TIDEWATER®







UBS Global Oil and Gas Conference

Jeffrey M. Platt
President & CEO

Joseph M. Bennett
EVP & Chief IRO

May 22, 2014

FORWARD-LOOKING STATEMENTS

In accordance with the safe harbor provisions of the Private Securities Litigation Reform Act of 1995, the Company notes that certain statements set forth in this presentation provide other than historical information and are forward looking. The actual achievement of any forecasted results, or the unfolding of future economic or business developments in a way anticipated or projected by the Company, involve numerous risks and uncertainties that may cause the Company's actual performance to be materially different from that stated or implied in the forward-looking statement. Among those risks and uncertainties, many of which are beyond the control of the Company, include, without limitation, fluctuations in worldwide energy demand and oil and gas prices; fleet additions by competitors and industry overcapacity; changes in capital spending by customers in the energy industry for offshore exploration, development and production; changing customer demands for different vessel specifications, which may make some of our older vessels technologically obsolete for certain customer projects or in certain markets; uncertainty of global financial market conditions and difficulty accessing credit or capital; acts of terrorism and piracy; significant weather conditions; unsettled political conditions, war, civil unrest and governmental actions, such as expropriation or enforcement of customs or other laws that are not well-developed or consistently enforced, especially in higher political risk countries where we operate; foreign currency fluctuations; labor changes proposed by international conventions; increased regulatory burdens and oversight; and enforcement of laws related to the environment, labor and foreign corrupt practices. Readers should consider all of these risks factors, as well as other information contained in the Company's form 10-K's and 10-Q's.

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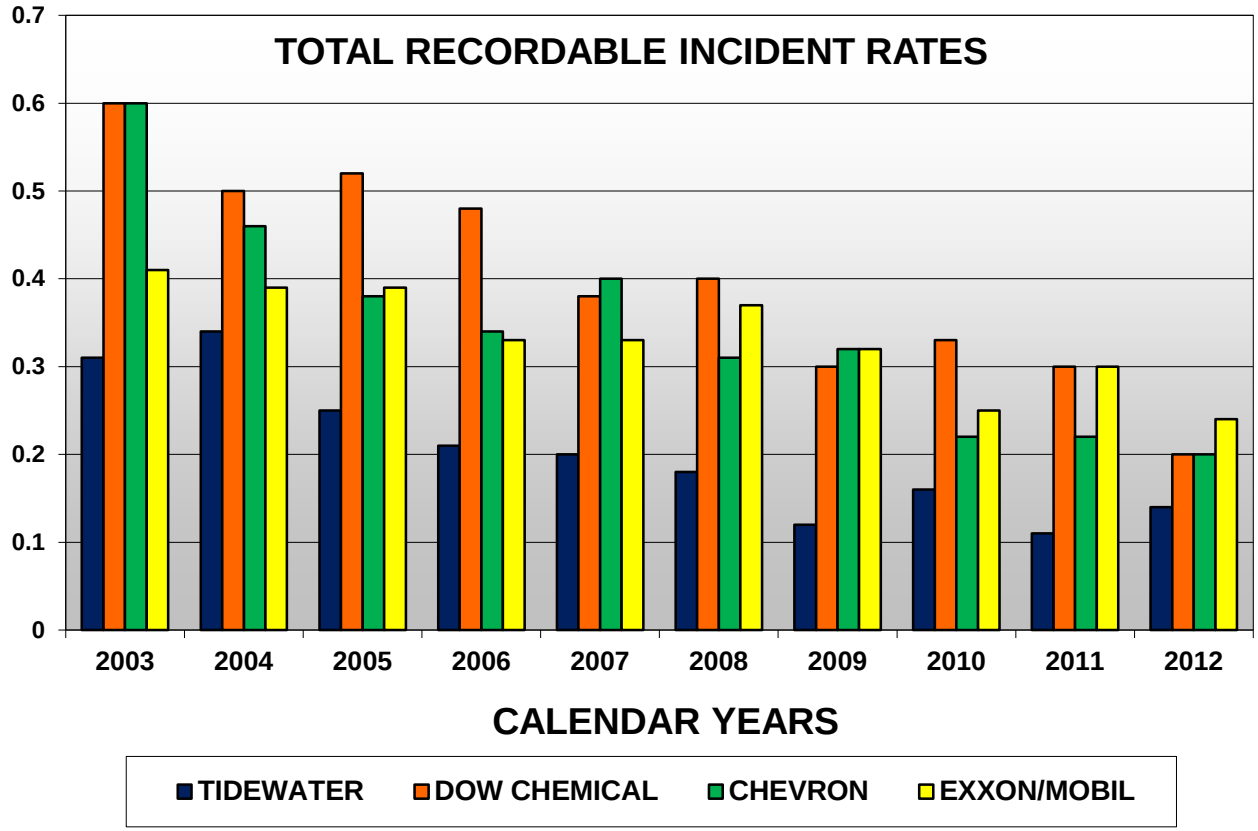
Key Tidewater Takeaways

- **Consistent goal of "Best in Class" safety and compliance culture**
- **Largest "NEW" OSV fleet in the industry, operating in over 50 countries with ~9,000 employees worldwide**
- **History of earnings growth and solid returns**
- **Constructive fundamental backdrop for the OSV industry**
- **Solid balance sheet and ready liquidity allows us to continue to act upon available opportunities, such as recent Troms acquisition and new Subsea business**

Safety Record Rivals Leading Companies

- Safe Operations is Priority #1
- Stop Work Obligation
- Safety performance is 25% of mgt. incentive comp

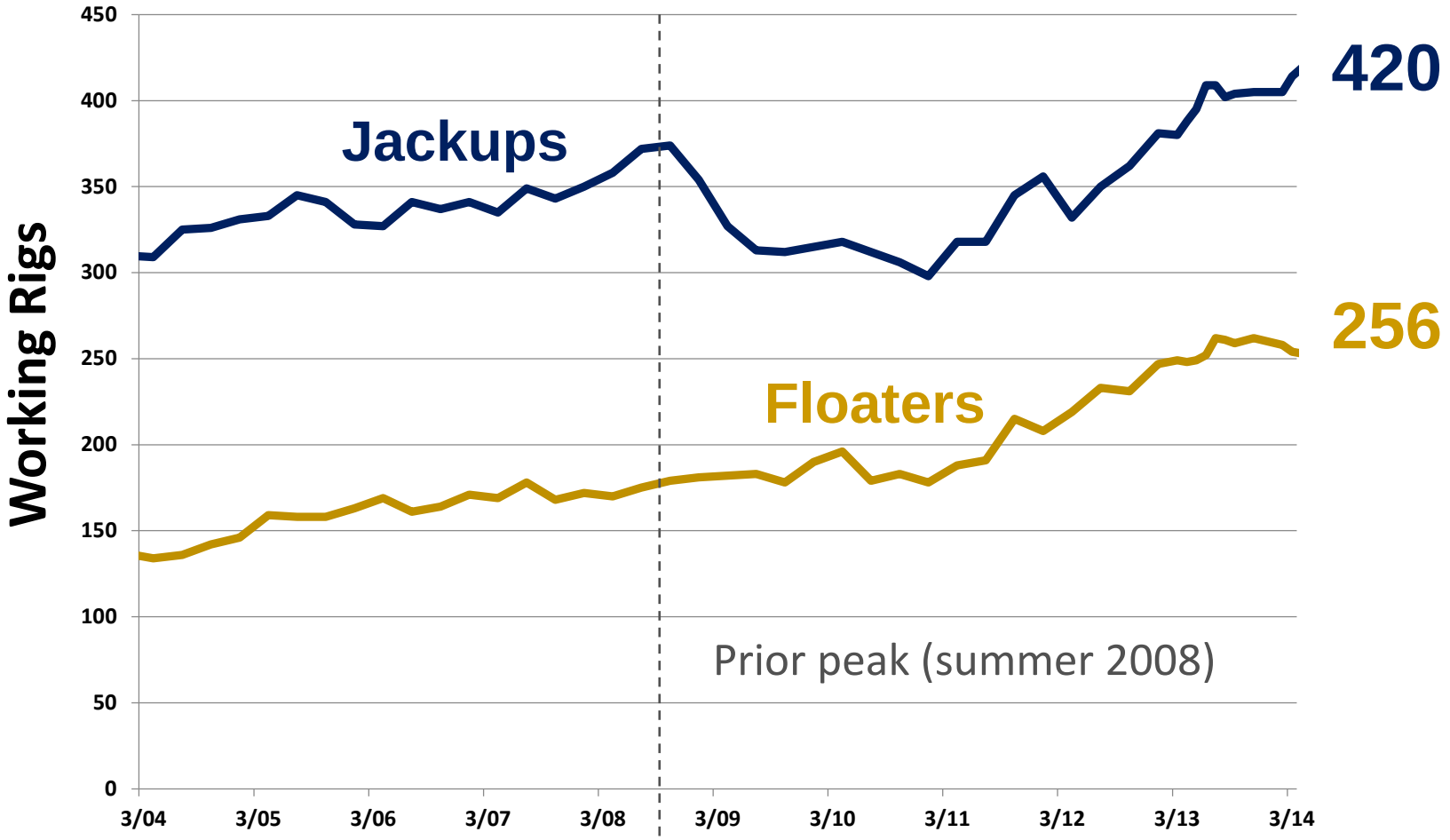


Operating safely offshore is like holding a snake by its head.



