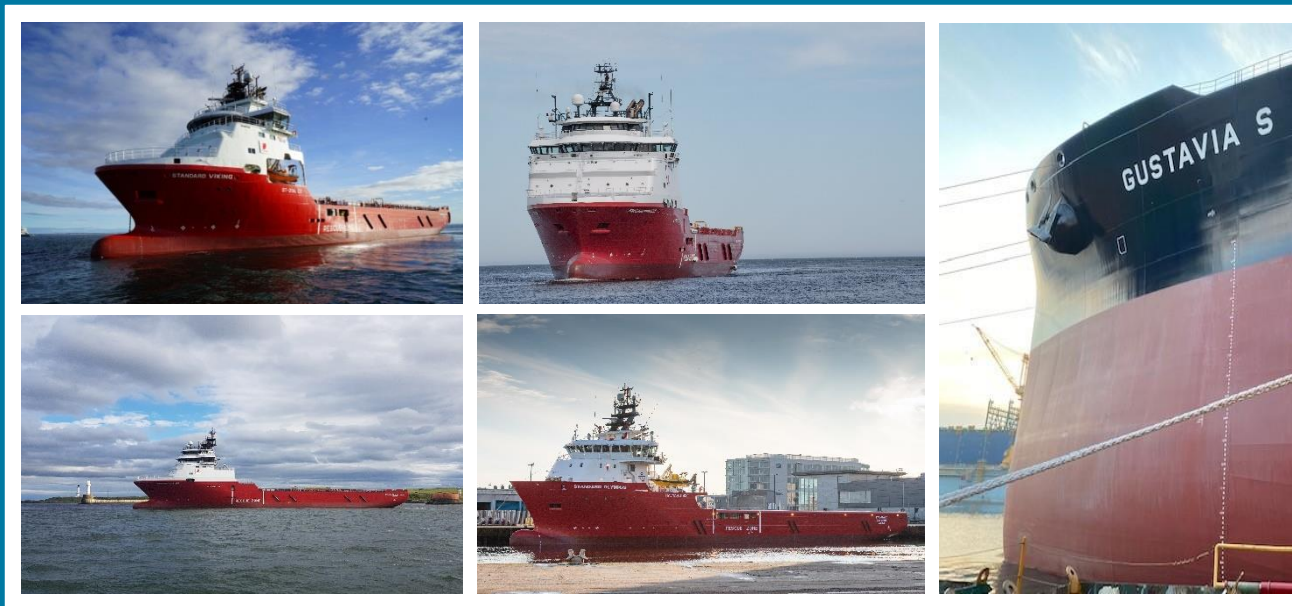


S.D. Standard Drilling Plc.

3Q 2020 Presentation

6 November 2020



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Agenda

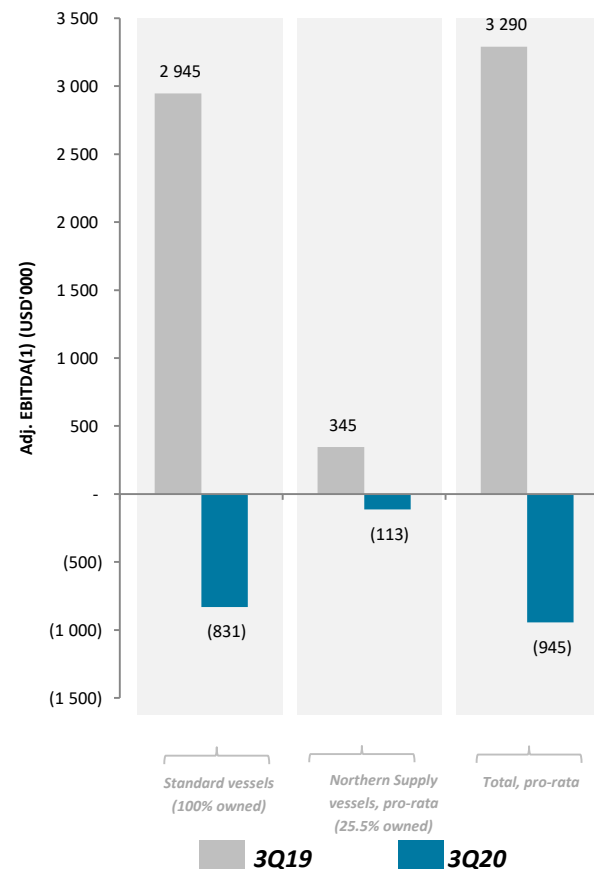
- I. Highlights**
- II. Company**
- III. PSV Fleet update**
- IV. VLCC update**
- V. Financial information**

Highlights Q3 2020

- Loss after tax of USD 6.1m (USD 0.6m positive) due to unrealized loss on financial assets at fair value of USD 6.2m
- Total cash balance of USD 38.6m (USD 28.0m) ⁽²⁾
- Book Value of Equity of USD 97.5 m ~NOK 1.60 per share ⁽³⁾
- Negative EBITDA (adj) of USD 0.9m (USD 3.3m positive)⁽⁴⁾
- Large-size – 4x Standard vessels (100% owned)
 - Negative EBITDA (adj) of USD 0.8m (USD 3.0m positive) ⁽⁴⁾
 - Utilization of ~66% (~95%) ⁽⁵⁾
- Mid-size – 9x Northern Supply vessels (25.5% owned)⁽⁵⁾
 - Negative EBITDA (adj) of USD 0.1m (USD 0.3m positive) ⁽⁴⁾
 - Utilization of ~90% (~92%) ⁽⁵⁾



Operation of vessels – EBITDA adj
3Q20 vs 3Q19



⁽¹⁾ Numbers in brackets are comparable numbers from 3Q 19

⁽²⁾ Including pro-rata ownership of cash in subsidiaries and investments, of which USD 36.2m is cash in SDS and subsidiaries

⁽³⁾ USD/NOK 9.48 end of September-20

⁽⁴⁾ EBITDA for vessels only (pro-rata), adjusted for start up cost, non-recurring cost and dry dock, special survey, maintenance and repairs

⁽⁵⁾ Utilization, based on weighted average, does not include vessels in lay-up

Highlights cont.

- The situation related to the Covid 19, the reduced oil prices and the general reduced activity led to a reduced demand for PSV vessels
- **The Joint Venture (“JV”) VLCC “Gustavia S” - Company has 33.3% ownership**
 - Distributed USD 3.67 million to SDSD in the third quarter
 - In total USD 19.67 million, of the initial investment of USD 36.78 million, has been distributed to SDSD
 - TCE of approx. USD 32 700 from delivery to end of September2020
 - Average cash breakeven of ~ USD 26 000 per day, including interest and amortization ⁽¹⁾
- **Standard Viking completed a 3 year term charter with Peterson mid July and went to dry dock**
- **Northern Supply- completed the bare-boat contract of FS Arendal and returned the vessel to its owners**



Subsequent events

- The Covid-19 and the reduced oil price are still heavily impacting the offshore market
- SDS has in October purchased 2.6% of Northern Supply AS, increasing its ownership from 25.5% to 28.1%
- Average utilization of 78 % in October 20 for the large size Standard vessels
- Average utilization of 100 % in October 20⁽¹⁾ for the medium size vessels in Northern Supply (28.1% owned)



