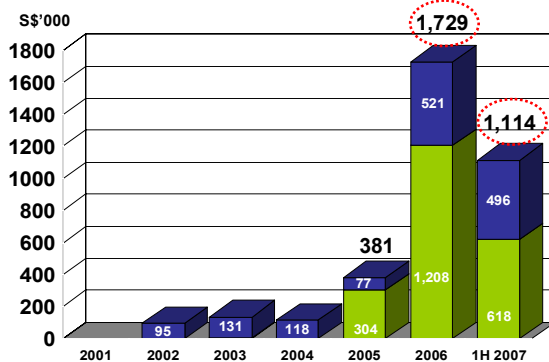
### Ship Conversion & Offshore activities expected to be strong for FY 2007



No. completed in 1H 2007	1	* RJS FSO conversion
No. in WIP stages	6	* P-54 Integration & commissioning * Heavy Lift Derrick PipeLay vessel for SapuraCrest * ConocoPhillips Topsides Installation & Commissioning * Rarua FPSO conversion * Aoka Mizu FPSO conversion * Joides Resolution (Drillship)
In planning & engineering stage	5	* Montara Venture FPSO conversion * Noble Danny Adkins * Noble Jim Day * Aker Smart I FPSO conversion * Heavy Lift crane

## Strong, Resilient Core Businesses : Rig Building

- 2 jack-up units achieved initial 20% recognition in 2Q 2007 as compared with 1 unit in 1Q 2007
- No major revenue recognition for semi-submersible in 2Q 2007 as compared with 1 unit that achieved initial 20% recognition in 1Q 2007



#### Jack-ups

No. completed in 1H 2007	2	* 3 <sup>rd</sup> unit Jack-up for Apexindo * 4 <sup>th</sup> unit Jack-up for Maersk
No. in WIP stages	11	* 5 <sup>th</sup> unit Jack-up for Deep Drilling Invest * 6 <sup>th</sup> unit Jack-up for WilSuperior * 7 <sup>th</sup> unit Jack-up for SeaDrill * 8 <sup>th</sup> unit Jack-up for PetroJack II * 9 <sup>th</sup> unit Jack-up for Japan Drilling * 10 <sup>th</sup> unit Jack-up for PetroJack III * 11 <sup>th</sup> unit Jack-up for Awilco * 12 <sup>th</sup> unit Jack-up for Aban Lloyd * 13 <sup>th</sup> unit Jack-up for Sinvest * 14 <sup>th</sup> unit Jack-up for JackInvest 1 * 15 <sup>th</sup> unit Jack-up for Awilco
In planning & engineering stage	6	* 16 <sup>th</sup> unit Jack-up for Offshore Group * 17 <sup>th</sup> unit Jack-up barge for Aramco * 18 <sup>th</sup> unit Jack-up for Offshore Group * 19 <sup>th</sup> unit Jack-up for Awilco * 20 <sup>th</sup> unit Jack-up for PetroProd * 21 <sup>st</sup> unit Jack-up for Offshore Group

#### Semi-submersibles

No. completed in 1H 2007	nil	
No. in WIP stages	3	* 1 <sup>st</sup> unit semi-submersible for SeaDrill * 2 <sup>nd</sup> unit semi-submersible for SeaDrill * 3 <sup>rd</sup> unit semi-submersible for PetroMena
In planning & engineering stage	3	* 4 <sup>th</sup> unit semi-submersible for PetroMena * 5 <sup>th</sup> unit semi-submersible for PetroMena * 6 <sup>th</sup> unit semi-submersible for SeaDrill

### Multi-prong approach:

#### Leveraging on complementary facilities

- Singapore and Brazil
- Singapore and China
- Singapore and Indonesia

#### Increasing shipyard production capacity

- Maximising Singapore-based shipyard capacity
- Innovative methodology in rig construction
- Change in work flow and processes

#### Increasing shipyard capacity

- Acquisition of SemBeth Land : land and facilities to expand for offshore activities
- Batam land : redeveloping additional 30 hectares
- PPL Tuas yard land

#### Acquisition of SMOE

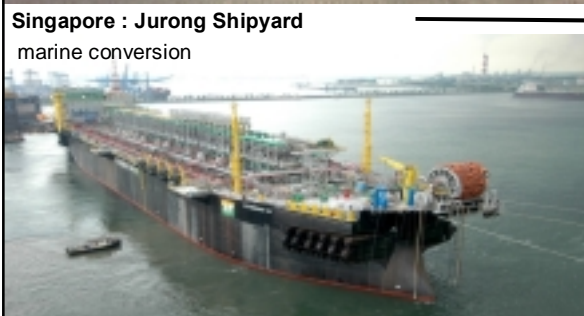
- Expansion & growth in offshore platform
- Positioning for production market



Jurong Shipyard (Singapore)



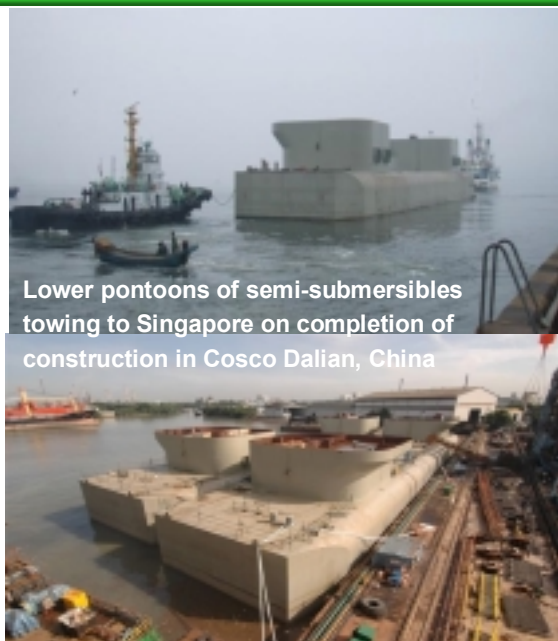
Maua Jurong (Brazil) : 35% equity stake



**Singapore : Jurong Shipyard**  
marine conversion



**Brazil : Maua Jurong**  
engineering, procurement  
topside fabrication  
Integration, commissioning &  
delivery



Lower pontoons of semi-submersibles towing to Singapore on completion of construction in Cosco Dalian, China

- 30% equity stake in Cosco Shipyard Group
- A “win-win” situation for all parties

- Ship repair
- Enhance & increase capacity to take on more 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

## Strategy for Singapore Yards

Total Land Area:

Singapore :189 hectares

Others : 75 hectares

- Repair of mid-sized vessels
- Construction of small to mid-sized vessels



Jurong SML Shipyard (Singapore)

- Complements Singapore yards
- Fabrication works



Krakatau Sembawang Shipyard (Indonesia)