It's a task that can't be turned loose not for a microsecond or an accident will strike without pity.

Working Offshore Rig Trends



Source: ODS-Petrodata

Note: 44 "Other" rigs, along with the Jackups and Floaters, provide a total working rig count of 720 in May 2014.

Drivers of our Business "Peak to Present"

	July 2008 (Peak)	Jan. 2011 (Trough)	May 2014
Working Rigs	603	538	720
Rigs Under Construction	186	118	250
OSV Global Population	2,033	2,599	3,140
OSV's Under Construction	736	367	462
OSV/Rig Ratio	3.37	4.83	4.36

What if?

830

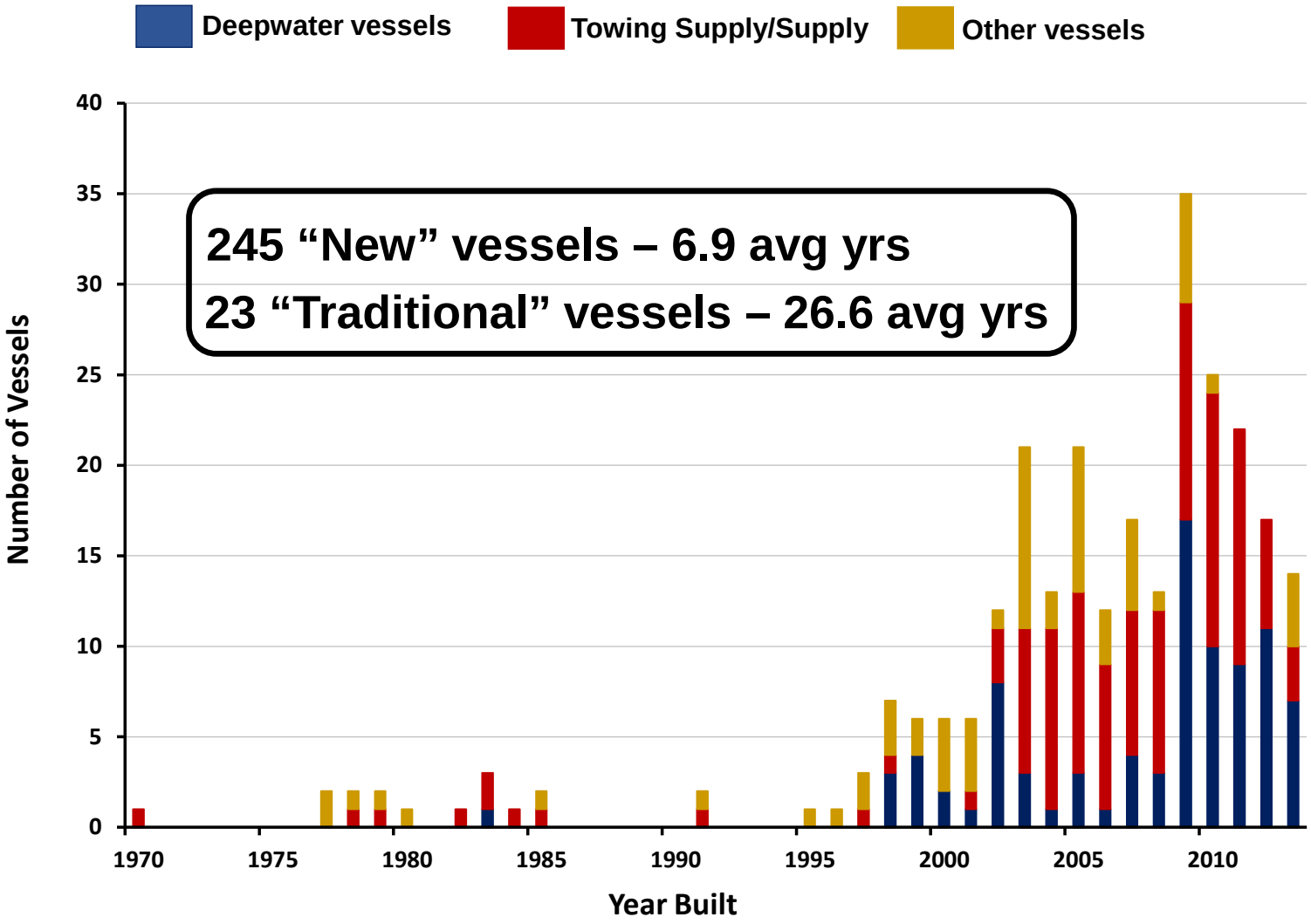
2,900

3.50

Source: ODS-Petrodata and Tidewater

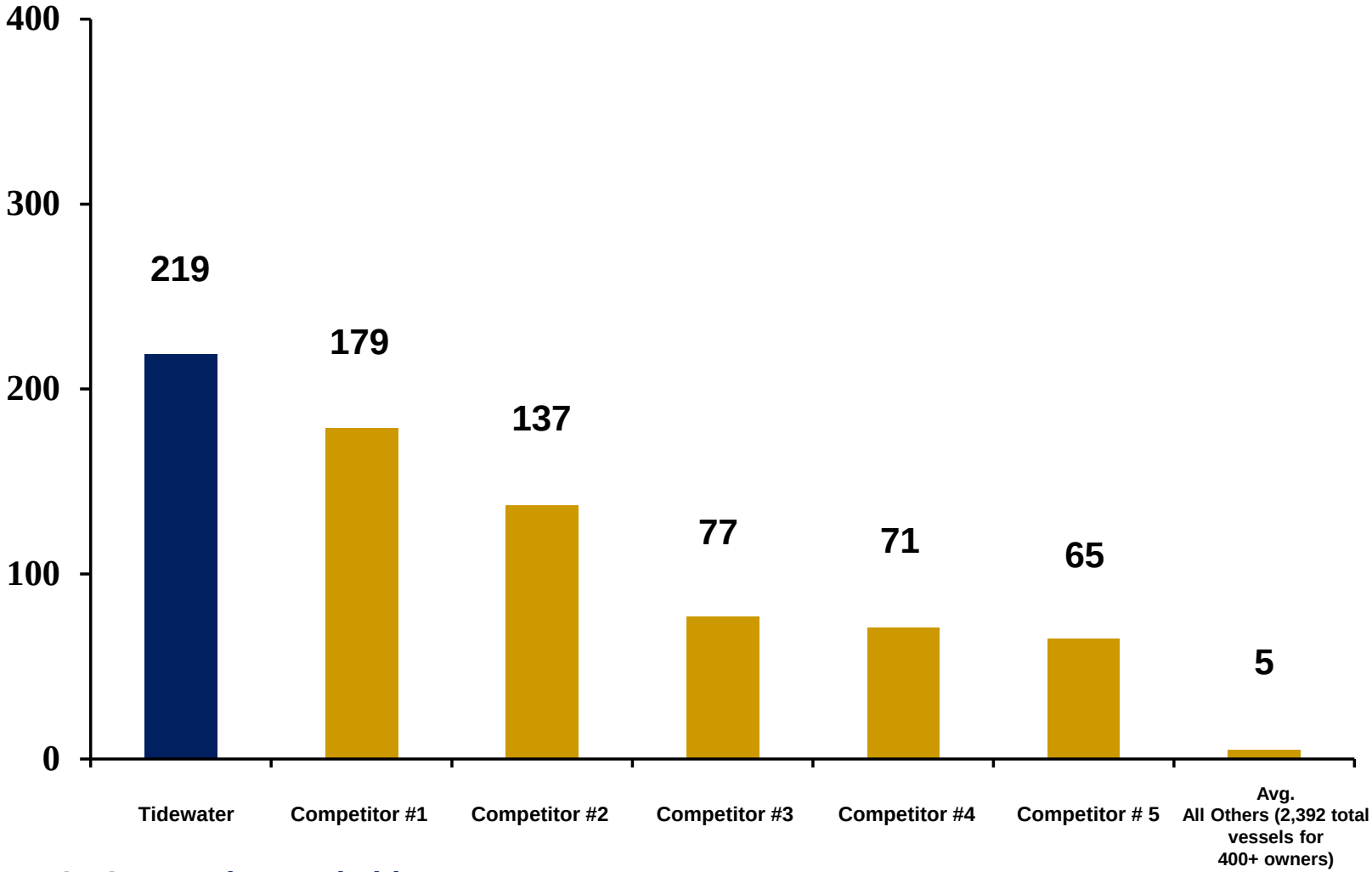
Tidewater's Active Fleet

As of March 31, 2014



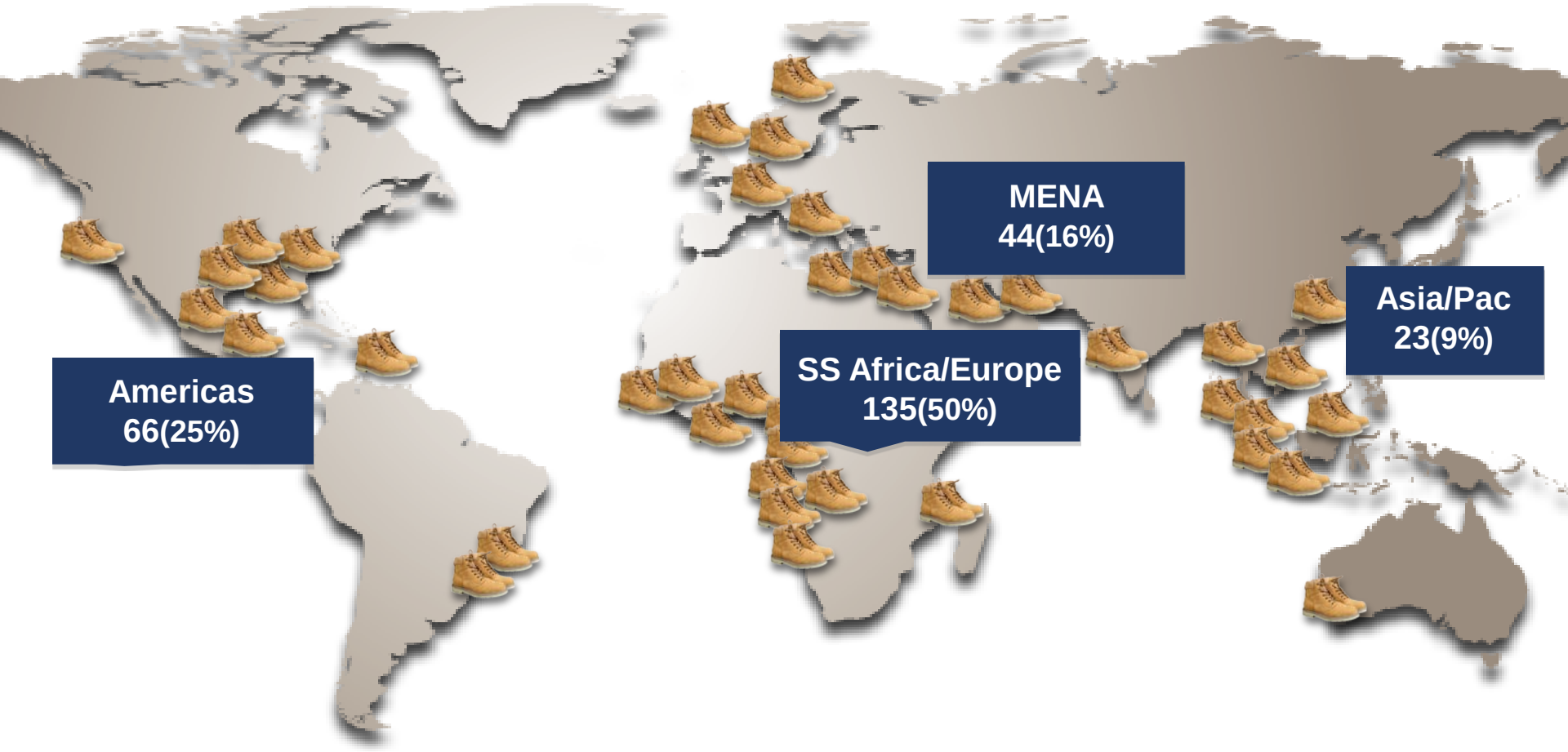
Vessel Population by Owner

(AHTS and PSVs only) Estimated as of May 2014



Source: ODS-Petrodata and Tidewater

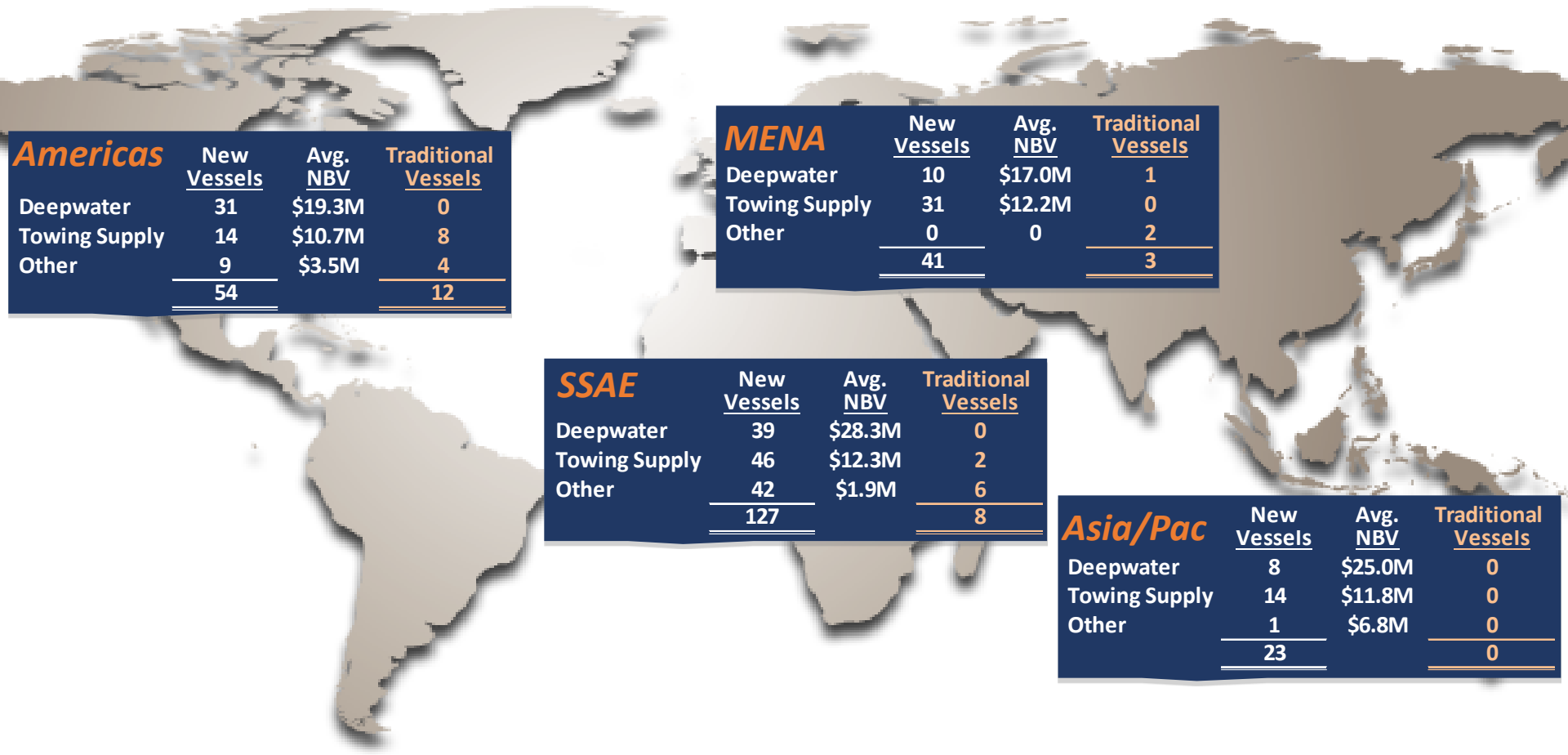
Our Global Footprint – Vessel Count by Region
(Excludes stacked vessels – as of 3/31/14)



In 4Q FY 2014, ~12% of vessel revenue was generated in the U.S. by ~ 17 vessels; however, <15 other U.S.-flagged vessels are currently operating in International regions that could be re-deployed to the U.S. GOM. In addition, Tidewater has currently under construction five additional U.S.-flagged deepwater PSVs.

