

S.D. Standard Drilling Plc.

Company Presentation

September 2018



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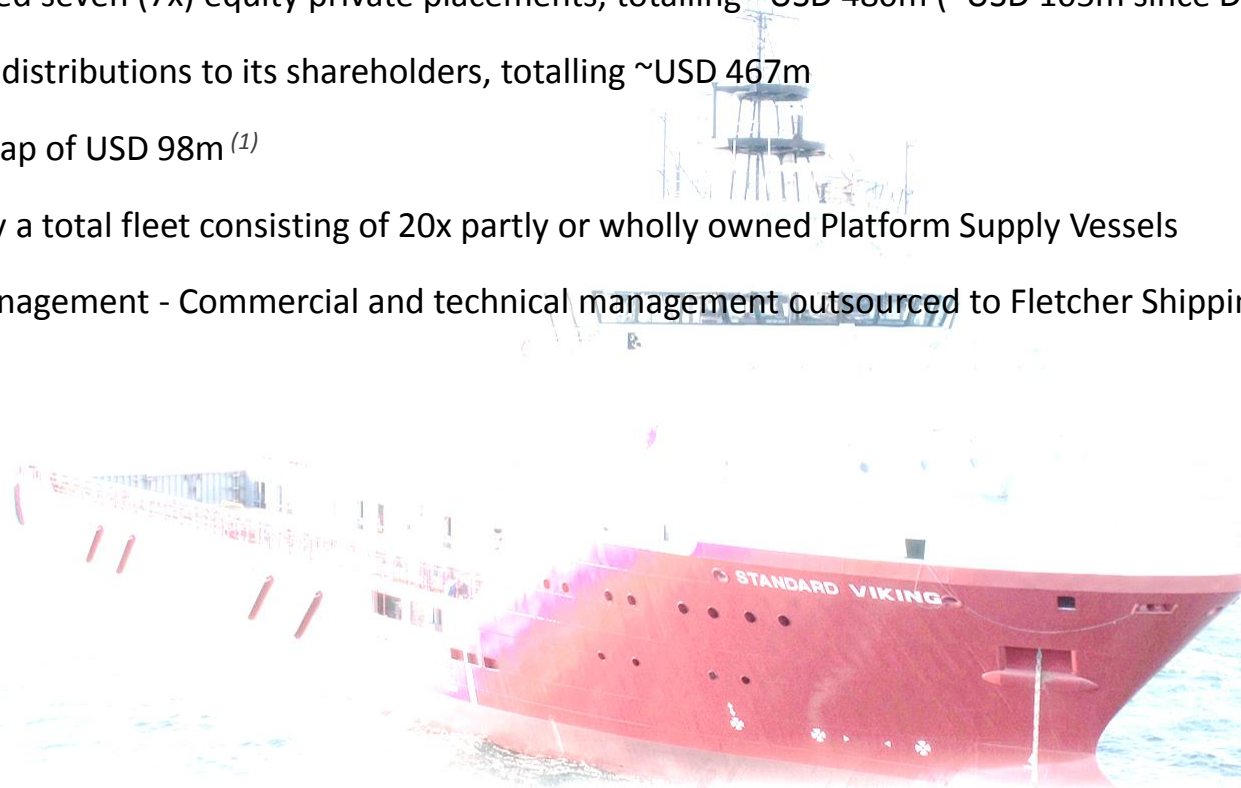
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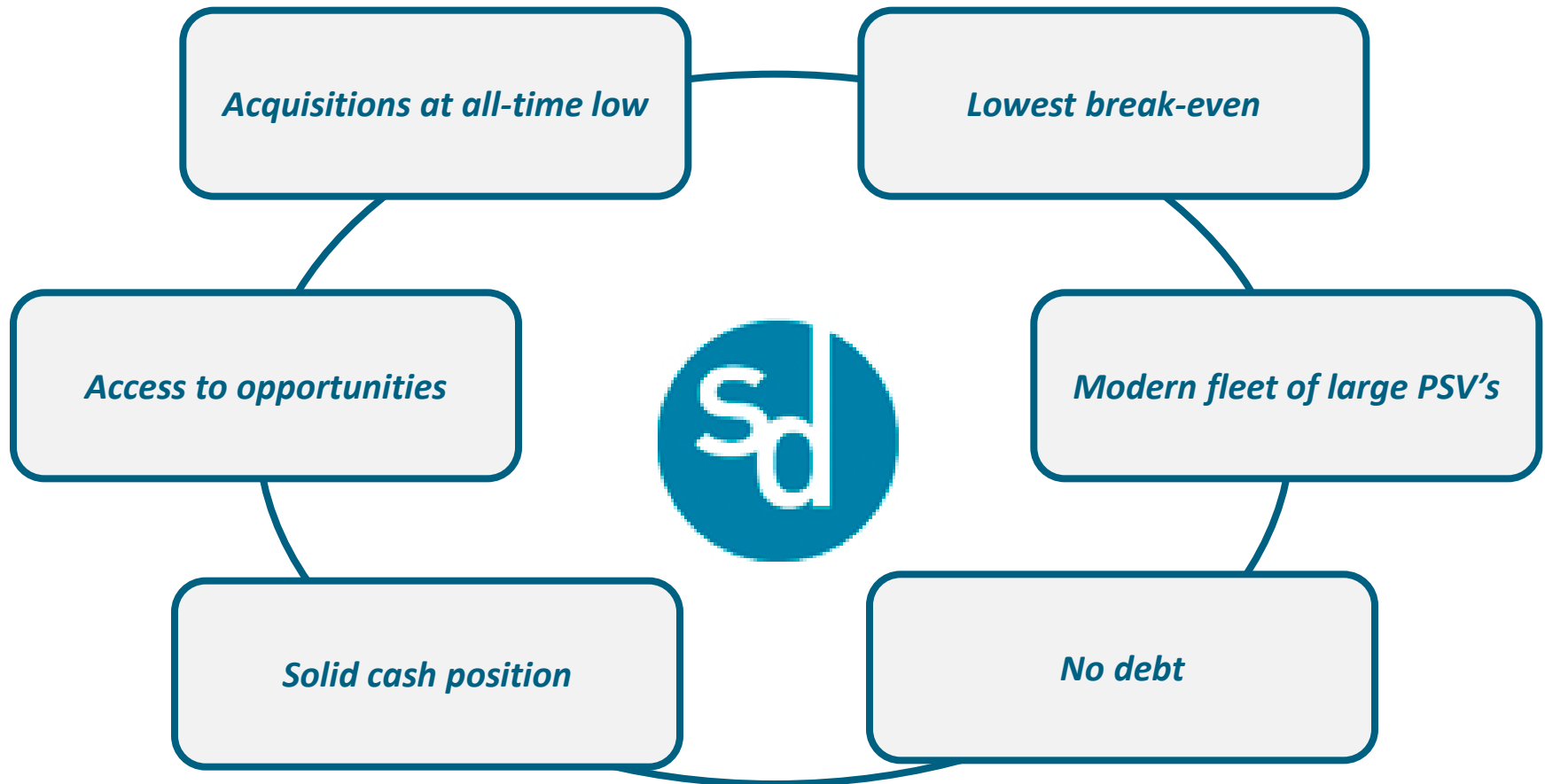
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Company overview