Agenda

I. Highlights

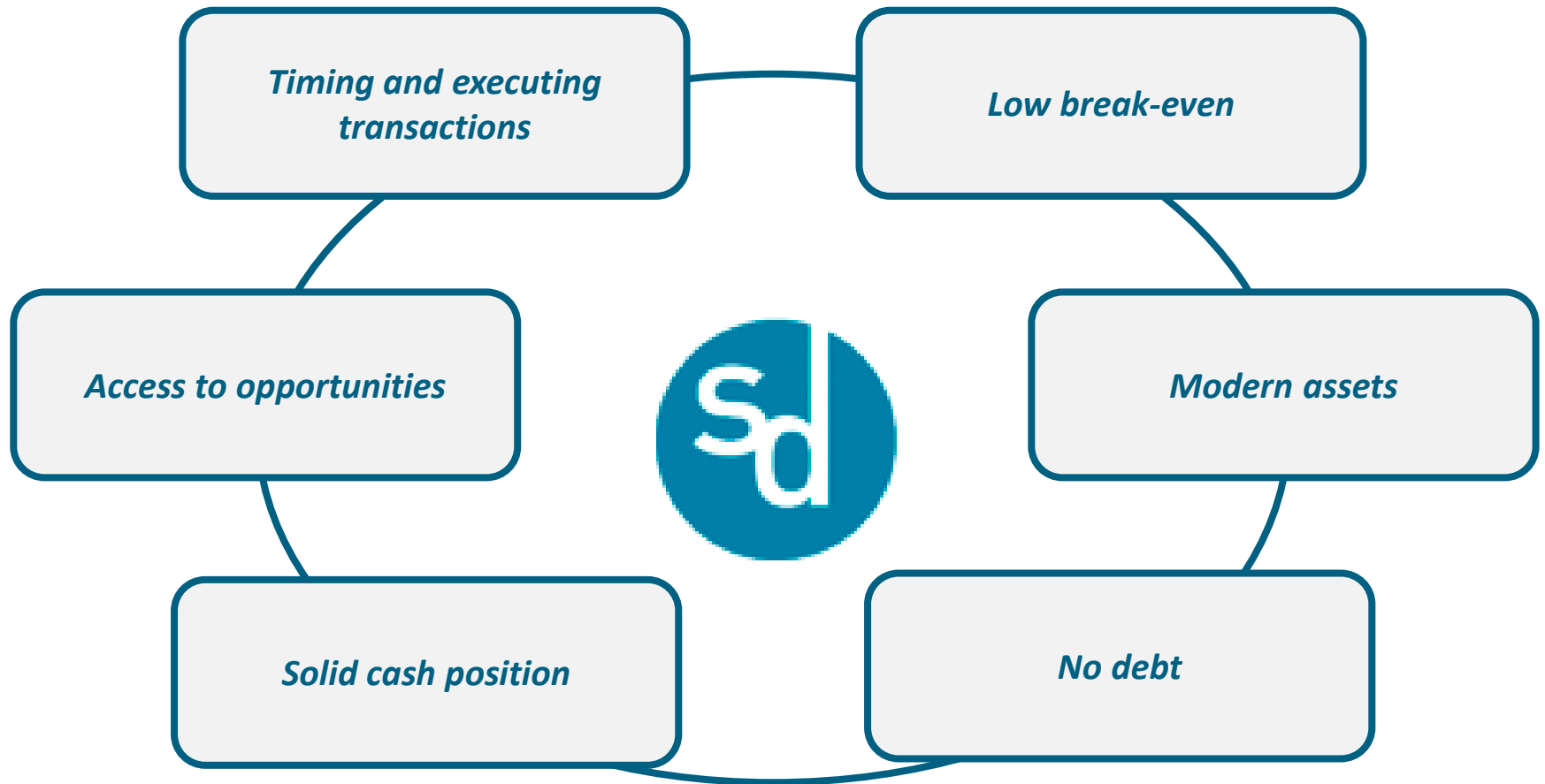
II. Company

III. PSV Fleet update

IV. VLCC investment update

V. Financial information

Asset Play - following the strategy



Competitive advantages

1 No debt ⁽¹⁾

No interest cost



No amortization



Low break-even

2 Low overhead costs

Low-cost and flexible structure



Outsourced operational management



Outsourced technical management

3 Modern fleet of vessels

Modern fleet and attractive tech. spec



High vessel utilization



No reactivation costs

4 Independent position

Good cash position



Efficient and lean management and active Board of Directors with access to opportunities



Extensive transaction experience

Agenda

I. Highlights

II. Company

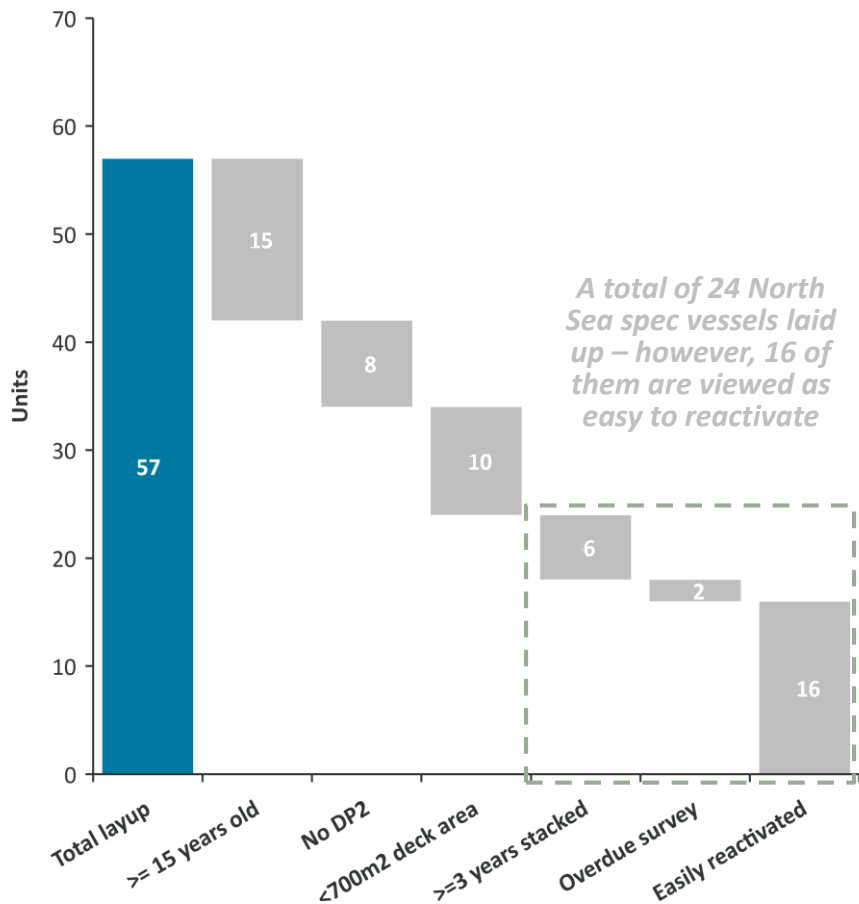
III. PSV Fleet update

IV. VLCC investment update

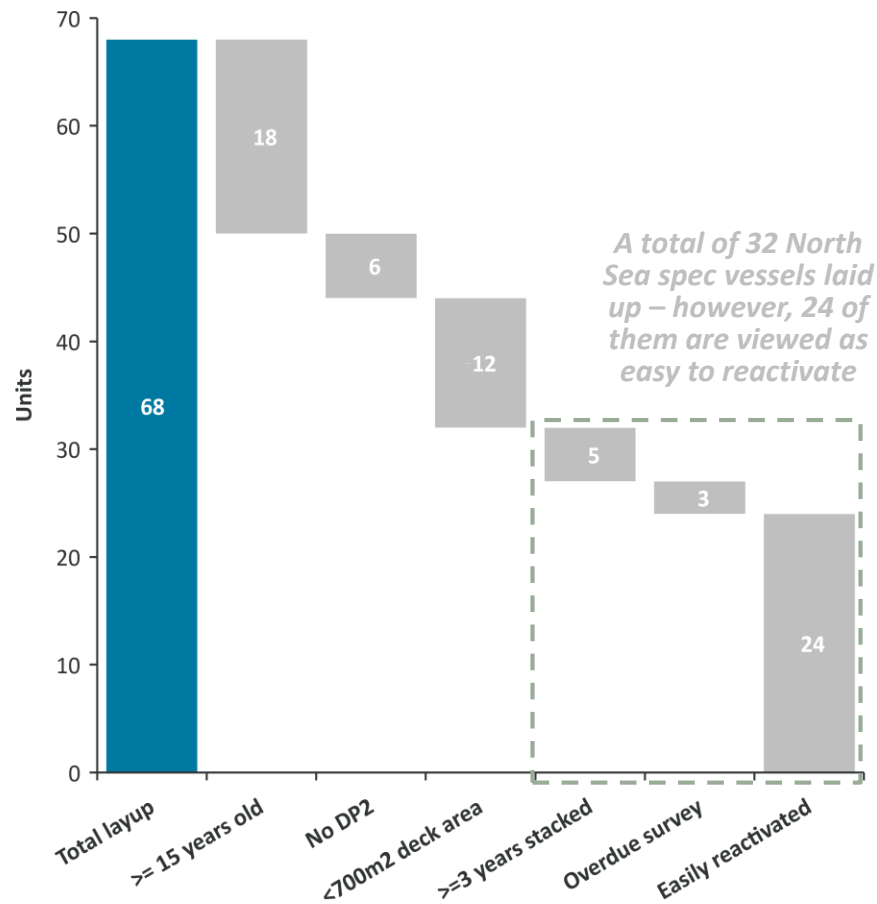
V. Financial information

Impact of Covid-19 and reduced oil price - Increasing number of large size vessels in lay up

Breakdown of laid up North Sea PSV fleet (2Q20)

