

Offshore Marine

Keppel

A publication of Keppel Offshore & Marine

January/February 2007

MICA (P) 239/05/2006

Offshore
Ocean Endeavor delivered

Awilco Offshore receives
WilCraft ahead of time

Marine
SSP Piranema leaves
for field



Satisfied customer – Prosafe

Keppel at OTC 07 (30 April to 3 May 2007)

Be prepared for the transformation.

Themed "Transforming the Industry", the Offshore Technology Conference 2007 in Huston will play host to:

Keppel Offshore & Marine at booth 8317
in the Singapore Pavilion

Keppel FELS Brasil at booth 20
in the Brazilian Pavillion

Keppel Verolme at booth 2631
in the Dutch Pavilion



WilCraft completed in 23 months

Page 20



Residents' Committee members tour Acacia Lodge Page 28

FEATURES

2006 marks another exceptional year	3
Asian Hercules lifts the odds to bridge India's waters	10
Zero Loss Time Incidents on P-53	12
Nelson Yeo is Chairman of Keppel Philippines Marine	14
FPSO completed in the Netherlands leaves for field	18
Peak performance	24
Giving the shipping industry a facelift	30

Editorial Board

Editorial Advisor
Choo Chiau Beng

Editor
Lai Ching Chuan

Assistant Editor
Sarah Seah

Sub Editor
Gayathri Prakash Nair

Committee members
Michael Chia, Nelson Yeo, Hoe Eng Hock, Dr Foo Kok Seng, Aziz Merchant, Jaya Kumar, Quek Mong Song, David Loh, Chin Sze Kiun, Cindy Lim

Contributors
Alan I. Claveria, Andrew Ong, Ang Ru Hui, Grace Chia, Harold Linssen, Lee Yin Chiin, Lisandra Favilla, Lucienne de Jong, Ong Shen Yang, Roy Tan, Tay Kim Hock

OffshoreMarine is a bi-monthly publication of Keppel Offshore & Marine Ltd
50 Gul Road, Singapore 629351
Tel: (65) 6863 7200
Fax: (65) 6261 7719/6265 1927

Company registration no. 199900642R

Another exceptional year

Keppel Offshore & Marine

Keppel Offshore & Marine (Keppel O&M) achieved another record year as revenue of S\$5.743b was S\$1,675m or 41% higher than 2005.

During the year, Keppel O&M delivered 26 newbuilds and conversions, all of which was completed on-time or ahead of time and within budget. Of the ten jackups that were delivered worldwide, Keppel O&M delivered six KFELS B Class jackups. Revenue from ship and rig repairs was also strong.

Keppel O&M's profit before tax of S\$640m for 2006 was S\$300m or 89% higher than last year's. Revenue and operating margins also improved with higher contract prices and more efficient project execution.

For the current year, there is expected growth for Keppel O&M. It secured a record S\$7.3b of new orders in 2006, bringing the net orderbook at end-2006 to S\$10.5b.

Whilst attaining a leading share of above 35% of new jackup orders, Keppel O&M also positioned itself during the year to

capitalise on the strong increase in deepwater drilling semisubmersible (semi) orders. At year-end, it succeeded in capturing around one quarter of the market share, winning all the semi orders placed by US drillers.

The outlook for the drilling industry remains good, with tight availability and strong demand expected for most types of rigs and other related product segments.

There is also a growing need for more deepwater rigs and floating production solutions as exploration and production activities move into deeper waters.

Keppel O&M, with its suite of proprietary designs and expertise in project execution, is poised to benefit from this growing demand.

Keppel Philippines Marine

Keppel Philippines Marine (KPMI), registered consolidated revenue of ₱1.95b for shiprepair and shipbuilding in 2006, a 34% increase from the previous year.

This was due to the increase in its

shipbuilding activities, with the delivery of two tugs to Maju Maritime and two lower hull pontoons and columns for a semisubmersible (semi) drilling rig by Keppel Cebu Shipyard and Keppel Batangas Shipyard to sister yard, Keppel FELS.

The company also posted an increase of 9% in its operating profit in 2006. Other income consists mainly of equity in net earnings of associates increased by 17%. As result, the company posted a consolidated net profit of ₱280.5m, up by 12% from last year's ₱251.5m.

Arab Heavy Industries

UAE-based Arab Heavy Industries P.J.S.C. (AHI), which is co-owned by the Keppel Group, achieved creditable performance in 2006. This is the group's 19th consecutive year of profitable operations.

During the year, AHI also increased its shareholding in Arab Eagle Marine Engineering LLC (AEME) from 50% to 100%, making AEME a wholly-owned subsidiary of AHI.

Both AHI's revenue and net profit rose by 35% to Dh135m and Dh20.7m respectively. Incorporating the results of AEME, AHI's overall revenue and net profit gained 16% and 38% to Dh143m and Dh24m respectively.

Two significant jobs included the conversion of *HAM 602* into one of the world's largest stone-dumping vessels and the conversion of *GTO 202* into a floating mobile jetty.

The slipways and the drydock were also kept busy the whole year as AHI repaired a total of 222 vessels in 2006. 141 vessels were repaired on the slipways, 33 in the 30,000 dwt Al Zora drydock and the remaining 48 were repaired afloat.

HAM602 is one of the largest stone-dumping vessels in the world



Prosafe takes possession of two first-class FPSOs

2007 was off to a good start for Keppel Shipyard with the completion of both Floating Production and Offloading (FPS) vessels, *FPSO Polvo* and *Umuroa* in the first three months of the year. Both vessels belong to valued customer, Prosafe Production (Prosafe).



Celebrating the naming of the FPSO Polvo is Lady Sponsor, Mrs CJ Hadden (4th from left). Accompanying her are (from left) Nelson Yeo, ED of Keppel Shipyard; Arne Austreid, President & CEO of Prosafe; Stephen Hadden, Snr VP (E&P), Devon Energy; Reidar Lund, Chairman of Prosafe; Mrs Lund; CB Choo; Hugh Parry, President of Prosafe; Shin Heon Cheol, President & CEO of SK Corp and Kim Hyun Moo, Vice President (E&P) of SK Corp.

FPSO Polvo

FPSO *Polvo* was named by Lady Sponsor, CJ Hadden at a ceremony held on 9 January 2007. Mrs Hadden is wife of Stephen J. Hadden, Senior Vice President (Exploration & Production) of Devon Energy, the oil company chartering *FPSO Polvo*.

A leading owner and operator of FPSO and FSO facilities, Prosafe has in the last ten years entrusted Keppel

Shipyard exclusively to carry out the conversion and upgrading of all their FPSO and FSO systems, numbering eight in total.

During the ceremony, Arne Austreid, President & CEO of Prosafe, said, "I would like to thank Keppel for its flexibility and efficiency, and for delivering yet another high quality FPSO. I would also like to express my gratitude to all the workers of the shipyard who have contributed with determined and hard work.

"Keppel's performance is a good basis for continued co-operation, and Prosafe will this year convert at least two additional vessels in this shipyard."

Choo Chiau Beng (CB Choo), Chairman & CEO of Keppel O&M, thanked Prosafe for its confidence in Keppel Shipyard, saying, "Our effective management and execution of this fast-track project has been possible because Prosafe brings its long project experience to complement that of Keppel Shipyard."

Commenting on the offshore production market, he said, "The market has in the last two years seen strong orders for floating production units. Looking ahead, we expect this to be sustained with greater demand for more FPSO/FSO conversions."

FPSO Polvo will be deployed offshore Brazil in the Polvo Field. It is capable of handling a daily oil production of 90,000 barrels of oil per day (bopd) and having a storage capacity of 1.6 million barrels.

Umuroa

Jacqueline Phillips, wife of Bruce Phillips, Australian Worldwide Exploration Limited, named *FPSO Umuroa* on 15 February 2007.

Umuroa's naming came one month after the naming of Prosafe's other vessel, *FPSO Polvo*, at Keppel Shipyard.

Umuroa will be deployed to the Tui Area Development in New Zealand for Australian Worldwide Exploration Limited. *Umuroa* will have a process capacity to handle 120,000 barrels of fluid per day (bfpd), with oil production at 50,000 bopd, gas compression at 25 million standard cubic feet per day (mmscfd) and a storage cap of 770,000 barrels of oil. First oil is expected in the second quarter of 2007.

At the naming ceremony, Tong Cheong Heong (CH Tong), MD of Keppel Shipyard enthused, "The partnership between Keppel and Prosafe has grown from strength to strength. Through the extensive collaboration of both our companies, we have developed a strong working relationship characterised by open communication, teamwork, flexibility and mutual understanding.

"As Prosafe aspires to grow its fleet to become a preferred provider in the floating production segment, Keppel will certainly be running alongside Prosafe. We are committed to deliver quality projects every time."



At the helm of *Umuroa* (from right) CH Tong, Lady Sponsor Jacqueline Phillips and Bruce Phillips



The project team of *Umuroa* celebrates its naming

Ocean Endeavor (right) has successfully undergone conversion and has left the yard. Sister vessel, *Ocean Monarch* is currently undergoing upgrading at Keppel FELS



Bonus for good *Endeavor*

The rigorous conversion of the *Ocean Endeavor* has won the Keppel FELS team led by Senior Project Manager Yan Naing Myint a good bonus for admirable work on the fifth generation Victory Class semisubmersible (semi) drilling rig.

Keppel FELS delivered the upgraded semi *Ocean Endeavor* to Diamond Offshore on time on 6 December 2006.

The 30-something-year-old vessel came to Keppel FELS in 2005 for upgrading and life extension.

The entire vessel was stripped down and reconstructed with a brand new body that includes sophisticated machinery and a modern drilling package capable of working in 8,000ft deep water compared

to its previous 1,500ft. The whole living quarters was refurbished and new amenities were added to bring the accommodation capacity up to 140 men.

Another main feature was the installation of sponsons to the pontoons of this 12-column rig to enhance its stability for operation in ultra deepwaters.

This 306ft by 306ft by 128ft semi is expected to serve the exploration and development needs in deepwater regions such as the Gulf of Mexico, South East Asia and Africa. It has a charter contract in the Gulf of Mexico.

Ocean Endeavor will be capable of drilling down to 35,000ft and be fully outfitted for 8,000ft moored operations, with design capabilities to operate in water

depths of up to 10,000ft. In addition, the rig will have over 6,000 tonnes of operating variable deck load and increased usable deck space.

Keppel FELS is currently upgrading sister semi, *Ocean Monarch*. She is the fourth semi-upgrade that Keppel FELS is undertaking for Diamond Offshore. The first two semis were *Ocean Rover* and *Ocean Baroness*. *Ocean Monarch* is expected to be operationally ready in the fourth quarter of 2008.

In addition to the semi upgrade, Keppel FELS and Keppel AmFELS are also constructing two jackup rigs for Diamond Offshore. Both rigs are of Keppel's proprietary KFELS B Class jackup design.

On course for quality

Whether in Singapore or Kazakhstan, Keppel remains steadfast on its promise of excellent project execution. *OffshoreMarine* reports three of the latest projects.

Singapore: Admiral undocks ENSCO semi

Spanning the entire width of the Admiral Dock and with less than a metre gap on both dock sides, the lower hull of *ENSCO 8500* inched out slowly but steadily.

The massive semisubmersible, (semi), designed by ENSCO International Incorporated (ENSCO) and built by Keppel FELS, is one of the largest semis to exit the Admiral Dock.

When completed, the rig is capable of drilling in water depths of up to 8,500ft, and can be readily upgraded to 10,000ft water-depth drilling when required.

Despite the current market of tight human resource and supplies, the *ENSCO 8500* project is well on-track, thanks to the synergy of Keppel's yards worldwide in Singapore and the Philippines.

Yeo Yue Ngiap, Keppel FELS Senior Project Manager of *ENSCO 8500*, shared, "The challenge in building the semi was not the distance between the different countries where we had to build, but to assure our customers that the quality and safety standards of the Singapore yard are upheld.

"I am proud to say that we overcame these challenges even before the project started by sending our workers in the Philippines to Singapore for training."

