



**SEA1 OFFSHORE INC.
REPORT FOR THIRD QUARTER AND FIRST NINE MONTHS 2024**

On 31 October 2024 – Sea1 Offshore Inc. (the “Company”; Oslo Stock Exchange: SEA1) announces results for third quarter and first nine months ended 30 September 2024.

SELECTED FINANCIAL INFORMATION

When comparing the 3Q 2024 figures below to 3Q 2023, please note that the number of vessels owned has decreased by nine vessels following the sale on 5 July 2024 as described below.

	Actuals	Actuals	Actuals	Actuals	Actuals
	2024	2023	2024	2023	2023
<i>(Amounts in USD millions)</i>	3Q	3Q	Jan-Sep	Jan-Sep	Jan-Dec
	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Audited</i>
Operating revenues	81.6	85.6	272.4	250.9	336.0
EBITDA	45.1	41.5	130.3	124.4	164.5
EBITDA, %	55%	48%	48%	50%	49%
Operating profit/(loss)	30.2	24.1	224.1	72.8	163.3
Net profit/(loss)	27.7	12.3	199.5	73.0	173.1
Net profit (loss) attributable to shareholders	25.9	13.4	169.6	74.5	174.5
New debt facilities	150.0	-	150.0	-	-
Net cash flow before debt repayment	249.4	20.5	277.3	73.3	113.9
Repayment of interest bearing debt	213.5	32.3	247.5	66.2	112.1
Net interest bearing debt	244.4	405.3	244.4	405.3	365.1
Firm Contract Backlog	794.4	367.7	794.4	367.7	319.5
Total Equity	428.5	423.6	428.5	423.6	529.2
Cash and Cash equivalents	127.0	99.8	127.0	99.8	97.3

HIGHLIGHTS FOR THE THIRD QUARTER

- The sale of nine vessels to Siem Sustainable Energy S.a r.l and related companies (“Siem”) announced 5 April 2024 was completed 5 July 2024, and the repurchased shares were cancelled.
- Simultaneously with the closing of the vessel sale, the Company completed the refinancing of certain parts of its debt. Debt of USD 69 million maturing in 2024 related to seven Sea1 Offshore vessels was repaid. Existing loans with longer maturities were repaid by USD 20 million and amended to remove restrictions and undertakings imposed on the Company in the 2021 restructuring. Two new credit facilities with a total amount of USD 150 million were entered into.
- The current contract with PXGeo for “Siem Dorado” has been extended with another 2 years and 4 months of firm period.
- Signed management agreements for six AHTS vessels owned by the Viking Supply Ships AB (publ.) group.

- On the back of solid results, a strong balance sheet and outlook, the Board on 20 August 2024 authorized a dividend payment of NOK 5 per share, which was paid in September 2024.
- Received a total payment of USD 25 million as settlement of the seller's credit and other receivables related to the sale of "Siem Marlin" in 2019. The Company recorded a gain of USD 2.7 million related to the repayment.

SUBSEQUENT EVENTS

- Secured a multi-well project for 3 AHTS' in Australia, commencing in Q2-Q3 2025 for a firm period of around 380 days up to around 670 days per vessel. One or two of these vessels will be from the Sea1 fleet.
- The Research vessel "Joides Resolution" has entered into layup in Kristiansand pending potential contract opportunities.
- The management contract for the nine vessels sold has been terminated by the Company with effect from 1 April 2025.

MARKET AND OUTLOOK

The third quarter was generally stable and good for the offshore support vessel segment, with several good contracts reported, which testifies to the optimism in the market.

The North Sea spot market was volatile and below expectations for utilization based on less drilling activity and fewer installation campaigns than expected, which penalizes AHTS and PSV vessels that rely on the spot market.

In general, for the AHTS market, it is still South America and Australia that contribute with long-term contracts for the AHTS segment, as these areas do not have the opportunity to take vessels from a spot market. The market for Offshore Construction vessels remains sold out as the competition between renewable projects and traditional oil and gas campaigns keeps this market tight and with correspondingly high day rates.

For almost all OSV segments, there is an increase in numbers of multi-year contracts hitting the market, which is a strong signal that charterers are positioning themselves strategically to reduce the risk of not having control over capable assets to carry out already booked projects and planned campaigns in the coming years. The long-term outlook for our OSV fleet continues to strengthen due to need for adequate and secure energy supply. The renewable energy segment is also under parallel pressure to increase production, following the long-term transition to a more sustainable energy production. The Company is well-positioned to compete with its peers based on its modern fleet, strong balance sheet, quality backlog, strong operational record, positive reputation and its proven ability to provide employment on a global scale both within the fossil and renewable energy segments.

