The background of the slide is a photograph of a ship's hull, likely a container ship, viewed from a low angle looking up. The hull is dark blue or black, and the sea is a deep blue. The sky is light blue with some wispy clouds. The ship's hull has some white markings, including the numbers 40, 20, 6M, 80, and 60.

BALANCING BALLAST AND BUOYANCY IN ROUGH WATERS

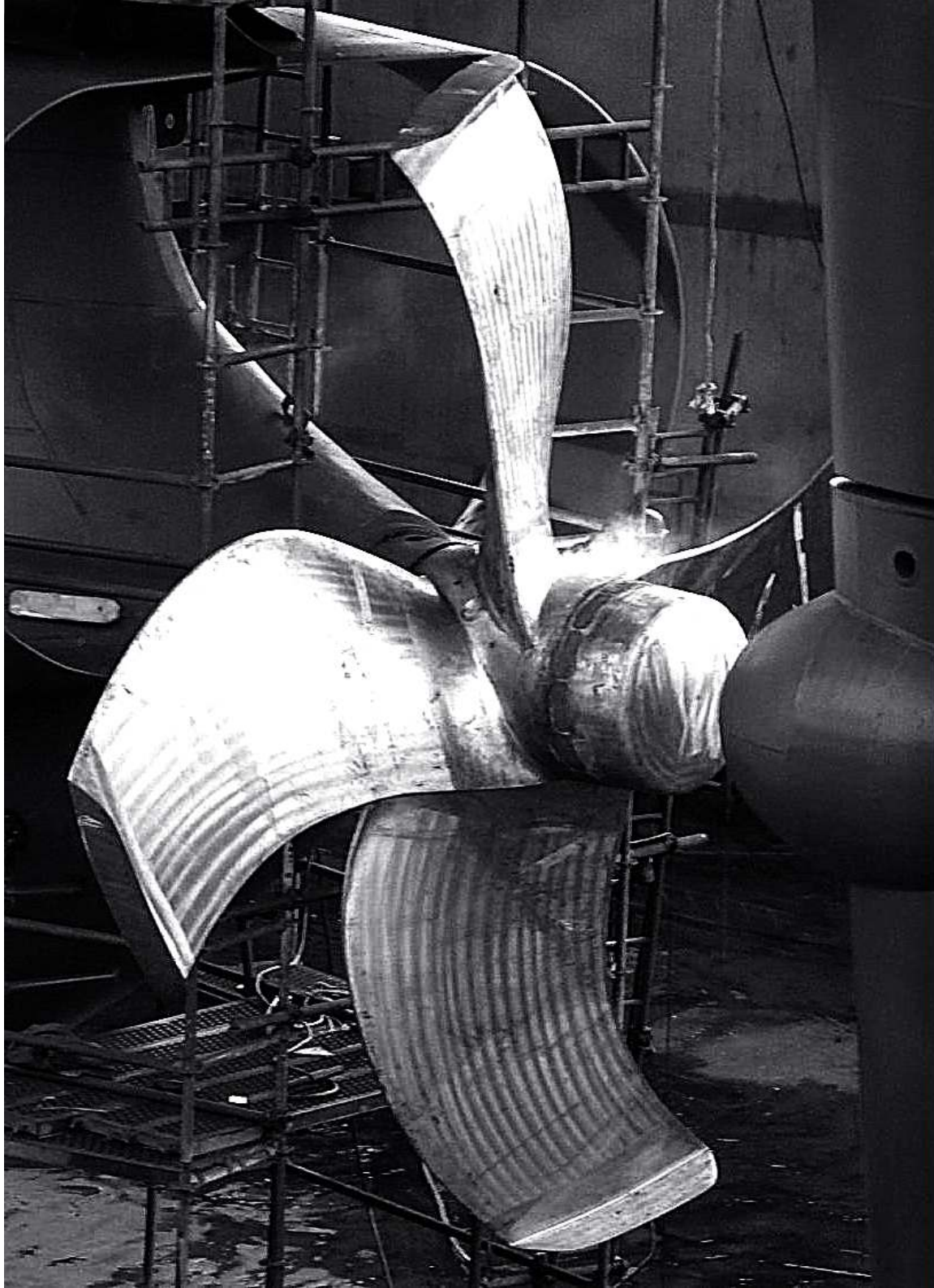
ASL Marine Results Presentation
1H FY2015