Our Global Footprint – Vessel Class by Region

(Excludes stacked vessels – as of 3/31/14)



Americas	New Vessels	Avg. NBV	Traditional Vessels
Deepwater	31	$19.3M	0
Towing Supply	14	$10.7M	8
Other	9	$3.5M	4
	54		12

MENA	New Vessels	Avg. NBV	Traditional Vessels
Deepwater	10	$17.0M	1
Towing Supply	31	$12.2M	0
Other	0	0	2
	41		3

SSAE	New Vessels	Avg. NBV	Traditional Vessels
Deepwater	39	$28.3M	0
Towing Supply	46	$12.3M	2
Other	42	$1.9M	6
	127		8

Asia/Pac	New Vessels	Avg. NBV	Traditional Vessels
Deepwater	8	$25.0M	0
Towing Supply	14	$11.8M	0
Other	1	$6.8M	0
	23		0

Vessel count info is as of 3/31/14, and includes leased vessels. Avg NBV excludes the impact of leased vessels which have no NBV. Average NBV of the total 23 Traditional vessels is $0.96M at 3/31/14.

A Broad Portfolio of New High Spec OSVs



DWT	Current Fleet	CIP	Future Fleet
5,000-6,000	16	4	20
4,000-4,999	11	13	24
3,000-3,999	43	6	49
<3,000	6	0	6
	76	23	99



BHP	Current Fleet	CIP	Future Fleet
25,000+	5	0	5
13,500-16,500	7	0	7
	12	0	12



BHP	Current Fleet	CIP	Future Fleet
7,000-10,000	36	6	42
3,000-6,999	69	0	69
	105	6	111

Vessel information is as of 3/31/14. CIP=Construction in Process.

