

Company Overview

November 2020

FORWARD-LOOKING STATEMENTS

In accordance with the safe harbor provisions of the Private Securities Litigation Reform Act of 1995, Tidewater Inc. (the "Company") notes that certain statements set forth in this presentation contain certain forward-looking statements which reflect our current view with respect to future events and future financial performance. Forward-looking statements are all statements other than statements of historical fact. All such forward-looking statements are subject to risks and uncertainties, many of which are beyond the control of the Company, and our future results of operations could differ materially from our historical results or current expectations reflected by such forward-looking statements.

These risks and uncertainties include, without limitation: the risks related to fluctuations in worldwide energy demand and oil and natural gas prices, and continuing depressed levels of oil and natural gas prices without a clear indication of if, or when, prices will recover to a level to support renewed offshore exploration activities; fleet additions by competitors and industry overcapacity; our limited capital resources available to replenish our asset base as needed, including through acquisitions or vessel construction, and to fund our capital expenditure needs; uncertainty of global financial market conditions and potential constraints in accessing capital or credit if and when needed with favorable terms, if at all; changes in decisions and capital spending by customers in the energy industry and the industry expectations for offshore exploration, field development and production; consolidation of our customer base; loss of a major customer; changing customer demands for vessel specifications, which may make some of our older vessels technologically obsolete for certain customer projects or in certain markets; rapid technological changes; delays and other problems associated with vessel maintenance; the continued availability of qualified personnel and our ability to attract and retain them; the operating risks normally incident to our lines of business, including the potential impact of liquidated counterparties; our ability to comply with covenants in our indentures and other debt instruments; acts of terrorism and piracy; the impact of regional or global public health crises or pandemics; the impact of potential information technology, cybersecurity or data security breaches; integration of acquired businesses and entry into new lines of business; disagreements with our joint venture partners; natural disasters or 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; the risks associated with our international operations, including local content, local currency or similar requirements especially in higher political risk countries where we operate; interest rate and foreign currency fluctuations; labor changes proposed by international conventions; increased regulatory burdens and oversight; changes in laws governing the taxation of foreign source income; retention of skilled workers; enforcement of laws related to the environment, labor and foreign corrupt practices; the potential liability for remedial actions or assessments under existing or future environmental regulations or litigation; the effects of asserted and unasserted claims and the extent of available insurance coverage; and the resolution of pending legal proceedings.

3Q 2020 Update

Pivoting in response to industry downturn, generating Free Cash Flow



Mitigating the Challenges

- As **crude oil demand stays low**, pressure on the OSV market remains
- **Safety and wellbeing** of our employees remains priority as the pandemic continues
- Remaining **flexible to market changes and customer demand**
- Ensuring highest levels of **operational and cost efficiency**
- Focused on opportunities to **reduce emissions**

Realigning the Business

- Acceleration of **fleet and footprint rationalization**, sale of stacked fleet progresses
- **Scaling back** dry dock investment
- **Free Cash Flow generation focus** despite fundamentally altered market
- **Balance sheet protection, leverage and liquidity management** remain core

Quarterly Performance

- **Free Cash Flow positive for 3Q**, on track for full year 2020
- 47 **non-core vessels divested**, on target for goal of $38 mm in proceeds for 2020
- **Vessel operating margin** maintained at 28% despite additional pandemic burdens
- **Strong Liquidity position** of $219 mm; **net debt reduced** to $37 mm[1]

TIDEWATER

1 – As of September 30, 2020

Navigating Current Challenges

Mariner Crew Changes

- COVID-19 pandemic-related logistical restrictions have severely limited crew changes causing substantially extended rotations
- Continuing to move crew as quickly and safely as possible; some restrictions lifting and allowing more flights

Market Demand & Company Response

- Budget cuts, suspended offshore activities and logistical restrictions due to the COVID-19 pandemic have caused the vessel market to shrink sharply
- ~12% decline in offshore vessel segment spend in 2020 vs. 2019[1]
- Capital expenditures and drydocks immediately deferred, and further reduction of G&A and opex



[1]*Source: Rystad Energy Service Segment Report Vessels 15 Oct 2020*

Committed to Sustainability

Safety

- Safety of our employees is our **highest priority**; we **consistently maintain industry-leading metrics**
- Effective **accident prevention programs and systems** to protect employees both onshore and offshore
- 2019 TRIR: 0.13



Environmental

- Focused on improving operational efficiency and **reducing emissions** through fuel and environmental monitoring and hybrid battery upgrades
- Fleet transition to **paperless documentation** and management systems
- All vessels utilize low-sulfur fuel, compliant with IMO 2020

Social

- Investment in **community betterment** in the areas in which we operate
- We support a **broad range of organizations** that are working to educate and build a safer and healthier future, including:

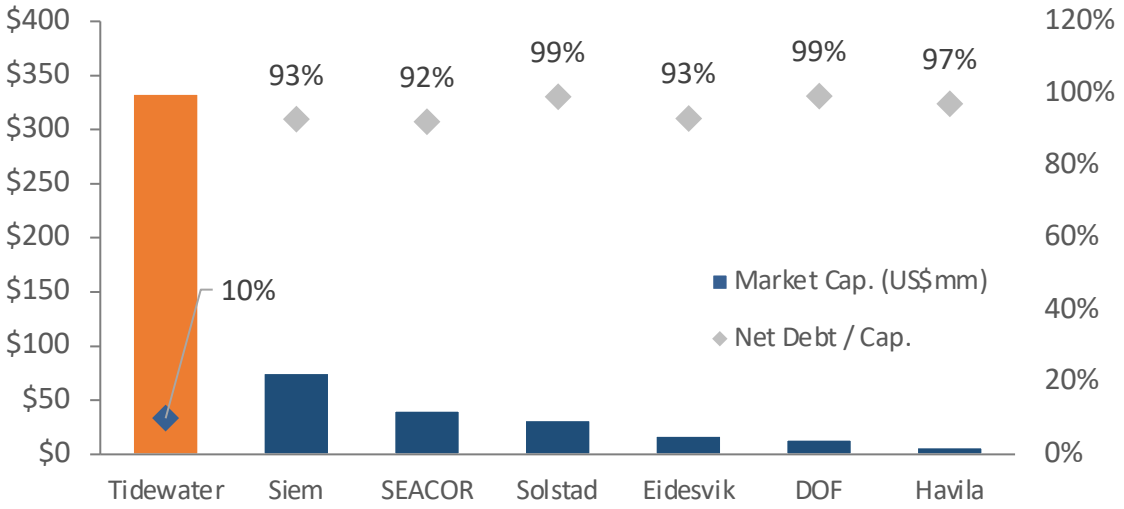
American Cancer Society · United Way · Coast Guard Foundation · The Salvation Army · Spindletop Charities – Supporting Youth & Community · West Houston WIAM Assistance Ministries · houston foodbank · NHS Scotland

Governance

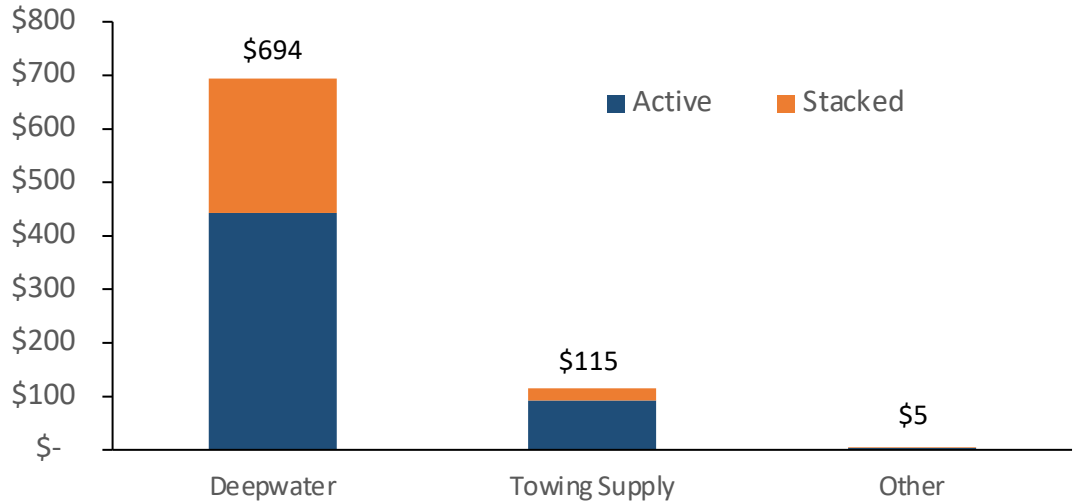
- Board-level **commitment to ESG**
- Tidewater operates under a Code of Business Conduct and Ethics – **operating the right way** is core to our business
- Enhancing the **resilience and security** of our digital systems & critical infrastructure both onshore and offshore
- Committed to **responsible ship recycling** in line with Hong Kong and European conventions

Low Leverage with a Modern Fleet

Market Cap and Leverage [1]



Tidewater Fleet NBV ($mm)[2]