The massive lower hull of *Maersk Semi No. 1* leaves the Admiral Dock at Keppel FELS to be mated with the upper hull



Reaching new depths in technology

Taking exploration to deeper waters, the construction of newbuild *Maersk Semi No. 1* is progressing swiftly. The massive 78m lower hull was successfully completed and undocked at Keppel FELS on 8 January 2007.

Built to the proprietary *DSS™21* design co-developed by Keppel's Deepwater Technology Group, *Maersk Semi No.1* is the first of three such semis Keppel FELS is building for Maersk.

"These are exciting times ahead as we will be seeing more of such megastructures taking centre stage at our Singapore yards over the next few years," said Michael Chia, ED of Keppel FELS.

The three development deepwater semis are expected to be delivered in 2008, 2009 and 2010 respectively.

"In addition to the three Maersk semis, the offshore and marine group will be delivering another seven new semis over

the next three years to cater to the market's need for deepwater Exploration and Production (E&P) platforms," Michael added.

Kazakhstan: AKKU2 launches into the Caspian Sea

Over at the Caspian Sea, *AKKU2* was off to a splashing start.

She is the second of four transportation barges that Keppel Kazakhstan is constructing for Agip Kazakhstan North Caspian Operating Company N.V.

The significant milestone comes less than four months after the launching of the first barge, *AKKU1*, in October last year when His Excellency Nursultan A Nazarbayev, President of the Republic of Kazakhstan, was Guest-of-Honour.

Measuring 92m long, 30m broad, and 6m deep, *AKKU2*, like her sister barges, is equipped with an auto ballasting system to facilitate skid-on/skid-off operations.

These barges are the first such offshore vessels to be constructed in Kazakhstan. When completed, all four barges including the pipe racks that Keppel is fabricating, will play a significant role in supporting the first phase development of the Kashagan oil field.

A splashing start for transportation barge AKKU2



Keppel AmFELS on a roll

Boomsville, Brownsville!

Covering an area of about 1.5 million sq km and bounded by the USA, Mexico and Cuba, the Gulf of Mexico is the one of the most active oil and gas exploration and production area in the world.

More than 40 floating units and about 130 jackup units are deployed in the region.

Well-poised to meet the high levels of activity in the Gulf of Mexico, Keppel AmFELS is experiencing an escalation of offshore projects during the present offshore boom.

CY Ho, President and CEO of Keppel AmFELS, said "Keppel AmFELS not only kept and maintained its pool of experts and skilled personnel during the slow market period in the previous

years, but had continually developed and improved its human resource, facilities and system processes.

"As a result, the yard was fully prepared to meet the demands and capitalise on the current upsurge of business; both for newbuild rig projects as well as for the repair and upgrade of existing rigs."

Apart from the seven jackup rig newbuild projects it is undertaking for Diamond Offshore, Scorpion Offshore, and Atwood Oceanics, the Brownsville yard in Texas also takes on various offshore platform conversion and repair jobs.

Among these projects are repeats from customers who have entrusted the building, conversions, upgrades and repairs of their entire fleet to the yards of Keppel O&M.

Diamond Offshore, a leading deepwater drilling contractor with a fleet of 30 semis and 13 jackups, is one such customer.

To date, Diamond has awarded Keppel AmFELS 17 rig renewal, repair, conversion and major refurbishment works.

The semi drilling unit *Ocean Saratoga* arrived in the yard in August last year and is currently undergoing the required renewal and repair works. Major works were carried out on its external structure and internal systems. It is scheduled to be delivered in April 2007.



Pride Arkansas



Pride Tennessee

Another long-time customer, Pride Central America (Pride) also awarded the yard fast-track repair and renewal jobs on 12 of their rigs coming out of the Gulf of Mexico.

Pride Wisconsin (LeTourneau Class 84S) and *Pride Tennessee (F&G L-780 Mod II)* are currently undergoing 100 – 600 tonnes of steel renewals amongst other refurbishment and upgrade works. *Pride Arkansas (Bethlehem JU-200MC)* left the yard recently (see box story)

The yard is also currently undertaking the repairs onboard semi drilling unit *Kan Tan IV* for Beijing Zhiyuan Industries managed by Maersk Contractors and *Nabors 659* jackup rig for Nabors International Management.



Ocean Saratoga

Pride of a promise delivered

Quick turnaround of 45 days, 100 tonnes of steel replacement, one goal in mind – to get *Pride Arkansas* back to work, on time and safely.

On top of the steel replacement of the hull and piping, major works include the addition of an eight man quarter and leg strapping.

Lindsay E. Clark, Director of Projects for PRIDE International praising Keppel AmFELS for a job well done, said, “The *Pride Arkansas* was a short and difficult project. Even with the additional scope of the leg strapping, the project was accomplished in a short period allowing the rig to go back to work with the shortest possible out-of-service time.

“I would like to personally thank the Keppel AmFels team for a job well done and safely. We appreciate your continued support for Pride Projects.”

Pride Arkansas returned to work on 17 February 2007 for Pemex in the Gulf of Mexico.



Pride Arkansas sailing back to work

Asian Hercules lifts the odds to bridge India's waters

Rocky waters, high swells and sensitive sub-cables running along the sea-bed. In addition to that, issues with hook height limitations and maximum loads on hooks with anticipated maximum fleet angles allowed on the blocks had to be faced. The odds against the Bandra Worli Sea Link project were tremendous but Asian Lift, an associate company of Keppel FELS, rose gallantly to the challenge, completing in two weeks what would have taken a year to do.

Doing its part for the project, the *Asian Hercules*, one of Asian Lift's cranes, lifted a 1260-tonne launching truss and relocated it to the Worli side of the link.

The Bandra Worli Sea Link ranks among India's most massive infrastructure projects that have taken place in the last 40 years. Mahim causeway, the only link presently connecting western suburbs to the island city of Mumbai, is highly congested and suffers from bottlenecks during the peak hours.

When opened, the new bridge and road system will transform Mumbai by linking the transport system in the western part of the city with the suburbs around Worli village.

Hired by the lead Indian contactor Hindustan Construction Company (HCC), Asian Lift cemented their reputation by delivering timely and safe solutions to challenges at hand. As a result, HCC was able to save valuable time and resources without having to dismantle the entire structure and reinstating it again at the next intended location.

Asian Lift overcame numerous technical challenges. First, the elements. Long swells coupled with strong winds hampered the operation. Second, the limited water depth with rocks below was of grave concern.

"The timing of the operation had to be precise. We had to formulate our own tide tables to calculate how many centimetres

the tide could rise or fall every hour," said Eric Ang, Deputy GM of Asian Lift.

"This information was crucial as it affected the movement of the barge. We had to manage the movement of the barge down to the tiniest detail," Eric continued.

The third challenge was that there were four sub-sea cables running across the operation area. *Asian Hercules*, guided by an anchor position system, positioned rock anchors precisely at their required locations.

To execute this operation successfully, all parties in the project had to co-operate and co-ordinate their activities precisely.

Finally, as with any cross-border project, work culture differences had to be overcome as well. Asian Lift had to adapt quickly to the local work culture.

The *Asian Hercules* has a lifting capacity of 1600mt. She is 70m in length and 42m in width with a GRT of 5946mt.



Asian Hercules hard at work on the Bandra Worli Sea Link

For Eric Ang, safety is paramount, “I would not allow operations to begin until the needed safety procedures were in place. Barricades were placed around construction areas to prevent people from coming into the work space, and on top of which numerous inspections operational briefings were also held,” he emphasised.

Asian Lift overcame tremendous odds and proved itself to be a world-class solutions provider.

Buoyed up by the strong offshore and marine market, Asian Lift is constantly on the move. Some of the numerous projects they have underway or completed recently include the lifting of modules for FPSO *Kikeh* at MMHE at Pasir Gudang, Malaysia; the lifting of turret and structures for FPU *P-53* at Keppel Shipyard; offshore installation at the Jasmine Field Gulf of Thailand; offshore removal of redundant Jacket and Decks for *BSP Brunie* and the lifting of modules and turret for several FPSO projects at Keppel Shipyard.



Asian Hercules lends a helping hand to the crew of *P-53* by giving them a new home

Laying strong foundations

2007 got off to a rousing start for Keppel Singmarine with the keel-laying of the two specialised vessels for LUKOIL on 1 February.

Keppel Singmarine and LUKOIL lay the keel for one of the two specialised vessels

With the first keel laid, construction of the two vessels – an auxiliary icebreaker vessel and a multi-purpose icebreaking supply vessel – is on track.

Both vessels are expected to be delivered between end-2007 and mid-2008. Upon completion, they will be deployed to the Barents and Arctic Seas.

Meanwhile, Keppel Singmarine was awarded a bonus of US\$10,000 by their customer, Hadi H. Al-Hamman Establishment (Hadi), for delivering AHTS vessel, *Smit Langkawi* 31 days ahead of schedule.



Presenting the bonus cheque to Keppel Singmarine's ED Hoe Eng Hock was Hadi's General Manager T.K. Rajgopal. The ceremony took place during Keppel Singmarine's year-end party on 28 December 2006.

In the same month, Keppel Singmarine also delivered its first Ice-class AHTS vessel, *MV Svetlyy*, ahead of schedule to Lukoil Kaliningradmorneft and a 50-tonne tugboat, *KST Leo*, to Keppel Smit Towage.

Zero Loss Time Incidents on P-53

The gargantuan task of converting the Floating Production Unit (FPU) P-53 has crossed the six million manhours worked without any loss time incident. This follows the previous milestone of five million manhours achieved in January 2007.

Celebrating yet another milestone were the project teams from Keppel Shipyard, Petrobras and the Charter Development Limited Liability Company (CDC). This was held at Keppel Shipyard on 19 March 2007 attended by senior management from the companies, subcontractors and foremen.

Jorge Luiz Zelada, General Manager of Petrobras, commended, "This achievement is not the result of chance but the efforts of all our workers. We are glad to see the project crossing yet another major milestone, which would not have been possible without the teamwork and partnership between the project teams."

Nelson Yeo, ED of Keppel Shipyard added, "This further strengthens our belief that all accidents are avoidable and we are very committed to doing so, not only on this project, but every single one we undertake.

"Our Accident Frequency Rate for the first two months this year was 0.18, compared to 1.34 for the same period last year – a marked improvement. We will continue to strive to ensure a good and safe working environment for all our yards."

SAFETY FOR SUCCESS

Romulo de Miranda Coelho
Project Manager for P-53, CDC

"This wonderful and remarkable achievement does not happen without commitment, endeavour and teamwork, and it reinforces Petrobras' sound partnership with Keppel."

Jayamaran
Project Manager, Keppel Shipyard

"This project is special because we involve all our contractors in the safety aspects of the work from the safety briefings to the area walks."

Reginaldo Sarcinelli Filho
P-53 Hull Conversion Manager,
Petrobras

"To achieve this incredible safety record on a complex project such as this is a great example of Keppel and Petrobras' teamwork, commitment and discipline in all areas, from procurement to welding, and project execution to delivery. Everyone is responsible for themselves and others in the team. This understanding makes our working processes smooth and safe."

Terry Wong
Project Manager, Keppel Shipyard

"Through training their workers, the senior management of the sub-contractors contributed to our safety milestone significantly."



Key ingredient for zero accident on P-53 – teamwork

Divestment of associated company

KSI Production Ltd (KSI), a wholly-owned subsidiary of Keppel Corporation, has divested its 30% interest in Puffin

Ltd to Sea Production Ltd (Sea Production).

Puffin Ltd owns the FPSO *Front Puffin*.

Completion of the divestment is expected to take place by early-March 2007.

The total value of the consideration for the divestment is US\$18.3m comprising US\$9.3m in cash to be paid on completion, and a 5% interest in shares of Sea Production, which is listed on the Norwegian Over-the-Counter market.