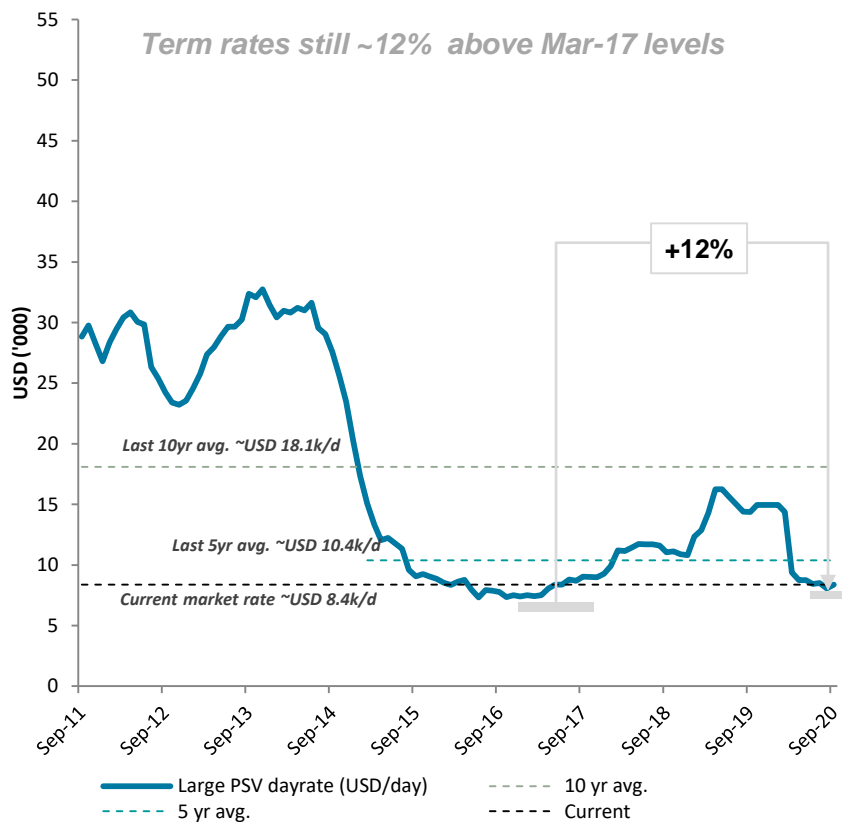


Breakdown of laid up North Sea PSV fleet (current)

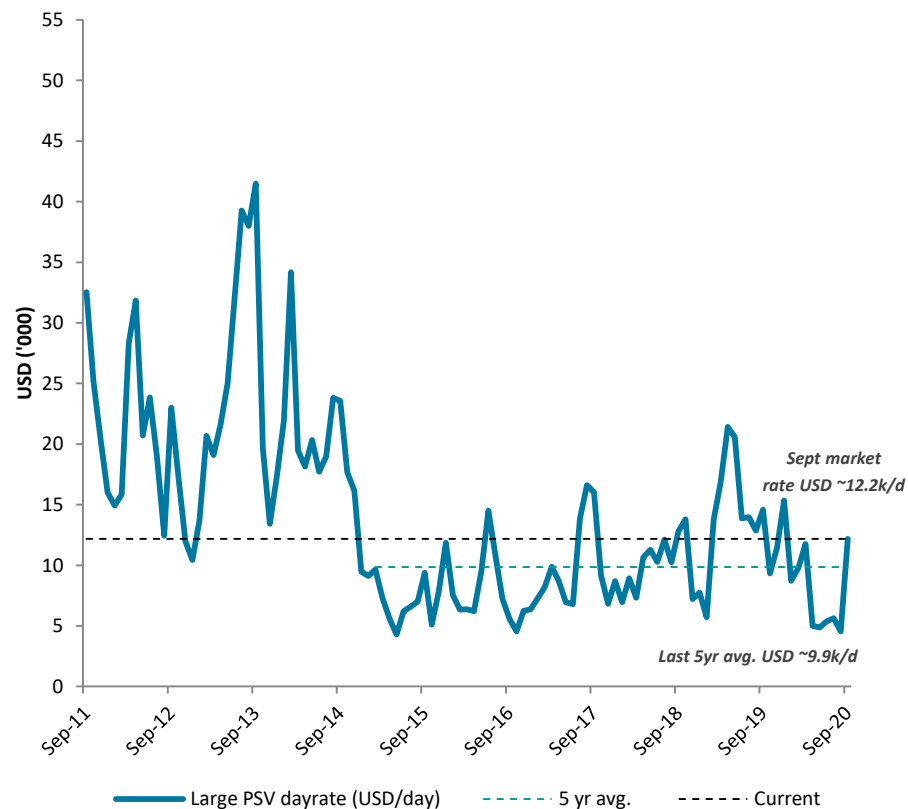


Large size vessel dayrates

Large-size PSV term rates (900m²)

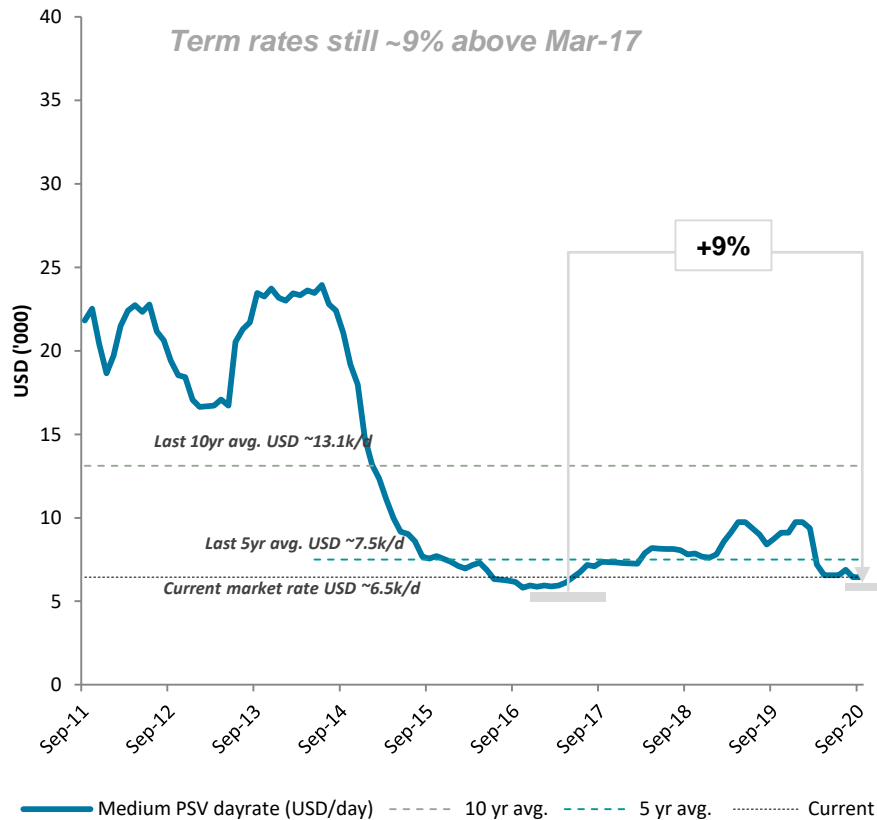


Large-size PSV spot rates (900m²)

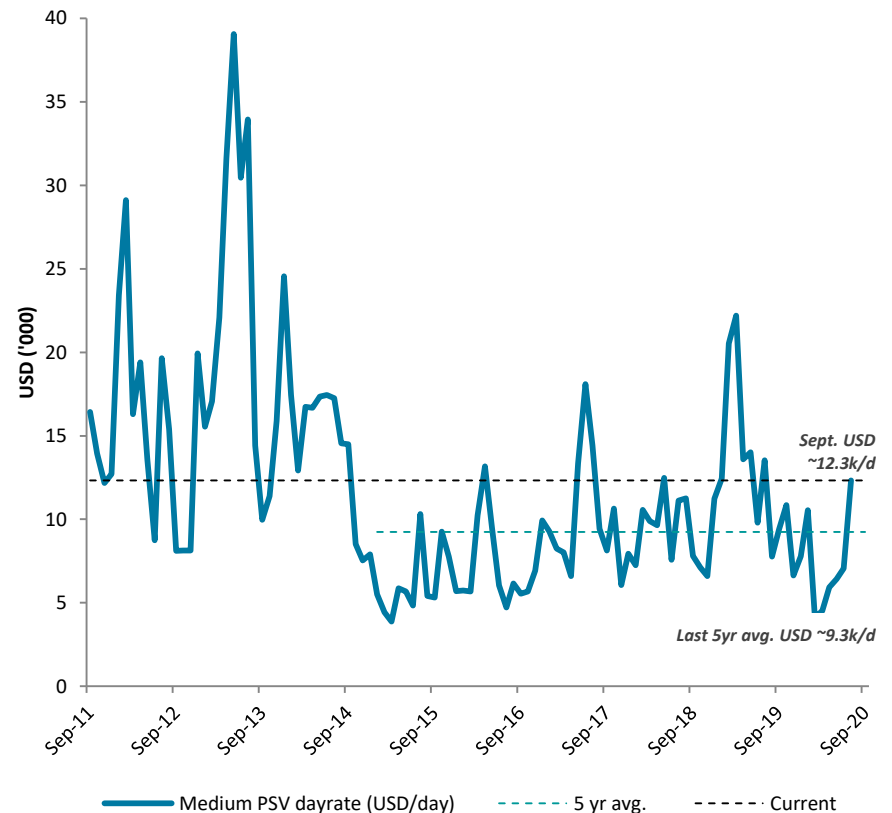


Mid-size vessel dayrates

Mid-size PSV term rates (500-749m²)



Mid-size PSV spot rates (500-899m²)



Large-size PSV vessels – 100% owned

Standard vessels (4x)



Standard Viking (2008)

Purchase price:
~USD 13.3m⁽¹⁾

Ownership: 100%

Deck-space: 1,060m²

Design: ST-216 L CD

Yard: Aker Brattvaag

Age: ~12 years

Standard Supplier (2007)