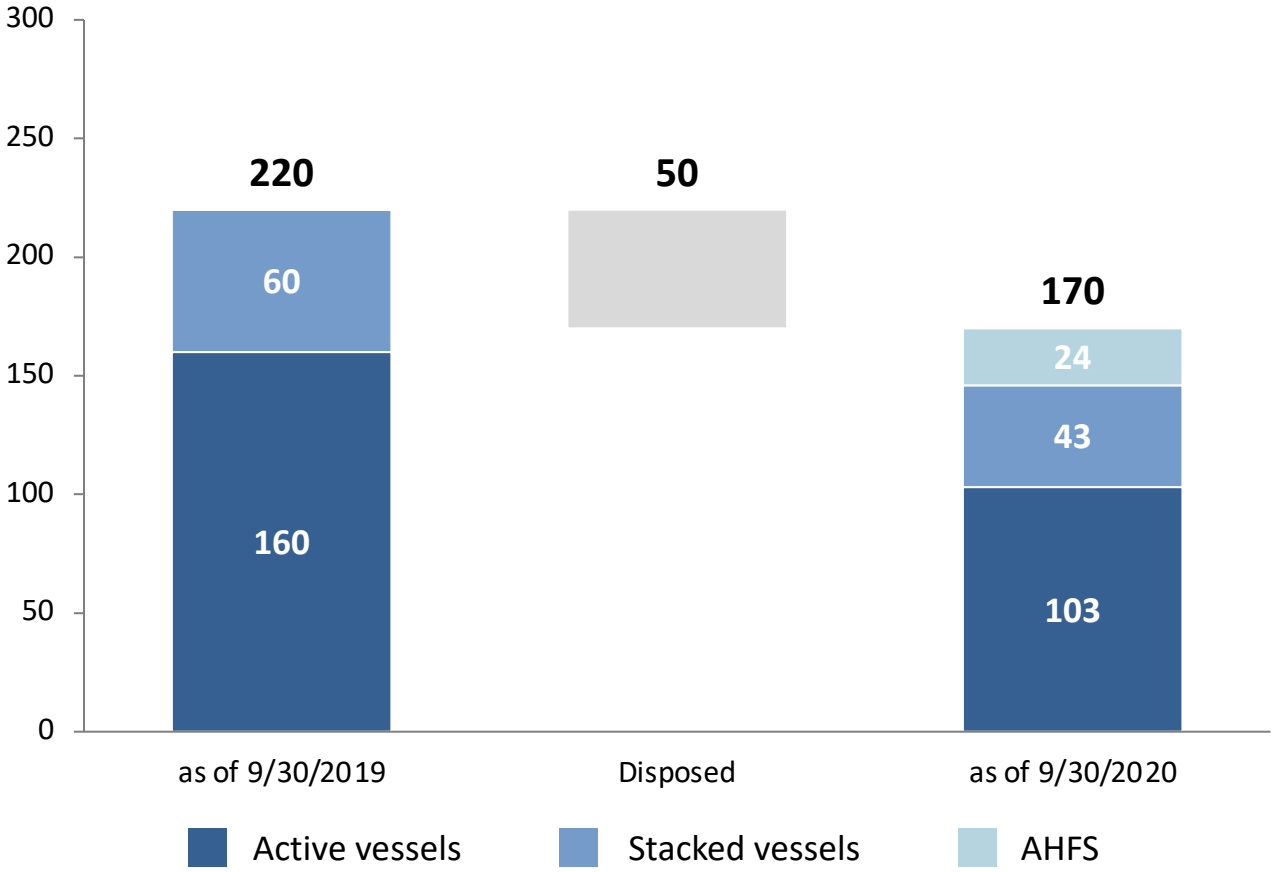


1 - Source: FactSet, NYSE, Oslo Bors, IHS Markit and Company filings as of November 10, 2020.
Note: Tidewater market cap based on common stock + Jones Act Warrants for total share count of 42.2 million

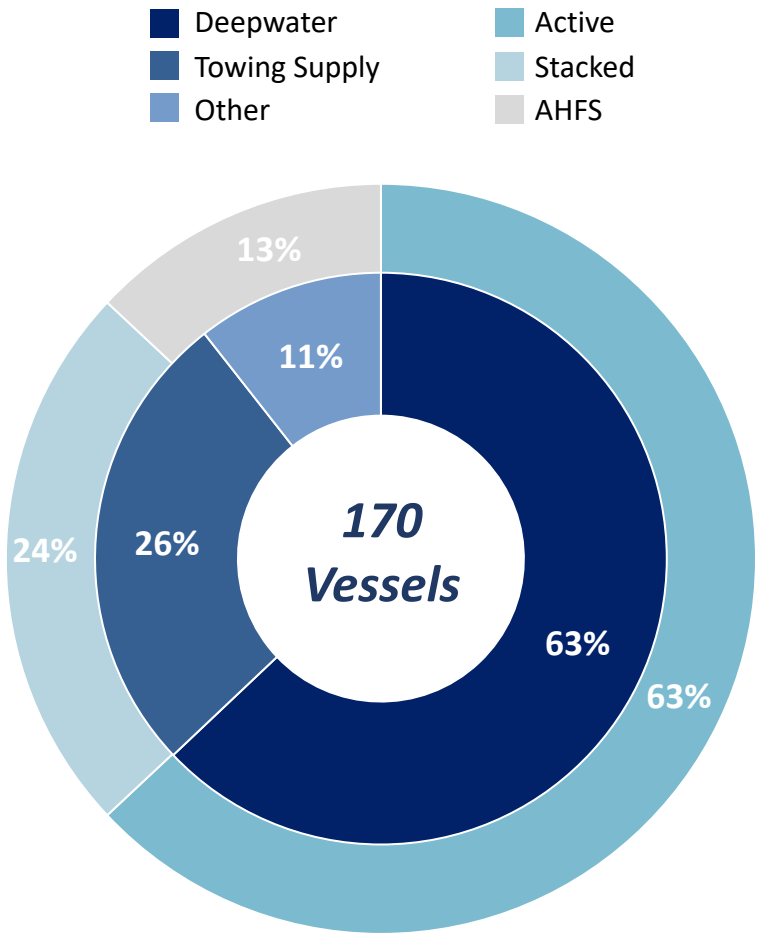
2 - As of September 30, 2020. Excludes AHFS category