Presentation Outline

- **Financial Highlights**
- **Operations Review**
- **Business Outlook & Strategy**





Financial **Highlights**



Results Snapshot

	2Q FY15 (S\$m)	2Q FY14 (S\$m)	Chg %	1H FY15 (S\$m)	1H FY14 (S\$m)	Chg %
Revenue	(21.1)	190.4	NM²	47.4	338.7	(86.0)
Gross Profit	5.4	18.4	(70.4)	15.2	42.4	(64.0)
Gross Profit Margin	NM	9.7%	-	32.1%	12.5%	-
Net Profit attributable to Shareholders	1.5	7.3	(79.2)	4.5	20.1	(77.5)
Net Profit Margin	NM	3.8%	-	9.6%	5.9%	-
EBITDA	16.0	25.0	(36)	33.9	55.6	(39.0)
Basic EPS (cents)¹	0.36	1.74	(79.3)	1.08	4.79	(77.5)

¹ Based on weighted average of 419,511,294 shares in issue

² NM: Not meaningful

Business Operations Snapshot

(Revenue and Gross Profit Margin)

Business Segments	2Q FY15		2Q FY14		1H FY15		1H FY14	
	Revenue (S\$m)	GPM (%)	Revenue (S\$m)	GPM (%)	Revenue (S\$m)	GPM (%)	Revenue (S\$m)	GPM (%)
Shipbuilding	(91.2)	NM	95.4	NM	(67.5)	NM	198.5	4.3
Shiprepair and Conversion	43.0	13.0	54.8	19.1	58.3	16.0	74.1	21.3
Shipchartering	17.7	16.2	18.0	27.3	35.0	19.6	35.0	34.0
Engineering	9.5	20.2	22.2	15.4	21.7	23.7	31.2	20.1
Total	(21.1)	NM	190.4	9.7	47.4	32.1	338.7	12.5

Shipbuilding

- Rescission of the two OSV shipbuilding contracts in December 2014
- Reversal of a total amount of \$95.0 million recognised in the previous financial years
- Revenue declined to a negative S\$21.1 million in 2Q FY2015



Shipbuilding

- Aside from the reversal of revenue, the low revenue was also due to:
 - Smaller percentage of completion achieved
 - Reclassification of shipbuilding contracts
 - Fewer new orders secured due to sharp declines in bulk commodities and oil prices
- Gross loss of \$4.9m in 2Q FY2015 was mainly caused by
 - The reversal of gross profits arising from rescission of contracts
 - Upward revision of material and subcontractors' cost for higher complexity projects



Shiprepair and Conversion

Breakdown of revenue:	2Q FY15 (S\$'000)	2Q FY14 (S\$'000)	Chg %	1H FY15 (S\$'000)	1H FY14 (S\$'000)	Chg %
Shiprepair and conversion	42,950	54,567	(21.3)	58,131	73,275	(20.7)
Other marine related services	39	273	(85.7)	151	828	(81.8)
Total	42,989	54,840	(21.6)	58,282	74,103	(21.4)
Gross profit	5,582	10,482	(46.8)	9,298	15,760	(41.0)
Gross profit margin	13.0%	19.1%	-	16.0%	21.3%	-



Shiprepair and Conversion

- Revenue declined 21.3% y-o-y to S\$43.0 million, as fewer high value (amount above \$1.0 million) jobs were completed.
- Lower gross profit for 2Q FY2015 mainly due to the lower margins achieved