Purchase price:
~USD 13.3m⁽¹⁾

Ownership: 100%

Deck-space: 1,060m²

Design: ST-216 L CD

Yard: Aker Brattvaag

Age: ~13 years

Standard Princess (2008)

Purchase price:
~USD 13.3m⁽¹⁾

Ownership: 100%

Deck-space: 1,060m²

Design: ST-216 L CD

Yard: Aker Brattvaag

Age: ~12 years

Standard Olympus (2014)

Purchase price:
~USD 8.1m⁽¹⁾

Ownership: 100%

Deck-space: 800m²

Design: Havyard 832

Yard: Havyard Ship
Technology

Age: ~6 years

Sales in 2019



Standard Provider (2010)

Purchase price:
~USD 11.1m⁽¹⁾

Ownership: 100%

Deck-space: 1,000m²

Design: UT 776 CD

Yard: STX Brevik

Age: ~9 years

SOLD Oct 2019

USD 13.5m

Standard Supporter (2009)

Purchase price:
~USD 11.1m⁽¹⁾

Ownership: 100%

Deck-space: 1,000m²

Design: UT 776 CD

Yard: STX Brevik

Age: ~10 years

SOLD Nov 2019

USD 15m

Average purchase price: USD 12⁽¹⁾

Average age 10.75 years⁽²⁾

Average newbuild price: ~USD 42.5⁽³⁾

(1) Excluding working capital, start-up costs, Standard Provider and Standard Supporter

(2) Based on current fleet. Including Standard Olympus that was delivered in May 2019

(3) Based on estimated USDNOK when the vessel contracts of current fleet were agreed with respective yards

Mid-size PSV vessels – Partly owned

Northern Supply vessels (8x) – 28.1% owned



2x vessels

Purchase price:

~USD 2.5m⁽¹⁾

Ownership: 25.5%

Deck-space: 680m²

Design: UT 755 LN

Yard: Aker Aukra

Avg. age: ~12 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: ~12 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: ~13 years

FS Braemar (2007)

FS Balmoral (2008)



2x vessels

Purchase price:

~USD 2.5m⁽¹⁾

Ownership: 25.5%

Deck-space: 700m²

Design: VS 470 MK II

Yard: Kleven

Avg. age: ~16 years

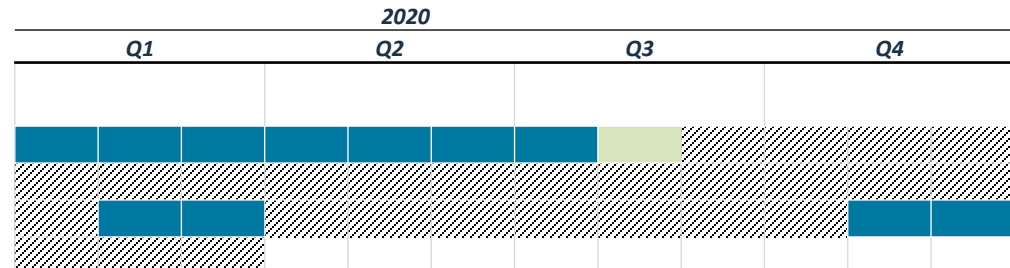
FS Kristiansand (2005)

FS Bergen (2006)

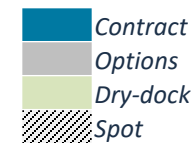
Large-size PSV vessels – Simplified contract overview

Standard vessels (100% owned)

| <i>Vessel</i> | <i>Built</i> | <i>Client</i> | <i>Country</i> |
|---------------------------|--------------|---------------|----------------|
| Large-size Vessels | | | |
| Standard Viking | 2007 | Spot | UK |
| Standard Princess | 2008 | Spot | UK |
| Standard Supplier | 2007 | Equinor | UK |
| Standard Olympus | 2014 | Inhouse | UK |



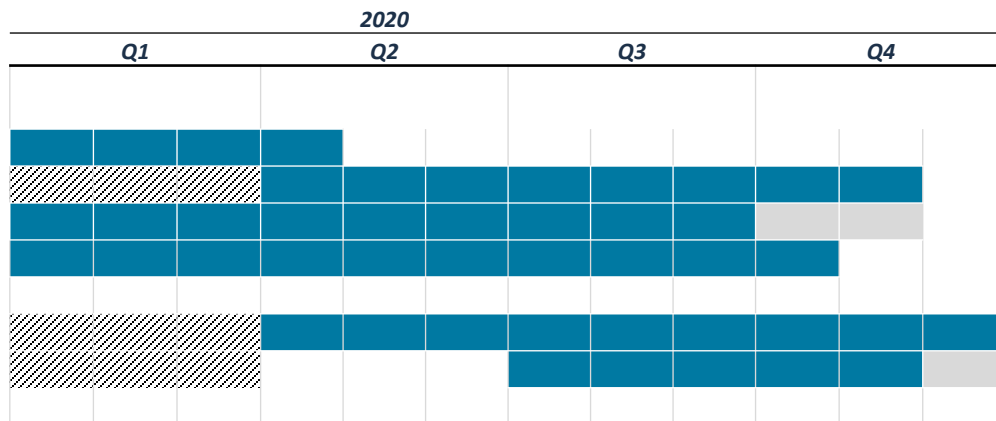
- Many available vessels in the spot market and the Covid 19 results in challenging markets
- Focus on utilization



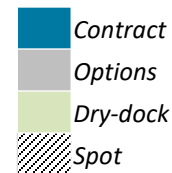
Mid-size PSV vessels – Simplified contract overview

Northern Supply vessels (28.1% owned)

| <i>Vessel</i> | <i>Built</i> | <i>Client</i> | <i>Country</i> |
|-------------------------|--------------|----------------------------|----------------|
| Mid-size Vessels | | | |
| FS Aberdour | 2009 | Inhouse | UK |
| FS Balmoral | 2008 | Serica Energy (UK) Limited | UK |
| FS Kristiansand | 2005 | Fletcher Offshore Limited | UK |
| FS Braemar | 2007 | Serica Energy (UK) Limited | UK |
| FS Bergen | 2006 | Lay-up | UK |
| FS Abergeldie | 2008 | SeaReenergy | DE |
| FS Carrick | 2009 | PSE Kinsale | UK |
| FS Crathes | 2008 | Lay-up | UK |



- Many available vessels in the spot market and the Covid 19 results in challenging markets
- Focus on utilization



Large-size PSV vessels – Utilization overview

Historical utilization of operating vessels (%)

| Utilization | S.Viking | S. Princess | S. Supplier | S.Provider ⁽¹⁾ | S. Supporter ⁽¹⁾ | S. Olympus | Weighted average |
|--------------------------------|--------------|-------------|-------------|---------------------------|-----------------------------|-------------|------------------|
| 1Q18 | 100 % | 100 % | 65 % | 100 % | 100 % | n.a. | 93 % |
| 2Q18 | 100 % | 73 % | 98 % | 100 % | 99 % | n.a. | 95 % |
| 3Q18 | 100 % | 81 % | 61 % | 88 % | 92 % | n.a. | 85 % |
| 4Q18 | 98 % | 100 % | 100 % | 68 % | 82 % | n.a. | 90 % |
| 2018, weighted avg. | 100 % | 90 % | 81 % | 89 % | 93 % | n.a. | 91 % |
| 1Q19 | 100 % | 100 % | 88 % | 79 % | 78 % | n.a. | 89 % |
| 2Q19 | 100 % | 99 % | 100 % | 98 % | 86 % | 63 % | 93 % |
| 3Q19 | 99 % | 100 % | 100 % | 98 % | 84 % | 89 % | 95 % |
| 4Q19 | 100 % | 77 % | 82 % | 80 % | 95 % | 48 % | 82 % |
| 2019, weight. avg. | 100 % | 94 % | 92 % | 91 % | 85 % | 71 % | 90 % |
| 1Q20 | 100 % | 54 % | 61 % | - | - | 25 % | 61 % |
| 2Q20 | 100 % | 41 % | 43 % | - | - | 32 % | 61 % |
| 3Q20 | 71 % | 91 % | 37 % | - | - | - | 66 % |
| Oct 20 | 98 % | 79 % | 58 % | - | - | - | 78 % |
| 2020 YTD, weighted avg. | 93 % | 65 % | 48 % | - | - | 26 % | 64 % |

| Total days | S.Viking | S. Princess | S. Supplier | S.Provider | S. Supporter | S. Olympus | Weighted average |
|--------------------------------------|--------------|-------------|-------------|-------------|--------------|-------------|------------------|
| Tot. avail. days, 2018 | 363 | 332 | 359 | 357 | 362 | n.a. | 1774 |
| Tot. days work., 2018 | 362 | 298 | 292 | 318 | 338 | n.a. | 1608 |
| Total utilization, 2018 | 100 % | 90 % | 81 % | 89 % | 93 % | n.a. | 91 % |
| Tot. avail. days, 2019 | 342 | 360 | 339 | 295 | 316 | 190 | 1840 |
| Tot. days work., 2019 | 341 | 338 | 313 | 267 | 267 | 135 | 1661 |
| Total utilization, 2019 | 100 % | 94 % | 92 % | 91 % | 85 % | 71 % | 90 % |
| Tot. avail. days, YTD Oct-20 | 273 | 286 | 300 | n.a. | n.a. | 101 | 960 |
| Tot. days work., YTD Oct-20 | 255 | 186 | 144 | n.a. | n.a. | 26 | 611 |
| Total utilization, YTD Oct-20 | 93 % | 65 % | 48 % | n.a. | n.a. | 26 % | 64 % |