- Founded in 2010 - Headquarter in Limassol, Cyprus
- Listed on Oslo Stock Exchange (ticker: "SDSD")
- Completed seven (7x) equity private placements, totalling ~USD 480m (~USD 105m since Dec – 2016)
- Five (5x) distributions to its shareholders, totalling ~USD 467m
- Market cap of USD 98m ⁽¹⁾
- Currently a total fleet consisting of 20x partly or wholly owned Platform Supply Vessels
- Lean Management - Commercial and technical management outsourced to Fletcher Shipping



Asset Play - well positioned for recovery and opportunities



Modern fleet of large-size PSV vessels – 100% owned

Standard Vessels (5x)



Standard Viking (2008)

Purchase price:

~USD 13.3m⁽¹⁾

Ownership: 100%

Deck-space: 1,060m²

Design: ST-216 L CD

Ice Class 1B

Yard: Aker Brattvaag

Age: ~10 years

Standard Supplier (2007)

Purchase price:

~USD 13.3m⁽¹⁾

Ownership: 100%

Deck-space: 1,060m²

Design: ST-216 L CD

Ice Class 1B

Yard: Aker Brattvaag

Age: ~11 years

Standard Princess (2008)

Purchase price:

~USD 13.3m⁽¹⁾

Ownership: 100%

Deck-space: 1,060m²

Design: ST-216 L CD

Ice Class 1B

Yard: Aker Brattvaag

Age: ~10 years

Standard Supporter (2009)

Purchase price:

~USD 11.1m⁽¹⁾

Ownership: 100%

Deck-space: 1,000m²

Design: UT 776 CD

Yard: STX Brevik

Age: ~9 years

Standard Provider (2010)

Purchase price:

~USD 11.1m⁽¹⁾

Ownership: 100%

Deck-space: 1,000m²

Design: UT 776 CD

Yard: STX Brevik

Age: ~8 years

Average purchase price: USD 12.44m⁽¹⁾

Average age 9.6 years

Average newbuild price: ~USD 48.5

Mid-size PSV vessels – partly owned

PSV Opportunity (9x) – 25.5% owned

New World Supply (6x) – 26.2% owned



2x vessels

Purchase price:

~USD 2.5m⁽¹⁾

Ownership: 25.5%

Deck-space: 680m²

Design: UT 755 LN

Yard: Aker Aukra

Avg. age: ~9 years

FS Carrick (2008)