- Ship repair
- SPC FPSO conversion
- Rig building
- Shipbuilding



Jurong Shipyard (Singapore)

- Rig repairs & construction
- Rig building



PPL Shipyard (Singapore)

- Ship repair
- Passenger & navy vessels
- Ship conversion
- Rig building



Sembawang Shipyard (Singapore)

- Integration
- Maximisation & sharing of resources
- Change in workflow & processes
- Innovative construction methodology



SMCE (Singapore)

- Fixed platforms
- Topsides modules & floating production systems



SMCE (Indonesia)

### Innovative Transverse Skidding Rig Construction Methodology



2 Upper Hulls of 2 semi-submersibles constructed simultaneously side-by-side



The lower pontoons are built separately in another location



The 1<sup>st</sup> unit Upper Hull built on skid truss in front of Drydock ready for the "Load-out and Mating-in-Dock" operations



The lower pontoons towed in position in Drydock



The Upper Hull fully skidded onto the lower pontoons



The fully assembled semi-submersible ready to float out

- Land area : 68 hectares
- Cross sharing of docks : Jurong Shipyard & Sembawang Shipyard
- NDP pontoons : Jurong Shipyard, Karimun & Jurong SML
- Shipbuilding : Jurong Shipyard & Jurong SML
- Bingo Hulls : Jurong Shipyard & Karimun Shipyard

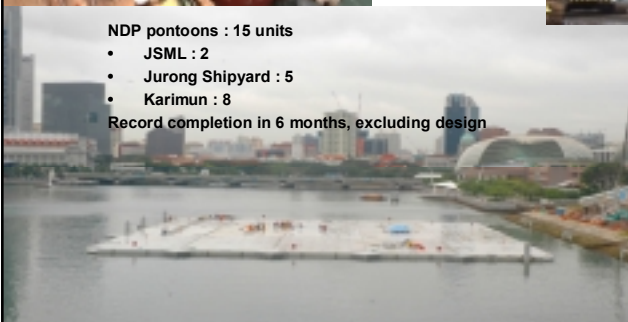


• Jurong SML building pontoon of semi-submersible for Jurong Shipyard

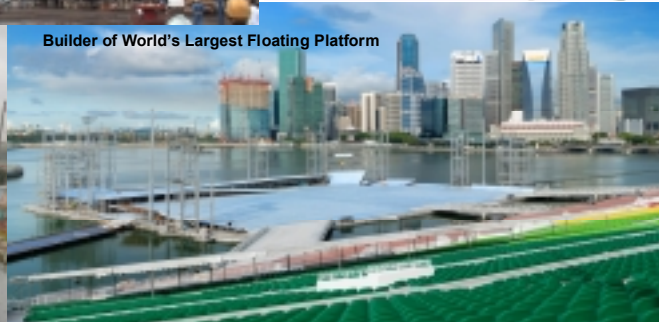


Karimun workshop

- NDP pontoons : 15 units
- JSML : 2
  - Jurong Shipyard : 5
  - Karimun : 8
- Record completion in 6 months, excluding design



Builder of World's Largest Floating Platform



## PPL Shipyard : Increasing capacity through change of workflow & processes

- Ownership of proprietary Design : Baker Marine Pacific Class 375 Jack-up rig
- 19 units ordered so far based on the design
  - 14 units to be built in PPL Shipyard (4 delivered & 10 others in different stages of production)

- Land area : 18 hectares
- Change of work flow & processes



## PPL Shipyard : Increasing capacity through acquisition of fabrication facilities

**New Fabrication Facilities**  
**Area : 58,255 sq metres**  
**Location : 27 Tuas Crescent**



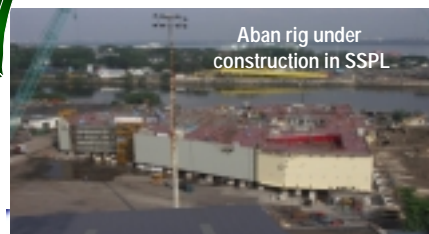


## Sembawang Shipyard : Consolidation & expansion through acquisition of land

**Total Land Area : 86 hectares (Acquired in August 2006)**  
**Purchase price : S\$128.7 million**  
**SMOE : S\$ 55 million**



Ex-SemBeth



Aban rig under construction in SSPL

Progress of Aban rig under construction in SSPL as at July 2007



- SSPL : 40 hectares
- SMOE : 25 hectares
- Others : 21 hectares



## Acquisition of SMOE : Positioning for Newbuild Mega FPSO Solutions

■ Strong demand for Mega-FPSOs (e.g. Erha & Bohai FPSO type of topsides @ 25,000 tons to 35,000 tons etc) forecast from 2007-2010

FPSO Northern Endeavour for Woodside Petroleum, Australia, Laminaria and Corallina fields in Timor Sea  
 Year of completion : 1999



Fabrication, modularization and integration of ERHA FPSO topsides for ExxonMobil, Erha Field, Nigeria  
 Year of completion : 2005



FPSO Sea Eagle for Shell Petroleum Development Company of Nigeria, West Africa, Nigeria  
 Year of completion : 2002



Fabrication, modularization and integration of Bohai FPSO topsides for ConocoPhillips China Inc.  
 Contract Value : US\$200 m  
 Year of completion : 2008



**SembCorp  
Marine**

## Acquisition of SMOE : Positioning for Expansion & Growth in offshore platform



Malampaya Gas to Power Project  
for Kellogg Brown & Root /  
Shell Philippines Exploration B.V.

Fabrication, Onshore Commissioning and Loadout of 13,000mt Topside. Topside was jacked up to a height of 16 metres to accommodate the 1,500mt loadout truss. Total load-out weight – 13,000mt  
Year of completion : 2001

- Growth market : Production Platforms & Facilities
- Acquisition of CPEC (Chiwang Offshore Petroleum Equipment Repair & Manufacture Co)



Wellhead Platform - 900 MT  
Process Living Quarter Platform - 3250 MT  
Jacket - 1 x 1800 MT, 1 x 900 MT  
Engineering, Procurement, Construction, Transportation, Installation,  
Hook-up and Commissioning  
Year of completion : 2002

Balai Field Development Project  
For Elf Petroleum, Iran



Offshore Platform Integrated Deck

- US\$300 m from Carigali-PTTEPI Operating Company (CPOC)
- 18,000 ton deck



**SembCorp  
Marine**

## SMOE Indonesia : Expansion & growth in offshore platform for oil & gas industry

- Batam Fabrication Facilities : 30 hectares
- Currently developing another 30 hectares of land

- Offshore Platforms
- Supporting Singapore shipyards
- Position to undertake fabrication of topside modules for FPSO conversions (different cost structures)