The Largest Modern OSV Fleet in the Industry

Vessel Commitments Jan. '00 – March '14	Vessel Count (2)	Total Cost (2)	Average Cost per Vessel
Deepwater PSVs	99	$2,771m	$28.0m
Deepwater AHTSs	12	$387m	$32.3m
Towing Supply/Supply	111	$1,670m	$15.0m
Other	53	$227m	$4.3m
TOTALS:	275	$5,055m(1)	$18.4m

(1) ~$4.5b (89%) funded through 3/31/14
(2) Vessel count and total cost is net of 26 vessel dispositions ($243M of original cost)

At 3/31/14, 245 new vessels were in our fleet with ~6.9 year average age

…and More to Come

*Vessels Under Construction** *As of March 31, 2014*	Count
Deepwater PSVs	23
Deepwater AHTSs	-
Towing Supply/Supply	6
Other	1
Total	30

Estimated delivery schedule – 12 in FY ’15, 16 in FY ‘16 and 2 thereafter.
CAPX of $368m in FY ’15, $193m in FY ‘16 and $12m thereafter.

Strong Financial Position Provides Strategic Optionality

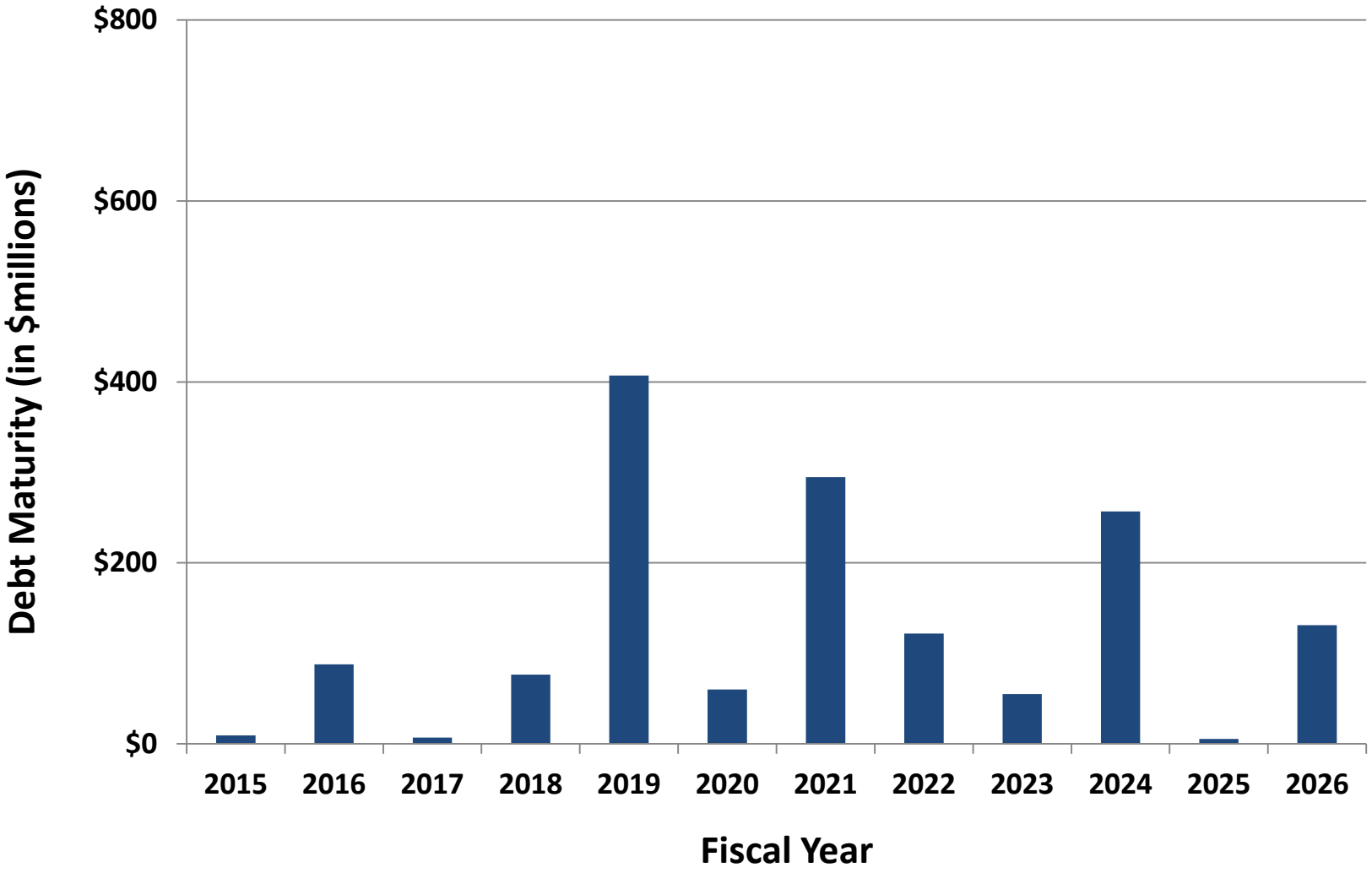
As of March 31, 2014

Cash & Cash Equivalents	$60 million
Total Debt	$1,515 million
Shareholders Equity	$2,679 million
Net Debt / Net Capitalization	35%
Total Debt / Capitalization	36%

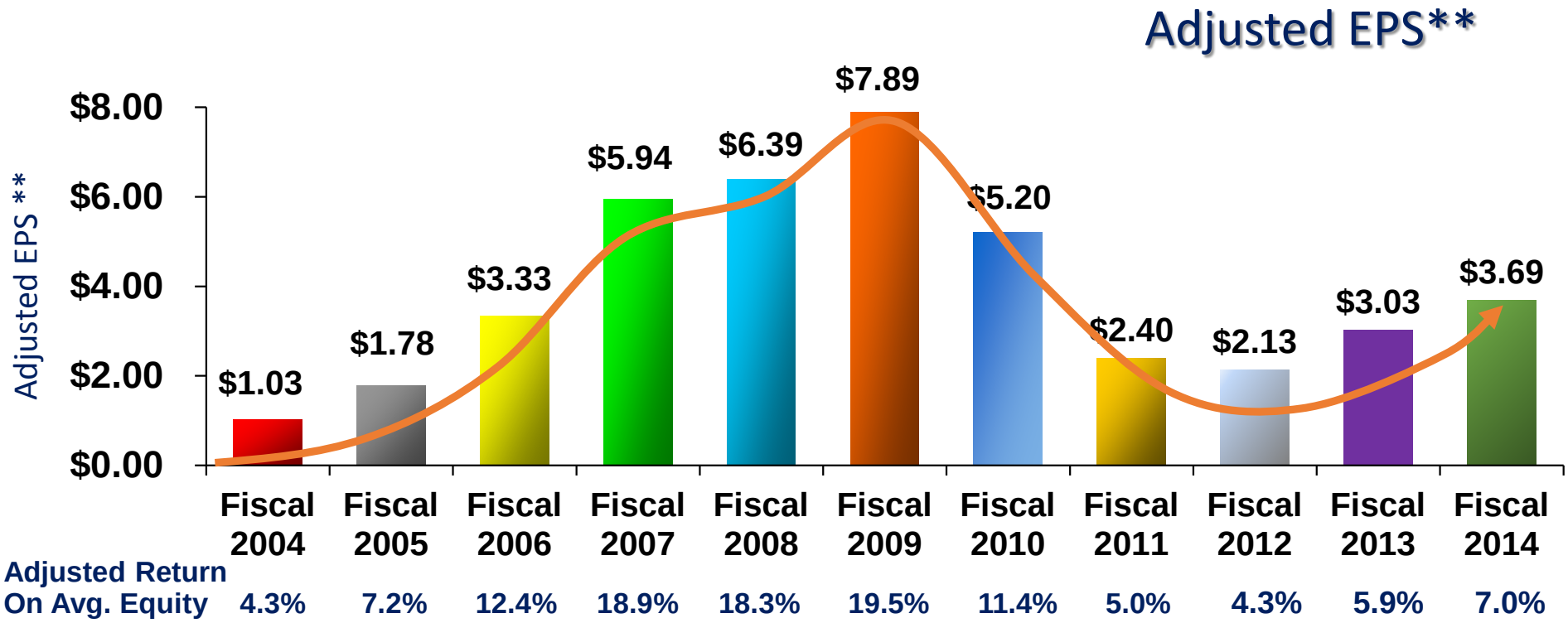
~$660 million of available liquidity as of 3/31/14, including $600 million of unused capacity under the company's revolving credit facility.