FS Crathes (2009)

2x vessels

Purchase price:

~USD 5.4m⁽¹⁾

Ownership: 25.5%

Deck-space: 680m²

Design: UT 755 LN

Yard: Aukra

Avg. age: ~9 years

FS Abergeldie (2008)

FS Aberdour (2009)

2x vessels

Purchase price:

~USD 5.9m⁽¹⁾

Ownership: 25.5%

Deck-space: 710m²

Design: UT 755 LN

Yard: Aker Brevik

Avg. age: ~10 years

FS Braemar (2007)

FS Balmoral (2008)

3x vessels

Purchase price:

~USD 2.5m⁽¹⁾

Ownership: 25.5%

Deck-space: 700m²

Design: VS 470 MK II

Yard: Kleven

Avg. age: ~12 years

FS Kristiansand (2005)

FS Bergen (2006)

FS Arendal (2006)

6x vessels

Purchase price:

~USD 5.1m⁽¹⁾

Ownership: 26.2%

Deck-space: 728m²

Design: 3300 CD

Yard: Damen SG (Galati)

Avg. age: ~5 years

World Diamond (2013)

World Peridot (2013)

World Pearl (2013)

World Emerald (2013)

World Opal (2013)

World Sapphire (2013)

Large-size PSV vessels – contract overview

Standard Vessels (100% owned)

Vessel	Built	Client	Country	2018			2019				
				2Q	3Q	4Q	1Q	2Q	3Q	4Q	
Large-size Vessels											
Standard Viking	2007	Peterson	UK	Contract			Options		Options		
Standard Princess	2008	Spot Market / Anasuria / Spot / TBC	UK	Dry-dock	Contract		Options		Options		
Standard Supplier	2007	Decipher / Spot / TBC	UK	Contract			Options		Options		
Standard Provider	2010	Maersk Oil / Spot	UK	Contract			Options		Options		
Standard Supporter	2009	Enquest / Spot	UK	Contract			Options		Options		

Continue to focus on securing work to achieve a high utilization for the fleet going forward

Historical utilization of operating vessels (%)⁽¹⁾

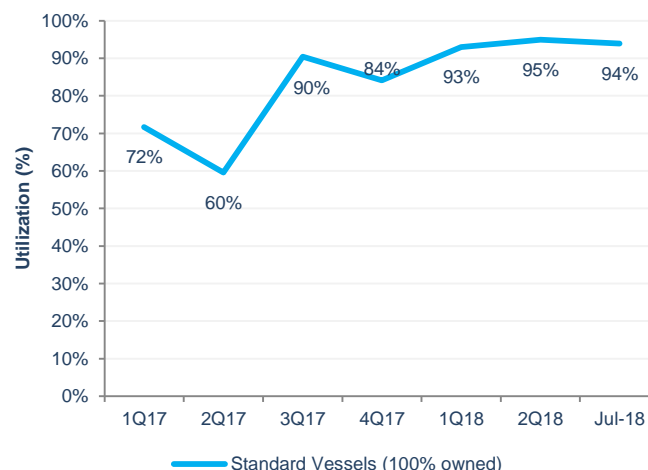
Standard Vessels (100% owned)

Total days	S.Viking	S. Princess	S. Supplier	S.Provider	S. Supporter	Weighted average
Total available days, 2017	275	321	214	48	48	906
Total days worked, 2017	213	280	155	41	33	722
Total utilization, 2017	77 %	87 %	73 %	85 %	68 %	80 %
Total available days, YTD18	210	193	212	206	212	1034
Total days worked, YTD18	210	174	171	205	211	971
Total utilization, QTD18	100 %	90 %	81 %	99 %	100 %	94 %

Note:

- Standard Viking 2Q17 utilization from April-17, off hire for 1.5days for DNV Surveys, DP Trials and OVID Renewal during 2Q18
- Standard Princess 1Q17 utilization from 13th Febr-18. Vessel utilization for Apr-18 based on ~11 available days as the vessel spent ~19 days in DD
- Standard Supplier 2Q17 utilization from June-17
- Standard Provider 4Q17 utilization from mid-Nov-17, unavailable for 6 days during Jul-18 for maintenance
- Standard Supporter 4Q17 utilization from mid-Nov-17
- YTD18 includes 1Q18, 2Q18 and Jul-18

Utilization overview (weighted average)



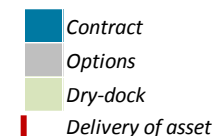
(1) Utilization does not include vessels in lay-up

Note: If all options are declared, Standard Viking could work until Jul-20

Mid-size PSV vessels – contract overview

PSV Opportunity (25.5% owned)