Actively Streamlining the Fleet

Changes to Tidewater Fleet End Q3 2019 to End Q3 2020

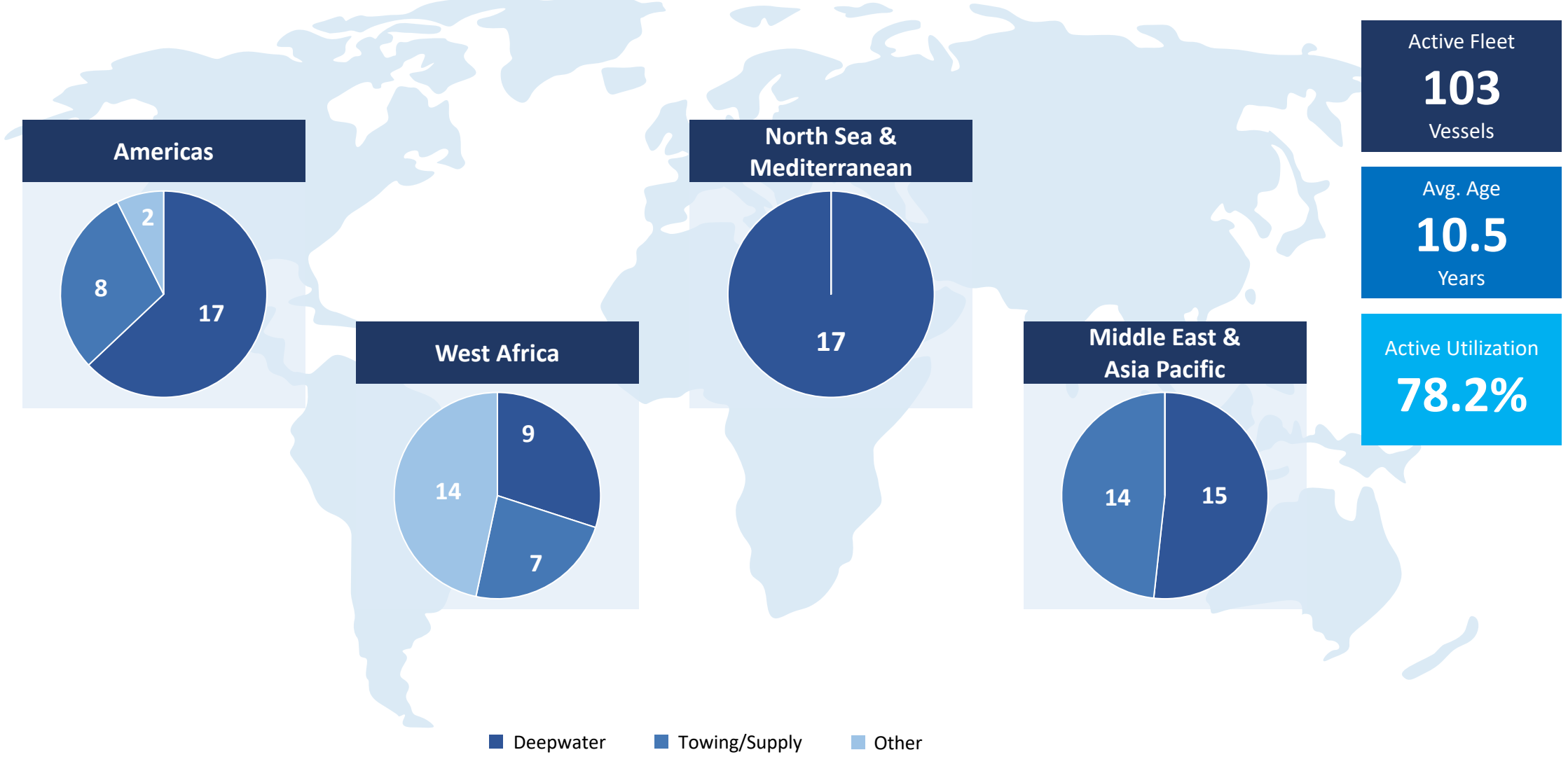


Fleet Optimization Continues



Note: AHFS refers to vessels Actively Held for Sale

Active Fleet Status



Active Fleet
103
Vessels

Avg. Age
10.5
Years

Active Utilization
78.2%

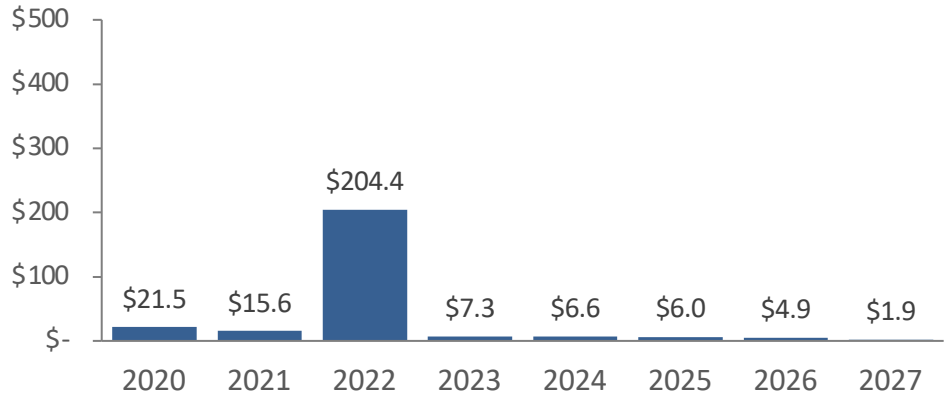
All statistics as of September 30, 2020.

The Strongest Balance Sheet in the Offshore Sector

Condensed Balance Sheet[1]

Assets	$mm	Liabilities & Equity	$mm
Cash and equivalents	192,243	Current portion of debt	9,576
Other current assets	248,572	Other current liabilties	153,718
Current assets	**440,815**	**Current liabilities**	**163,294**
Property & equipment, net	820,876	Long-term debt	246,179
Deferred drydocking	63,975	Other noncurrent	87,724
Other noncurrent	25,108	Equity	853,577
Total Assets	**1,350,774**	**Total Liabilities & Equity**	**1,350,774**

Schedule of Principal Payments



Debt Position

(in thousands)	September 30 2020	December 31 2019
Secured notes:		
8.00% Senior secured notes due Aug. 2022 (A) (B) (C)	**$197,049**	**$224,793**
Troms Offshore borrowings (D):		
NOK denominated notes due May 2024	8,683	10,260
NOK denominated notes due Jan. 2026	16,746	20,788
USD denominated notes due Jan. 2027	17,816	20,273
USD denominated notes due Apr. 2027	20,240	21,545
	$260,534	**$297,659**
Debt premiums and discounts, net	(4,799)	(8,725)
Less: Current portion of long-term debt	(9,576)	(9,890)
Total long-term debt	**$246,179**	**$279,044**

A. As of September 30, 2020 and December 31, 2019 the fair value (Level 2) of the Secured Notes was $193.9 million and $237.6 million, respectively.

B. The $26.4 million restricted cash on the balance sheet at September 30, 2020, represents approximately 65% of net proceeds from asset dispositions since the date of the last tender offer and is restricted by the terms of the Indenture. We will be commencing a tender in the fourth quarter of 2020 in accordance with the Indenture.