Debt Maturities as of 3/31/14

Limited for Several Years

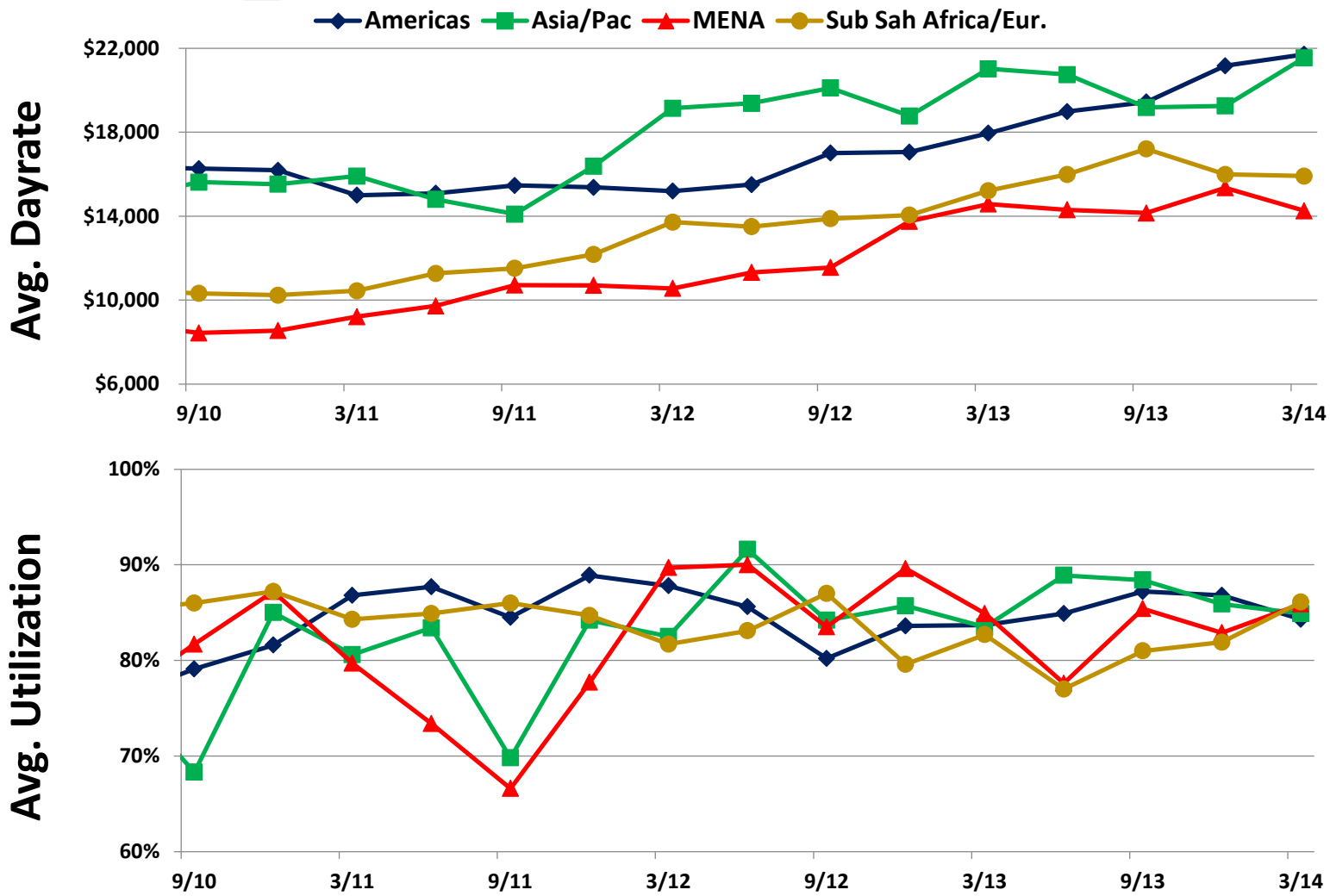


History of Earnings Growth & Solid Through-Cycle Return



** EPS in Fiscal 2004 is exclusive of the $.30 per share after tax impairment charge. EPS in Fiscal 2006 is exclusive of the $.74 per share after tax gain from the sale of six KMAR vessels. EPS in Fiscal 2007 is exclusive of $.37 per share of after tax gains from the sale of 14 offshore tugs. EPS in Fiscal 2010 is exclusive of $.66 per share Venezuelan provision, a $.70 per share tax benefit related to favorable resolution of tax litigation and a $0.22 per share charge for the proposed settlement with the SEC of the company's FCPA matter. EPS in Fiscal 2011 is exclusive of total $0.21 per share charges for settlements with DOJ and Government of Nigeria for FCPA matters, a $0.08 per share charge related to participation in a multi-company U.K.-based pension plan and a $0.06 per share impairment charge related to certain vessels. EPS in Fiscal 2012 is exclusive of $0.43 per share goodwill impairment charge. EPS in Fiscal 2014 is exclusive of $0.87 per share goodwill impairment charge.

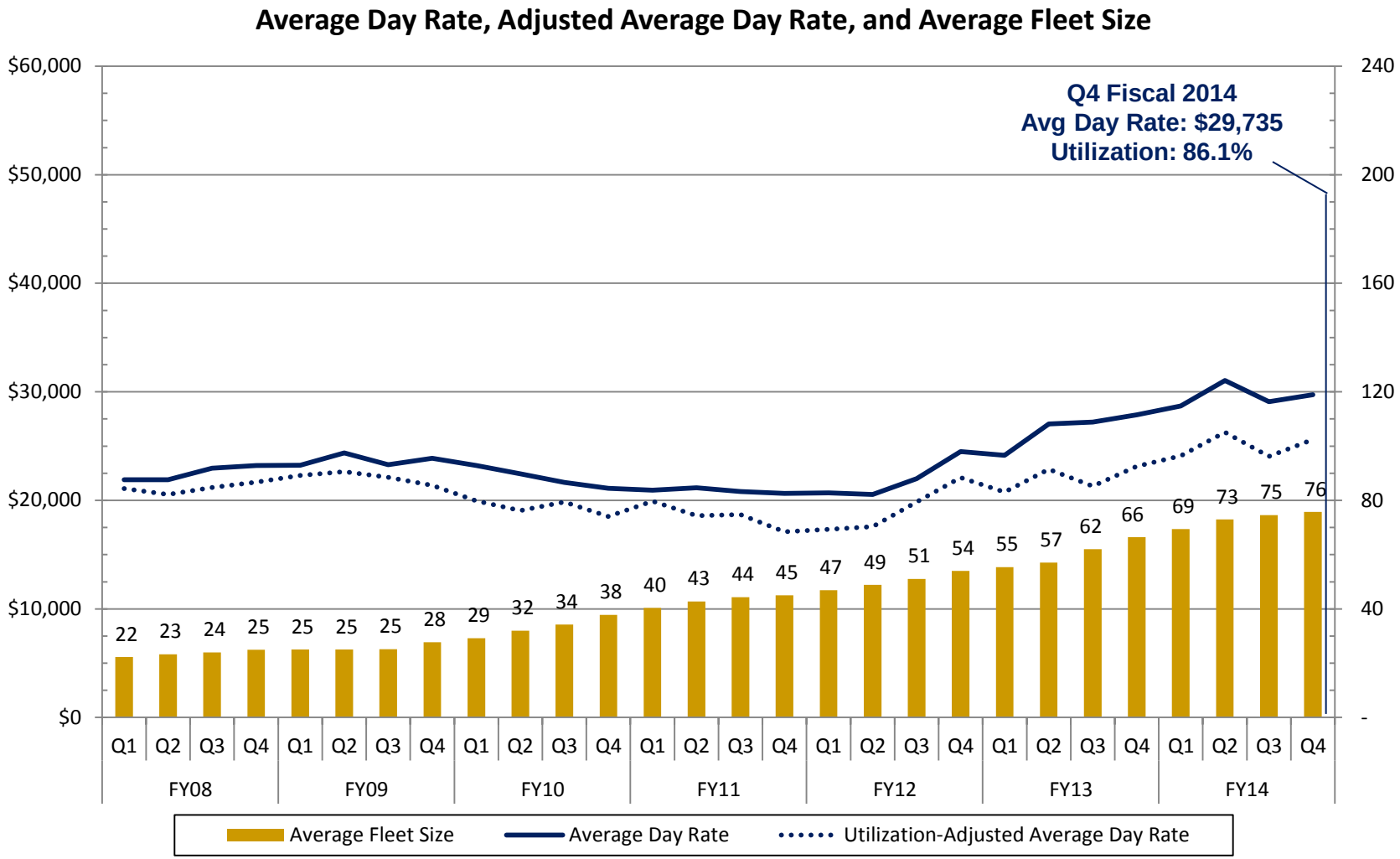
Active Vessel Dayrates & Utilization by Segment



Impact of $7.4 million of retroactive revenue recorded in September 2012 quarter is excluded from 9/12 average dayrates and included in the respective March 2012 and June 2012 quarterly average dayrates. Utilization stats exclude stacked vessels.