RESULTS AND FINANCE

Income Statements (3Q 2024 over 3Q 2023)

Operating revenues were USD 81.6 million (2023: USD 85.6 million). EBITDA (previously referred to as operating margin, see APM definitions) was USD 45.1 million (2023: USD 41.5 million). The decrease in revenues from 3Q 2023 of USD 4 million was mainly caused by the sale of 9 vessels in July 2024 (USD 29.8 million in revenue for the

sold vessels in 3Q 2023), partly offset by uplift in charter rates and increased demand in the Subsea-OSCV segment and AHTS-segment. “Brage Viking” has also been on Bareboat from Viking Supply Ships, working for the Company from April 2024 to mid-September. The contract has generated revenues of USD 4.2 million in the quarter and has generated a positive margin year to date. The operating expenses decreased from 3Q 2023 by USD 8.2 million mainly due to the sale of 9 vessels in July 2024 (USD 13.3 million in operating cost for the sold vessels in 3Q 2023) partly offset by changes in area of operation, higher crew-cost in Australia due to salary-increase and change in crew rotation schedule from 5 to 4 weeks (USD 0.4 million), Bare Boat fees, operating expenses and Demob-fee related to “Brage Viking” (USD 4.3 million), high inflation, higher insurance premium and upgraded communication facility. A substantial part of these effects also resulted in a corresponding increase in revenues as these items are covered by charterers under the contractual terms. Administrative expenses were USD 5.7 million (2023: USD 5.1 million). The operating revenues and operating cost for 3Q 2024 include figures for the period 1-4 July 2024 for the nine vessels sold to Siem on 5 July 2024 (USD 2.1 million in revenue and USD -0.2 million in operating cost). However, as per the sales agreement with Siem, Siem is entitled to full economic effect of these vessels from 1 April 2024 plus a profit split on the 3 transferred AHTS vessels. An accrual for this has been made and is reflected under Other gain/(loss) in the consolidated income statement.

Operating profit/(loss) was USD 30.2 million (2023: USD 24.1 million) after depreciation and amortization expenses of USD 14.4 million (2023: USD 17.4 million). The reduction of depreciation and amortization is mainly related to no deprecation for the 9 sold vessels during 3Q.

Net financial items were USD -2.2 million (2023: USD -11.8 million) and include a net revaluation gain/(loss) of currency items of USD -0.1 million (2023: USD -5.3 million), of which USD -4.4 million was unrealized (2023: USD -2.3 million). The financial expenses were USD 4.6 million (2023: USD 8.1 million). The financial expenses include a gain of USD 2.7 million related reversal of impairment related to the payment of a long-term receivables for the sale of “Siem Marlin”. Non-USD currency items are held to match short- and long-term liabilities in similar currencies.

The net profit/(loss) attributable to shareholders was USD 25.9 million (2023: USD 13.4 million), representing USD 0.16 per share (2023: USD 0.06 per share).

Statements of Financial Position and Cash Flows

Shareholders' equity was USD 403.7 million before non-controlling interest on 30 September 2024 (31 December 2023: USD 534.3 million), equivalent to USD 2.63 per share (2023: USD 2.24 per share). Non-controlling interest is USD 24.8 million. Total book equity ratio was 48.7 % (31 December 2023: 48.7 %). Net cash flow from operating activities for the first nine months 2024 was USD 108.4 million and the cash position on 30 September 2024 was USD 127.0 million. Cash flow from investing activities was USD 91.4 million, mainly due to Proceeds from sale of fixed assets of USD 99.2 million, partly offset by periodic maintenance and overhauls of USD -31.3 million and changes in other non-current receivables (USD 23.1 million mainly related to payment received in August 2024 for sellers' credit for sale of “Siem Marlin” in 2019).

The gross interest-bearing debt was equivalent to USD 371.4 million. In the first nine months of 2024, the Company made principal repayments of USD 247.5 million. In the same period, the Company made interest payments of USD 18.4 million.

The weighted average cost of debt for the Company was approximately 7.6% p.a. on 30 September 2024 (30 September 2023: 6.7%) based on terms post refinancing 5 July 2024. The Company has no debt-related derivatives such as interest rate swaps and cross currency swaps. 27% of interest-bearing debt has fixed interest rate.

On 30 September 2024 USD 67 million of the interest-bearing debt was classified as current debt. On 5 July 2024 the Company completed the refinancing of certain parts of its debt, including the facilities maturing in 2024. Two new credit facilities are in place, in addition to existing facilities with longer maturities. Following the refinancing, which also removed restrictions imposed on the Company in the 2021 restructuring, the Company is again in position to optimize the capital structure further, make investments and make distributions to shareholders.

On 30 September 2024 the share capital was USD 153.544 million, representing a total of 153,543,734 shares with a nominal value of USD 1.00 per share. Following the sale of 9 vessels 5 July 2024, 85,307,737 shares were transferred to the Company. These shares were cancelled with immediate effect. Another 581 single shares without ownership were also cancelled.