Shipchartering

Breakdown of revenue:	2Q FY15 (S\$'000)	2Q FY14 (S\$'000)	Chg %	1H FY15 (S\$'000)	1H FY14 (S\$'000)	Chg %
Offshore support vessels ("OSV")	4,138	5,035	(17.8)	8,795	10,300	(14.6)
Landing Crafts ("LCT")	1,298	393	230.3	2,648	728	263.7
Tug Boats	5,805	5,153	12.7	10,877	10,172	6.9
Barges	5,783	6,246	(7.4)	11,620	11,589	0.3
Total charter revenue	17,024	16,827	1.2	33,940	32,789	3.5
Trade sales	667	1,156	(42.3)	1,014	2,204	(54.0)
Total	17,691	17,983	(1.6)	34,954	34,993	(0.1)



Shipchartering

- Revenue for 2Q FY15 decreased marginally and remained flat for 1H FY2015
 - Lower revenue from OSVs following disposal of the ROV Support Vessel in November 2014
 - Absence of revenue for one unit of AHT; and decreased trade sales
- However, charter of tug boats and LCT improved as a result of higher tug boat utilisation and contribution of an additional unit of LCT since July 2014
- Gross profit declined by \$2.0 million (41.6%) due to:
 - Higher depreciation arising from the increase in number of vessels owned;
 - Higher operating expenses such as crew salaries, fuel oil and upkeep of vessels



Shipchartering

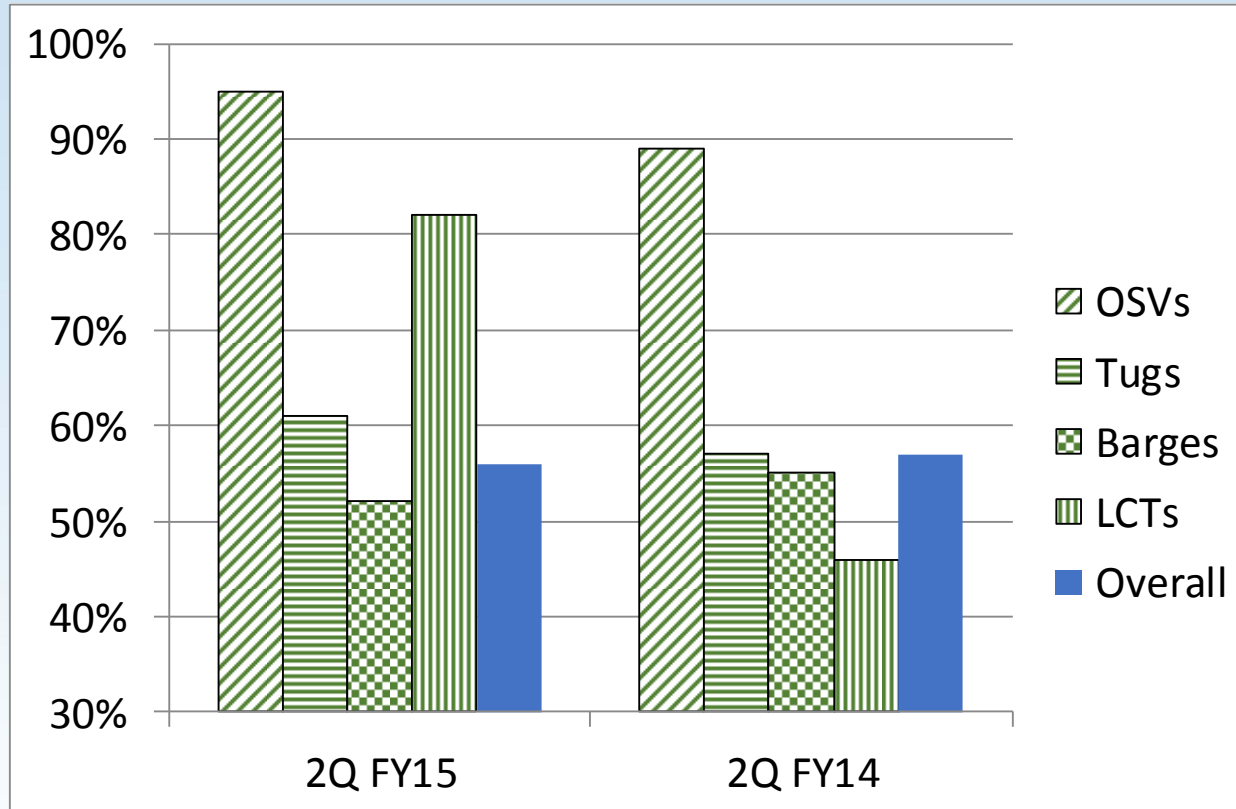
- Fleet size at 31 December 2014: 192 Vessels
- Details on the fleet and type of vessels are highlighted below:

Type of Vessels	No. of Vessels	Avg. Age of Vessels
Barges	136	6
Towing Tugs	49	8
LCTs	2	3
AHTS	3	4
Chemical Tankers	2	5



Shipchartering

Vessel Utilisation



Statement of Financial Position

	31 Dec 14 (S\$m)	30 Jun 14 (S\$m)	Chg %
Non-current Assets	558.4	584.2	(4.4)
Currents Assets	624.7	632.8	(1.3)
Total Assets	1,183.1	1217.0	(2.8)
Current Liabilities	416.3	503.1	(17.3)
Non-current Liabilities	345.7	297.4	16.2
Total Liabilities	762.0	800.5	(4.8)
Total Equity	421.0	416.5	1.1
Property, Plant and Equipment	515.5	542.8	(5.0)
Bank Balances, Deposits and Cash	68.3	73.2	(6.7)
Total Borrowings	543.7	545.8	(0.4)

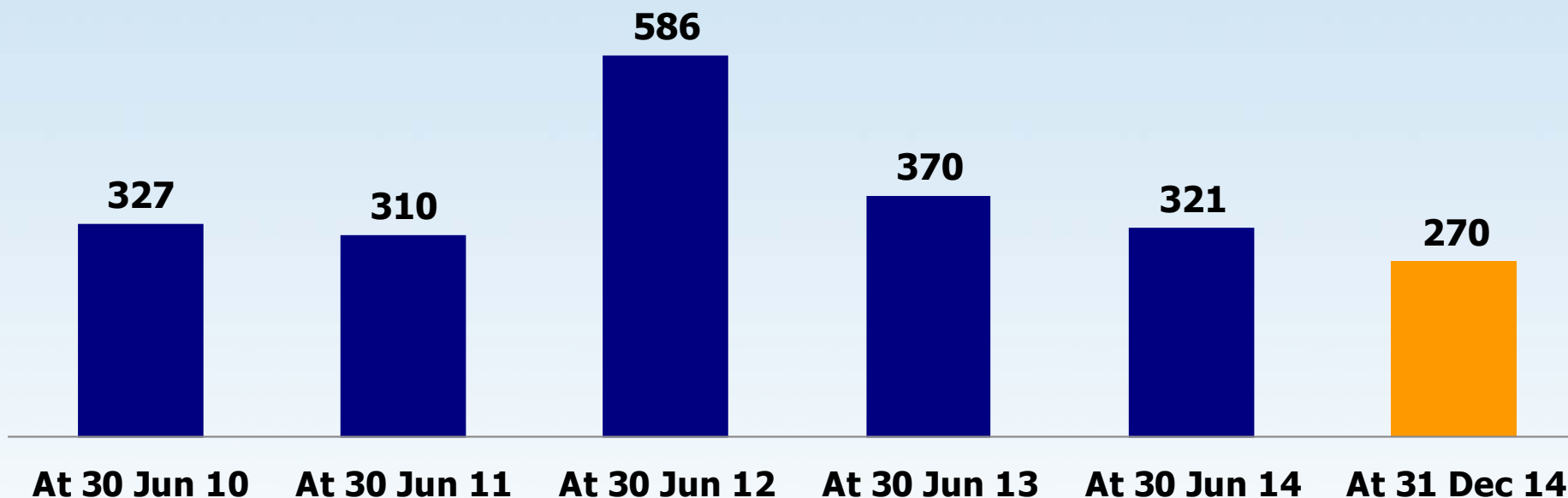


Operations Review



Shipbuilding Order Book

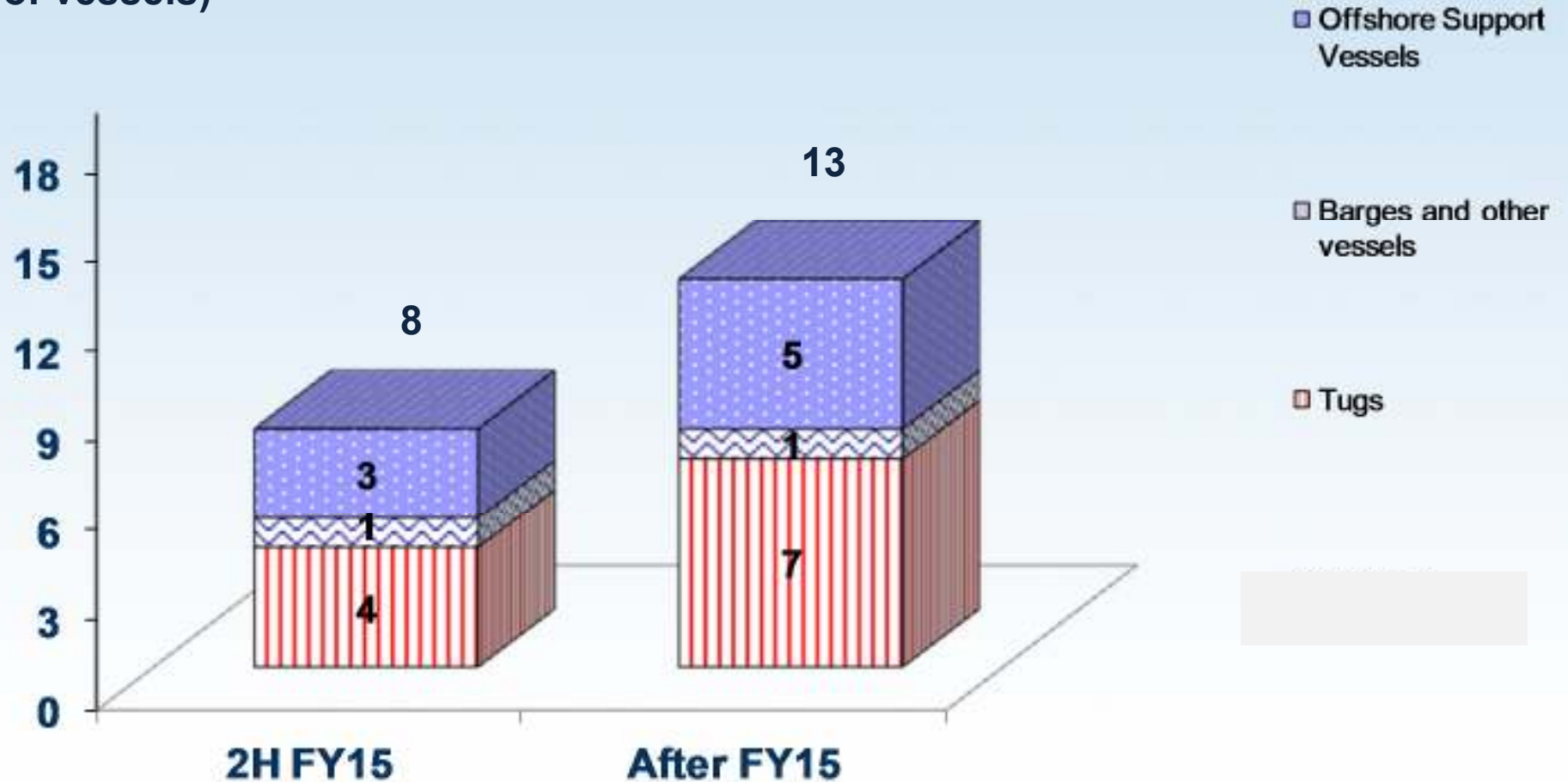
(S\$m)



- Total outstanding order book of S\$270 million for 21 vessels with progressive deliveries up to second quarter of FY2017. The order book comprised Offshore Support Vessels, AHTS, tugs, barges and tanker.