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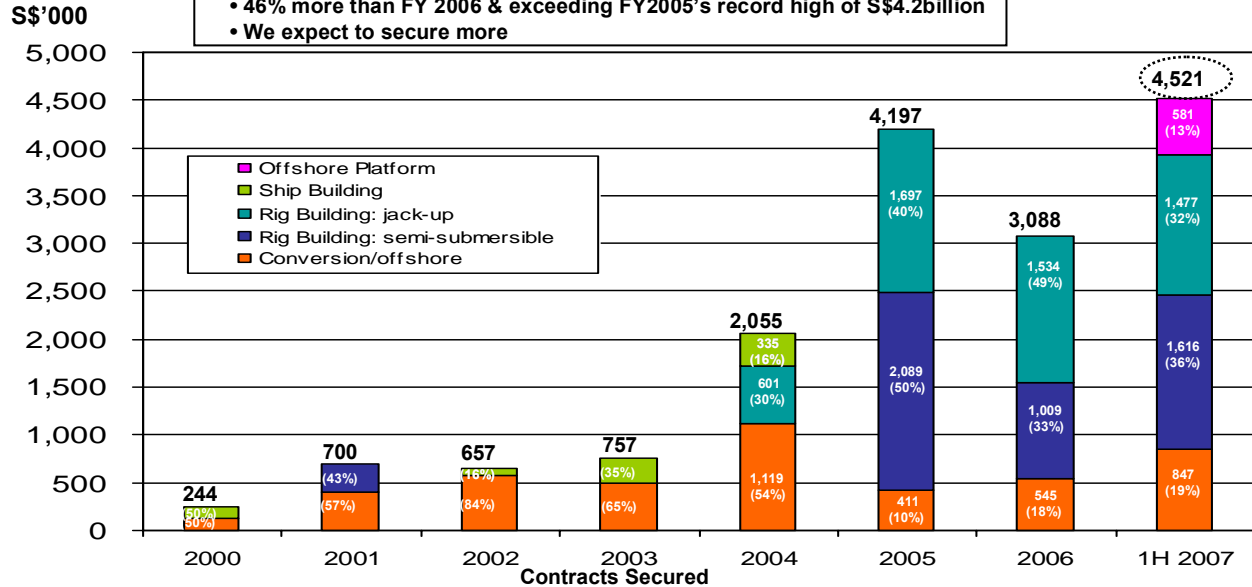


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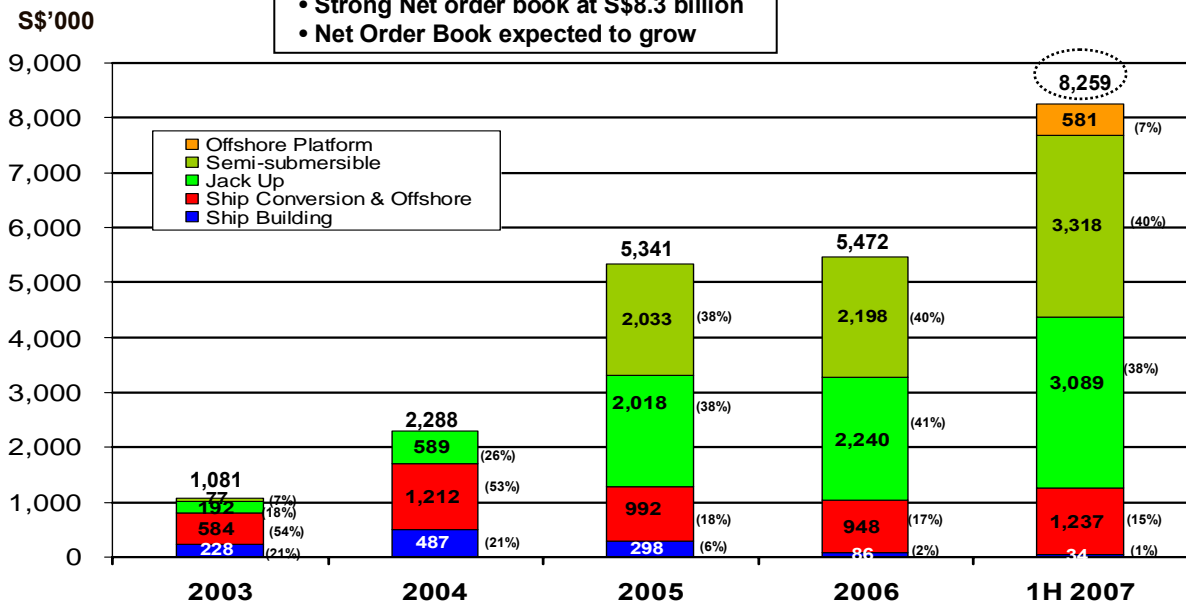
## Contracts Secured to-date (exclude ship repair)

- Contracts secured to-date stand at S\$4.5 billion
- 46% more than FY 2006 & exceeding FY2005's record high of S\$4.2billion
- We expect to secure more



## Net Order Book

- Strong Net order book at S\$8.3 billion
- Net Order Book expected to grow



## Schedule of Delivery & Completion (exclude ship repair)

- Shipbuilding activities will scale down with resources channeled to growing rig building and offshore production sectors
- Will deliver 1 to 2 units per year from 2008 onwards

Projects	Year	2005	2006	2007	2008	2009	2010
<b>Shipbuilding</b>							
1 <sup>st</sup> unit 2,600 TEU container(Wan Hai Lines)							
2 <sup>nd</sup> unit 2,600 TEU container(Wan Hai Lines)							
3 <sup>rd</sup> unit 2,600 TEU container(Wan Hai Lines)							
4 <sup>th</sup> unit 2,600 TEU container (Wan Hai Lines)							
5 <sup>th</sup> unit 2,646 TEU container (Wan Hai Lines)							
6 <sup>th</sup> unit 2,646 TEU container (Wan Hai Lines)							
1 <sup>st</sup> unit 2,600 TEU container (R F Laeisz)							
2 <sup>nd</sup> unit 2,600 TEU container (R F Laeisz)							
1 <sup>st</sup> unit 4,950 dwt tanker (Kuwait Tanker)							
2 <sup>nd</sup> unit 4,950 dwt tanker (Kuwait Tanker)							
Fabrication of 15 units floating pontoons							
<b>Completion</b>		1	5	5			