New Vessel Trends by Vessel Type

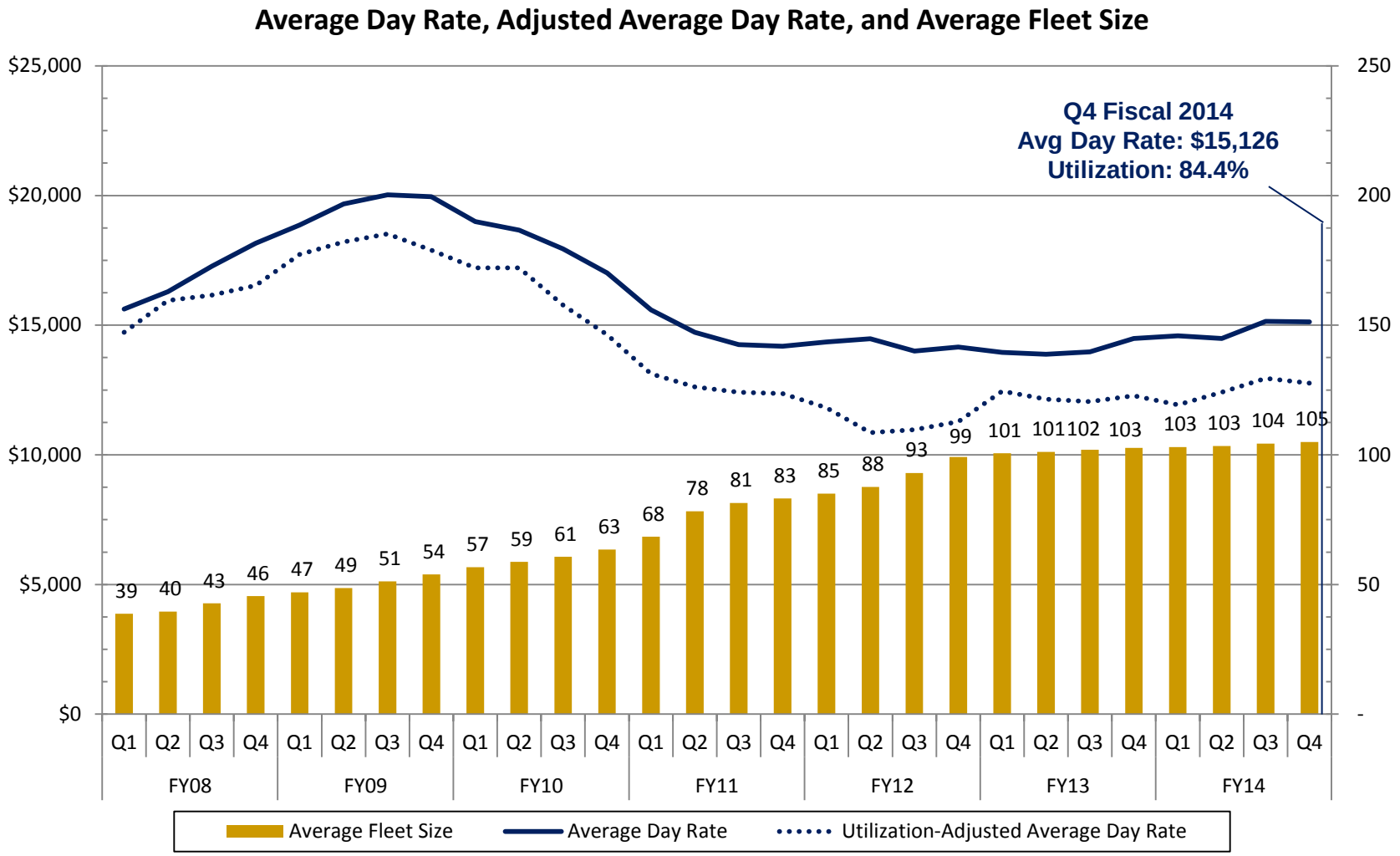
Deepwater PSVs



$174 million, or 48%, of Vessel Revenue in Q4 Fiscal 2014

New Vessel Trends by Vessel Type

Towing Supply/Supply Vessels

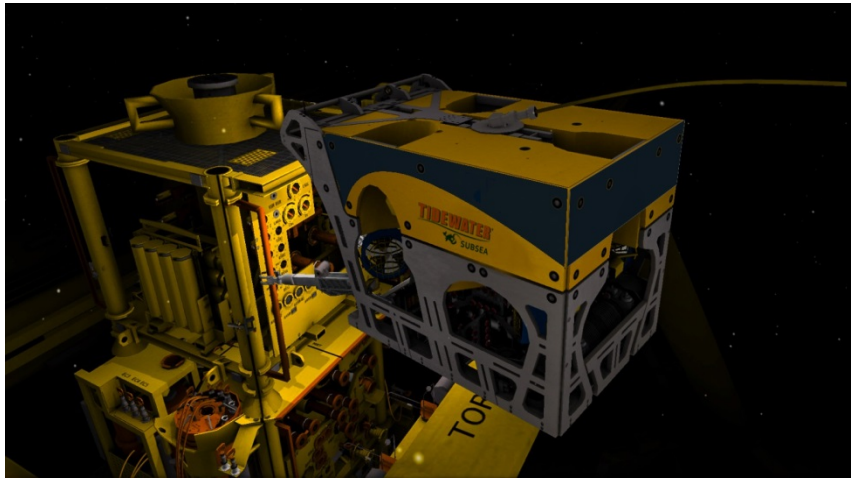


$121 million, or 33%, of Vessel Revenue in Q4 Fiscal 2014

Tidewater's New Subsea Business

TIDEWATER®

SUBSEA





Recent delivery of six work-class remotely operated vehicles (ROV)

Tidewater's Future

- **Continue to improve upon stellar safety and compliance programs**
- **Disciplined deployment of cash to expand vessel and ROV fleet capabilities**
- **Maintain solid balance sheet and financial flexibility to deal with industry uncertainties and seize opportunities when presented**
- **Return capital to shareholders through dividends and opportunistic share repurchases**

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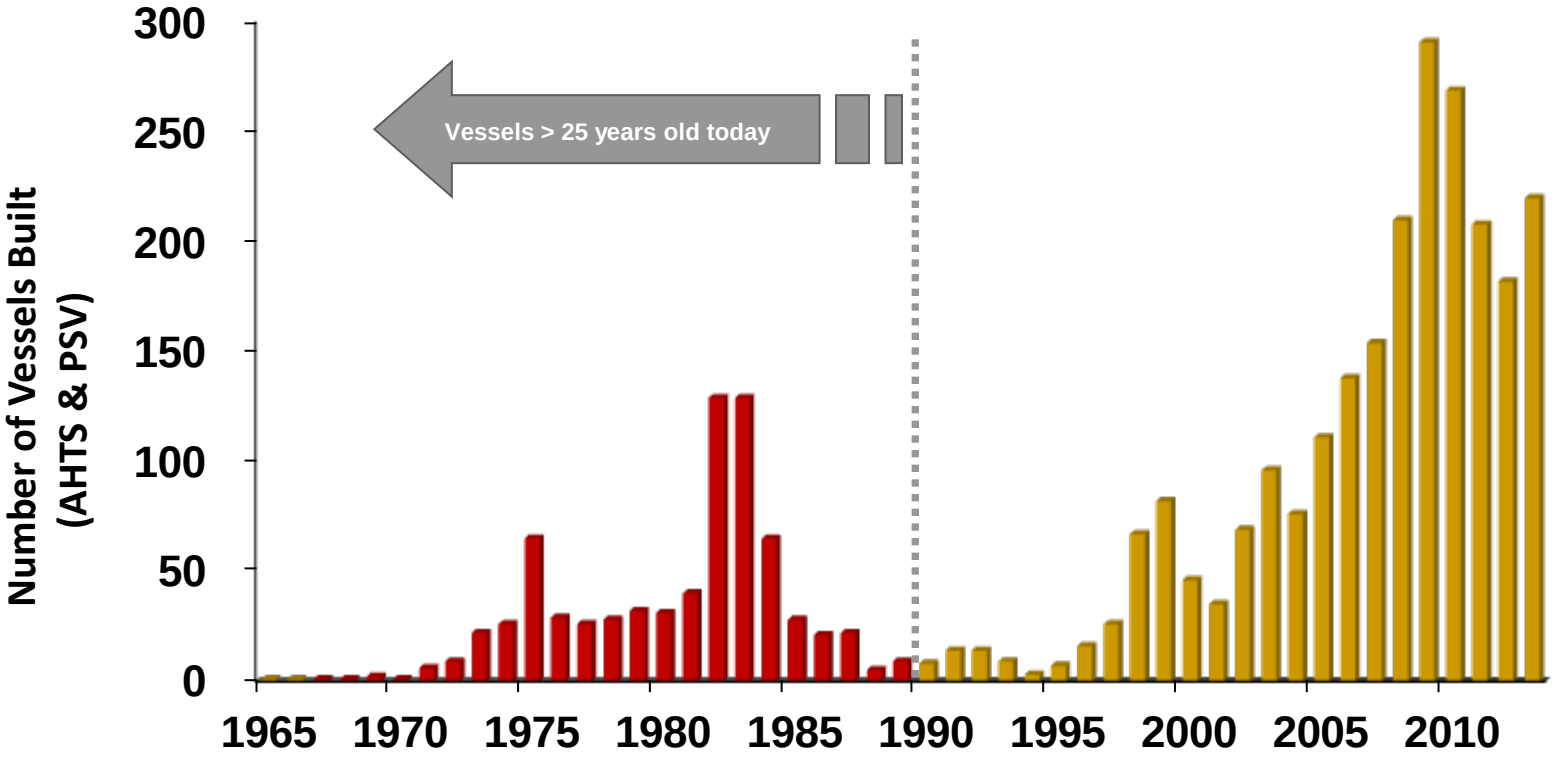
Appendix