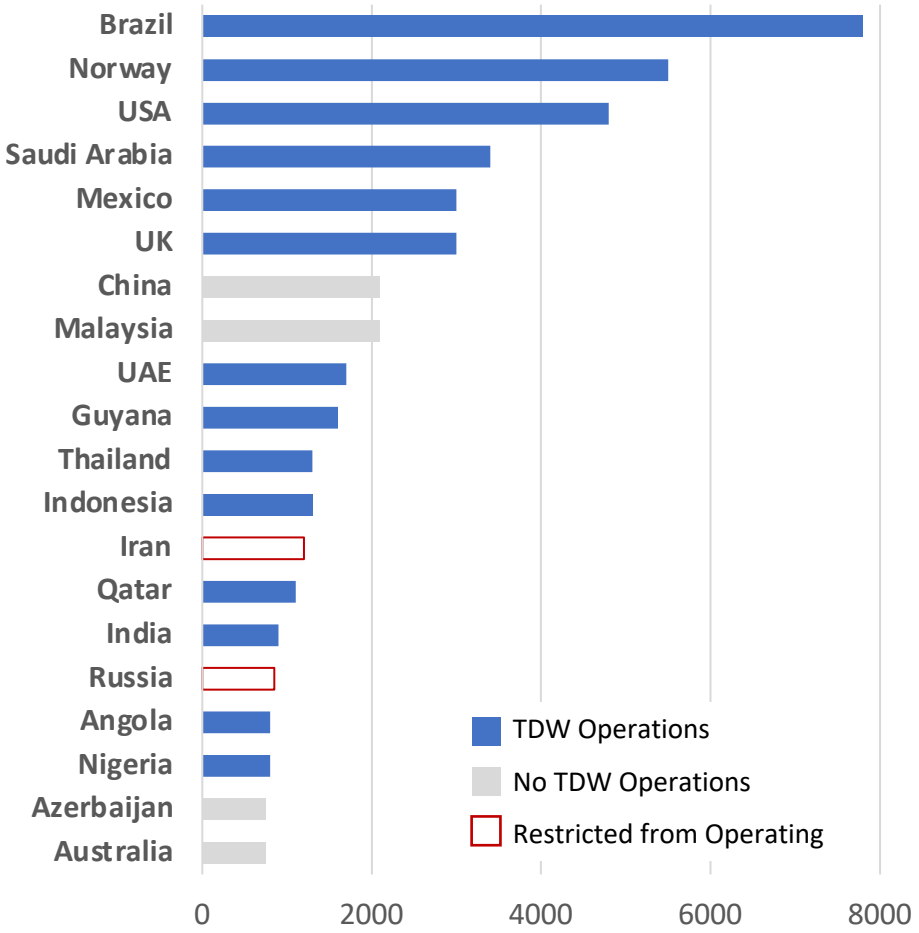
C. During the three and nine months ended September 30, 2020, we repurchased $27.7 million of the Secured Notes at a discount of $1.5 million in open market transactions.

D. We pay principal and interest on these notes semi-annually. As of September 30, 2020 and December 31, 2019, the aggregate fair value (Level 2) of the Troms Offshore borrowings was $62.6 million and $72.9 million, respectively. The weighted average interest rate of the Troms Offshore borrowings as of September 30, 2020 was 5.0%.

1 - As of September 30, 2020. Excludes AHFS category

Levered to E&P Growth Markets

E&P Purchases by Country 2020-2025 ($mm)



Pandemic Plus Downturn Drove Activity Slump

- E&P companies reduced their budgets to suit the challenged macro
- On average, 2020 capex budgets were revised down by 25%
- Cuts caused a drop in activity and offshore support vessel demand

E&P Demand Shift

- As the E&P sector recovers, budgets will be restored to continue projects
- Rystad E&P spending report highlights TDW operations in 8 of top 10 countries
- Tidewater's operations are within each of the key E&P growth markets

Capturing the Recovery Upswing

- Tidewater's fleet has been streamlined, retaining only the most efficient vessels
- Deployment of efficiency-based technology including hybrid propulsion & fuel mgmt.
- 11 additional crew boats entering West Africa market in Q4 expanding market share

Source: Rystad Energy ServiceCube

Industry Supply Dynamics are Improving

20.6
avg. age of PSV/AHTS cold stacked vessels

Older, Lower Spec Vessels will not Return from Cold Stack

- Stacked vessels will not be reactivated without contracts, but stacked vessels do not get contracts
- Average cold stacked vessel size is 2,334 DWT, ~57% of cold stacked PSVs are DP1 or Non-DP

105
idle vessels scheduled for surveys in next 2 years

Some Idle Vessels will be Cold Stacked

- Average idle vessel size is 2,170 DWT (PSV: 2,859; AHTS: 1,845)
- ~36% of idle PSVs are DP1 or non-DP

175
active vessels are 20+ years old

Some Active Vessels will be Cold Stacked

- 732 active vessels are scheduled to undergo special surveys in 2020-2021 (PSV: 318; AHTS: 385)
- 40% active vessels are DP1 or non-DP, ~41% of active PSVs are < 3,300 DWT