## Schedule of Delivery & Completion (exclude ship repair)

- Ship conversion & offshore sector expected to be strong for FY 2007

Projects	Year	2005	2006	2007	2008	2009	2010
<b>Ship Conversion &amp; Offshore</b>							
P-50 integration & commissioning							
P-54 marine conversion							
P-54 Topside Fabrication							
P-54 Compressor Modules							
BW Enterprise FPSO conversion							
PRA-1 FPSO conversion							
RJS FPSO conversion							
P-54 Integration & Commissioning							
ConocoPhillips Topsides							
Heavy Lift Derrick Pipelay Vessel							
FPSO conversion: Raroa							
Joides Resolution Drillship							
Aoka Mizu FPSO conversion							
FPSO conversion Montara Venture							
Semi-submersible conversion (Noble Danny Adkins)							
Semi-submersible conversion (Noble Jim Day)							
FPSO Aker Smart I							
Heavy Lift Crane vessel							
<b>Completion</b>			6	6	3	2	1



### Schedule of Delivery & Completion (exclude ship repair)

• The Rig Building Sector is expected to be strong for FY 2007

Projects	Year	2005	2006	2007	2008	2009	2010
<b>Jack-up</b>							
1 <sup>st</sup> Jack-up (Deep Driller I)* Hardy			Delivered				
2 <sup>nd</sup> Jack-up (Wilpower)* Aramco			Delivered				
3 <sup>rd</sup> Jack-up (Soehanah) * Total				Delivered			
4 <sup>th</sup> Jack-up (Petrojack I)* (Maersk) Total				Delivered			
5 <sup>th</sup> Jack-up (Deep Driller 5)							
6 <sup>th</sup> Jack-up (WilSuperior) Thang Long							
7 <sup>th</sup> Jack-up (SeaDrill 2)							
8 <sup>th</sup> Jack-up (Petrojack II)							
9 <sup>th</sup> Jack-up (Hakuryu X)							
10 <sup>th</sup> Jack-up (Petrojack III) * Maersk							
11 <sup>th</sup> Jack-up (WilForce)							
12 <sup>th</sup> Jack-up (Aban)							
13 <sup>th</sup> Jack-up (Deep Driller 7)							
14 <sup>th</sup> Jack-up (JackInvest 1)							
15 <sup>th</sup> Jack-Up (WilSeeker)							
16 <sup>th</sup> Jack-Up (Offshore Grp)						New	
17 <sup>th</sup> Jack-Up Barge (Aramco)						New	New
18 <sup>th</sup> Jack-Up (Offshore Grp)						New	
19 <sup>th</sup> Jack-Up (WilConfidence)						New	New
20 <sup>th</sup> Jack-Up (Petroprod)						New	New
21 <sup>st</sup> Jack-Up (Offshore Grp)						New	
<b>Completion (21 units on order*)</b>		(0)	(2)	(6)	(8)	(3)	(2)

( ) denotes with contract \* 5 units delivered (1 unit in 3Q2007)



### Schedule of Delivery & Completion (exclude ship repair)

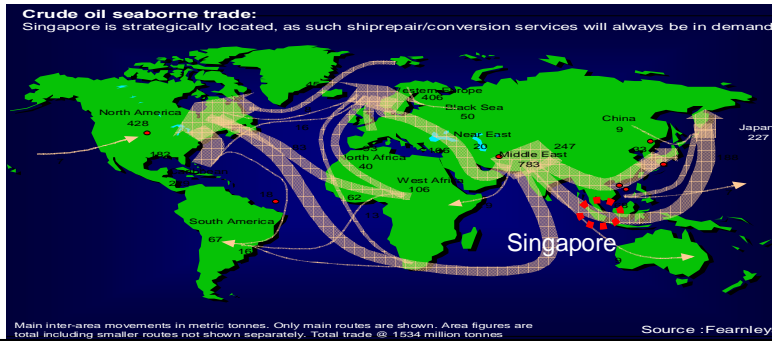
Projects	Year	2005	2006	2007	2008	2009	2010
<b>Semi-submersible Rigs</b>							
Lower semi-submersible hull (Atlantia)			Delivered				
1 <sup>st</sup> Semi-submersible (West Sirius 1)* (Devon Energy)							
2 <sup>nd</sup> Semi-submersible (West Taurus)							
3 <sup>rd</sup> Semi-submersible (PetroRig I)* Petrobras							
4 <sup>th</sup> Semi-submersible (PetroRig 2) Petrobras							
5 <sup>th</sup> Semi-submersible (PetroRig 3) Pemex							New
6 <sup>th</sup> Semi-submersible (Seadrill)							New
<b>Completion (6 units on order)</b>		(0)	(1)*	(0)	(2)	(2)	(2)
<b>Offshore Platform</b>							
CPOC : Offshore Platform Integrated Deck						New	
Offshore Platforms for Tunu Field						New	
<b>Completion</b>						(2)	

( ) denotes with contract

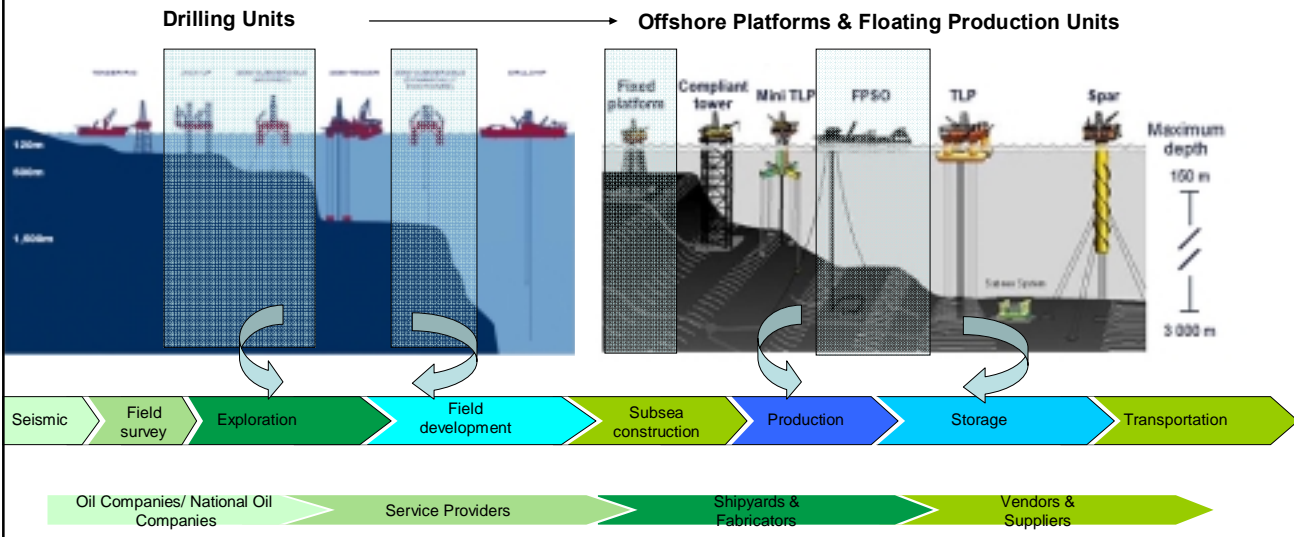
**Ship Repair demand remains very strong**