The Worldwide OSV Fleet

(Includes AHTs and PSVs only) Estimated as of May 2014

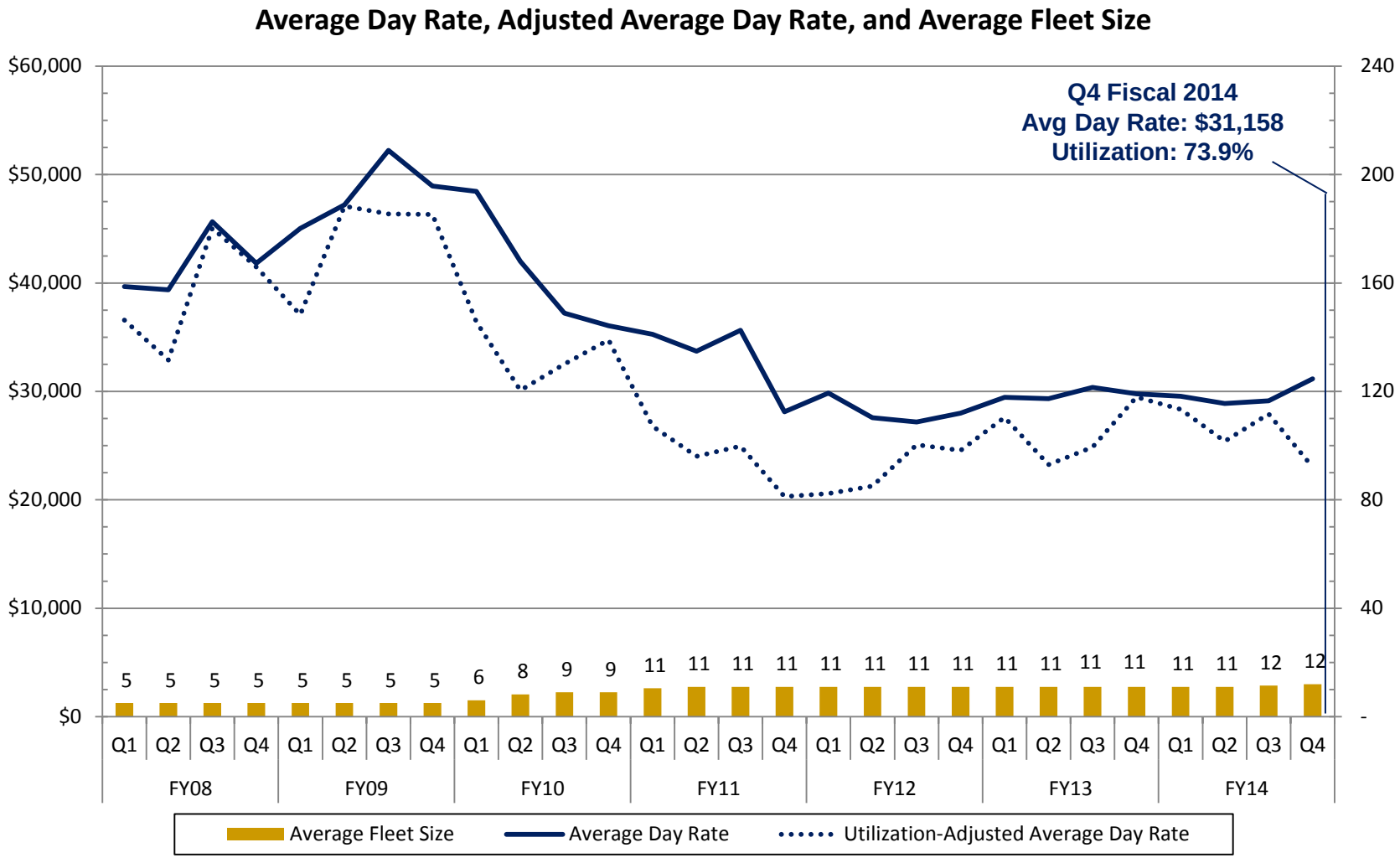
As of May 2014, there are approximately 462 additional AHTS and PSV's (~15% of the global fleet) under construction.



Global fleet is estimated at 3,140 vessels, including ~700 vessels that are 25+ yrs old (25%).

Source: ODS-Petrodata and Tidewater

New Vessel Trends by Vessel Type
Deepwater AHTS



$25 million, or 7%, of Vessel Revenue in Q4 Fiscal 2014

Financial Strategy Focused on Creating Long-Term Shareholder Value

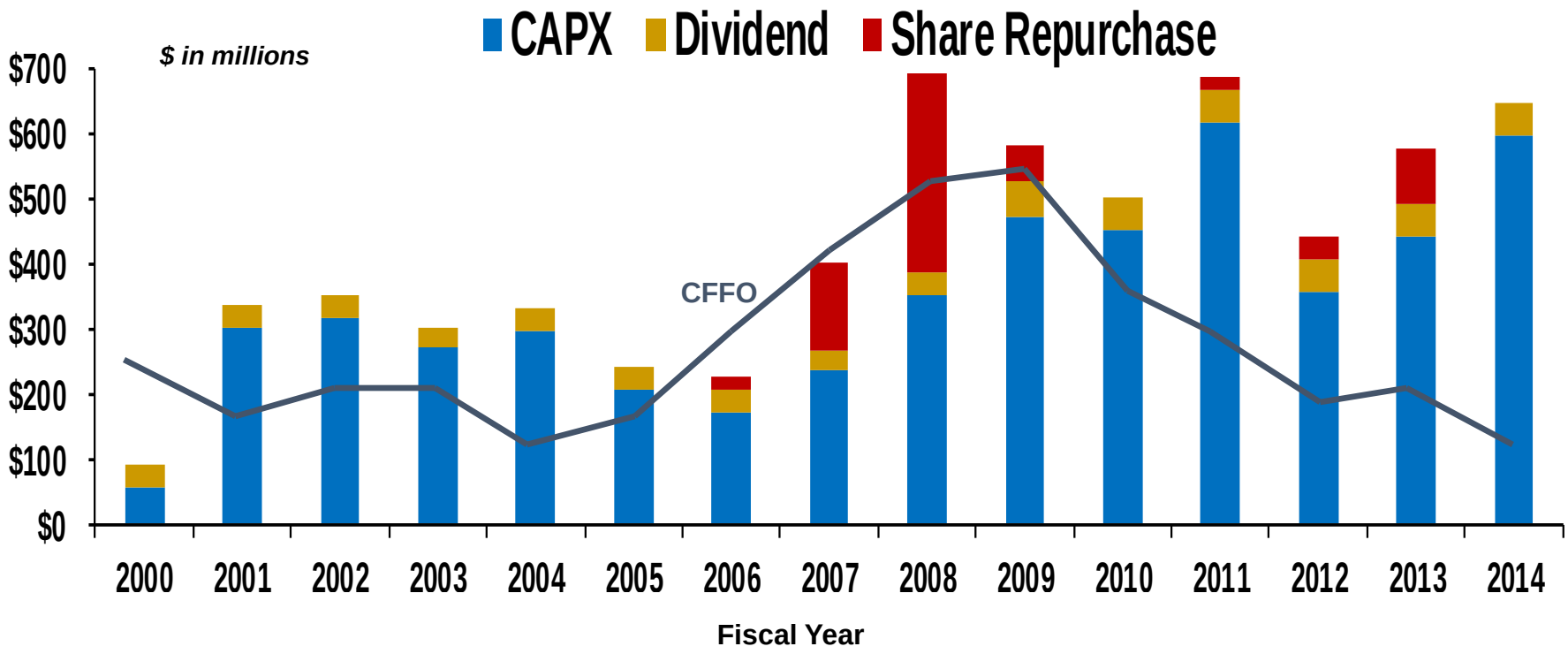
Deliver Results



Maintain Financial Strength

EVA-Based Investments On Through-cycle Basis

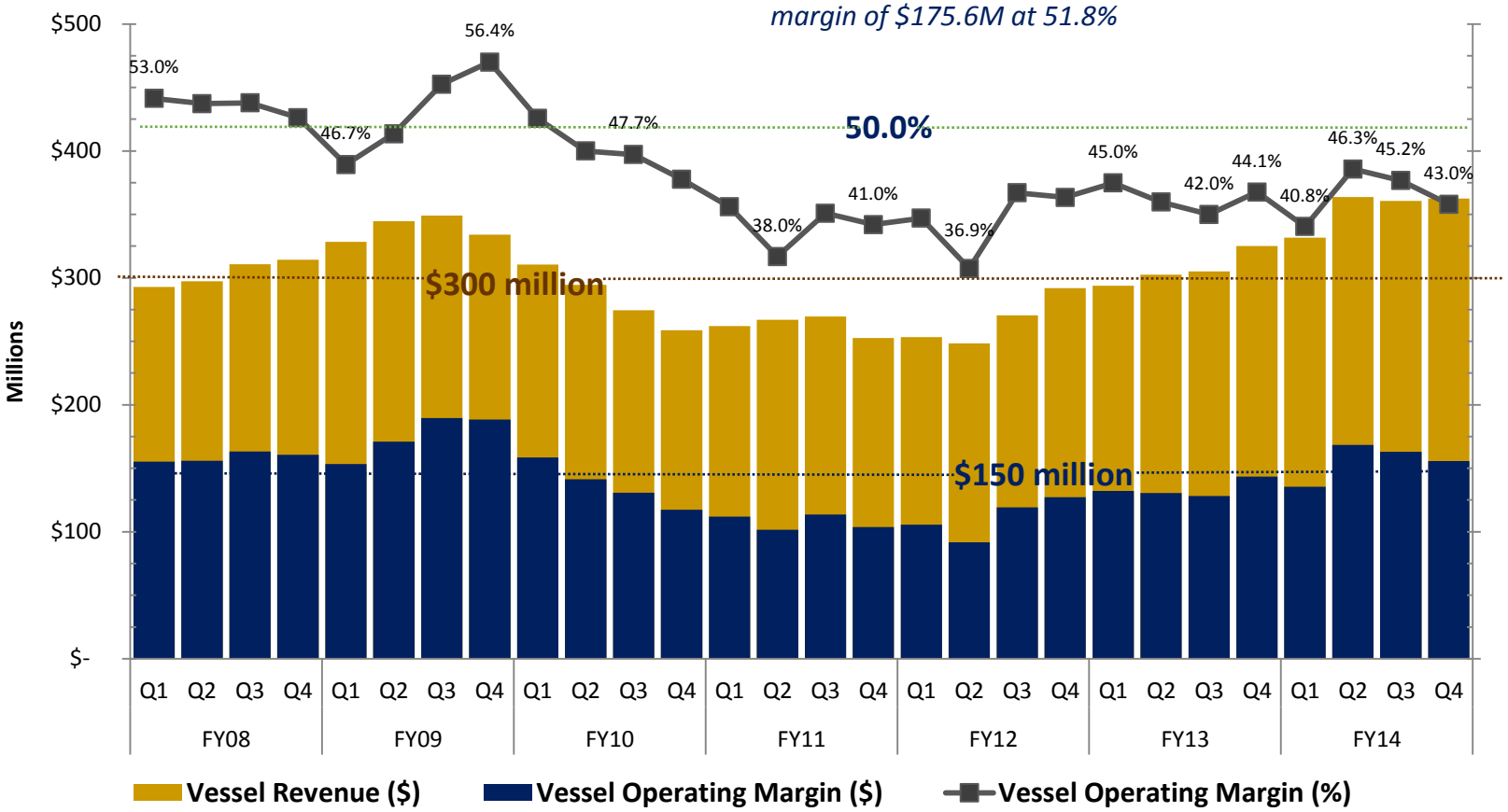
Fleet Renewal & Expansion Largely Funded by CFFO