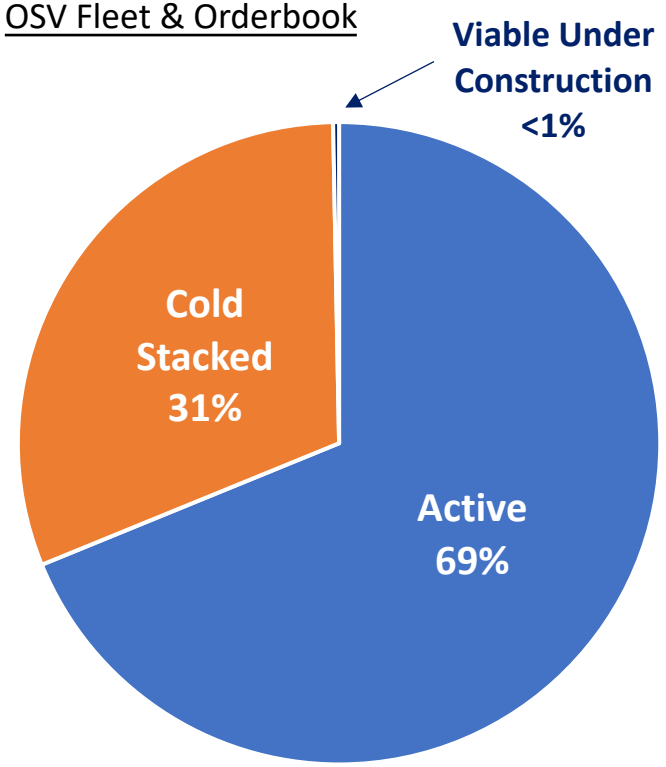
10
newbuilds expected to be delivered and viably compete in market

Vessels on Order Unlikely to Deliver

- >90% of newbuilds have been under construction for greater than four years
- >90% of vessels are being built in second tier yards, ~35% of newbuilds are low specification

Effective Fleet Supply is Set to Decrease

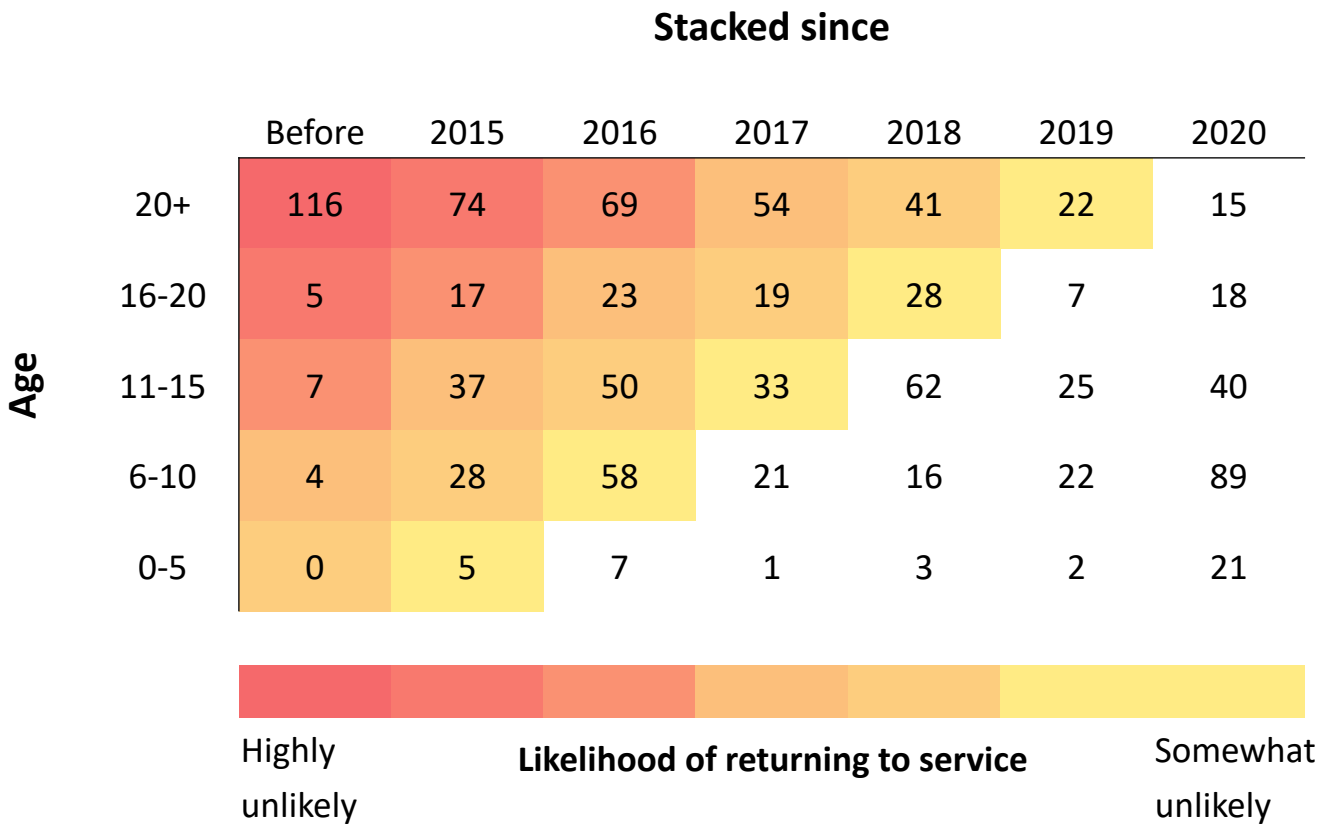
OSV Fleet & Orderbook



Source: IHS Markit, Tidewater (September 2020)

Older Cold Stacked Vessels May Not Return to Service

Cold Stacked Vessels by Year of Build



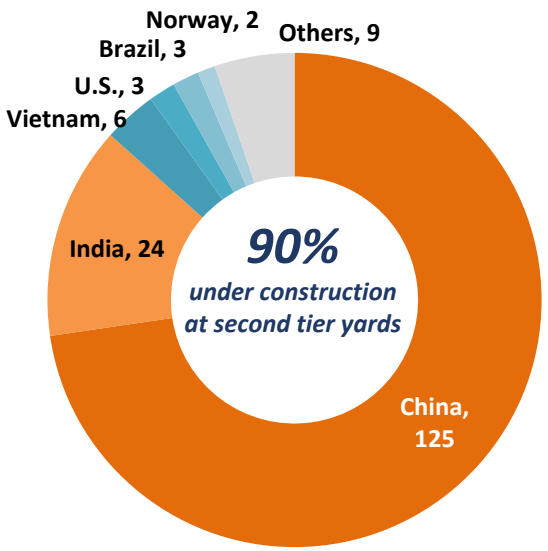
- There are up to **~700** demolition candidates due to age and length of time stacked
- **~38%** of all stacked vessels are **20+** years old and effectively obsolete
- Costs to repair and re-class older vessels exceeds the potential return