- Vessels unavailable due to dry docking, maintenance, class renewal and other. Utilization does not include vessels in lay-up

Mid-size PSV vessels – Utilization overview

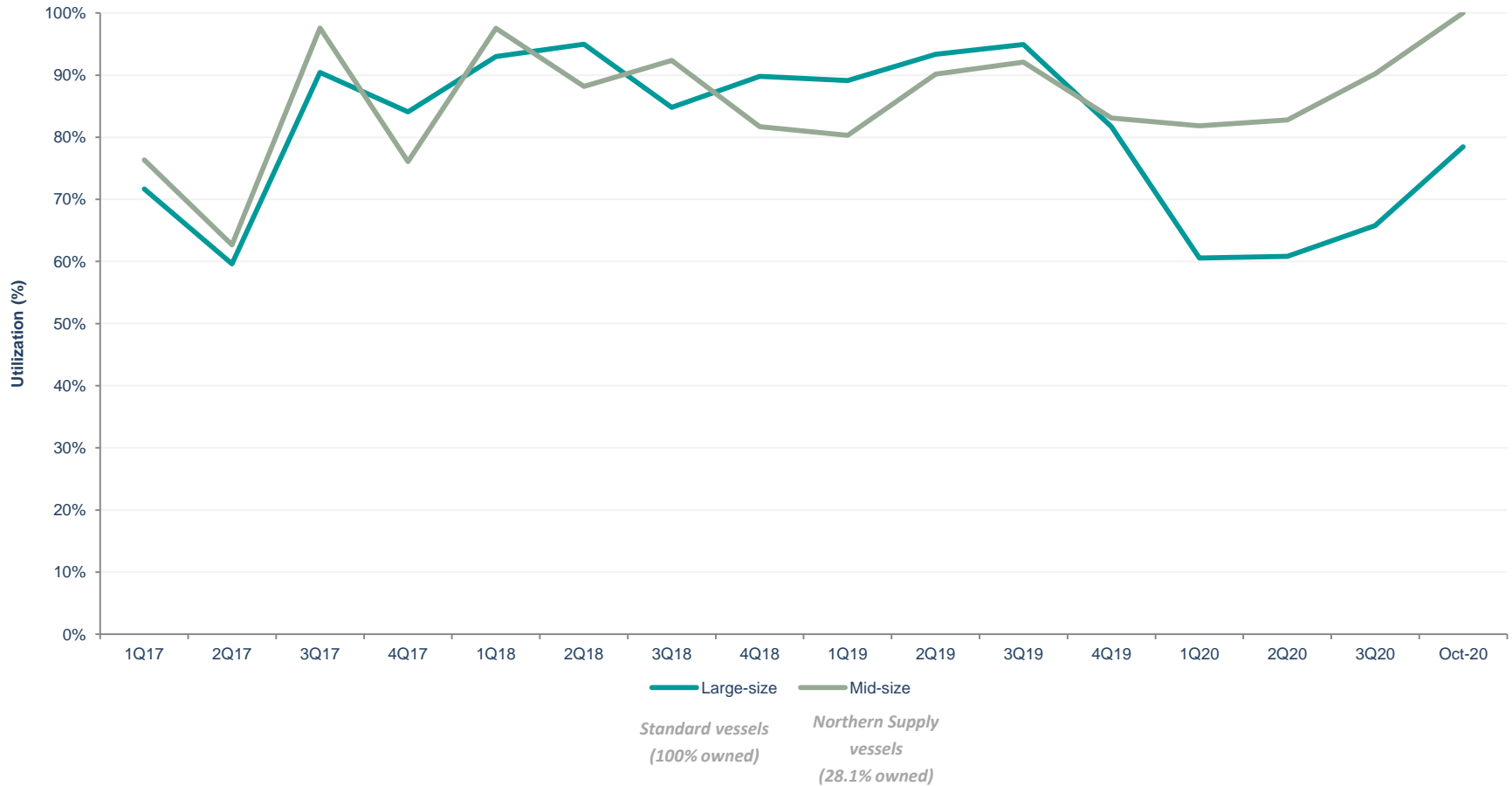
Historical utilization of operating vessels (%)

| Utilization | FS Aberdour | FS Arendal | FS Balmoral | FS Kr. Sand | FS Braemar | FS Carrick | FS Crathes | FS Aberg. | Weighted average |
|-------------------------------|----------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------|---------------------|
| 1Q18 | 100 % | 99 % | 100 % | 100 % | 69 % | n.a. | n.a. | n.a. | 98 % |
| 2Q18 | 100 % | 100 % | 63 % | 100 % | 100 % | 62 % | 74 % | n.a. | 88 % |
| 3Q18 | 100 % | 100 % | 75 % | 100 % | 75 % | 100 % | 100 % | n.a. | 92 % |
| 4Q18 | 50 % | 100 % | 75 % | 100 % | 88 % | 60 % | 100 % | 49 % | 82 % |
| 2018, weighted avg. | 92 % | 100 % | 79 % | 100 % | 86 % | 75 % | 92 % | 49 % | 89 % |
| 1Q19 | - | 100 % | 53 % | 81 % | 90 % | 94 % | - | 65 % | 80 % |
| 2Q19 | 89 % | 100 % | 89 % | 100 % | 92 % | 82 % | - | 79 % | 90 % |
| 3Q19 | 100 % | 100 % | 92 % | 88 % | 100 % | 92 % | - | 73 % | 92 % |
| 4Q19 | 100 % | 100 % | 58 % | 88 % | 100 % | 78 % | - | 56 % | 83 % |
| 2019, weight. avg. | 97 % | 100 % | 73 % | 90 % | 95 % | 87 % | - | 68 % | 87 % |
| 1Q20 | 100 % | 100 % | 46 % | 100 % | 100 % | 50 % | - | 77 % | 82 % |
| 2Q20 | 100 % | 100 % | 65 % | 93 % | 100 % | 100 % | 0 % | 89 % | 83 % |
| 3Q20 | - | - | 56 % | 100 % | 100 % | 100 % | - | 100 % | 90 % |
| Oct 20 | - | - | 100 % | 100 % | 100 % | 100 % | - | 100 % | 100 % |
| 2020 YTD, weight. avg. | 100 % | 100 % | 60 % | 98 % | 100 % | 76 % | 0 % | 90 % | 86 % |
| Total days | FS Aberdour | FS Arendal | FS Balmoral | FS Kr. Sand | FS Braemar | FS Carrick | FS Crathes | FS Aberg. | Weighted average |
| Tot. avail. days, 2018 | 264 | 365 | 349 | 306 | 298 | 249 | 164 | 12 | 2007 |
| Tot. days work., 2018 | 243 | 364 | 275 | 306 | 257 | 187 | 151 | 6 | 1790 |
| Total utilization, 2018 | 92 % | 100 % | 79 % | 100 % | 86 % | 75 % | 92 % | 49 % | 89 % |
| Tot. avail. days, 2019 | 193 | 276 | 298 | 283 | 301 | 284 | - | 291 | 1927 |
| Tot. days work., 2019 | 185 | 276 | 233 | 255 | 285 | 254 | - | 207 | 1694 |
| Total utilization, 2019 | 96 % | 100 % | 78 % | 90 % | 95 % | 89 % | - | 71 % | 88 % |
| Tot. avail. days, YTD Oct-20 | 109 | 116 | 301 | 299 | 292 | 180 | 30 | 299 | 1626 |
| Tot. days work., YTD Oct-20 | 109 | 116 | 182 | 292 | 292 | 137 | 0 | 269 | 1398 |
| Total utilization, YTD Oct-20 | 100 % | 100 % | 60 % | 98 % | 100 % | 76 % | 0 % | 90 % | 86 % |

- Vessels unavailable due to dry docking, maintenance, class renewal and other. Utilization does not include vessels in lay-up

Combined fleet – Utilization overview large-and medium size PSV's

Combined fleet utilization 1Q17 to Oct-20



Note:
- Vessels unavailable due to dry docking, maintenance, class renewal and other. Utilization does not include vessels in lay-up