Vessel	Built	Client	Country	2018			2019		
				2Q	3Q	4Q	1Q	2Q	3Q
Mid-size Vessels									
FS Arendal	2006	Repsol	UK	Contract	Options				
FS Aberdour	2009	Centrica / In House	UK	Contract	Contract				
FS Balmoral	2008	Premier Oil / Petrofac	UK	Contract	Contract				
FS Kristiansand	2005	TBN	UK	Contract	Contract	Options	Options		
FS Braemar	2007	Ineos / Total	UK	Contract	Contract				
FS Bergen	2006	Lay-up	UK						
FS Abergeldie	2008	Lay-up	Trinidad						
FS Carrick	2009	Petrofac / Saipem	UK	Contract	Contract	Options			
FS Crathes	2008	Spot Market / Saipem	UK	Contract	Contract	Options			



Historical utilization of operating vessels (%)⁽¹⁾

PSV Opportunity Vessels (25.5% owned)

Total days	FS Aberdour	FS Arendal	FS Balmoral	FS Kr. Sand	FS Braemar	FS Carrick	FS Crathes	Weighted average
Total avail. days, 2017	365	365	245	365	115	n.a.	n.a.	1 455
Total days work., 2017	259	318	202	349	20	n.a.	n.a.	1 147
Total utilization, 2017	71 %	87 %	82 %	96 %	17 %	n.a.	n.a.	79 %
Tot. avail. days, YTD18	212	212	196	212	212	96	83	1 223
Tot. days work., YTD18	211	211	159	153	136	71	69	1 010
Total utilization, QTD18	99 %	100 %	81 %	72 %	64 %	74 %	84 %	83 %

Note:

- FS Balmoral 2Q17 utilization from May-17, not operational during 16 days during April
- FS Braemar 3Q17 utilization from Sept-17
- FS Carrick available from end Apr-18 (4 days)
- FS Crathes available for 21.7 days for May-18
- YTD18 includes 1Q18, 2Q18 and Jul-18

Utilization overview (weighted average)

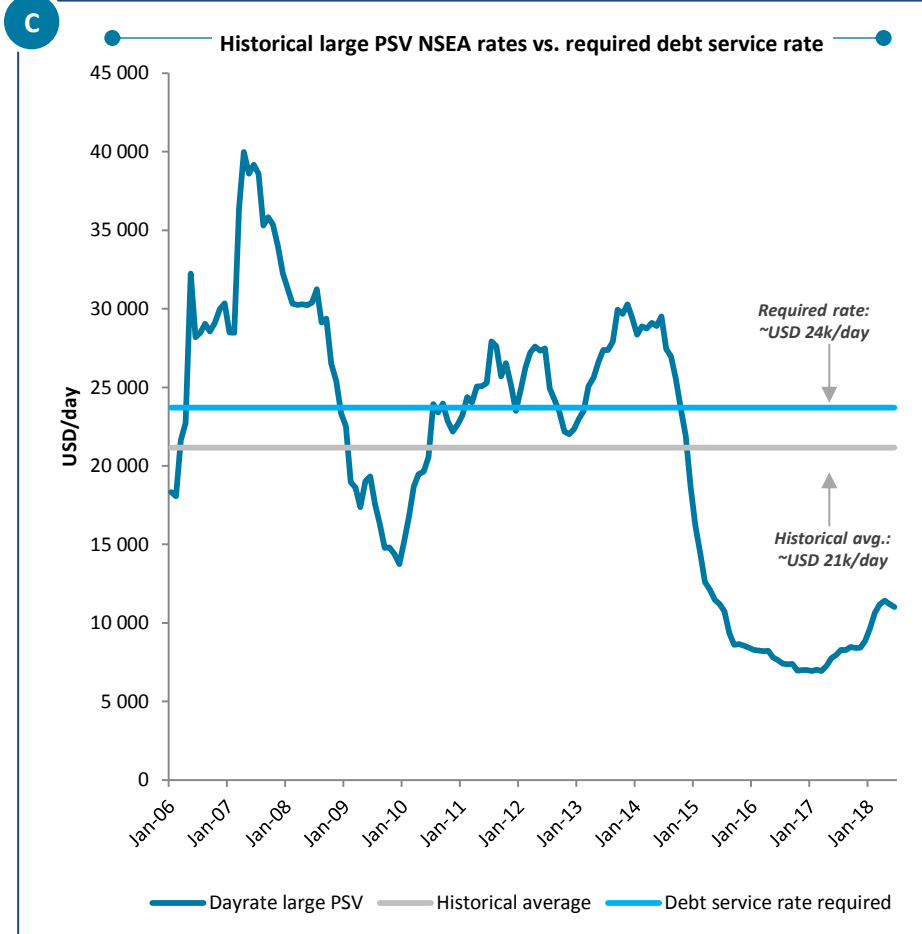
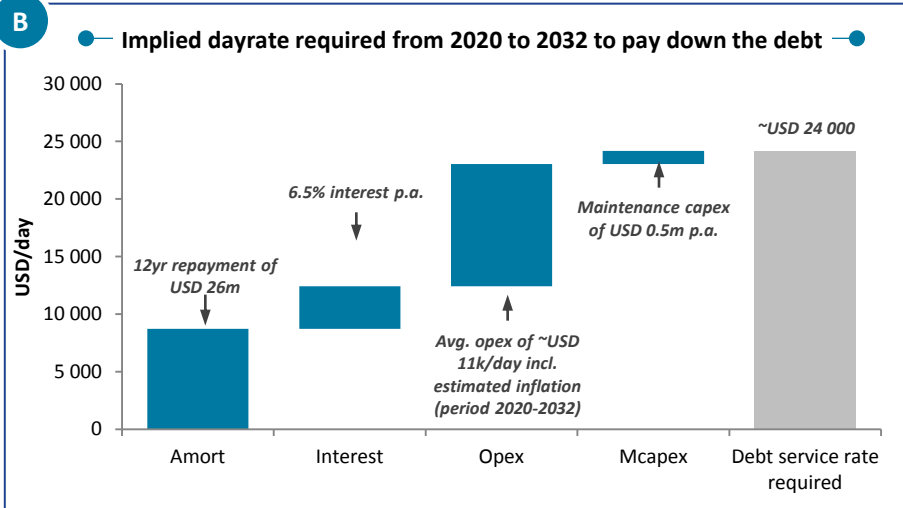
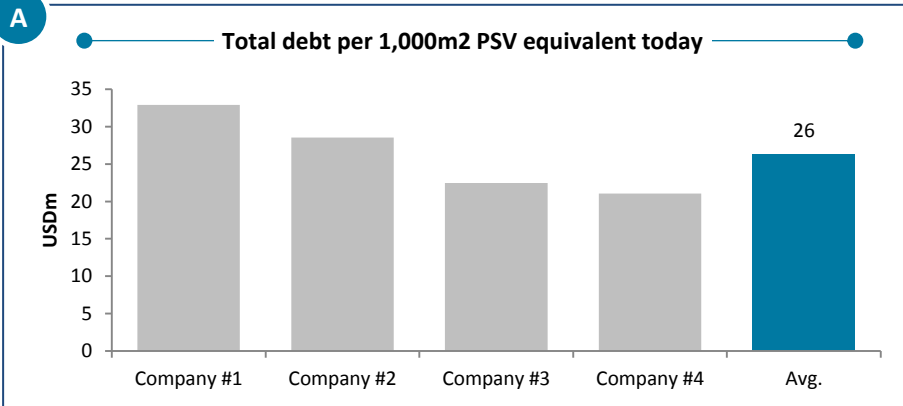