The consideration was arrived on a willing-buyer-willing-seller basis, taking into account the market value of the FPSO *Front Puffin*. The 5% interest in Sea Production was arrived at based on Sea Production's valuation of its assets. Sea Production's assets comprise two FPSOs and two Aframax-size tankers.



Al-Zubarah off to a safe start

It was double joy for the Keppel and Gulf Drilling International (GDI) project teams as they celebrated the safety achievement and launching of the KFELS B Class jackup rig, *Al-Zubarah*.

First, there was the commemoration of one million manhours worked without lost time incidents on *Al-Zubarah* on 7 February 2007. For that, Keppel FELS received from GDI a safety bonus of US\$10,000.

On the accomplishment, Yoichi Onoe, COO of GDI, shared, "In GDI, we strive continuously to achieve an incident and injury-free workplace. We understand that Keppel FELS has put in tremendous effort to achieve this goal and we really appreciate your continuous effort to help us achieve higher safety standards."

Michael Chia, ED of Keppel FELS assured Onoe that Keppel FELS will not rest on its laurels. He said, "At Keppel, we want

to create a safe workplace for everyone. We will not only execute our projects well, but will do so safely."

Then on 8 February 2007, with a knock on the block, a giant structure started sliding, picking up speed as it glided down the 225-metre slipway and into the water.

The block is part of the hull of *Al-Zubarah*, which is being constructed at Keppel Singmarine yard.

After the successful launch, the hull blocks of *Al-Zubarah* made its way to the drydock at Keppel FELS for further construction works.



Rolling good times – *Al-Zubarah* made the splash the traditional way during its launch at Keppel Singmarine

Nelson Yeo is Chairman of Keppel Philippines Marine



Charles strikes a pose with Alty. Lilia B. De Lima, Director General of the Philippine Economic Zone Authority (PEZA) (third from right) and Nelson, new Chairman of KPMI and Subic Shipyard (second from right)

Keppel Philippines Marine Inc (KPMI), a company listed on the Philippine Stock Exchange and a subsidiary of Keppel Corporation Limited, has appointed Nelson Yeo as Chairman with effect from 13 February 2007.

He has also been appointed Chairman of Subic Shipyard & Engineering Inc (Subic Shipyard), an associate of Keppel Corporation Limited.

Nelson takes over the chairmanship of KPMI and Subic Shipyard from Charles Foo, MD (Special Projects) of Keppel O&M, who has also resigned as Director of both companies.

Charles, 65, who is currently Chairman of Keppel Singmarine Pte Ltd of Singapore and Keppel Nantong Shipyard, China, was appointed Chairman of KPMI and SSEI in November 1999.

CB Choo, said, "Under Charles' stewardship, Keppel Philippines has grown in strength. He guided KPMI to re-start its shipbuilding business and supported the Philippine yards in entering

the offshore rig construction business to collaborate with Keppel FELS in its activities."

The Keppel Philippine yards have in recent years been enhanced with added facilities to support offshore activities, particularly, in the construction of semis.

Amongst his many contributions, Charles has been credited for raising the safety standard of the yards, encouraging the upgrading and development of safety personnel including sending them to Singapore for further training.

CB Choo said, "Looking ahead, demand for offshore floating production units and offshore support vessels will be sustained. Keppel Philippine yards are poised to take on more offshore support work in the form of repair and upgrading services, in addition to what it currently is already doing. However in view of increased competition from existing and new yards in China and Vietnam, Keppel Philippines have to remain highly competitive.

"I am confident that Nelson, with the support of Toh Ko Lin, the President of

Keppel Philippines Marine and the rest of the team, will take the Keppel Philippines yards to new heights."

Nelson said, "Keppel Philippines will meet the challenges of the increased offshore activities in the region in order to continue to provide quality products and services to our valuable customers. I am working closely with Ko Lin and his team to add to the excellent work done by Charles."

Nelson, 50, began his career with Keppel Shipyard in 1982 when he was a Shiprepair Management Trainee. He rose through the ranks to become Shiprepair Manager, Business Development Manager of Keppel (UK) Ltd, General Manager of Wing Yong Engineering, Yard Manager/Pioneer Yard and in 1994, became President/General Manager of Subic Shipyard and Engineering Inc. In March 1996, Nelson returned to Singapore and was appointed ED of Keppel Shipyard where he still helms.

Nelson received various commendations during his tenure in the Philippines. He was conferred both The Adopted Son of Municipality of Castillejos and the Municipality of Subic, Province of Zambales, Republic of the Philippines, for his invaluable and relentless support as a partner in the socio-economic development of the Municipalities.

Nelson holds a First Class Honours Degree in Mechanical Engineering from The University of Birmingham and a Master of Engineering in Energy Technology from The Asian Institute of Technology, under the Shell International Petroleum Company Scholarship.

A deserving tribute

In grand honour for its outgoing Chairman, Charles Foo, employees of Subic Shipyard hosted an appreciation dinner on 12 February 2007.

The event held at the Grand Ballroom of the InterContinental Manila was attended by the Singapore Ambassador to the Philippines, Her Excellency Lim Kheng Hua, and other dignitaries from the embassy, representatives of the Philippines government agencies, customers, friends and colleagues, who came to convey their well wishes to Charles.

The mood in the ballroom was festive as the Leggiero String Quartet and Filipina Bossa Nova artiste, Sofia, entertained the guests with classic and lively music. Charles, ever the jolly fellow, regaled the guests with jovial anecdotes throughout the evening as he enthused from one table to another ensuring the guests were having a great time.

The Keppel O&M Group has every reason to be proud of 65-year old Charles Foo who has served as the Chairman and Director of both KPMI and Subic Shipyard since November 1999. The Keppel Philippine yards have seen unprecedented growth under his watch.

In 2006, KPMI registered consolidated revenue of ₱1.9b, more than double the figure generated in 1999. Consolidated operating profit is at ₱252m in 2006, a two-fold increase from the time he first joined the Board.

Profit contributions from associates improved more than five-fold during the same period. Stockholders also realised more value for their



Toh Ko Lin presents a photo mosaic of Charles Foo, made up of small photos of people, events and projects of KPMI and its shipyards

investment with improved earnings per share.

CB Choo added, "In addition to safety which he consistently stressed to the yards' management, Charles also emphasised on effective project evaluation and quality excellence. He also initiated the Total Quality Process (TQP) programme in 2000 as an integrated approach towards achieving quality excellence."

Toh Ko Lin, President of KPMI, said, "Mr Foo has been instrumental in guiding KPMI's shipbuilding program and its entry into the offshore rig construction industry. His deep concerns for those who have worked with him and his participative approach to management issues have left a lasting impression on all of us."

Under Charles's stewardship, Keppel Batangas Shipyard has successfully delivered three 45-tonne bollard pull Azimuth Stern Drive (ASD) harbour tugs as well as the lower pontoon of the ENSCO 8500 semi drilling platform to its customers with excellent safety records. Subic Shipyard has also begun

construction of sections of semis for GlobalSantaFe and Maersk. Keppel Cebu Shipyard has also started newbuilding works for three ASD tugboats.

On these achievements, Charles humbly replied, "It has been a pleasure working with the company with all the challenges as we worked hand in hand to elevate the company from doing repairs and simple shipbuilding works to one that can do offshore jobs that requires stringent adherence to safety standards and technical process. All of these have been realized through team effort. I thank all of you, especially the members of the Board and the Management, for all the support and cooperation."

"I now turn over the helm to Nelson Yeo. With his leadership and experience, I am confident that KPMI and Subic Shipyard are in able hands. I ask that you also extend to him the same support that you have given me through these years."

Hosting visitors from afar

With its global footprints, it is little wonder that Keppel O&M draws interest from all over the world. *OffshoreMarine* reports on some of the recent visitors who called at Keppel in Brazil and Singapore.

Brazil

Employees of Keppel FELS Brasil's BrasFELS yard welcomed Brazilian State Secretary of Economical Development, Energy, Industry and Services, Julio Bueno, to their workplace in Angra dos Reis on 25 January 2007.

He was accompanied by State Sub-Secretary of Energy, Renata Bezerra Cavalcanti and State Sub-Secretary of Civil Works, José Antônio de Melo Portela.

Bueno's visit was hosted by Keppel FELS Brasil President & CEO Tay Kim Hock. Also present were Petrobras Project Managers Marina Barbosa Fachetti and Antônio Carlos Justi for *P-51* and *P-52* respectively, who talked about the two mega semi constructions at the yard.

In his introduction to the Secretary of State, Kim Hock spoke about the operations at BrasFELS and the major role the yard plays in the construction of two of Brazil's newbuild production floating production units. Kim Hock also shared the company's recent achievements, including the top awards received by Keppel FELS Brasil, the PRODEP Award

from Petrobras for *P-51* and the Award Honor for *P-52*.

The visit included a tour of the BrasFELS yard where the State Secretary saw first-hand, the giant production semi *P-52* in its final stage of completion.

Justi revealed that the *P-52* is the first semi with a national content of above 75%. The *P-52*, with over US\$1 billion of investment, is expected to produce first oil in the second quarter of 2007. Marina explained how the *P-51* project with its 70% national content has created 4,800 direct jobs for the locals.

A visibly impressed Bueno reaffirmed the government's support for Keppel FELS Brasil. He said that the Governor of Rio de Janeiro, Sérgio Cabral, is committed in supporting the growth of the offshore and marine industry in Rio de Janeiro.

"Petroleum is the main economic driver for Rio de Janeiro. It is therefore important that we have a pool of good companies such as Keppel that produce high quality work competently. The *P-51* and *P-52* are excellent examples of quality work", said Bueno.

Also present at Bueno's visit were Deputy

CEO of Keppel FELS Brasil, Daniel Chang; President of BrasFELS, Gilberto Israel; Director of Institutional Relations, Alceu Mariano; and Project Directors for *P-52* and *P-51*, Eduardo Nuñez and José Pedro.

West Africa

A delegation comprising officials from Gabon and Singapore's Ministry of Foreign Affairs called at Keppel O&M on 5 February 2007.

Hosted by Keppel O&M's CFO Sit Peng Sang and Keppel FELS' ED Michael Chia, the delegation was led by H.E. Jean Ping, Gabon's Deputy Prime Minister and Minister of Foreign Affairs Cooperation, La Francophonie and Regional Integration.

With a small population, abundant natural resources, and foreign private investment, Gabon is one of the most prosperous countries in the West Central African region.

Keppel Shipyard has previously undertaken projects indirectly for Gabon. These include the conversion of *FPSO*

Michael Chia (right) shares industry insights with Gabon's Jean Ping

An enriching visit to the BrasFELS yard for Julio Bueno (third from left). With him are (from left) Gilberto Israel; Zwi Skornicki; Fernando Jordao, Angra dos Reis' Mayor; Tay Kim Hock; Alceu Mariano and Bento Costa, Secretary Government Integration of Angra dos Reis



Petroleo Nautipa in 1998. The vessel was again upgraded by Keppel in 2002. More recently in 2004, Keppel Shipyard converted the *FSO Fernan Vaz* for customer, Perenco.

Both vessels are currently deployed in offshore Gabon.

Vietnam

6 February 2007 saw a group of Vietnamese civil servants at Keppel O&M's yards.

Spanning different government organisations, these Vietnamese are in Singapore undergoing an English course

at the National Technological University of Singapore (NTU).

A short introduction to Keppel O&M was followed by a lively question and answer session with CB Choo.

Of interest to them was Keppel's investment in Vietnam, the group's strategic directions and expansion plans, its HR policies, the environmental issues facing the organisation and more.

The visitors also had the opportunity to tour the Singapore yards and see for themselves the mammoth structures.

The day ended with a sumptuous lunch, Singapore-style, hosted by CB Choo.

The Vietnamese will bring home with them a new language and insights into the offshore and marine industry



Tackling safety hands on

Our hands and fingers are among the most critical parts of the body, yet they are often the most neglected.

Between January and September 2006, hand and finger injuries accounted for 43% of total injuries sustained in the course of work at Keppel Shipyard.

In a bid to significantly reduce and prevent these incidents, Keppel Shipyard launched the 'Hand & Finger Safety Campaign' targeted at more than 3,000 employees and subcontractors.