Large-size PSV vessels – EBITDA overview

4x Standard vessels (100% owned) ⁽¹⁾

| Standard vessels (USD) | Three months ended, 3Q20 | Three months ended, 3Q19 | 2020 YTD | 2019 YTD |
|--|--------------------------|--------------------------|--------------------|---------------------|
| Net hire (net of commission) | 1 198 759 | 6 883 485 | 4 870 676 | 16 851 600 |
| Admin expenses | 272 571 | (102 916) | 164 151 | (205 269) |
| Technical and Commercial Management Fee | (240 612) | (311 432) | (704 728) | (941 383) |
| OPEX/Lay-up costs | (1 954 164) | (3 380 913) | (6 397 374) | (9 664 484) |
| Start up / Liquidation expenses | (1) | (11 442) | (5 808) | (253 649) |
| Dry docking expenses / Surveys / Repairs | (648 384) | (187 092) | (648 384) | (495 281) |
| Bunkers on delivery / redelivery / repositioning | (107 948) | (142 725) | (558 226) | (276 902) |
| Other | - | - | - | - |
| Total operation expenses | (2 678 537) | (4 136 520) | (8 150 368) | (11 836 968) |
| EBITDA | (1 479 779) | 2 746 965 | (3 279 692) | 5 014 632 |
| Adj. EBITDA excluding non-recurring costs ⁽²⁾ | (1 479 777) | 2 758 407 | (3 273 884) | 5 268 280 |
| Adj. EBITDA excluding dry docking and non-recurring costs ⁽³⁾ | (831 394) | 2 945 499 | (2 625 500) | 5 763 562 |
| Adj. EBITDA excluding dry docking and non-recurring costs margin (%) | n.a | 43 % | n.a. | 34 % |

Note:

(1) Note that the above unaudited EBITDA breakdown is not found in the company report. Include operation of the two large size PSV's sold in Q4 19.

(2) Non-recurring costs are costs directly related to preparing newly acquired vessels for the market.

(3) Illustrates the day-to-day operations of the vessel, excluding (a) non-recurring costs and (b) dry dock, special survey, maintenance and repairs.

(4) The numbers are based on the fleet at the current time

Mid-size PSV vessels – EBITDA overview

8x Northern Supply vessels (25.5% owned) ⁽¹⁾, pro-rata overview

| Northern Supply vessels (USD) | Three months ended, 3Q20 | Three months ended, 3Q19 | 2020 YTD | 2019 YTD |
|--|--------------------------|--------------------------|--------------------|--------------------|
| Net hire (net of commission) | 798 277 | 1 436 774 | 2 586 375 | 3 922 231 |
| Admin expenses | (25 052) | (28 915) | (76 990) | (82 233) |
| Technical and Commercial Management Fee | (112 862) | (99 915) | (316 954) | (295 901) |
| OPEX/Lay-up costs ⁽²⁾ | (759 015) | (904 045) | (2 487 436) | (2 717 576) |
| Start up / Liquidation expenses ⁽²⁾ | - | - | - | - |
| Dry docking expenses / Surveys / Repairs ⁽²⁾ | - | - | (2 107) | (493 153) |
| Bunkers on delivery / redelivery / repositioning | (14 504) | (23 582) | (103 613) | (70 850) |
| Other | - | (35 538) | (45 481) | (59 122) |
| Total operation expenses | (911 434) | (1 091 995) | (3 032 581) | (3 718 837) |
| EBITDA | (113 157) | 344 779 | (446 205) | 203 394 |
| Adj. EBITDA excluding non-recurring costs ⁽³⁾ | (113 157) | 344 779 | (446 205) | 203 394 |
| Adj. EBITDA excluding dry docking and non-recurring costs ⁽⁴⁾ | (113 157) | 344 779 | (444 099) | 696 547 |
| Adj. EBITDA excluding dry docking and non-recurring costs margin (%) | n.a | 24 % | n.a. | 18 % |

Note:

(1) Note that the above unaudited EBITDA breakdown is not found in the company report. Increased the ownership to 28.1% in Q4 2020.

(2) USD calculated from native NOK by application of average exchange each month.

(3) Non-recurring costs are costs directly related to preparing newly acquired vessels for the market.

(4) Illustrates the day-to-day operations of the vessel, excluding (a) non-recurring costs and (b) dry dock, special survey, maintenance and repairs.

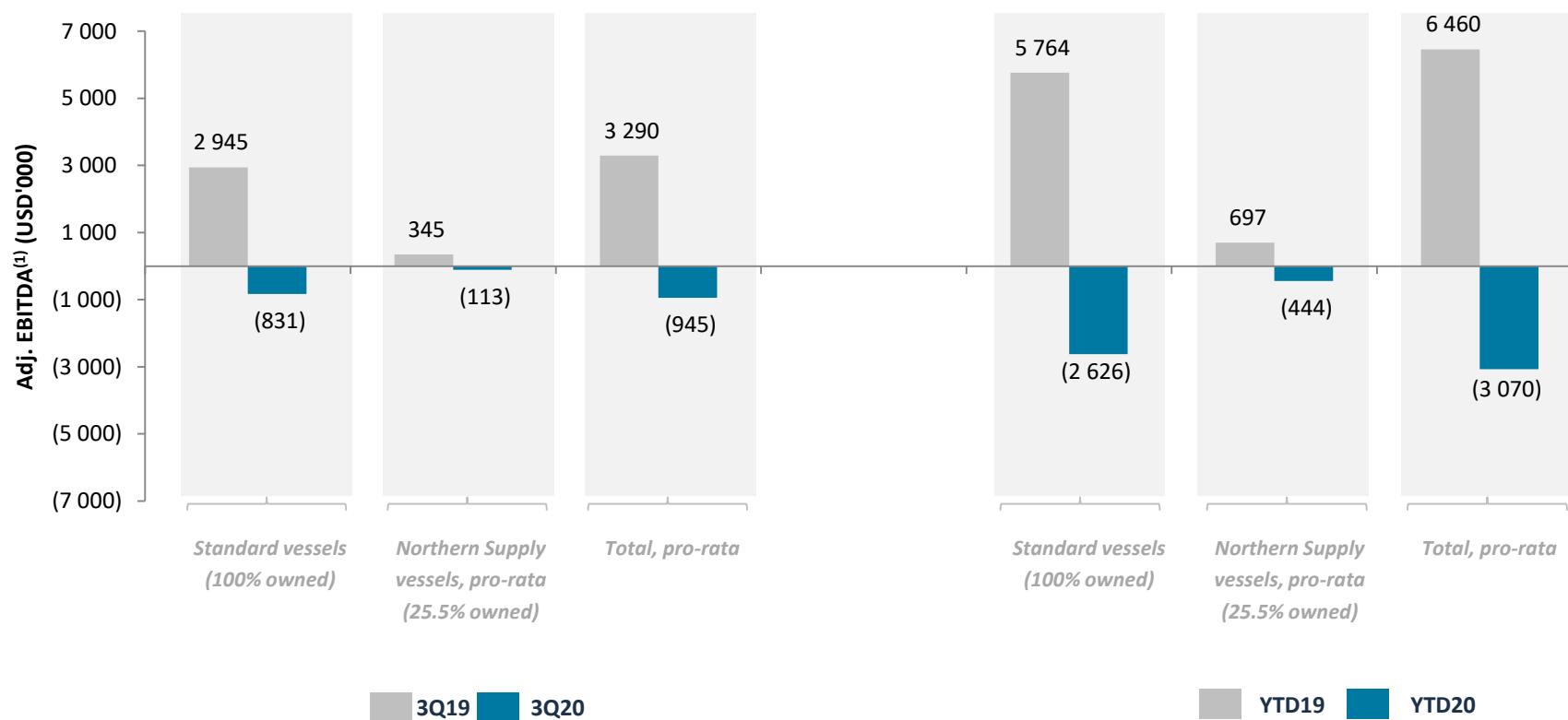
(5) The numbers are based on the fleet at the current time

Summary – Adj. EBITDA excluding dry docking and non-recurring costs ⁽¹⁾

Standard vessels (100% owned) and Northern Supply vessels (25.5% owned), pro-rata

3Q19 vs. 3Q20

Year to date 2019 vs. 2020



Explanation of the fair value accounting loss in 3Q20

- **SDSD is classified as an investment entity in accordance with IFRS 10**
 - Investments, including subsidiaries, are not consolidated but measured at fair value through profit and loss every quarter based on estimates made by reputable independent valuers
 - The underlying operational activities are not directly reflected in the interim financial statements of the company
 - Consequently, SDSD reported an unrealized loss on revaluation of financial assets of ~USD 6.2 million.
 - Different approach has been applied in the valuation process for the investment in VLCC as opposed to PSV Vessels, explained in more detail in the notes below
- **Example of fair value calculation for Standard Viking (applicable to PSV Fleet):**

| Figures in USDm | Independent Valuer A ⁽¹⁾ | | | | Independent Valuer B ⁽¹⁾ | | | | Alternative value | Applied value |
|------------------------|-------------------------------------|-------|------------|-------|-------------------------------------|-------|------------|-------|----------------------|---------------|
| | Willing buyer/seller | | Distressed | | Willing buyer/seller | | Distressed | | Willing buyer/seller | Distressed |
| | Upper | Lower | Upper | Lower | Upper | Lower | Upper | Lower | Average | Average |
| Standard Viking (3Q20) | 15.5 | 13.5 | 11.5 | 9.5 | 16.0 | 13.0 | 11.9 | 9.2 | 14.5 | 10.5 |

Notes for valuation processes:

(1) For PSV Vessels, fair value estimates have been obtained from two independent Valuers (“Valuer A” and “Valuer B”). Both Valuers have provided a value range based on a willing buyer and willing seller market scenario. Valuer A has also provided a value range based on a distressed value market scenario. Valuer B has not provided a distressed value range, however, a distressed value range has been derived by applying the same discount rate to Valuer B’s willing buyer and willing seller range as the implied discount rate between Valuer A’s willing buyer and willing seller value range and Valuer A’s distressed value range. The applied value for the vessel in the S.D. Standard Drilling accounts is then set to the average of these two distressed ranges as the Company decided to apply a more conservative approach due to the current market condition. The value is set to USD 10.5m as opposed to an average value of USD 14.5m for scenarios of transactions between two willing parties.