- shortage of dock capacity
- specialised niche market : LNG gas tankers, containerships, rig repairs, FPSO upgrades
- ability to deliver on schedule important
- high HSSE standards

**Singapore's strategic location**



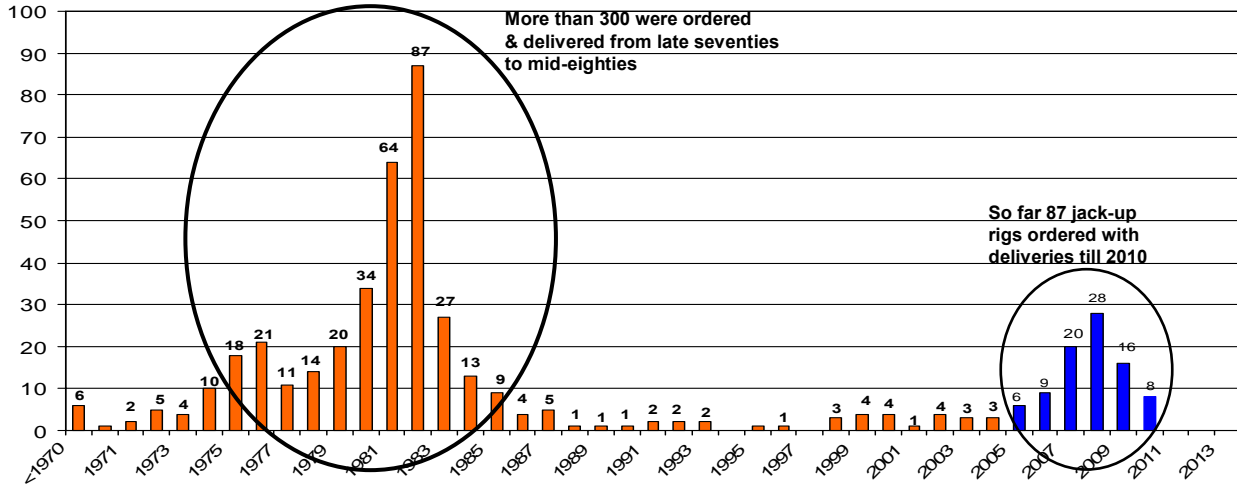
**Offshore Value Chain**



## Jack-up : Fundamentals remain strong

- Aging rig fleet worldwide
- World oil supply remains tight & demand for oil is increasing
- Supply of rigs well regulated due to certain constraints

No. of units

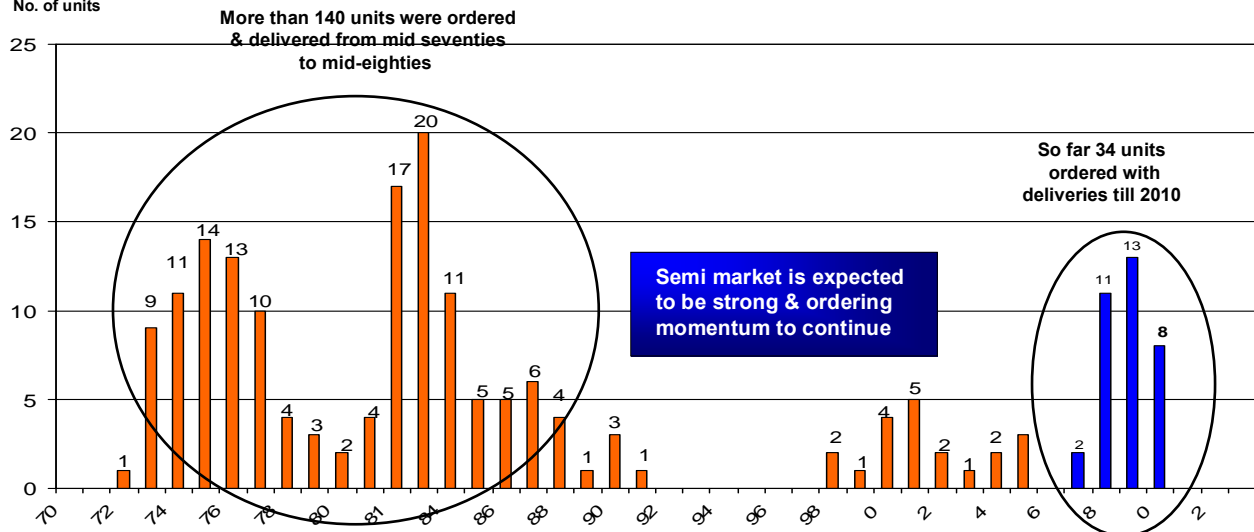


Source : ODS - Petrodata/company

As at 11 July 2007

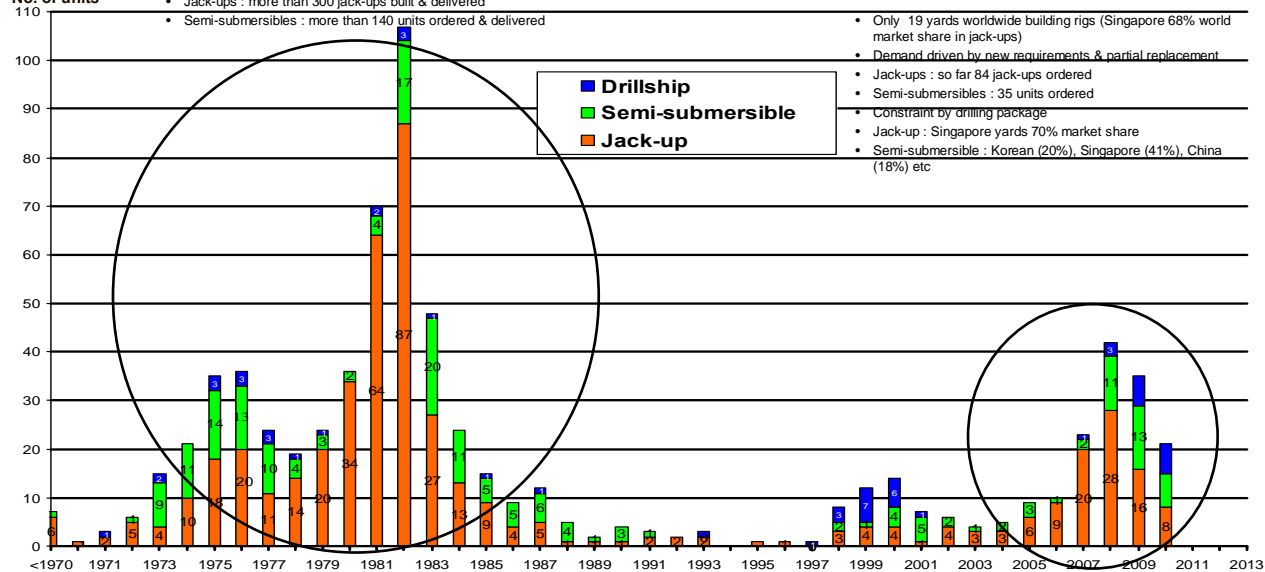
## Semi-submersibles : Fundamentals remain strong with demand trending towards deepwater exploration