PSV Opportunity + Northern PSV Vessels (25.5% owned)

SDSD has no debt

1

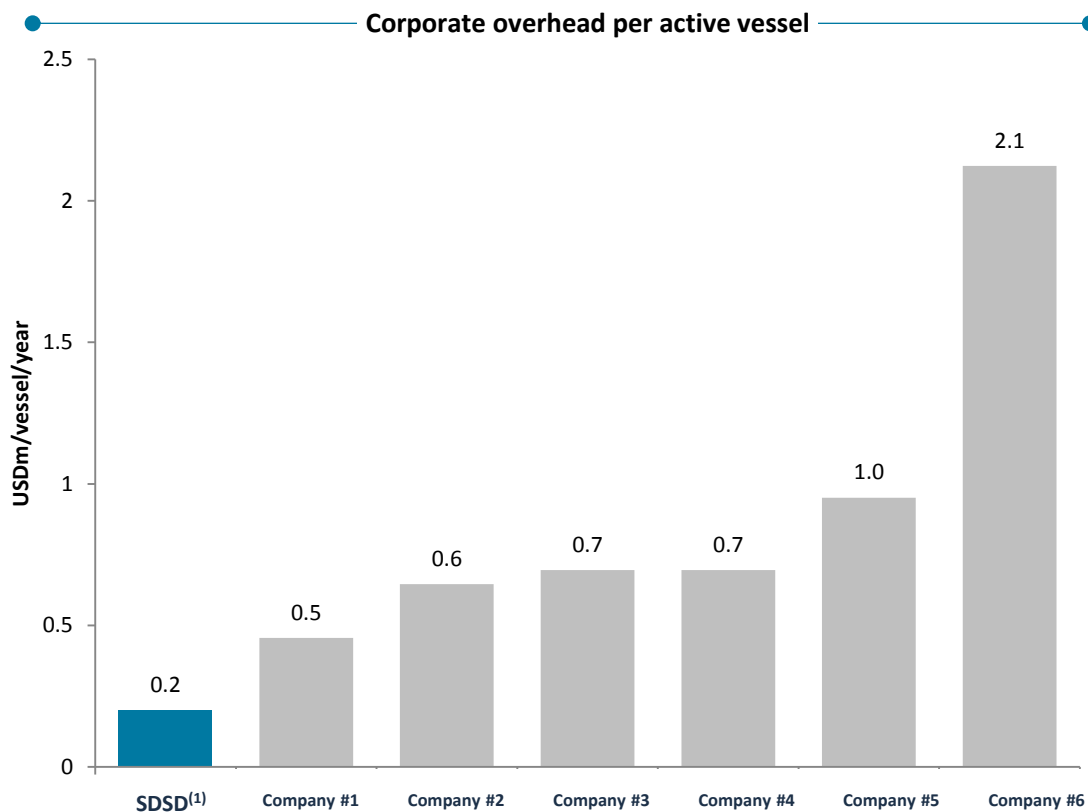
SDSD has a competitive advantage compared to industry peers