Vessels most recently stacked will be the first to return to service (last in, first out)

Source: IHS Markit, Tidewater (October 2020)

Majority of Vessels on Order Unlikely to Deliver

OSV Newbuild Deliveries



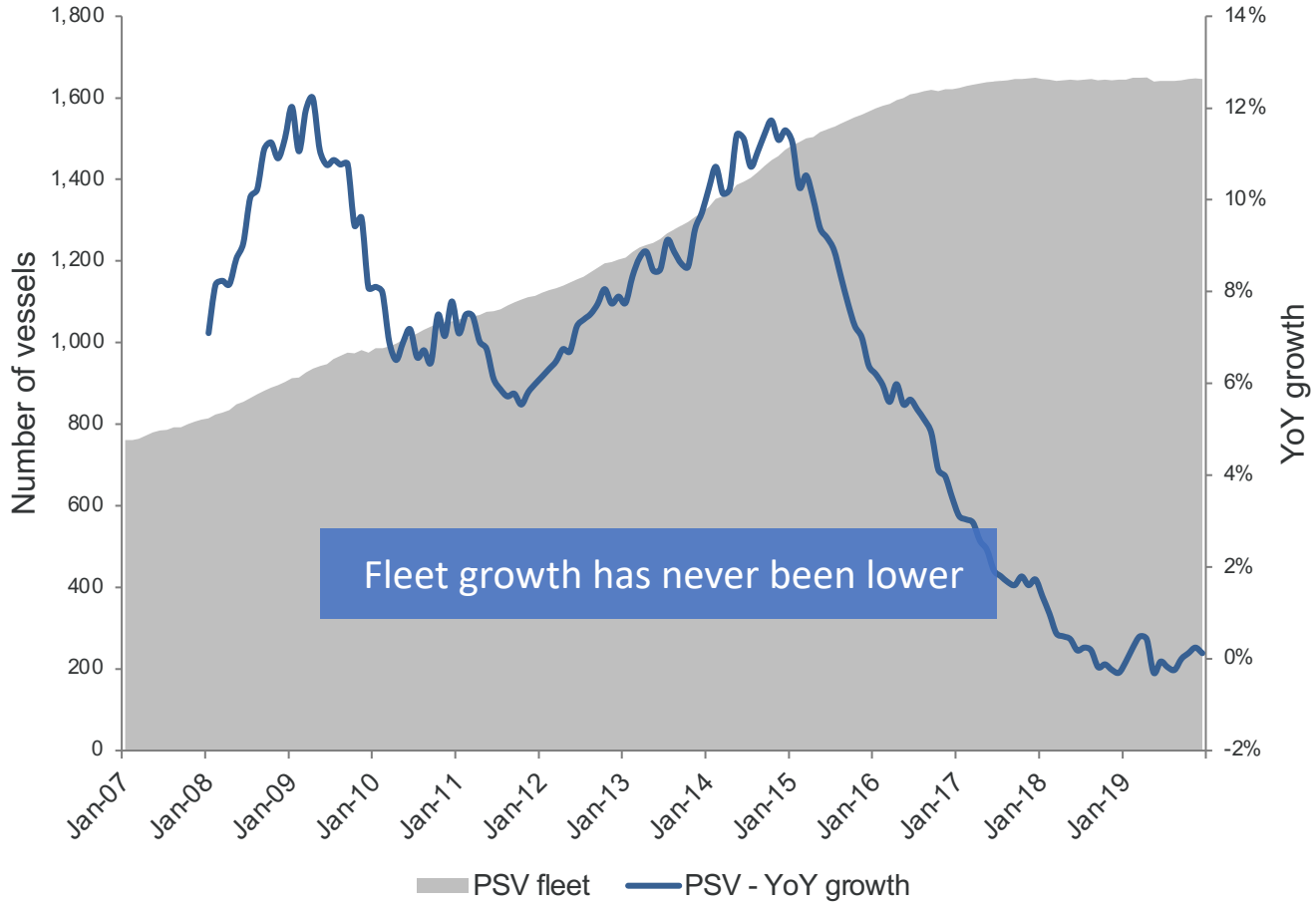
172
Vessels listed as under construction or on order