No. of units



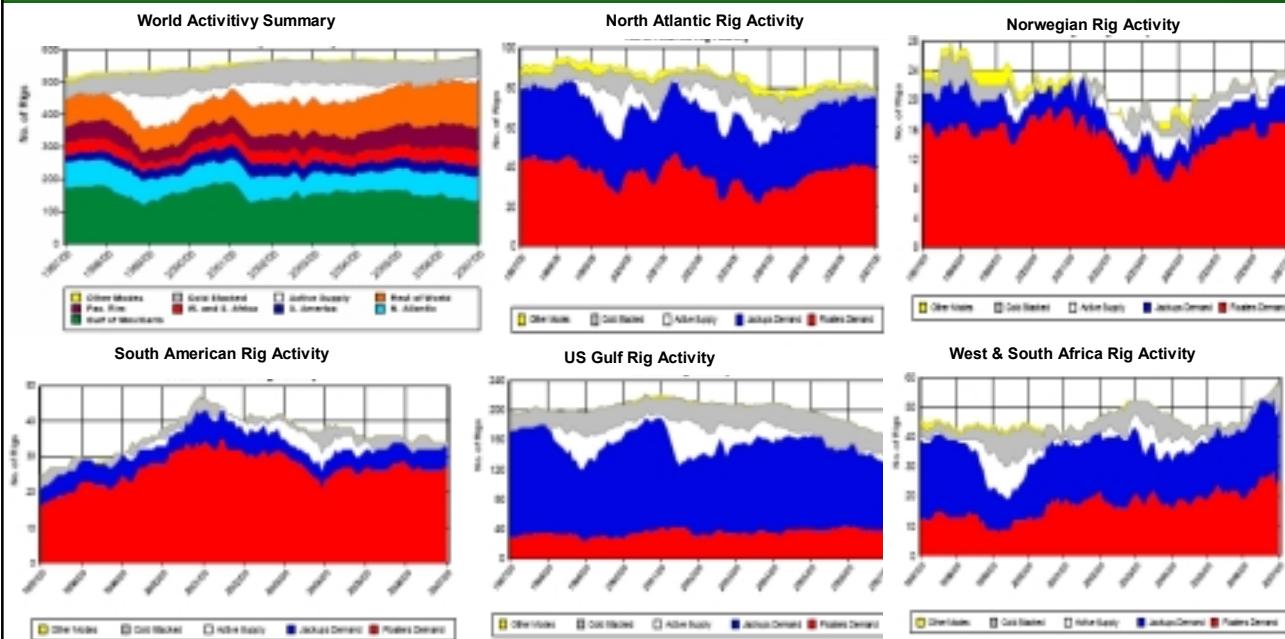
## Offshore Rig Sector : Fundamentals remain strong