The yard-wide campaign included a comprehensive exhibition over four days in December last year. On display were case studies that emphasised safe practices as well as the consequences of mishandling equipment.

Participants applied their knowledge of hand and finger safety in a questionnaire given out at the exhibition

The campaign was part of Keppel Shipyard's ongoing efforts to advocate safety on its premises. It was organised with close involvement from staff in the Workforce Safety Council, as well as representatives from the Subcontractors' Health, Safety and Environment watch group.



FPSO completed in the Netherlands leaves for field



The round-shaped FPSO unit will be deployed operation in the Piranema Field in the State of Sergipe

It was a sight to behold as the cylindrical-shaped vessel sailed gracefully out of the Keppel Verolme yard in end-January 2007.

The successful completion of the outfitting for *SSP Piranema* was the result of seven months of working round-the-clock in close co-operation with its owners, Sevan Marine ASA.

In recognition of their effort, Sevan Marine awarded Keppel Verolme a bonus of EUR150,000 for a job well done, especially during the three-day installation of 1,500 tonnes of modules, packages and equipment.

A FPSO vessel with oil storage capacity of 300,000 barrels, the *SSP Piranema* has

an oil processing capacity of 30,000 barrels per day and a gas injection capacity of 3.6 million m³ per day.

Its hull and accommodation blocks were built by a Chinese yard, following which the vessel was transported to Keppel Verolme for final completion and installation of the topside process and marine equipment.

Keppel Verolme's Operation Manager and Project Manager, Jan van der Slik, said, "I take this opportunity to express my appreciation to all the workers, suppliers and subcontractors who have contributed to the success of this project. It is the first FPSO to be completed in the Netherlands and we are proud of it, especially with the zero lost time incident (LTI) record achieved on the project."

SSP Piranema departed Keppel Verolme in end-January for Salvador, Brazil. Following completion of acceptance testing by Sevan, the vessel will be deployed at the Piranema field in Brazil, under an 11-year contract with Petrobras.

In a note from Petrobras' Director of Exploration and Production Guilherme Estrella to Keppel Verolme's Managing Director Harold Linssen, he wrote, "I would like to ask you to accept my personal and professional congratulations for the good performance of Keppel Verolme during the construction of the platform in Rotterdam.

"I send to you, on behalf of Petrobras, the recognition for the excellent standards achieved in the yard works concerning zero LTI."

Enhancing yard capacity



Keppel Singmarine (Benoi) yard has extended its slipway by 35 metres to 225 metres, so as to take on more newbuilding projects of greater deadweight tonnage (dwt), or longer and more sophisticated vessels. The dwt of the slipway has since been increased from 30,000 to 45,000 tonnes.

The slipway which originally could accommodate three Anchor Handling Tug/

Keppel Singmarine ramps up its yard facilities to take on more offshore projects

Supply (AHTS) vessels can now have an arrangement of three and a half vessels, or an Ice-breaking vessel with the centre strip of a jackup hull.

The slipway recently launched two projects in less than a month – part of the hull of jackup rig, *Al-Zubarah*, for Gulf Drilling International and the second Ice-Class AHTS vessel for Lukoil Kaliningradmorneft.

Under the extended slipway, 1,300-square metre area is also transformed into a piping and outfitting workshop, equipped with new and advanced welding and cutting facilities used for light fabrications.

Signs that bind

Signs are a powerful form of communication that transcend the barriers of spoken language.

To help employees internalise the Keppel O&M group core values, the Core Values icons were launched in Singapore and rolled out at the group's overseas subsidiaries.

In January 2007, Keppel FELS Engineering Shenzhen (China), Keppel FELS Mumbai (India) and Keppel FELS Baltech (Bulgaria), introduced these icons to their employees.

Anant Shukla, GM of Keppel FELS Mumbai, said, "Inculcating core values is essential in developing a common Keppel culture and aligning our employees' conduct to the company's goals. It also helps in unifying diversity in Keppel FELS Mumbai, where employees come from varied backgrounds."

The icons also serve as a more effective



Staff at Keppel FELS Mumbai raising the Core Values

way of inculcating the core values in new Keppelites.

Lyudmil Stoev, GM of Keppel FELS Baltech commented, "The icons help our new employees to visualise, understand and identify themselves with the values. Similarly, they reinforce Keppel FELS Baltech's slogan, *Can do with candor*."

"We introduce new staff to the Core Values from the first day of employment, using

materials such as the video, images and explanations which were produced in Singapore."

Remarking on the successful roll-out of the Core Values icons in the three overseas offices, Aziz Merchant, GM (Engineering) of Keppel FELS said, "The effort and commitment taken by the various parties to roll out the Core Values icons across the group is impressive. Well done, everyone!"



Celebrating the creation of a craft were key management from the Anders Wilhelmsen Group, Awilco, Premium Drilling and Keppel at the naming of the KFELS B Class jackup rig, *WilCraft*

Crafting hallmarks of excellence

A craft. An art-form. Lady Sponsor, Henny Krafft, aptly described Awilco's latest jackup, *WilCraft*.

Designed and constructed by Keppel FELS, this masterpiece was delivered ahead of time to its proud owners, Awilco Offshore, on 27 December 2006 and officially named at a ceremony on 13 January 2007.

WilCraft, built to the proprietary KFELS B Class jackup design by Keppel's R&D arm, Offshore Technology Development, will be deployed off the coast in Australia.

She will join the growing fleet of B Class rigs that Keppel has designed and built over the years. Such continued confidence by customers worldwide is testament to the design's superiority and quality.

In a letter to CB Choo, Gjert Wilhelmsen from the Anders Wilhelmsen Group commended Keppel for its KFELS B Class design.

He wrote, "... the B Class jackup is one of the world's best designs. The excellent workmanship, as performed on this unit, will ensure that *WilCraft* operates to the highest safety and productivity standards for many years to come."

"Whatever we as a customer ask for – You Can Do! That's an attitude we appreciate."

Alexander Krafft
Senior VP
Awilco Offshore

Despite the yard's heavy workload, the united force of Keppel FELS' project and yard operation teams led by Jay Singam and Chor How Jat respectively; and the Awilco team led by Pete England, demonstrated much commitment and zeal to completing *WilCraft* in just a short 23 months.

Henrik Fougner, MD of Awilco Offshore, shared how this remarkable timing cannot be replicated by any other yard around the world.

He said, "No other yard has the ability to build rigs in such an efficient manner. This reflects a very professional and well run yard."

CLOSE TIES BEGETS SUCCESS

Key to this achievement, as CB Choo shared, is Keppel's open communication and close co-operation with its customers which ensure the success of its projects.

Alexander Krafft (known fondly as Alex), Senior VP of Awilco Offshore, shared at the naming ceremony his appreciation of the long and close ties he and the Awilco team have had with Keppel. He also described the Keppel team as the "most professional team" he had ever worked with.

On Keppel's continued investment in its human resources which has in turn benefited customers, Alex expounded, "You continued to invest in people and managed to keep your project team in place, even during the lull times. You have also stayed loyal to your prime customers.

"So, when the market turned, you were ready and far ahead of your competitors. I think it is now pay back time for you!"

On Keppel's *Can Do* attitude, Alex enthused, "Whatever we as a customer ask for – You *Can Do*! That's an attitude we appreciate."

For that, Keppel FELS was awarded a bonus of US\$20,000 from Awilco in recognition of the team delivery of a quality project ahead of time.

Top brass

Following a performance in precision at the *WilCraft* naming ceremony, members of the Tanjong Katong Brass Band were rewarded with a once in a lifetime opportunity to tour the mammoth jackup rig, *WilCraft*.

Awed by the sheer size and scale of the *WilCraft*, the band members were deeply impressed that Keppel FELS

with its *Can Do* spirit has put Singapore on the world map as the leading designer and builder of these megastructures.

"It was an eye-opening experience. In just one short tour, I have learnt a lot of things that cannot be taught in class and it was very enriching", said 16-year-old Wang Min, the Band's Section Leader.



Sharing a different beat with the next generation

Talking with Alexander Krafft

Alexander Krafft is Senior Vice President in Awilco Offshore ASA (AWO), and has more than 35 years of international experience from shipping and the oil and gas offshore industry. He shares his thoughts on Awilco and the offshore industry with *OffshoreMarine*.

International arena

Which markets have you been concentrating on?

The North Sea has been our home market since we went into the offshore vessel service market 30 years ago. The Anders Wilhelmsen group has been into different segments of the offshore service market, such as AHTS vessels, DSVs, drilling rigs, accommodation rigs, shuttle tankers and FPSO vessels through ownership of Golar-Nor Offshore.

How you would position yourself in the Indian market?

As you know, Awilco, has together with Sinvest, established Premium Drilling (PD) a drilling contractor company. We pursue the Indian market through PD. One of the PD rigs (DDI) has now a contract in India.

We consider the Indian market to be of high interest for our high quality/capabilities rigs. The high potential in this market is further demonstrated by the interest Indian companies have shown in newbuilding contracts.

Awilco and Keppel

How did your relationship with Keppel develop?

I first met CB and Tong about 25 years ago through a very close friend to us all, the late shipbroker, Jan Sundt. He was the person I, indeed, we all wished could have been at the naming ceremony. Later, CB and Tong introduced me to Michael.

We have developed our friendship over many years, meeting in places such as Norway, Singapore and the USA.

What processes did you adopt to select Keppel to build your drilling rig?

Keppel has a proven design, the ability to delivery quality products on time and a competitive price.

Awilco started ordering rigs at a time that many did not. What is Awilco's strategy?

In May 2004, we ordered our first two jackup drilling rigs. By the end of 2004, we were very confident that the market upturn had started. We believed demand would continue to increase and that the excess production capacity (due to the lack of drilling for a few years) would continue to decrease, hence forcing prices for oil and gas to go up. High oil and gas prices historically have resulted in increased E&P spending.

How difficult is it for you to translate your technical requirements to the people who have to build the equipment you need?

In order to build value, AWO decided in 2004 to be a drilling contractor. PD was established in 2005. AWO's experience in building high quality, deep water jackup drilling rigs with proven design, combined with the expertise of drilling contractor PD, gave it the solid base to move forward.

Based on proven records, we trusted the people we contracted to build the rigs. We contracted the rigs on 'ready to drill' building contracts. Hence, there are very few, if any, of the contracted rig specification we can change without possible cost and delay implications. Today with rigs in operation, it is important to us that the yard implement 'lessons learned' into the rigs to be delivered.



Alexander Krafft

What do you think were the factors that contributed to the 23-month completion of the rig?

The Keppel FELS team is very professional and coordinated. A 23-month delivery is very short. Due to a good specification and contractual wording, no issue which would have had negative effect on delivery or price was raised. Both teams have worked well together.

The future

What major challenges and opportunities do you foresee for Awilco?

To further develop AWO and capitalise on PD as a recognised drilling contractors for operating jackup and semis drilling rigs, as well as to expand in the accommodation market.

What major challenges do you foresee for yards such as Keppel?

The challenge will be to continue to maintain your technical and project management leadership. Attract, develop and keep good people. Be able to quickly adapt to new markets and to compete on cost. Take on turnkey contracts and to deliver a quality product on time at cost, will, I do believe, continue to be your best competitive edge.

Reliable solutions for deepwater

An in-depth analysis of the limitations and benefits of the different deepwater floating production system is critical according to John Murray, Director of Technology Development at FloaTEC, LLC.

He shared this insight at the Deep Offshore Technology International Conference & Exhibition, "Unlocking Deepwater Assets through Technology", in Houston in December last year.

Addressing the complex and changing role of deepwater E&P, John presented an analysis of the three deepwater floating production options that FloaTEC, LLC offers – the TlpTEC, SparTEC, and SemiTEC solutions.

John revealed that the decision on a particular design-type is guided by different criteria, including the operating environment, availability of fabrication facilities, suitability of the operator's development plan, and sometimes an operator's propensity toward a certain

design based on familiarity and infrastructure in managing the delivery of a particular floater type.