>90%
Halted construction for more than 4 years

~10
Vessels expected to be completed and eventually delivered

Source: IHS Markit, Tidewater

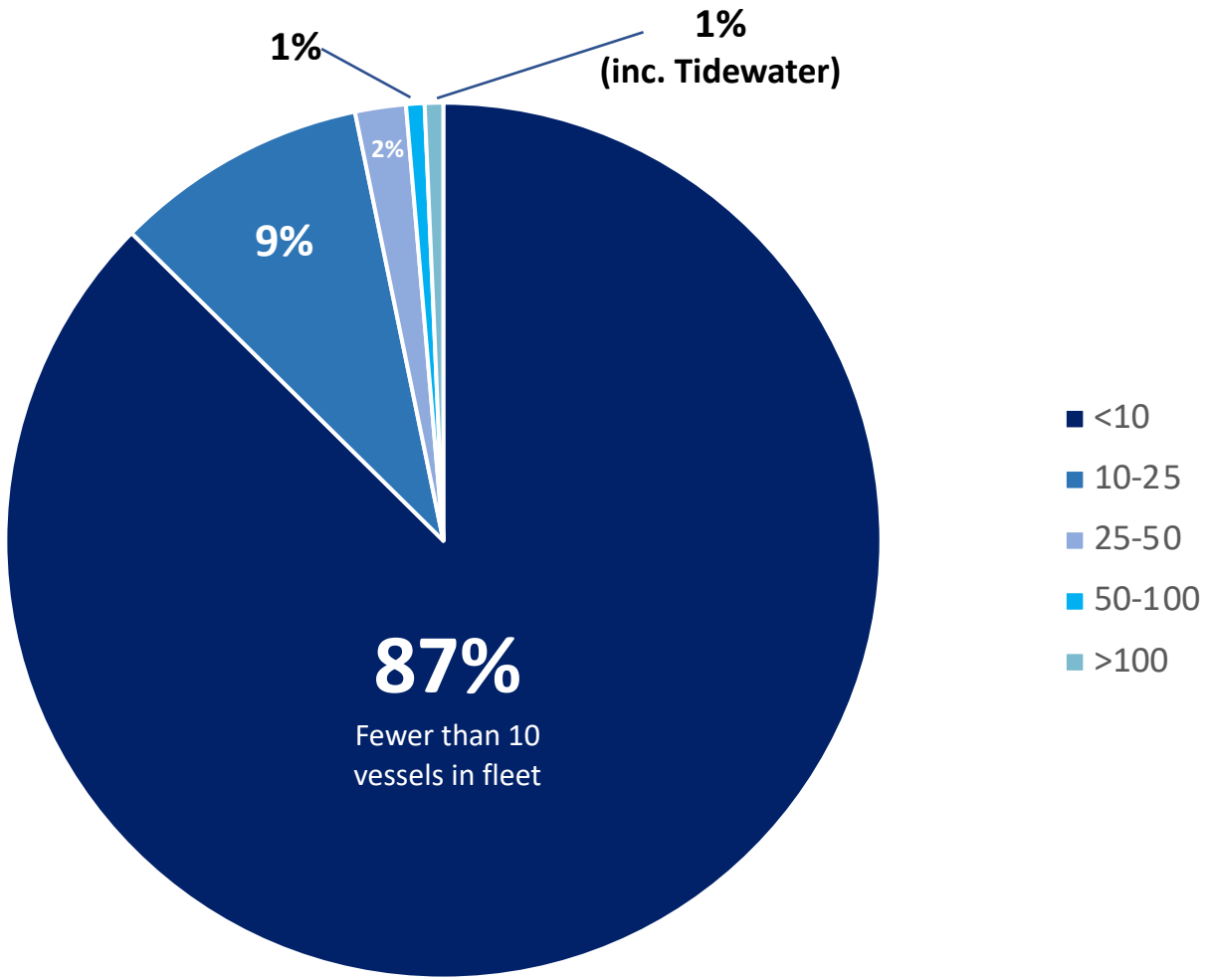
PSV Fleet Size and Growth *(2007 to 2019)*



Source: Clarksons Research Services

A Highly Fragmented Market Remains a Challenge

Owners by OSV Fleet Size



Source: IHS Markit, Tidewater (November 2020)

The World's Leading OSV Operating Platform

170
active vessels globally

78%
fleet utilization in 3Q 2020

10%
Net debt / Market Cap. ratio

$30mm
FCF in 3Q 2020

Most experienced, efficient and safe operator

- Effectively created the workboat industry when established in 1955
- Industry leader in safe operations, core OSV efficiency focus & lean operations
- Leveraging core competencies to expand into energy transition markets

Optimized OSV fleet

- Strategically positioned vessels, leveraged to existing & developing markets
- Improving efficiency, reducing emissions through hybrid propulsion & fuel mgmt. technology
- High-grading fleet through aggressive sales and disposal program

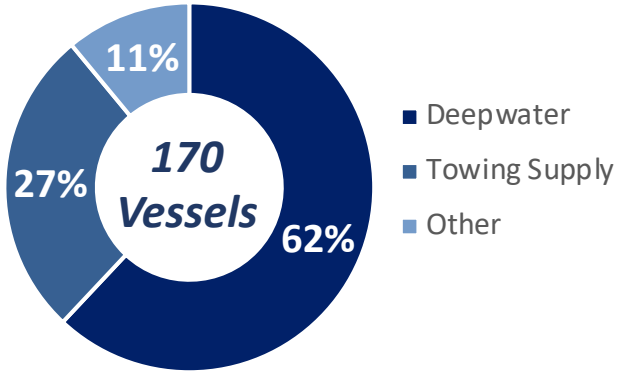
Financially stability in the offshore sector

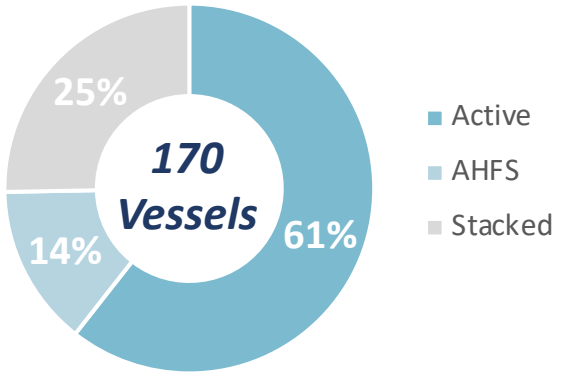
- Robust balance sheet with industry-leading leverage
- Disciplined capital allocation, vessel reactivations must justify economics
- Generated $30 million of free cash flow in 3Q'20, best quarterly performance in >7 years

Tidewater's Vision

To be the global leader in the offshore industry by providing, in the most cost-efficient manner possible, unmatched support and exceptional local service to our customers, utilizing the safest, most highly skilled workforce.

Tidewater Fleet Distribution[1]





1 – *As of September 30, 2020*










TIDEWATER
TDW
LISTED
NYSE