No. of units

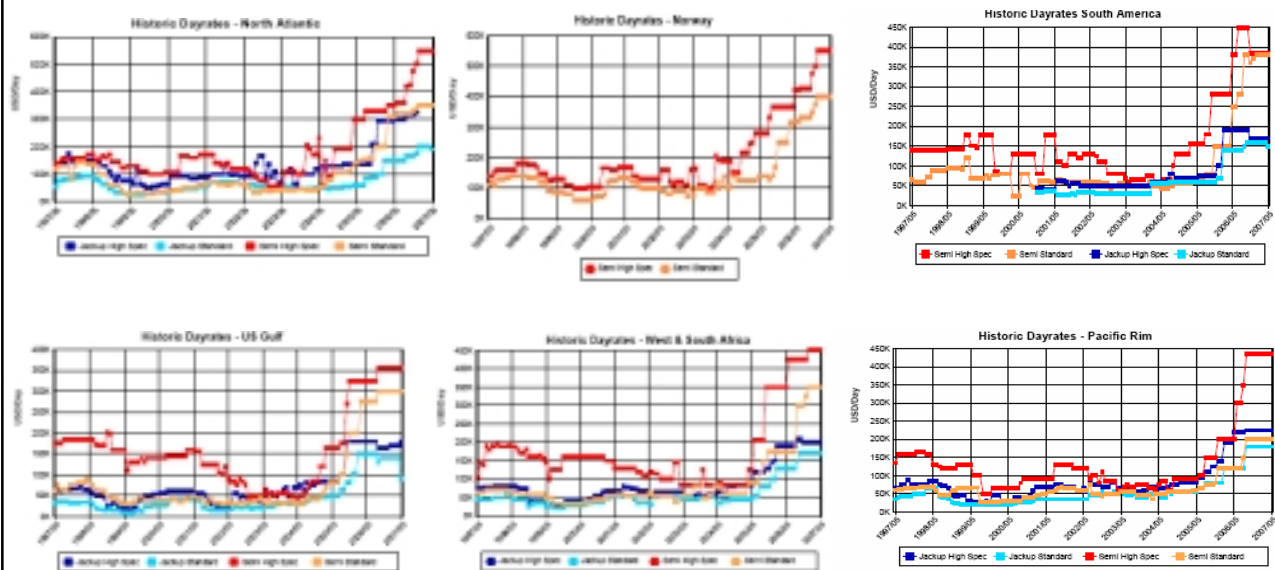


Source : ODS – Petrodata/company

## Offshore Rig Sector : Rig Utilisation remains high averaging over 90%

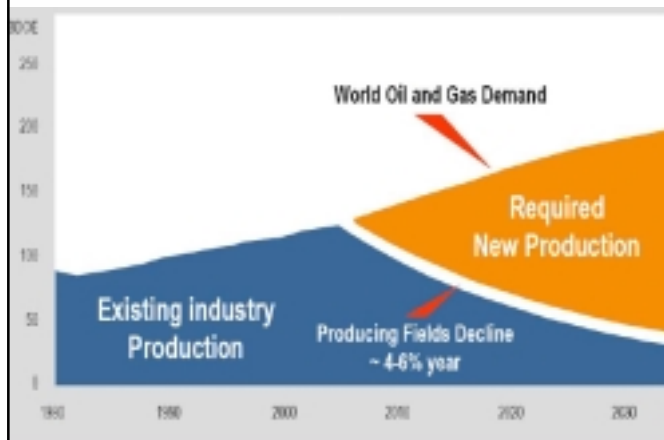


## Offshore Rig Sector : Charter rates remains high

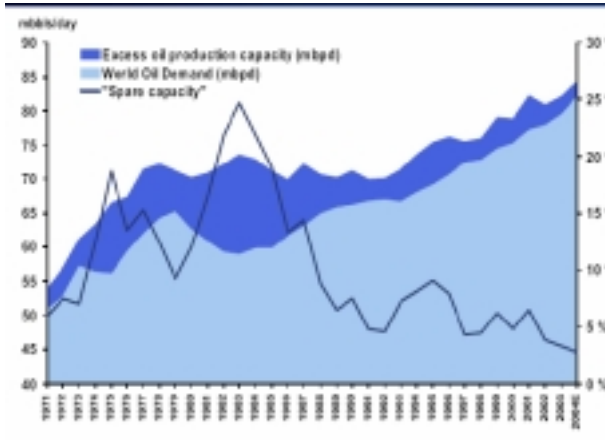


## "The Oil Squeeze" : Oil Prices have risen above US\$70

- Demand for oil is increasing
- Excess oil production capacity is decreasing
- Capacity to meet future oil demand is a major concern
- Need to replenish depletion of reserves
- High oil prices will continue to support offshore fleet construction



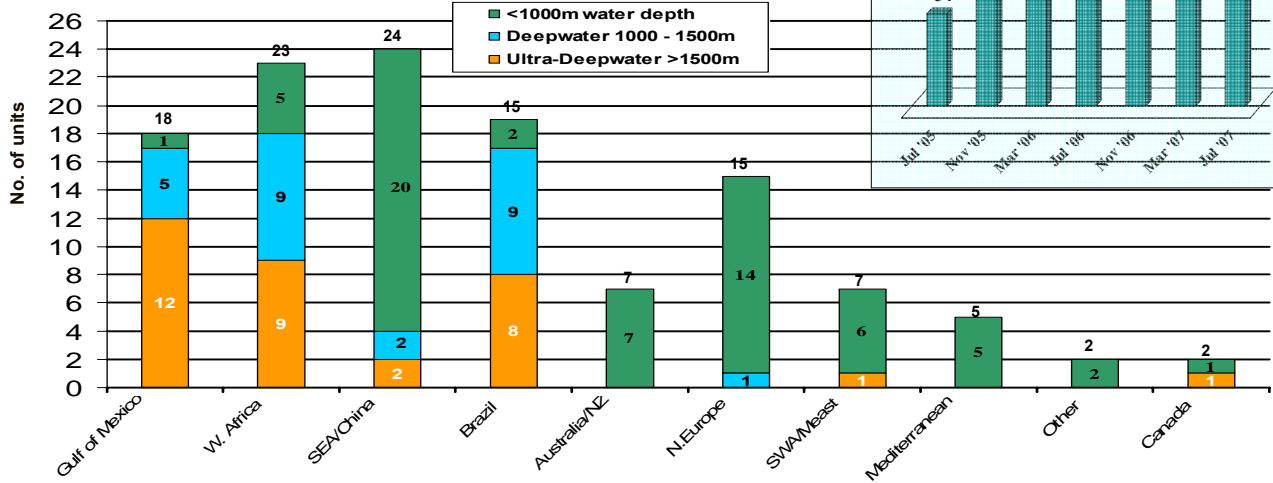
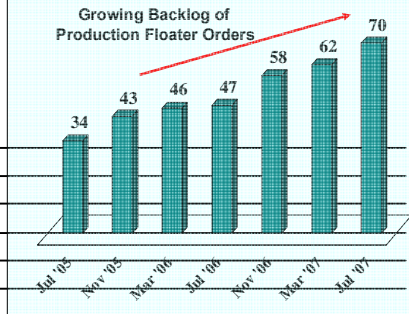
Source: ExxonMobil



Source: BPF/Esso

## Offshore Production Market : Floaters

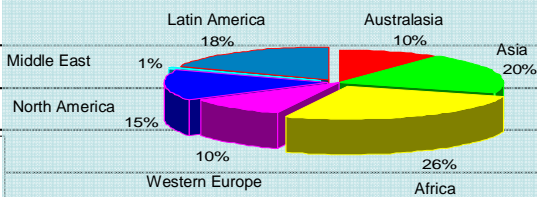
**122 Floating Production or Storage Systems are Planned or Under Study as of July 2007**  
 \* Floating Production Sector extremely Strong



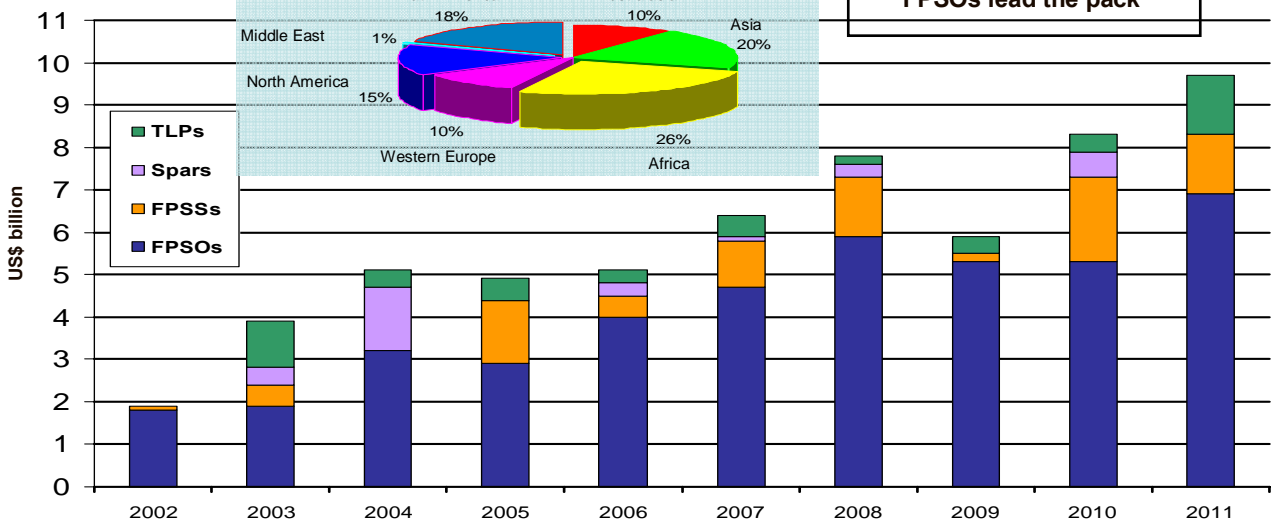
Source : International Maritime Associates, Inc