Low overhead costs and low breakeven rates

2

SDSD has a competitive advantage compared to industry peers



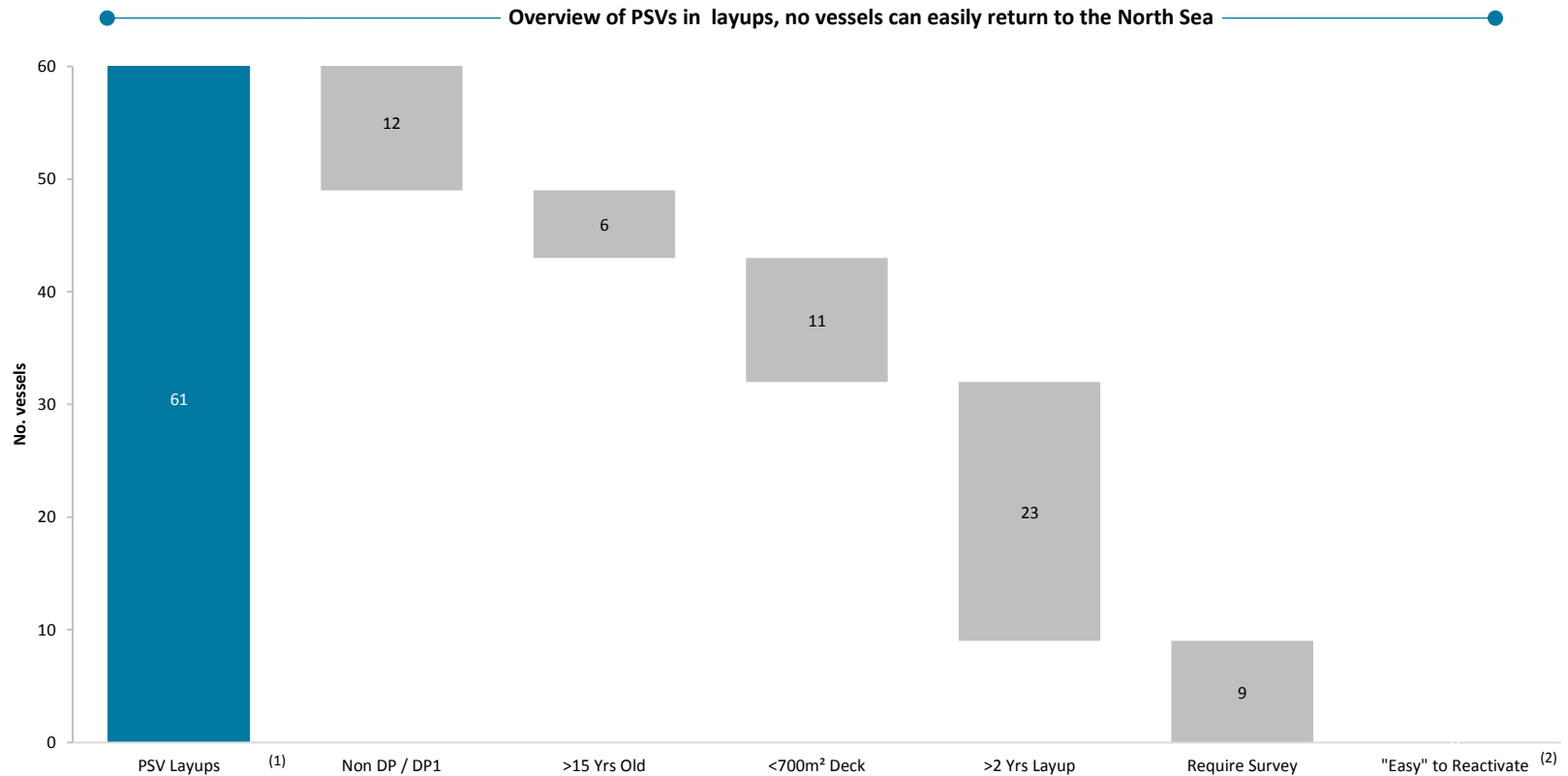
Average cash Break-even

- Average cash break-even, all-in costs (USD / Day) for PSV vessels
 - Large-size: USD 7,000 per day
 - Mid-size: USD 6,700 per day
- Competitive cost position and all equity balance sheet securing low all-in cost