He also elaborated on some of the considerations that will influence the decision:

- **Small in-place motions** to enable dry tree production and drilling risers. The economics of this capability, particularly in view of present-day availability of deepwater Mobile Offshore Drilling Units, is favourable for systems that can drill and complete wells from the same production platform. Both the TLP and Spar have this capability.
- **Large, open deck areas** to enable more efficient operations. This allows for good ventilation, lay-down areas, and equipment arrangements on single-deck elevation. The Semi and TLP are more adaptable to open areas.
- **Quayside integration** to enable installation and commissioning of

topsides on the floating hull at a quayside location, thereby reducing costs considerably. It also helps mitigate operational risks by eliminating the need for heavy-lift equipment. Minimum at-sea commissioning also reduces start-up costs. The Semi and TLP offer such solutions.

- **Water depth sensitivity** to enable a range of water depths given the additional buoyancy requirements related to increased mooring and riser loads as water depth increases. This is essential given that as water depth increases, there is a need for additional buoyancy for moorings and riser loads. In such instances, the Spar and Semi are the preferred choice.

- **Redeployment** is another aspect to consider. Semis are typically designed and equipped to enable hull transportation over short to intermediate distances. They can also be brought back to quayside to be retrofitted and redeployed for a different function.

Conversing about jackups

Keppel FELS, together with sister company, Offshore Technology Development (OTD) jointly sponsored the Jackup Asia Conference & Exhibition 2006 organised by PetroMin.

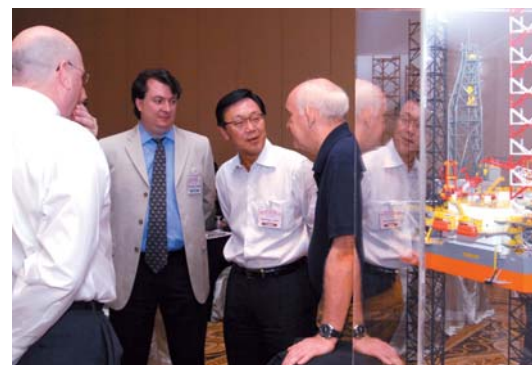
Matthew Quah, Executive Engineer at OTD presented on *Effective Use of a Rapid Penetration Management System to Minimise Risk*.

He was joined by other speakers from industry heavyweights such as drilling contractors ENSCO, classification society DNV, geosciences surveying company Fugro and engineering services company Technip.

Technology has always been critical in Keppel's maintenance of its position as an industry leader and prudent investments are often made in order to find the solutions for the oil and gas industry.

This jackup conference facilitated the sharing of information within the industry.

Having delivered the most number of newbuild units in the last decade, Keppel FELS has the expertise and experience to enhance industry knowledge to push the boundaries in shallow water exploration. OTD which has developed the renowned KFELS B Class design has also developed



Michael Chia (second from right), ED of Keppel FELS speaks jackups with members of the industry

a suite of critical equipment systems for the safe movement of the jackup rigs.

Peak performance

"I know how to build an oil rig!" eight-year-old Jonathan gleefully told his mother. Jonathan Cheong was one of thousands of Singaporeans who kept their eyes glued to their television screens every night for *The Peak*, MediaCorp's most ambitious serial to date. The 21-episode drama serial, aired from January 2007, caught the imagination and hearts of the young and old alike with a vibrant portrayal of the offshore, marine and maritime industries fleshed out by dynamic and colourful characters.

Hitting home, *The Peak* attracted an average reach of over 795,000 viewers, topping at 918,000 for the last episode. The overwhelming response was gratifying for the sponsors – the Keppel Group, the Maritime and Port Authority of Singapore, the Singapore Maritime Foundation and the Association of Singapore Marine Industries. From the thumbs-up from many viewers, including Keppelites themselves on *The Peak*, it seems that the sponsors have achieved their objectives.

Seeing the scale of the rigs and the global span in which Keppel operate in the international offshore and marine industry, I felt proud that my daughter is working for a big company. Moreover, it is one that is born and bred in Singapore.

Mrs Angela Chan

Proud mother of a Keppelite

The show sheds light on our friends in the shipyard industry of Singapore and the work they carry out everyday. Using a drama as a medium was very effective to help viewers understand the industry better. Being part of the Navy, I have

already some background knowledge of the marine industry, now I might consider joining the shipyard industry in the future.

Jonathan Cho

NS man in the Navy

I think in terms of recruitment, it should help more people understand the scale of the offshore industry, and its contribution to Singapore's economy. For sure, not many people know of or understand the industry. Before I started covering conglomerates ten years ago, I never even heard of it myself. As for

recruitment, at the very least, newcomers will have a point of reference, which is quite valuable.

Choo Tse Wei

Research Analyst

Merrill Lynch (Singapore)

Even as a Keppelite, watching the serial has given me a clearer understanding of our offshore and marine business. After the show went on air, I received many inquiries about job vacancies in our Keppel yards.

Jeanie Lim

Receptionist

Keppel Corporation



Andrew (third from left) with cast and crew



Keppel's reel heroes



8-year-old Jonathon, with h

I think that the show was good! I got to see what the shipyard is like and an idea of what an oil rig is. Most people do not get the chance to go onto an oil rig but through the show, they get to see what it looks like and its facilities onboard.

Mdm Tay Soon

Housewife

I think that it is refreshing to see the marine industry portrayed in a positive way in a setting for a drama. It is different. Rigs and shipyards provide a dramatic backdrop. Hopefully this will open MediaCorp's eyes to the possibilities of setting dramas in potentially different settings.

Marcus Hand

Associate Editor

Lloyds List

I learnt about the different processes involved in making a rig and that companies had to bid and win contracts for projects. I was impressed with the strong team attitude and how the team worked together competently to meet tight deadlines.

I used to think that the industry was mechanical and routine. Now, I think it

offers dynamic, exciting and challenging jobs.

Emma Izabella Lim

Event Manager

WOMAD

"Hopefully, what is shown in the drama is what it is in real life. I like the working environment as it is very dynamic.

Guoh Ding Ling

Bachelor of Science (Building) Student

NUS

The Peak depicted the challenges of working in the O&M field and the satisfaction that could be derived from the completion of a mega project. It ignited my interest in joining this industry.

Lim Kim Peng

Environmental Engineering Student

NUS

It is a potentially dangerous environment but people are protected with proper safety measures in place. I remember specifically their 'dress code' – helmet, goggle, safety belt and overall – that this attire is mandatory at all times is laudable.

Matthew Chia

Business Student

Singapore Polytechnic

The setting of the show is very original and it was a pleasure to watch. It exposed me to the working environment of the offshore and marine industry, giving me a greater understanding of the business.

Emily Siew

Student awaiting her 'O' Level Results

After watching the show, I would not object to my children working in the O&M industry as long as they follow the safety procedures. I do not think that the environment is dangerous anymore.

Susan Siteo

Evergro Properties

Watching *The Peak* brought back fond memories for me, especially the interesting, unusual scenes, some of which I assisted during filming.

There was a scene where Dawn Yeoh who plays the character of Zhen Ya was dreaming that she was dancing with her superior Fang Hong An (Iceman), on the helideck of a rig.

For that half an hour when the scene was being filmed, the yard stood still as they watched the 'princess' dancing.

Andrew Gabriel Ong

Keppel Group Corporate Communications

Continued on page 26 ►



his brother, Nicholas and grandfather, glued to *The Peak*



The P-52 semi props up many a scene

Peak-a-boo behind the scenes

In the reel world, they are the captains of industry. In the real world, the actors of *The Peak* were clueless about the Offshore & Marine (O&M) industry.

So to get into character and the O&M industry more realistically, the actors and the film production crew had to make time to experience the working conditions in the O&M industry through simulations and going onboard ships.

The cast and crew share their experience:

Elvin Ng who played Cai Zhi Hang thinks that the industry is very interesting and if given the opportunity, he would like to learn more about it. When he first went to the simulation centre, he

found the experience of manning a ship out at sea very vivid and even felt sea-sick.

Christopher Lee, despite his convincing performance as project manager Fang Hong An, did not know much about the business. During the filming, he was impressed by how every detail was important in ensuring safety, stability and the high quality of ships and vessels to face the harsh elements out at sea. The highlight for him was filming in Brazil where he enjoyed the thrill of a helicopter ride over breathtaking scenery.

On camera, the characters, Tian Jun, Zhi Hang and Xiao Yang, are good friends. Off camera, Qi Yi Wu (Tian Jun) and Jeanette Aw (Xiao Yang) were actually closer having worked together previously. True to character, Elvin Ng (Zhi Hang) felt like the “third party”. But with some help and coaching from his co-stars, he slowly became more comfortable being part of the trio, and portrayed the friendship on screen with more ease.

In the serial, Xiao Yang taught Zhen Ya to cycle. Ironically, Jeanette herself cannot cycle to save her life in reality. In true *Can Do* spirit, Jeanette proved that with determination, everything is possible.

The Peak took 18 months to complete filming. Shooting a scene on land for the precise angles already required much skill and effort, what more, filming a scene out at sea and from the air.

Filming in busy yards meant that cast and crew had to reckon with noisy construction in the background. Often, the actors grew hoarse shouting out their lines.

But as they say, no pain, no gain. It had been a journey that had brought the whole production crew across Singapore and the world but sweet is their reward when the drama serial peaked TV ratings, as one of Singapore's most watched serials.

Who says that the yard is no place for females!



Shipyards gear can be sexy. Fans turn up in hardhats at the Hougang Mall Roadshow

Through the eyes of an intern

Keppel FELS' reputation as an employer of choice has drawn many aspirants to its ranks, not least interns eager to experience life at the world's largest offshore rig builder. Ali Hassan, a Mechanical Engineering undergraduate from the National University of Singapore, tells us about his three-month stint at Keppel FELS.

“From the guardhouse, you can't really see the actual hubbub that marks the lives of Keppelites at Keppel FELS. The first hint of it was the introductory briefings by the human resource and safety personnel.

“The concerned department heads briefed us about life at the Keppel FELS yard, stressing the safe work environment that had cemented Keppel O&M's reputation as an industry leader. The orientation programme then took us from the comfortable and serene office setting to where the real action takes place out in the field.

“In the Production Department, the people clad in 'white' ruled. For a few minutes, we stood there trying to comprehend the environment that had left us awestruck. With much effort we shook off the spell and, accompanied by a clerk, we were taken to the warehouse, where each one of us got our Personal Protective Equipment consisting of safety goggles, boots and overalls.

“The following day's yard tour unveiled the professionalism and motivation that marked every Keppelite at Keppel FELS. Organised and disciplined, the workforce seemed energetic and passionate. The yard was strewn with various workshops, where machining, fabrication and other activities were carried out in an assembly line manner. The yard tour left us all amazed.

“I was put in a team handling project number 267 – *Deep Driller 3*. S.K.Leow, Assistant Section Manager for



An eye-opening experience in Keppel yards for intern Ali Hassan

Commissioning, my supervisor, ensured that the three-month internship would prove to be an enlightening industrial experience for me.

“Days began with the Senior Section Manager, Roy Lim, touching on daily operational matters and safety issues. The rest of the day was spent onboard, where I learned about various marine and drilling systems. Noel and Kalam, my mentors, explained the systems and processes to me and patiently answered all of my questions.

“The highlight of this attachment was the modular training program which covered topics ranging from engine overhaul, rig terminology and piping to marketing and project management. Also, we had a chance to gain some practical experience such as welding.

“Beyond our daily work, we were touched by the sincerity that went into ensuring we interns gained the most from this rare experience. The monthly feedback sessions conducted by Mui Yen, Keppel O&M's Human Resource Officer, gave us a chance to share our job satisfaction and progress development. She also welcomed our feedback on improving the programme.