Vessel Delivery Schedule

(No. of vessels)





Business **Outlook** & Strategy



Business Outlook & Strategy

- Shipping sector negatively impacted by further declines in bulk commodity prices and the sharp fall in oil prices
- Projects have been slowed down, put on hold or even cancelled



Business Outlook & Strategy

- Outstanding order book of S\$270 million for 21 vessels- comprised AHTS, tugs, barges and tanker
- Whilst offshore support vessel businesses have been affected, the Group also builds non-offshore related vessels, including
 - Harbour Tugs
 - ASD Tugs
 - Work barges
 - Dredgers
 - Tankers

These vessels will benefit from lower oil price (lower fuel, logistics cost)

- Expect business for repair of bulkers, tankers and non-oil & gas support vessels to gradually pick up in 2015



Business Outlook & Strategy

- Outstanding order book of approximately \$60 million with respect to long-term shipchartering contracts as at 31 December 2014
- Expect high level of activities for the upcoming major infrastructure projects in Singapore and Malaysia
- Lower oil price will help reduce speculative shipbuilding and provide support to the charter rates while reducing vessel operating costs



Business Outlook & Strategy

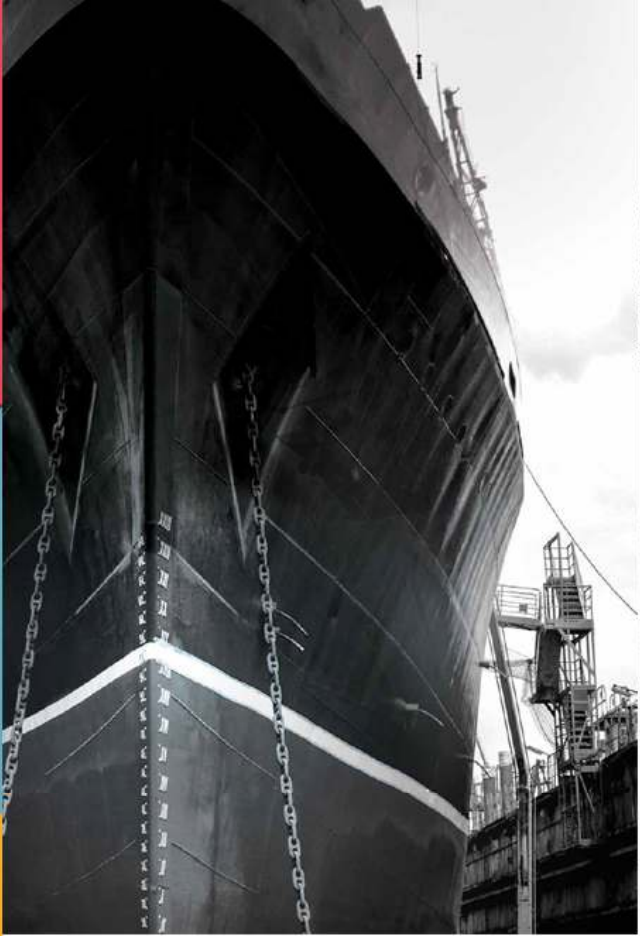
Capital Expenditure

- Total capex of S\$32 million in 1H FY2015 comprised mainly:

	S\$m
Vessels	21
Plant and machinery	6
Vessels under construction	5

- Shipchartering operations have an outstanding delivery order for 13 new vessels worth approximately S\$41 million comprising:

Shipchartering outstanding delivery orders	Unit
Barges	9
Tugs	2
Landing crafts	2
Total	13



Thank You
Q&A