SDSD has a modern fleet of large PSV's- all working

3

SDSD has a competitive advantage compared to industry peers



(1) ~25 vessels have been reactivated or sold to work in other regions since 2017YE

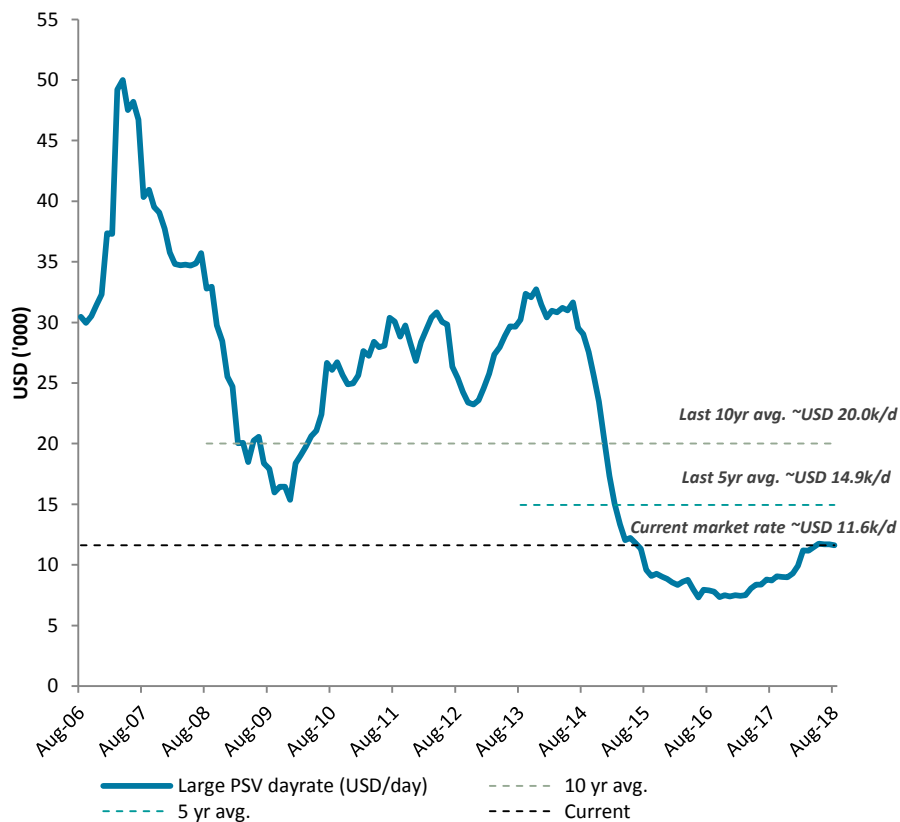
(2) No vessels are «easy» to reactivate, based on the specified factors above

Source: Clarksons Platou Offshore

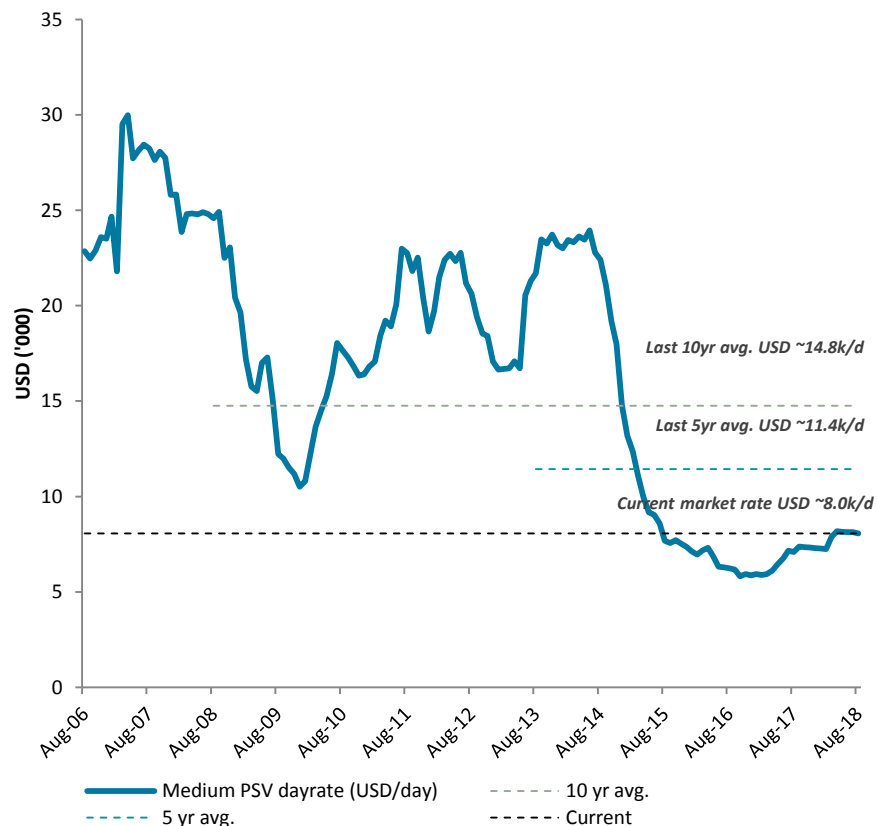
Signs of recovery – large vessels leading the way