(2) For VLCC vessel, fair value estimates have been obtained from two independent Valuers. Both Valuers have provided a point estimate based on a willing buyer and willing seller market scenario. The applied fair value for the asset in the Company’s financial statements is then set to the average of these two point estimates as the Company decided to apply a more conservative approach due to current market conditions and the frequency of such transactions in the market. The Company decided to apply a different approach in the valuation process of the investment in ZETA Owners Inc. when compared to the investment in Wanax AS, since this investment relates to a different type of asset which was acquired brand new and not at a distressed value when opposed to assets of Wanax AS

Agenda

- I. Highlights
- II. Company
- III. PSV Fleet update
- IV. VLCC investment update**
- V. Financial information

VLCC «Gustavia S»- Commercial

- Purchase price of USD 106m
- The Joint Venture owning company (“JV”) of “Gustavia S”, has secured a senior secured loan facility of up to USD 60 million. As result SDS received in total USD 19.67 million. The accumulated investment in the JV was USD 36.78m.
- TCE estimate of approx. USD 32 700 per day from the delivery of “Gustavia S” end of January to end of September 2020
- Average cash breakeven of ~USD 26 000 per day, including interest and amortization ⁽¹⁾



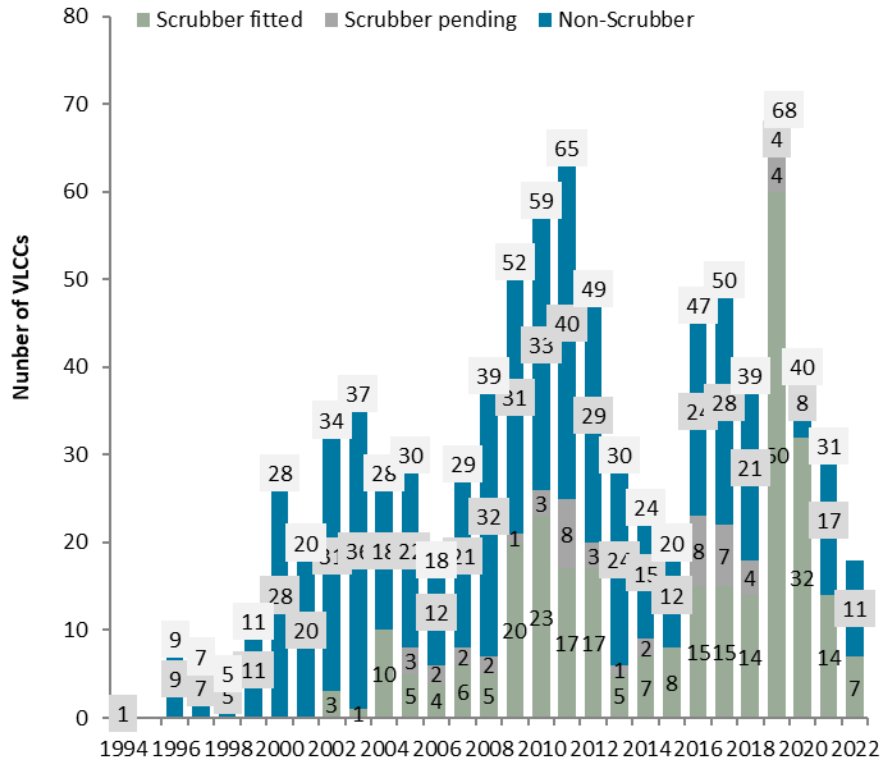
VLCC «Gustavia S»- Technical

- Builder : Daewoo Shipbuilding & Marine Engineering
- Built : January 2020
- Ship Type: Oil Tanker
- Classification Society: DNVGL
- Class Notations :
+1A Tanker for oil, BIS, BWM (T), Clean, CMON,
COAT-PSPC(B,C), CSR, E0, ESP, LCS, NAUT (NAV),
Recycable, SPM, TMON (oil lubricated)
VCS (2), ER (EGCS Open)
- Length Overall/Between Perpendiculars: 336/330m
- Breadth : 60m
- Depth: 29.50m
- Draught (design/scantling): 20.5/21.6m
- DWT (at scantling draught) : 299,995mt
- Cargo tanks capacity (100%): 341,870m³
- Bunkers Tanks capacity – cruising range : HFO 6435m³ – MGO 650m³ – 31,700 miles at service speed
- Service Speed (at design draught) : 14.8kn
- Main engine : HSD MAN 7G80ME-C9.5 – 24,510kW
- Loading/Discharge rate: 20,500/16,500 m³/hr
- Complement : 30 persons + 6 Suez crew