The Fleet

On 30 September 2024, the owned fleet totaled 17 vessels (2023: 27 vessels), including partly owned vessels. No vessels were in lay-up at the end of the quarter (2023: 2). In addition to the owned fleet, the Company performs ship management services for 12 vessels, as the Company continues to manage the 9 sold vessels under industry standard ship management agreements until 1 April 2025. The overall fleet utilization in the quarter was 91% (2023: 87%), with no vessels in lay-up. “Joides Resolution” entered into lay-up 1 October 2024. Brage Viking has also been hired on a Bare Boat agreement from Viking Supply Ships and has operated for the Company from April 2024 until mid-September. Following the end of the Bare Boat agreement, the Company has taken over management of this vessel.

Vessel availability (excluding firm backlog and options) for the remaining fleet per 30 September 2024 was as presented below. Note that the laid-up scientific core-drilling vessel “Joides Resolution” is included in the Subsea segment.

	2024	2025	2026
PSV	0%	0%	0%
Subsea	20%	20%	37%
AHTS	33%	78%	100%
FC&OSRV	0%	0%	24%

Results for the Third Quarter 2024

Note that the operating revenue and operating cost for the nine vessels sold has been moved from its original segment and is now presented under the “Other” segment also for the comparable figures for 2023.

Platform Supply Vessels (PSVs)

The Company had 2 PSVs in the fleet at the end of the quarter (2023: 2, excluding the 4 PSV vessels sold to Siem). The PSVs recorded operating revenues of USD 5.6 million and had 97% utilization (2023: USD 3.9 million and

100%). The operating margin before administrative expenses for the PSVs was USD 3.1 million (2023: USD 1.3 million).

Subsea Vessels

The Company had 2 Offshore Subsea Construction Vessels (OSCVs), 2 Well-Intervention Vessels (WIVs) and 1 Scientific Core-drilling vessel at the end of the quarter (2023: 2 OSCVs, excluding the 2 OSCV vessels sold to Siem, 2 WIVs and 1 Scientific core-drilling vessel). The Subsea vessels earned operating revenues of USD 37.8 million and had 100% utilization (2023: USD 35.0 million and 100%). The operating margin before administrative expenses was USD 26.1 million (2023: USD 23.3 million). The revenues and operating margin increased from 2023 due to higher rates for the OSCV's in addition to reduced maintenance cost on Helix 1 and Helix 2, partly postponed to Q4-2024 and Q1-2025.

Anchor-Handling Tug Supply (AHTS) Vessels

The Company had 5 large AHTS vessels and 1 small AHTS vessel at the end of the quarter (2023: 5, excluding the 3 AHTS vessels sold to Siem + 1 small AHTS). The AHTS fleet earned operating revenues of USD 28.3 million and had 86% utilization (2023: USD 12.9 million and 66%). The operating margin before administrative expenses was USD 18.1 million (2023: USD 3.8 million). The revenues and operating margin increased from 2023 mainly due to increased charter rates and utilization.

Other Vessels

The Company had a fleet of 4 smaller Fast Crew & Oil Spill Recovery Vessels at the end of the quarter (2023: 5). No vessels were in lay-up at the end of the quarter (2023: 2 vessels). Two vessels are on bareboat contracts to clients. The fleet earned operating revenues of USD 2.1 million and had 83% utilization (2023: USD 3.8 million and 100% excluding vessels in lay-up). The operating margin before administrative expenses for the fleet was USD -0.3 million (2023: USD 1.1 million). The revenues and operating expenses related to "Brage Viking", which is on a bareboat contract from Viking Supply Ships and working for the Company, is reflected under the "Other" segment.

Health, Safety, Environment & Quality (HSEQ)

The Company has a continuous focus on safe and sustainable operations.

The Company has not experienced any serious injuries nor any serious environmental incidents in the third quarter of 2024. There has been a continuously positive safety and environmental trend throughout this period.

The quarterly safety campaign has focused on "Healthy Marine Minds", developed and streamlined together with global partners and clients. This was a success and shows the good cooperation between clients and Sea1 Offshore. The campaign has been rolled out to the whole fleet and all offices globally.

All injuries and incidents with high potential risk are analyzed and Lessons Learned are prepared and shared globally. Cooperation with IMCA (International Marine Contractors Association) gives good value and learning across all levels of the organization.

Clients are very satisfied with our operational and safety performance, which reflects professional crew and a well-developed safety culture throughout the Company.

The process of taking on management of several vessels from Viking Supply Ships is ongoing and progressing well. Safety management system UniSea is being implemented for a seamless HSEQ process, according to the necessary standards from flag states and certifying bodies, such as DNV.