“The process was rigorous but it gave us valuable hands-on experience with practical engineering. We had good mentors who boosted our confidence and provide opportunities for us to lead and learn. It was indeed an eye-opening experience that complemented the university curriculum and exposed us all to the realities, as well as the scale of rigbuilding at Keppel O&M. “

Acacia Lodge partners police in community outreach

As dusk descends upon Acacia Lodge, the residents can be heard streaming down from rumbling buses and making their way across the turnstiles. The workers, made up of a multitude of nationalities such as Bangladeshis, Indians, Chinese, Burmese and Filipinos either head back to their rooms to cook their dinner or head to the canteen for a hot meal.

What do these workers do after dinner? Win Naing, a Myanmese, who has been at the lodge for 10 years, said, "Most of the time, we stay indoors to watch TV at home. We are too tired to do anything else."

He was replying to this and other questions posted to him at a recent visit by Residents' Committee (RC) members of Bukit Batok East Zone 2 and Spring View on 3 February 2007. Jointly organised by Acacia Lodge and the

Bukit Batok Neighbourhood Police Centre (NPC), the community outreach programme was conducted in the form of a dialogue session to encourage interaction and understanding among residents living in the vicinity. The session was facilitated by Keppel Group Corporate Communications Executive, Roy Tan.

The RC members were given a full tour of the Lodge by Steven Lee, the General Manager. They were impressed by the self-contained elements of the Lodge. Besides the wet market, canteen and mini-mart, there is a beer garden and a fully fitted gymnasium. Amenities also include a barbershop, computer centre, call centre for overseas calls and a co-operative offering banking services.

To dispel any concerns the residents may have about the guest workers, NPC's Assistant Superintendent (ASP), Chua Sei Yong, gave a presentation on the work being done to ensure the Bukit Batok area remains safe.

He highlighted that contrary to common perception, guest workers were actually the victims of crime rather than the perpetrators, and trouble makers usually turned out to be juvenile delinquents.

In joint patrols with Acacia Lodge and the Spring View RC, the police also found that none of the guest workers caught for misdemeanours were from Acacia Lodge. ASP Chua further highlighted the effectiveness of the co-operation between the RC, Acacia Lodge and the Bukit Batok NPC in keeping the neighbourhood safe.

Govinda Raju, an Indian national who has been in Singapore for 11 years said, "I like it here in Singapore because it is safe. I have made many



With its facade looking like a middle-class residential development, the Lodge houses more than 3,000 workers of Keppel

friends here, some of them Singaporeans. We like to go to Little India for shopping on Sunday.”

He continued, “Acacia Lodge, is a good environment to come back to.”

“There are many regulations,” he said, but concluded that, “the regulations in the Lodge are good because it keeps the place safe and clean.”

Asked what he did on weekends, Liton, a Bangladeshi, said, “We like to go to Mustafa Centre on Sundays. After work at 4.30pm, we come back here to bathe, then take a private bus to Mustafa Centre. It costs S\$2.00 to take the bus. We always come back before 11pm.”

Many of the guest workers at Acacia Lodge take courses to upgrade their skills. For instance, Liton who is a foreman of welding, and Ayyappan, a crane foreman, are currently taking a course on welding in the National Institute of Technical Education Course (NITEC). Keppel sponsored these courses.

Ayyappan has made a life for himself here over the past 11 years. Commenting on his life in Singapore, he said, “When I first came here, it was because of the money. Now, I am glad I have the chance to upgrade myself and provide even more for my family back home.”

Replying to queries about fights in the lodge, Win Naing had this to say: “In my 10 years here, I have never seen any fights break out; maybe some misunderstandings but never fights.”

Ayyappan added, “Here, if we are involved in a major incident, we could be easily sent home. If there are any problems, we tell the room leaders who will feedback the information to the management. When the new workers come here to stay, we make sure we help to guide them and teach them the rules.”

Impressed by the interviewees, the RC members went away from the community outreach session satisfied that the residents of Acacia Lodge were well-disciplined and well-taken care of in the lodge.



Sharing information and sharing lives – the guest workers talk about their lives at Acacia Lodge



Guest workers have their own wet market at Acacia Lodge

Giving the shipping industry a facelift

Shipping does not have a poor image. It has no image. So asserted Chris Horrocks, the ex-Secretary General of the International Chamber of Shipping (ICS).

“Shipping”, he emphasised, “has always been out of sight, and therefore out of mind. This factor has a profound impact not only on how the general public views the shipping industry, but also on how the shipping industry views itself – [that] it is unloved and unsupported.”

Horrocks was speaking at the 21st Annual Chua Chor Teck Memorial Lecture (CCTML) held at the Singapore Polytechnic on 24 January 2007.

Having served ICS for more than 28 years, the recently retired Secretary General was keen to share his insights on raising the profile of the shipping industry. His talk brought more than 300 industry professionals together to discuss the image of shipping.

In his speech, Horrocks examined the balance between governmental regulations and self-regulation, and the success and failures that the industry faced in promoting itself to politicians, regulators and the general public.

The industry, according to Horrocks, has tended to “want to get on with the job without interference and to regard publicity as an unnecessary intrusion on its daily activities.” While this is a trait which has led to greater independence and commercial efficiency, it has backfired to a certain extent – the industry has not caught the public imagination and thus does not compete to attract the best and the brightest youngsters like other industries do.

Another issue highlighted is that, “while the shipping industry is remarkably free and unregulated, it forces governments,



Chris Horrocks engaging the audience, which includes (first row from R to L) Mrs Horrocks, Lim Chee Onn, Executive Chairman of Keppel Corporation and CB Choo, sitting in front, with his insights on the shipping industry

often reluctantly, to introduce measures of support for its national industry.” This would “exacerbate the suspicion on the part of politicians that shipping is somehow a special case, unregulated and beyond their grasp. On the part of politicians and administrators, this can come home to haunt us when things go wrong.”

“First”, he argued, “we need to do everything we can to combat the growing canker of regionalism in the regulation of shipping, and second, we need to take steps to tackle the level of apparent ignorance of shipping and its institutions on the part of politicians and, to raise the awareness of decision formers.”

He welcomed the formation of the Asian Shipowners’ Forum (ASF) and hoped that the ASF will establish itself as a force for encouraging the entire Asian shipping community in raising its strength in international regulatory discussions.

“I doubt whether any Government today is doing as much as the Singapore Government to promote the country’s maritime role, in the broadest sense. But I do not think any maritime community

can rely entirely on its government to represent its views on the global stage. The industry must not only also play its full part, but be seen to be playing its full part, in helping to create the regulatory environment in which it wishes to operate in the years to come.”

He recommended that the industry, publicise their wares more effectively on a national level, “Not by expensive PR campaigns, but by providing a constant flow of messages, website information and the like which contribute towards a better awareness of what shipping is and does. Our industry should no longer be regarded as a shadowy one somewhere out there in the mist, but must be recognised as an essential and respected part of the daily lives of us all”, he added. On that, he received rousing applause by the audience who were more than forthcoming with their opinions and questions.

The discussion on this weighty topic of giving the shipping industry a facelift had its lighter moments. During the question and answer session, there was even a suggestion that to promote shipping, a movie of a Hollywood scale should be

made to debunk the negative image of shipping as a result of films like "Pirates of the Caribbean" and "Titanic". It was suggested that actors like Brad Pitt or Leonardo DiCaprio could take on the lead role in the movie.

Given the effusive reaction from the audience, it was plain to see that the

industry is filled with many people who are passionate about their work and about the future of shipping.

Chris Horrocks was also the Secretary General of the International Shipping Federation (ISF) and Chief Executive of Marisec. He was a Governor of the World Maritime University in Malmö, Sweden

from its formation until 2006, and continues as a Visiting Professor.

The CCTML is organised by the Society of Naval Architects & Marine Engineers Singapore (SNAMES) in memory of the late Chua Chor Teck, formerly MD of Keppel Shipyard and a pioneer of Singapore's maritime industry.

Reaffirming old ties

Members of the Singapore Alumni of the Newcastle University upon Tyne converged at the Tanglin Club on 26 January 2007 to commemorate the successful tenure of Vice-Chancellor Professor Christopher Edwards as he prepares to step down.

Sponsored by Keppel O&M, the cocktail reception was an occasion for some 100 alumni to renew old ties and forge new friendships.

CB Choo, an old boy of the University, lauded Prof Edwards in his welcome address.

He said, "Vice-Chancellor Edwards has been instrumental in building the relationship and programmes between Newcastle University and Singapore. At

Keppel, we have been routinely sending our staff on scholarship programmes to Newcastle because we believe in educating our employees at one of the very best universities."

Keppelites, of which there were more than 30 at the evening reception, have had a long association with the University. The late Chua Chor Teck was a student in the 1960's and quite a number of Keppel O&M's senior management are still active alumni members with many young Keppel scholars attending the University.

In return, Prof Edwards in his speech said, "Keppel is represented all around the world, and is involved in world-class projects. The University is proud to have played a part in Singapore's and Keppel's talent development. We will continue to

build on our relationship with Singapore and develop our courses here."

The University has replicated a Masters of Science programme in Marine Technology in Singapore. This long-distance programme allows Singaporeans to gain the expertise of the UK University through their post-graduate degrees, even as they continue to work locally. Since its introduction in 2004, Keppel has sponsored 24 existing employees to attend this part-time programme.

Last year, there were three employees who graduated with a Master's degree in Marine Technology while this year, there will be eight new students from Keppel participating in this long-distance programme.



Minister (Prime Minister's Office) Lim Boon Heng from the class of 1970 with CB Choo (middle), and Vice-Chancellor Professor Christopher Edwards (right)



Catching up on the good ol' days

Shaping the future

For their academic excellence, 68 deserving children of proud Keppelite got more than a pat on the back. At a bursary and education grant presentation ceremony on 27 January 2007, the children received their awards.

Organised by the Keppel FELS Multi-Purpose Co-Operative Society (KFELS Co-op), the event is part of employee welfare programmes that are extended to caring for Keppelites' families.

Said Daniel Sim, Chairman of the KFELS Co-op Bursary Awards Committee, "The award recognises deserving and needy students who display a *Can Do!* attitude and passion for continuous learning. By

providing them the financial support for their academic studies, we hope to reinforce the importance of education to the young."

Muhammad Khairil, a recipient of the bursary award is proof that the award pushes students on. Despite being just 12 years old, his motto is to "work hard, play hard", said the young man who favours National Geographic TV programmes over cartoons.

Another recipient, Ryan Leyng, a fourth year student from the Nanyang Technological University (NTU), has been receiving the award since his primary school days. For Ryan, the award helps to defray costly expenses for textbooks.

"We have chosen to invest in Keppelites' children as it is equivalent to investing in their future and ours," said CH Tong, at the award ceremony. "Hopefully, these youths will be our future Keppelites," he added.

Sisters Shirley Michelle Koh, 17, and Shirleen Cindy Koh, 11, both awardees, are definitely potential candidates. Their proud mother, Jasmine Koh, Keppel FELS' HR Admin Assistant, has been with Keppel FELS since 1988.

Shirleen, too would like to join Keppel some day, especially after watching The Peak. To her, joining such a huge corporation would give her with a great sense of achievement. Receiving the award for six years, she was overheard telling her mother, "I promise to work even harder."

KEU lends support to 33 students

The Keppel Employees Union (KEU), Keppel Shipyard and Keppel Singmarine awarded bursaries to 33 children of their employees in December last year.

Phang Weng Onn, General Secretary of KEU, said, "As employers and union members, we are interested in the welfare of our workers, as well as the needs of their families."



Lending a hand to students in need



The Koh family – Shirley, Jasmine and Shirleen



NTU undergrad Ryan Leyng, a recipient of the award since primary school, has benefited from KFELS Co-op's bursary

Lifelong skills for Angolans

Keppel Shipyard was a training ground for 12 Angolans between August 2006 to January 2007.

Under an agreement between Esso Angola Block 15 Limited, Single Buoy Moorings and Keppel Shipyard, the trainees were chosen from an initiative to train Angolan nationals with skills for offshore work.