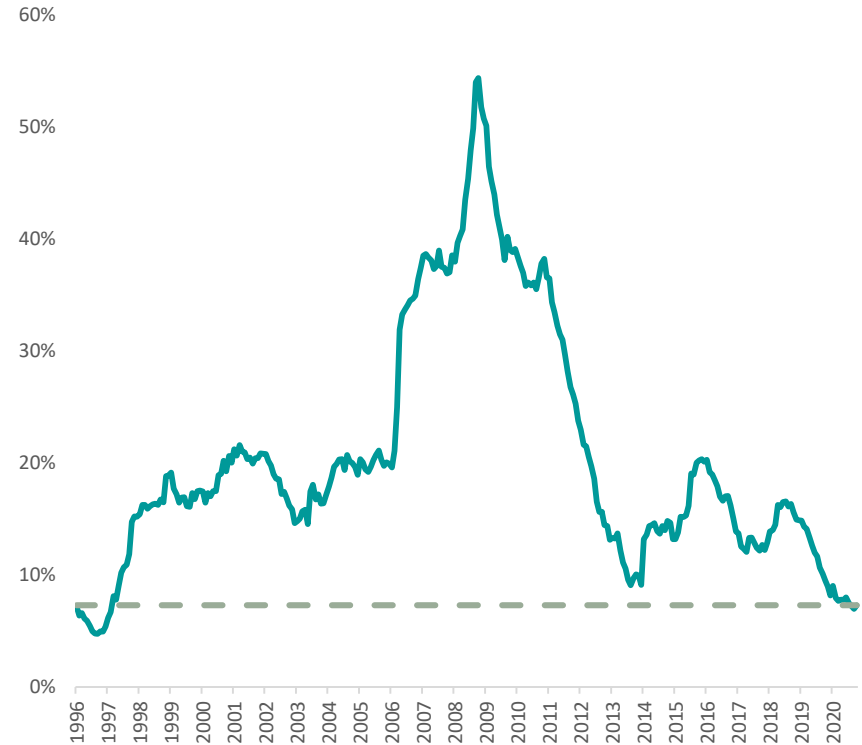


VLCC supply

VLCC fleet by year of build and orderbook



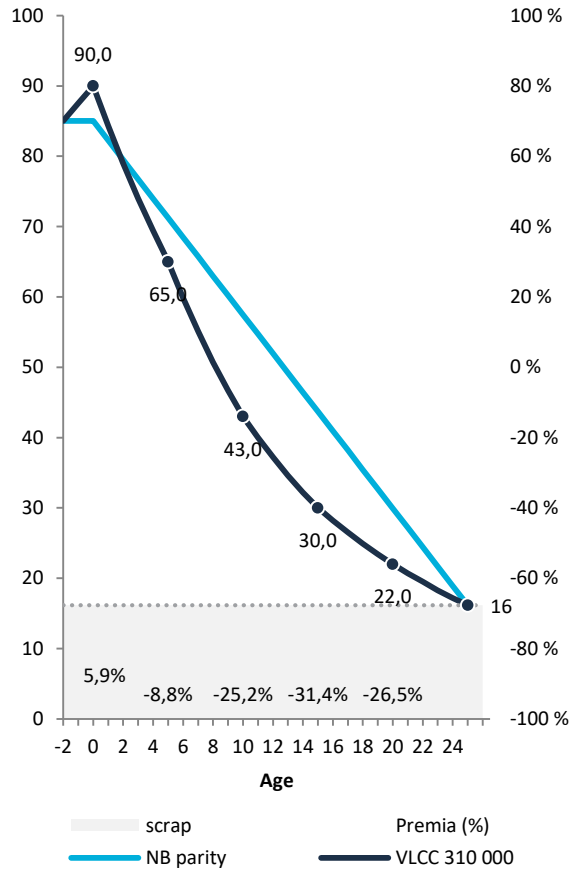
VLCC orderbook % of fleet



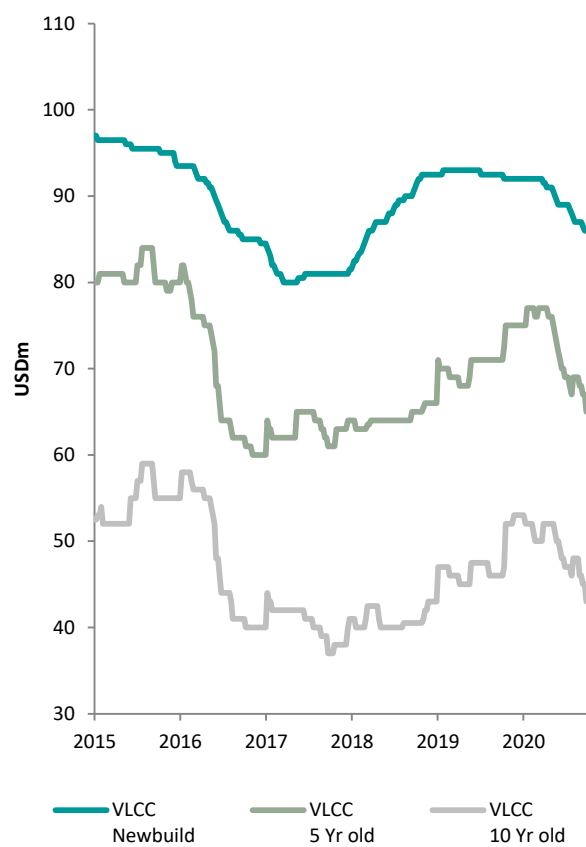
Ageing asset profile and low net fleet growth

VLCC demand

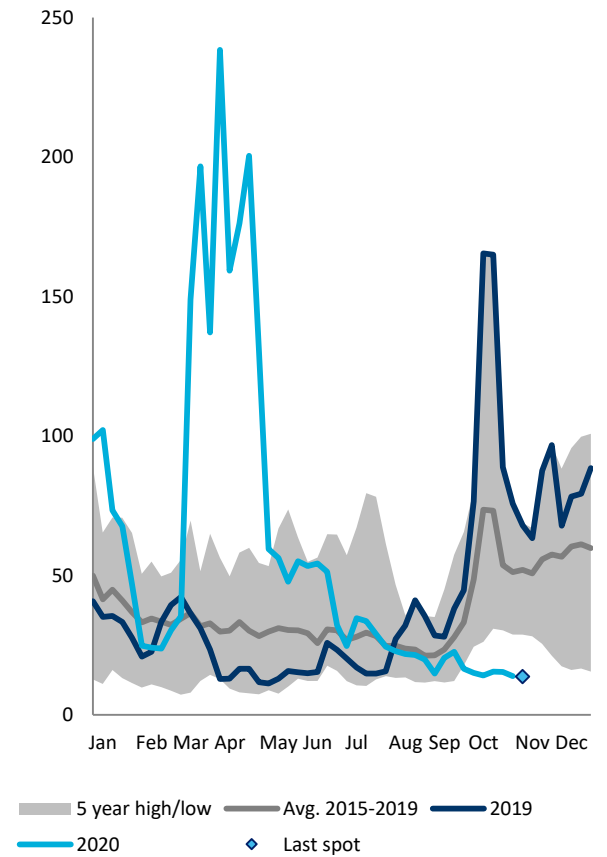
VLCC NB parity



VLCC values last 5 years



VLCC dayrates



Agenda

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Income statement

S.D. Standard Drilling – Income statement for 3Q20

| | <u>Three Months Ended</u> | | <u>Nine Months Ended</u> | |
|---|---------------------------|------------|--------------------------|------------------|
| | <u>2020</u> <u>Q3</u> | 2019 Q3 | <u>2020</u> <u>Q3</u> | 2019 Q3 |
| <i>(Amounts in USD 000)</i> | | | <i>Unaudited</i> | <i>Unaudited</i> |
| Income | | | | |
| Changes in fair value on financial assets at fair value through profit or loss | (6 195) | 1 031 | (22 963) | 8 653 |
| Changes in fair value on financial assets at fair value through profit or loss – held for trading | - | - | 9 | - |
| Other income | - | - | 3 437 | - |
| Interest income from cash balance at amortised cost | 14 | 71 | 52 | 131 |
| Net foreign currency gains or (losses) | 158 | (412) | (469) | (303) |
| Total net income /(loss) | (6 023) | 690 | (19 934) | 8 481 |
| Expenses | | | | |
| Administration fees | (121) | (120) | (377) | (361) |
| Total operating expenses | (121) | (120) | (377) | (361) |
| Operating profit/(loss) | (6 144) | 570 | (20 311) | 8 120 |
| Finance costs | | | | |
| Sundry finance income/(expenses) | (1) | (1) | (3) | (4) |
| Profit/(loss) for the period before tax | (6 145) | 569 | (20 314) | 8 116 |
| Income tax expense | - | - | - | - |
| Profit/(loss) for the period after tax | (6 145) | 569 | (20 314) | 8 116 |
| Other comprehensive income for the period | - | - | - | - |
| Total comprehensive income/(loss) for the period | (6 145) | 569 | (20 314) | 8 116 |
| Earnings/(loss) per share | | | | |
| Basic/diluted earnings/(loss) per share (USD) | (0,01) | 0,00 | (0,04) | 0,01 |

Balance sheet

S.D. Standard Drilling – Balance sheet for 3Q20

| <i>(Amounts in USD 000)</i> | 30.09.2020 | 31.12.2019 |
|---|-------------------|-------------------|
| ASSETS | <i>Unaudited</i> | <i>Audited</i> |
| Equipment and machinery | 1 | 1 |
| Financial assets at fair value through profit or loss | 68 078 | 76 751 |
| Total non-current assets | 68 079 | 76 752 |
| Trade and other receivables | 30 | 10 |
| Current tax asset | 1 | 1 |
| Cash and bank balances | 29 408 | 41 095 |
| Total current assets | 29 439 | 41 106 |
| Total Assets | 97 518 | 117 858 |
| EQUITY AND LIABILITIES | | |
| Ordinary shares | 17 281 | 17 281 |
| Share premium | 96 861 | 96 861 |
| Accumulated profits/(losses) | (16 636) | 3 678 |
| Total equity | 97 506 | 117 820 |
| Trade and other payables | 12 | 38 |
| Total current liabilities | 12 | 38 |
| Total Equity and Liabilities | 97 518 | 117 858 |

Cash flow statement

S.D. Standard Drilling – Cash flow statement for 3Q20

| | Nine Months Ended | |
|--|-------------------|------------------|
| | 2020 Q3 | 2019 Q3 |
| <i>(Amounts in USD 000)</i> | | |
| | <i>Unaudited</i> | <i>Unaudited</i> |
| CASH FLOWS FROM OPERATING ACTIVITIES | | |
| (Loss)/Profit for the period before income tax | (20 314) | 8 116 |
| Unrealised exchange (gain)/loss | 469 | 303 |
| Payments to acquire financial assets at fair value through profit or loss | (36 742) | (9 784) |
| Receipts from financial assets at fair value through profit or loss | 22 452 | 14 939 |
| Other income | (3 437) | - |
| Interest income | (52) | (131) |
| (Increase) / decrease in trade and other receivables | (20) | 7 |
| Decrease /(Increase) in financial assets fair value through profit or loss | 22 963 | (8 653) |
| Increase in financial assets fair value through profit or loss – held for trading | (9) | - |
| Decrease in trade and other payables | (26) | (70) |
| Net cash generated from/(used in) operating activities | (14 716) | 4 727 |
| CASH FLOWS FROM INVESTING ACTIVITIES | | |
| Payments to financial assets at fair value through profit or loss held for trading | (1 038) | - |
| Receipts from disposal of financial assets at fair value through profit or loss held for trading | 1 047 | - |
| Dividend received from subsidiary | 3 437 | - |
| Payment to acquire equipment | - | (1) |
| Interest received | 52 | 131 |
| Net cash generated from/(used in) investing activities | 3 498 | 130 |
| CASH FLOWS FROM FINANCING ACTIVITIES | | |
| Proceeds from loan from subsidiary | 2 500 | - |
| Repayment of loan to subsidiary | (2 500) | - |
| Net cash generated from/(used in) financing activities | - | - |
| Net (decrease)/increase in cash and cash equivalents | (11 218) | 4 857 |
| Cash and cash equivalents at beginning of year | 41 095 | 16 382 |
| Effect of exchange rate changes on the balance of cash held in foreign currencies | (469) | (303) |
| Cash and cash equivalents at end of period | 29 408 | 20 936 |



STANDARD DRILLING