- ✓ Increased tender activity
- ✓ Increased rig activity

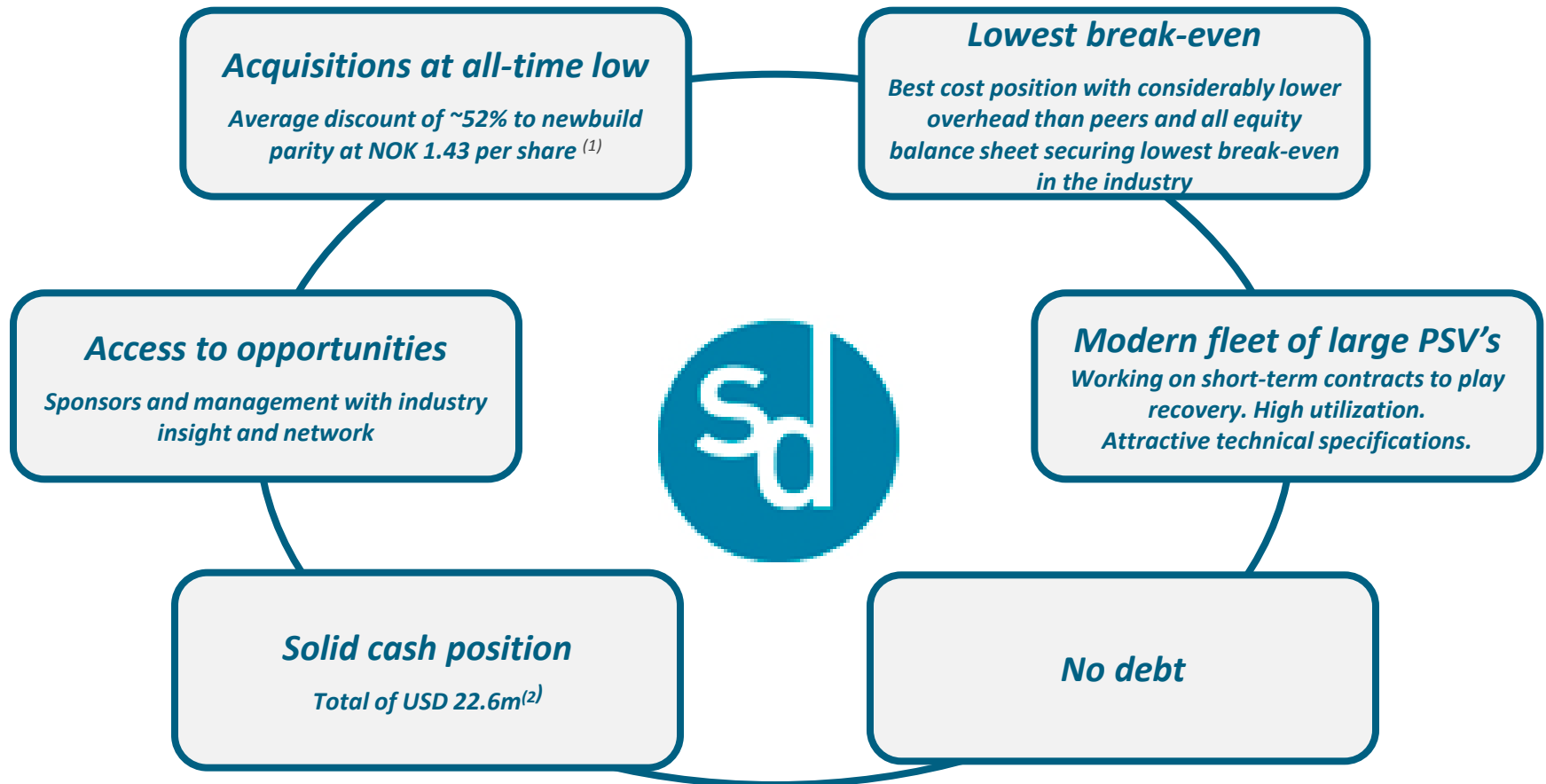
Large-size PSV term rates (900m²)



Mid-size PSV term rates (500-750m²)



Summary - well positioned for recovery and opportunities



(1) Source Clarksons Platou Securities. Only Large size PSV's

(2) As of Q2 18. Including pro-rata ownership of cash in subsidiaries and investments



STANDARD DRILLING