George Mock, Training Initiative Coordinator from ExxonMobil, said, "We are proud to provide training opportunities for Angolan nationals as part of our commitment to enhance local capabilities in the country. The training program at Keppel Shipyard was designed and administered in a professional manner."

The trainees underwent a month-long intensive Basic English course at The British Council, before starting their training in Keppel Shipyard.

All trainees received training in shipyard safety, rigging, occupational first-aid and the ability to recognise hazardous working operations. Following this, they underwent training for three months in their trade of choice. They learnt to be riggers, crane operators, project controllers, scaffolders, safety officers and logistics officers.

Even as the Angolans worked hard in their training, they also played hard by taking part in the leisure activities arranged by the yard. These included visits to Singapore's places of interest as well as competing in sports and games with their fellow yard workers.

As they immersed themselves in the culture of Singapore, friendships were forged and language barriers breached. Before they knew it, the trainees were graduating from the course.

To celebrate the completion of their stint in Singapore, Keppel Shipyard held a special graduation ceremony for the team at the Raffles Town Club on 11 January 2007.



Nelson Yeo, ED of Keppel Shipyard (centre) and Chee Jin Kiong, ED of Keppel O&M HR (second from right) together with the Angolan Trainees

About 50 guests attended the graduation, including teachers from The British Council, HR staff and trade trainers from Keppel Shipyard.

Each trainee stood proud as they received their graduation certificates, and they were all eager to go back home and apply what they had learnt in Singapore.

Team leader Charles Pedro, who received training in logistics, said, "Due to the training, I have gained enough experience related to my trade. The training made me discover plenty of things that I didn't expect to learn. It is going to change my life status."

Safety Officer Jose Goma said, "I have learnt to be aware of hazards and also that any job is well done if it is done safely."

Celebrating the Keppel joy

Keppel Cebu Shipyard

The 2006 Christmas party at Keppel Cebu was celebrated with triple joy as Keppelites participated in a Holy Mass, which signified the importance of blessing and thanksgiving, followed by an appreciation lunch for the dedicated and their spouses. It concluded with a sports festival on the same day.

Keppel FELS

For the Keppel FELS Engineering crew, it was a wild “Western Night” on the 21 December 2006. The party at The Chevron was sponsored by all Managers and Principal Engineers from the Engineering Department.

With a beautifully created environment, a fancy dress theme, exciting performances by each project team, and attractive prizes, it was indeed a night to be remembered by the Engineering department.

On the 29 December, it was another party for the Keppel FELS Engineering department. A joint activity with the Marketing Department, the year-end

party was held at the cafeteria under the theme “Sailing with Keppel”.

Highlights of the day were the presentation of the winning team from the ‘Western Night’ as well as celebrations with representatives from Keppel’s engineering offices worldwide, namely from Bulgaria, Mumbai (India), Shenzhen (China), the USA and the Philippines.

Keppel Singmarine

Keppel Singmarine, too had their fun at their year-end party on 29 December 2006, held at the staff recreation centre.

Besides the good food presented for lunch, the party had also a wellness theme which encouraged employees to exercise and keep fit. An instructor from California Fitness Centre was invited to demonstrate some fitness routines.

ED Hoe Eng Hock welcomed the employees, reiterated the challenges ahead and reaffirmed Keppel’s core values.

Keppel Shipyard

Another celebration was held at the

Keppel Shipyard’s year-end party on 30 December 2006.

Kicking off the programme was a lunch for all employees. There were performances put up by Keppelites and even a karaoke singing session for the sporting and the spontaneous. Staff showcased their hidden singing talents, performing in front of the supportive crowd who cheered for their fellow colleagues.

Arab Heavy Industries (AHI)

Colleagues over at AHI also had their New Year party on 1 January 2007, where 750 employees participated. At the party, 25-year service awards were presented to 31 deserving employees .

Safety incentives awards were also given out to seven employees who have shown high standards of safety practices. This is part of the safety drive launched by the company to promote a zero loss time incident yard. A slew of exciting programmes followed, including belly dancing, talent showcases performed by the employees and Raffle Draws.





1. Committed Keppelites in Cebu being awarded for their dedication and hard work
 2, 3 & 4. Fun, dance and laughter at the Keppel FELS "Western Night"
 5. ED Hoe Eng Hock affirms the Core Values with employees of Keppel Singmarine
 6. Exercising is a great way to keep fit for the boys of Keppel Singmarine
 7. Boogie to the music at Keppel Shipyard
 8. GM (Operations) of Keppel Shipyard, Abu Bakar, savouring lunch with fellow colleagues
 9. Safety incentive awards ceremony – it pays to be cautious at AHL

Around our yards

OffshoreMarine tracks works at various Keppel yards.

Philippines

Subic Shipyard and Engineering

Name : *MV "CEMTEX SINCERITY"*
 Owner : U-Ming Marine Transport Corporation
 Country : Taiwan
 Type : Bulk Carrier
 DWT : 80,531
 GRT : 43,642
 ETA : 22 January – February 2007
 Scope : Drydocking; Hull preservation; Cargo holds upgrading; Steel works between cargo hold and double bottom tank on port / starboard bottom girder; Face plate and bracket renewal; Main engine turbocharger overhauling

Name : *MV "YM COMFORT"*
 Owner : Yang Ming Marine Transport Corporation
 Country : Taiwan
 Type : Container Ship
 DWT : 30,700
 GRT : 29,872
 ETA : 27 December 2006 – 1 February 2007
 Scope : Drydocking; Hull preservations; ICCP system servicing; Main engine auxiliary blower overhauling; Hatch covers steel repairs and blasting / painting; Cargo hold tank top blasting and painting; Double bottom tank chipping and painting; Fore peak tank and upper wing tank chipping and painting; Renewal of double bottom tank internal structures; Repair of structure plates between hatches; Repair of electrical cable manifolds

Name : *MV "MAERSK TEAL"*
 Owner : A. P. Moller n Maersk A/S
 Country : Denmark
 Type : Car & Truck Carrier
 DWT : 13,778
 GRT : 44,500
 ETA : 20-31 January 2007
 Scope : Drydocking; Hull preservation; Stern side ramp blasting and painting; Anchor blasting / chain blasting and painting; Lifeboat and miscellaneous cranes load testing; Rudder clearances; Thrusters blade polishing / dye checking; Main engine turbocharger and auxiliary engine governor overhauling; Chrome liner renewal; Propeller removal / refit; Bow and stern thrusters overhauling; Overboard and ship side valves overhauling



MEDJUGORJE



HOEGH TRAMPER



DB 101



EMERALD HALO



WIN SHUEN SHING



SAN PAOLO

Name : **MV "YM CULTIVATION"**
 Owner : Yang Ming Marine Transport Corporation
 Country : Taiwan
 Type : Bulk Carrier
 DWT : 69,163
 GRT : 35,905
 ETA : 20 December 2006 – 5 January 2007
 Scope : Drydocking; Hull preservation; Cargo holds upgrading; Repair of freshwater and top side tanks; Face plate side frames renewal in cargo holds; Hatch cover compliance IACS URS30; Engine room piping renewal; Dewatering system installation; Engine room vent fan, main engine cylinder head, piston and liner overhauling; Turbocharger and air cooler overhauling; Tailshaft survey

Keppel Cebu Shipyard

Name : **M/V "OLO MEDJUGORJE"**
 Owner : Aboitiz Transport System corp.
 Country : Philippines
 Type : Cargo/Passenger
 DWT : –
 GRT : 4,433.27 T
 Date : ETA – 27 December 2006 – 9 January 2007
 Scope : Various electrical motors overhauling, anchor windlass and mooring winches brake bond and liner renewal; Replating of about 80 tonnes of wagon / lower deck and tank internals; Ramp works; External hull blasting and painting; Astern thruster works; Anchor and anchor chain works; Servicing; Sea valves; Sea chest cleaning; Renewal of hull anodes;

Ballast tanks internal cleaning and inspection

Keppel Batangas Shipyard

Name : **HOEGH TRAMPER**
 Owner : Hoegh Fleet Services AS
 Country : Norway
 Type : Vehicle Carrier
 DWT : 16,376
 GRT : 56,835
 Date : 2-26 February 2007
 Scope : Hull cleaning, blasting and painting; Car deck replating; Main engine overhauling and piping works

Name : **WIN SHUEN SHING**
 Owner : Win Far Fishery Group
 Country : Taiwan
 Type : Fish Carrier
 DWT : 3,742
 GRT : 2,955
 Date : 26 December 2006 – 12 February 2007
 Scope : Docking works; Hull cleaning, blasting and painting; Crop out existing boiler; Overhauling of 4 winches; Withdrawal and polishing of tailshaft / propeller; 12 tonnes of steelworks

Name : **EMERALD HALO**
 Owner : Anglo Eastern Shipmanagement Ltd.
 Country : Hong Kong
 Type : Bulk Carrier
 DWT : 25,977
 GRT : 47,240
 Date : 29 January – 10 February 2007
 Scope : Drydocking; Hull cleaning, blasting and painting; Main engine turbocharger overhauling; Hatch cover overhauling; Cargo hold renewal; Tailshaft / propeller machining; Stern tube renewal.

Name : **SAN PAOLO**
 Owner : Negros Navigation Company Inc.
 Country : Philippines
 Type : Passenger/Cargo
 DWT : 1,983.30
 GRT : 5,908.67
 Date : 18-31 January 2007
 Scope : Hull cleaning, blasting and painting Stern tube, tailshaft and CPP propeller works; Sea chest, sea valves, zinc anodes overhauling; Electrical motor cleaning and megger testing; Cooler repair; Piping works; Quarter ramp repair; 30 tonnes of steelworks

Singapore

Keppel Shipyard Tuas

Name : **DB 101**
 Client : Mcdermott South East Asia Pte Ltd
 Country : Singapore
 Type : Crane/Derrick Barge
 DWT : –
 GRT : 32,508
 Date : 15 January 2007
 Scope : General surveys and repairs

Name : **SRIRACHA POWER**
 Client : Eurasia International (S) Pte Ltd
 Country : Singapore
 Type : Chemical Tanker
 DWT : 49,330
 GRT : 22,607
 Date : 31 January 2007
 Scope : General surveys and repairs



Keppel Group Newsbytes

Keppel Corporation, the parent company of Keppel O&M, achieved another record year as Group attributable profit rose to an all-time high of S\$751m in 2006. This was S\$187m or 33% higher from the S\$564m achieved in 2005. The year also saw new benchmarks set for all of its key performance indicators.

Earnings per share of 95.4 cents were 32% above the previous year. Return on equity scaled a new high of 19.1% and economic value added of S\$423m more than doubled that of 2005. Group revenue of S\$7,601m was S\$1,913m or 34% higher than that of the previous year. This is a new record surpassing the previous high of S\$6,218m achieved in the financial year 2000.

Meanwhile, Group profit before tax exceeded the S\$1b mark for the first time to S\$1,139m, a 38% increase from the previous year.



The combined strengths of PDC and Keppel T&T will provide an ideal platform for expanding Keppel's datacentre business in Europe



Keppel Seghers' Prism technology will raise the overall energy efficiency of the Moerdijk plant in the Netherlands

Keppel Telecommunications & Transportation (Keppel T&T) has acquired, through its wholly-owned subsidiary DataOne (Asia) (DataOne Asia), a 50% stake in the European datacenter operator, Premier Data Centres Limited (PDC). PDC was wholly-owned by Real Capital International Limited (RCI).

Situated in Dublin Ireland, PDC was founded in 2002 and provides state-of-the-art datacenter co-location and business contingency services. Its facilities are designed to provide the highest standard of security, air handling and high density resilient power. PDC has a very strong occupancy rate with over 95% of its facility fully let on long-term multi-year co-location agreements to leading international blue chip companies in the IT and telecommunications industry including Hewlett Packard (HP) and Global Voice (GV).



Keppel Seghers, the environmental technology division of Keppel Integrated Engineering (KIE), has secured a S\$35 million contract offering technologies and services to expand an existing Waste-to-Energy (WTE) plant in Moerdijk, southwest of the Netherlands.