Over a 15-year period, Tidewater has invested ~$5.2 billion in CapEx, and paid out ~$1.3 billion through dividends and share repurchases. Over the same period, CFFO and proceeds from dispositions were ~$3.9 billion and ~$800 million, respectively.

Total Revenue and Margin
Fiscal 2008-2014

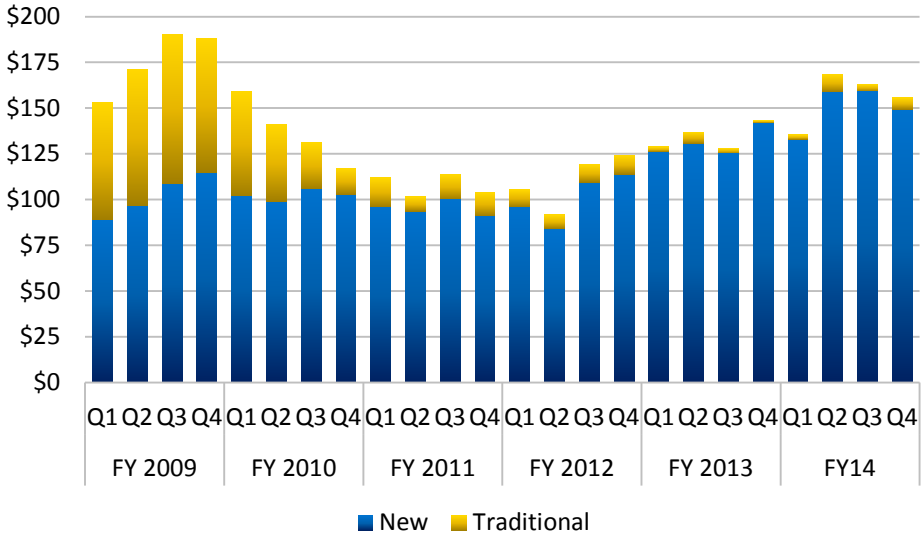
Prior peak period (FY2009) averaged quarterly revenue of $339M, quarter operating margin of $175.6M at 51.8%



Note: Vessel operating margin is defined as vessel revenue less vessel operating expenses

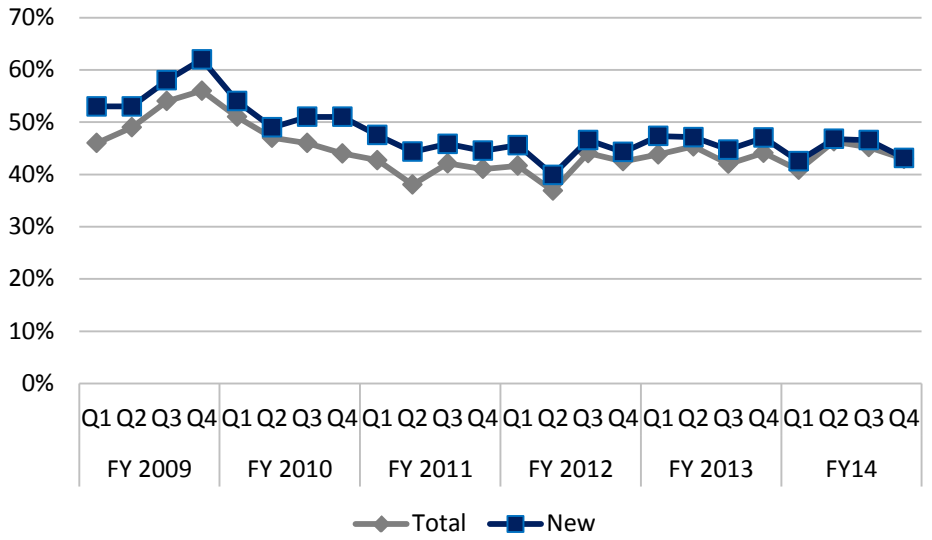
Cyclical Upturn should Drive Margin Expansion

Vessel Cash Operating Margin ($)



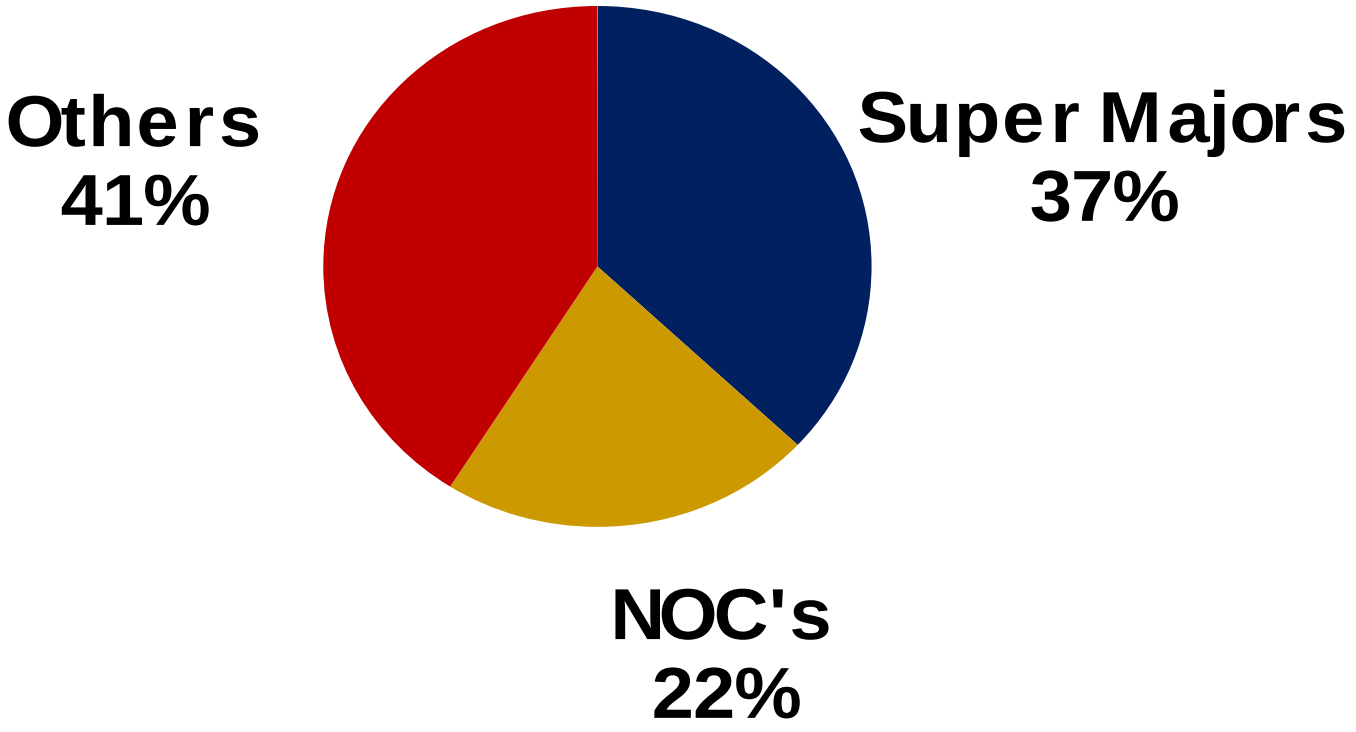
$156 million Vessel Margin in Q4 FY2014 (96% from New Vessels)

Vessel Cash Operating Margin (%)



Q4 FY2014 Vessel Margin: 43%

Current Revenue Mix
Quality of Customer Base



Our top 10 customers in Fiscal 2014 (4 Super Majors, 4 NOC's, 1 IOC's and 1 independent) accounted for 62% of our revenue