## Offshore Production Market : US\$38 billion to go to floating production during 2007 - 2011

Regional shares of identified FPS prospects 2007-2011



**FPSOs lead the pack**

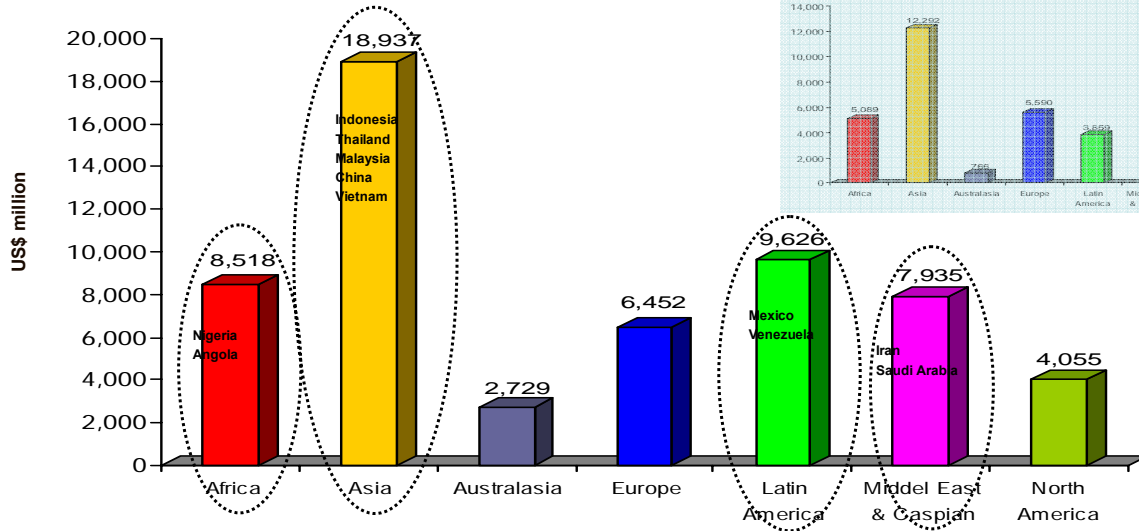


Source : Douglas-Westwood Ltd

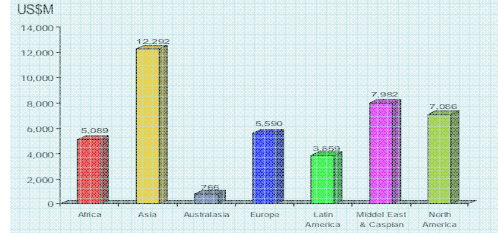


## Offshore Production Market : Fixed Platform

### Fixed Platform Capex By Region 2007-2011



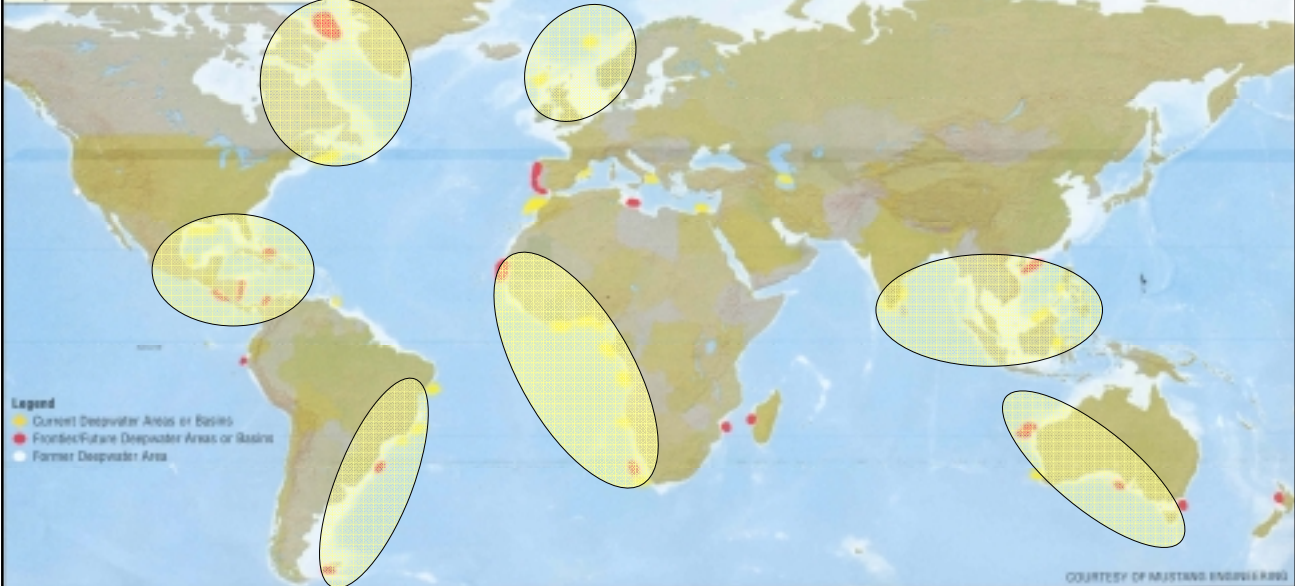
### Fixed Platform Capex By Region 2002-2006



Source : Infield Fixed Platform Market Outlook Report for 2007-2011

## Deepwater Areas/Basins of the World : Frontier/Future Deepwater Areas or Basins

### Deepwater Areas/Basins of the World



## Summary : Yield plus Growth

### ● Strong Orderbook with completion & deliveries till 2010

- New contracts secured to-date at S\$4.5 billion
- Net Order book to-date stands at S\$8.3 billion

### ● Ship Repair demand remains very strong

- Dock space remains fully utilised
- Dock space bookings continues to be strong

### ● Rig Building fundamentals remain strong

- Demand trending towards deepwater exploration
- Global oil demand continues to grow with capability to meet future oil demand a major concern
- Sustained higher levels of E&P spending & high oil prices continue to support demand for offshore fleet construction

### ● Production Floater Orders continue at a strong pace

- FPSO & floating production systems

## 44 Years & Beyond.....

Robust & Sustainable

Thank You



*This release may contain forward-looking statements that involve risks and uncertainties. Actual future performance, outcomes and results may differ materially from those expressed in forward-looking statements as a result of a number of risks, uncertainties and assumptions. Representative examples of these factors include (without limitation) general industry and economic conditions, interest rate trends, exchange rate movement, cost of capital and capital availability, competition from other companies and venues for sale and distribution of goods and services, shifts in customer demands, customers and partners, changes in operating expenses, including employee wages, benefits and training, governmental and public policy changes. The forward-looking statements reflect the current views of Management on future trends and developments.*