The Moerdijk plant is the third largest plant in the Netherlands with a capacity to treat 660,000 tons of solid waste a year.

The contract is for the engineering, procurement, fabrication, testing and commissioning of Keppel Seghers' proprietary Prism technology, and a steam boiler for the expansion of the WTE plant owned and operated by Afvalverbranding Zuid-Nederland NV (AZN).

Global Reach

Keppel Offshore & Marine Ltd (Head Office)

50 Gul Road Singapore 629351
Tel: 65 6863 7200
Fax: 65 6261 7719
www.keppelom.com

SINGAPORE

Keppel FELS Limited (Pioneer Yard 1 – Head Office)

50 Gul Road Singapore 629351

(Pioneer Yard 2)

55 Gul Road Singapore 629353

(Shipyard Road)

31 Shipyard Road Singapore 628130

Tel: 65 6863 7200
Fax: 65 6261 7719
Email: marketing@keppelfels.com
www.keppelfels.com
Contact Persons: Michael Chia, Executive Director
S Jaya Kumar, General Manager (Marketing)

Keppel Shipyard Limited (Tuas Yard – Head office)

51 Pioneer Sector 1 Singapore 628437
Tel: 65 6861 4141
Fax: 65 6861 7767

(Benoi Yard)

15 Benoi Road Singapore 629888
Tel: 65 6861 6622
Fax: 65 6861 4393

(Gul Yard)

55 Gul Road Singapore 629353
Tel: 65 6861 3007
Fax: 65 6862 3645/7

Email: ks@keppelshipyard.com
www.keppelshipyard.com
Contact Person: Nelson Yeo, Executive Director

Keppel Singmarine Pte Limited

15 Benoi Road Singapore 629888
Tel: 65 6861 6622
Fax: 65 6862 1792
Email: singmarine@keppelsingmarine.com
www.keppelsingmarine.com
Contact Person: Hoe Eng Hock, Executive Director

Offshore Technology Development Pte Ltd

55 Gul Road Singapore 629353
Tel: 65 6863 7409
Fax: 65 6862 3465
Email: felsotd@pacific.net.sg
Contact Person: Dr Foo Kok Seng, General Manager

Deepwater Technology Group Pte Ltd

50 Gul Road Singapore 629351
Tel: 65 6863 7163
Fax: 65 6863 1739
Email: aziz.merchant@keppelom.com
Contact Person: Aziz Merchant, General Manager

Asian Lift Pte Ltd

23 Gul Road Singapore 629356
Tel: 65 6668 4222
Fax: 65 6668 4333
Email: asianlift@asianlift.com.sg
Contact Person: John Chua, General Manager

Keppel Smit Towage Pte Ltd

23 Gul Road Singapore 629356
Tel: 65 6668 4222
Fax: 65 6897 8056
Email: kst@keppelsmit.com.sg
Contact Person: Ben Chew, General Manager

AUSTRALIA

Keppel Prince Engineering Pty Ltd

Level 7, 3 Bowen Crescent
Melbourne, Victoria 3004, Australia
Tel: 61 3 9820 9033
Fax: 61 3 9866 6110
Email: cchiam@ozemail.com.au
Contact Person: Charles Chiam, Director

AZERBAIJAN

Caspian Shipyard Company Ltd

South Bay, KMNF Basin
Baku AZ1023, Azerbaijan
Tel: 994 12 449 9930
Fax: 994 12 449 9931

Email: csc@csc.az
Contact Person: Bill Kee, President

BRAZIL

Keppel FELS Brasil SA

Rua da Assembeia, 10 – 2002
20011-000 Rio de Janeiro, RJ, Brazil
Tel: 55 21 2102 9400
Fax: 55 21 2224 2248
Email: kimhock.tay@keppelfels.com
www.kfelsbrasil.com.br
Contact Person: Tay Kim Hock, President & CEO

BULGARIA

Keppel FELS Baltech Ltd

54 Debar Street, Varna 9000, Bulgaria
Tel: 359 52 684 250/1
Fax: 359 52 684 252 (Admin)
Email: office@fels.bg
Contact Person: Lyudmil Stoev, General Manager

CHINA/HONG KONG

Keppel Nantong Shipyard Ltd

No. 9 Yan Jiang Road, Nantong City, Jiangsu Province
P.R. China 226005
Tel: 86 513 8530 0000
Fax: 86 513 8530 0011
Email: taikwee.lee@keppelnantong.com
Contact Person: Lee Tai Kwee, President

Keppel FELS Engineering Shenzhen Co., Ltd.

3th Floor, Chiwan Petroleum Building
Chiwan Road No. 5
P.R. China 518068
Tel: 86 755 26851902, 86 755 26851959,
65 68637215 (Singapore Contact)
Fax: 86 755 26851670
Email (China): hojh@keccsz.com
Email (Singapore): jongheng.ho@keppelfels.com
Contact Person: Ho Jong Heng, General Manager

INDIA

Keppel FELS Offshore and Engineering Services **Mumbai Pvt Ltd**

Unit Number 3, 8th Floor, Prism Tower-A
MindSpace, Link Road, Goregaon (West)
Mumbai 400 062, India
Tel: 91 22 4001 8888
Fax: 91 22 4001 8898
E-mail: anant.shukla@kfelsmumbai.com
Contact Person: Anant Shukla, General Manager

KAZAKHSTAN

Keppel Kazakhstan LLP

SEZ "Seaport Aktau", Aktau 130000, Mangistau Oblast
Republic of Kazakhstan
Tel: 7 3292 571 100
HP: 7 300 528 4885
Fax: 7 3292 571 110
Email: pw.yick@kkl.kz
Contact Person: Yick Ping Wong, General Director

NETHERLANDS

Keppel Verolme BV

Prof. Gerbrandyweg 25, 3199 KK Rotterdam-Botlek
Harbour no. 4550, P O Box 1001, 3180 AA Rozenburg
The Netherlands
Tel: 31 181 234300
Fax: 31 181 234346
Email: mail@keppelverolme.nl
www.keppelverolme.nl
Contact Person: Harold W.M. Linssen, Managing Director

NORWAY

Keppel Norway AS

Strandgaten 147, P O Box 425
4304 Sandnes, Norway
Tel: 47 5160 2500
Fax: 47 5160 2510
Email: Inge.Oliversen@keppelnorway.com
www.keppelnorway.com
Contact Person: Inge Oliversen, President

PHILIPPINES

Keppel Philippines Marine Inc

Unit 3-B Country Space 1 Building
Sen. Gil Puyat Avenue, Salcedo Village
1200 Makati City, Philippines
Tel: 63 2 892 1816
Fax: 63 2 815 2581, 63 2 892 4604
www.keppelphilippinesmarineinc.com
Email: mhq@keppelpm.com/commercial@keppelpm.com
Contact Person: Toh Ko Lin, President

Keppel Batangas Shipyard

Barrio San Miguel, 4201 Bauan, Batangas
Philippines
Tel: 63 43 7271532 to 36
Fax: 63 43 7271453
Email: kbs@keppelpm.com
Contact Person: Kok Boon Heng, President

Keppel Cebu Shipyard Inc

Dad Cleland Avenue, 6015 Lapu-Lapu City,
Cebu, Philippines
Tel: 63 32 340 0081 to 89
Fax: 63 32 340 0068, 63 32 340 0096
Email: marketing@keppelcebu.com.ph
www.keppelcebu.com.ph
Contact Person: Fok Swee Yin, President

Subic Shipyard and Engineering, Inc.

Cabangaan Point, Cawag
2209 Subic, Zambales, Philippines
Tel: 63 47 232 2380
Fax: 63 47 232 3350, 63 47 232 3883 to 84
Email: all@subicship.com
Contact Person: Charles Yap, President

UNITED ARAB EMIRATES

Arab Heavy Industries

P O Box 529, Ajman, UAE
Tel: 971 6 526 3232
Fax: 971 6 526 3233
Email: ahiaeme@emirates.net.ae
www.ahi-uae.com
Contact Person: Y K Leong, Managing Director

USA

Keppel AmFELS Inc.

PO Box 3107, 20000 South Highway 48
Brownsville, TX 77523, USA
Tel: 1 956 831 8220
Fax: 1 956 831 6220
Email: cheokyuen.ho@keppelamfels.com
Contact Person: Ho Cheok Yuen, President & CEO

Keppel Offshore & Marine USA Inc.

5177 Richmond Ave, Suite 1065
Houston, TX 77056, USA
Tel: 1 713 840 8811
Fax: 1 713 840 1198
Email: yewyuen.chow@keppelOM-usa.com
Contact Person: Chow Yew Yuen, President

FloaTEC, LLC

14701 St. Mary's Lane
Suite 250, Houston, TX 77079
Main Tel: +1 281 870 5200
Main Fax: +1 281 870 5210
Email: businessdevelopment@floatec.com
Website: www.FloaTEC.com
Contact Person: Eric H. Namtvedt, President
Direct Tel: +1 281 870 5556
Mobile: +1 281 381 2781
Email: ehnamtvedt@floatec.com

Keppel Marine Agencies, Inc (Texas Office)

5177 Richmond Ave, Suite 1065
Houston, TX 77056, USA
Tel: 1 713 840 1188
Fax: 1 713 840 1960
Email: mike.holcomb@kmailhouston.com /
john.bajor@kmailhouston.com
Contact Person: Michael Holcomb, President/Director
John C Bajor, Marketing Manager

(New Jersey Office)

15 Huddy Avenue, PO Box 417
Highlands, New Jersey, USA
Tel: 1 732 872 8800
Fax: 1 732 872 8801
Email: keppelnj@comcast.net
Contact Person: John J. Bajor, Director

VIETNAM

Keppel FELS Limited

Petrovietnam Tower, Suite 150M
9 Hoang Dieu Street, Ward 1, Vung Tau City
S.R. Vietnam
Tel: 84 64 850098
Fax: 84 64 850089
Email: henrysg@hn.vnn.vn
Contact Person: Henry Sng, Country Manager

Keppel secures repeat order for a KFELS N Class jackup rig



Inking the second KFELS N Class deal is CH Tong, MD/COO of Keppel O&M (right) and Birger Skeie, MD of Skeie Drilling & Production

Keppel FELS has secured a repeat order for a KFELS N Class jackup rig from Skeie Drilling & Production ASA (formerly ProdJack AS), a member of the Skeie Group.

The new rig is slated for delivery in the third quarter of 2010.

CB Choo said, "The repeat order for the KFELS N Class is reflective of a requirement for a high-end drilling rig with capabilities to address technical issues in the exploration and development of fields in very harsh environments such as the North Sea."

Bjarne Skeie, Chairman of Skeie Group, "There is an increasing demand for more sophisticated and innovative rigs to meet new challenges in the development of oil

and gas fields in the North Sea region. The KFELS N Class jackup rig, with its superior specifications, is highly capable of meeting these challenges while setting a new benchmark for operations in the North Sea.

"There is a great potential for sustained and stable investment in the region, and the timing is right given the abundant opportunities."

Characterised by severe wind gusts and waves over 30 metres high, the North Sea is one of the world's most challenging areas for oil and gas exploration and production.

Developed by Keppel's R&D arm, Offshore Technology Development, the KFELS N Class jackup rig will provide

"There is an increasing demand for more sophisticated and innovative rigs to meet new challenges in the development of oil and gas fields in the North Sea region. The KFELS N Class jackup rig, with its superior specifications, is highly capable of meeting these challenges while setting a new benchmark for operations in the North Sea."

Bjarne Skeie
Chairman
Skeie Group

customers the flexibility of having a unit that can undertake drilling and production activities concurrently for exploitation in marginal fields. Capable of operating in water depths of up to 430ft and drilling depths of down to 35,000ft, the rig will have features to readily accept process modules for production activities. The design is in full compliance with the demanding and technical challenging requirements of rigs operating in the Norwegian sector of the North Sea.

When completed, the KFELS N Class rigs will be the largest jackup rigs ever to be built in Singapore. It will also be among the world's largest jackup rigs to be constructed for the North Sea.