Environmental, Social and Governance

Environmental, Social and Governance (ESG) is a high priority for the Company. Sea1 Offshore continuously strives to meet and exceed expectations from its stakeholders on all areas, including sustainability.

Environment

For fleet emissions, Sea1 Offshore reports on the Carbon Intensity Indicator (CII), a proxy that measures grams CO2 total tailpipe emission per hour in operation. The CII was at the end of 2Q 2024 at 133.1g/kWh, and as per 3Q 2024 at 137.0g/kWh, now approx. 7% above target compared to the goal of 50% reduction in 2030 compared to 2008 levels. This goal has been set by Sea1 Offshore in line with recommendations given by the Norwegian Shipowners Association.

From 1 June to 30 August, 16 selected vessels managed by the Company were part of the VPS Maress Summer Campaign gathering over 300 offshore vessels and 12 offshore companies. The total results were over 7.000Te of CO2 saved.

Social

The Company's main KPI on safety, Total Recordable Injury Frequency (TRIF), was 1.63 for the quarter (excl four vessels in Brazil), positively below our target of 1.95.

In the quarter there was one Lost Time Incident (LTI), giving a rolling 12month average of 0.43.

At end of the quarter, the relative share of female staff was 39% onshore and 6% offshore.

As per our Human Rights policy, Sea1 Offshore is committed to the principles of non-discrimination and equal opportunity, regardless of gender, nationality, beliefs, or other factors.

Governance

Ethics, Compliance and Integrity are key to our business.

Sea1 Offshore is committed to carrying out its business in an ethical manner and in strict compliance with applicable laws wherever we operate. This has been a focus area throughout 2024, where we have further earned the trust of our clients, business partners, suppliers and other stakeholders by acting consistently and reliably in accordance with these principles. A Compliance program is being developed in cooperation with a reputable law firm within Business Compliance.

On the new regulation on sustainability reporting, EU's Corporate Sustainable Reporting Directive (EU CSRD), revision of the Double Materiality Analysis (DMA) in accordance with the European Sustainability Reporting Standard (ESRS) is ongoing, including performing workshops and gap-analysis for each relevant topic.

No governance incidents or whistleblower reports were registered during the quarter.

In the quarter a total of 15 internal and external audits, vettings, class surveys, and port state controls (excl four vessels in Brazil) have been satisfactorily completed.

Contract Backlog

The firm total contract backlog on 30 September 2024 was USD 794 million. Reported backlog per 31 December 2023 was USD 235 million for the vessels today owned by the Company. The increase of 559 million since 31 December 2023 is mainly due to the new contracts for “Siem Helix 1” and “Siem Helix 2”. The contract backlog is allocated as below:

<i>(Amounts in USD millions)</i>	2024	2025	2026 and onwards	Total
Firm Backlog	57	145	593	794
Options Backlog	6	65	487	558
Total Backlog including options	63	210	1,080	1,352

On behalf of the Board of Directors of Sea1 Offshore Inc.

31 October 2024

Christen Sveaas, Chairman

Celina Midelfart, Director

Fredrik Platou, Director

Ørjan Svanevik, Director

Bernt Omdal, Chief Executive Officer

CONSOLIDATED INCOME STATEMENT

<i>(Amounts in USD 1,000)</i>	Note	2024	2023	2024	2023	2023
		3Q	3Q	Jan-Sep	Jan-Sep	Jan-Dec
		<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Audited</i>
Operating revenues	4	81,647	85,624	272,378	250,866	336,026
Operating expenses	8	-30,797	-38,997	-124,267	-110,895	-149,239
Administrative expenses	8	-5,704	-5,132	-17,846	-15,584	-22,301
EBITDA	4	45,147	41,495	130,265	124,386	164,486
Depreciation and amortization	4,5,8	-14,430	-17,439	-44,417	-51,622	-68,023
(Impairment)/Reversal of impairment of vessels	4,5,10	-	-	159,116	-	66,966
Other gain/(loss)	10	-534	-	-20,853	-1	-178
Operating profit/(loss)		30,183	24,056	224,111	72,763	163,251
Financial income	9	2,602	1,652	7,223	5,888	11,053
Financial expenses	8,9	-4,624	-8,126	-21,113	-18,518	-29,711
Net currency gain/(loss) on revaluation	9	-134	-5,295	-9,468	11,967	8,963
Net financial items		-2,156	-11,769	-23,358	-663	-9,695
Result from associated companies		-	31	-52	625	550
Profit/(loss) before taxes		28,027	12,318	200,701	72,724	154,106
Tax benefit/(expense)	7	-364	32	-1,243	293	19,027
Net profit/(loss)		27,663	12,349	199,458	73,017	173,133
<i>Attributable to non-controlling interest</i>		1,775	-1,030	29,893	-1,500	-1,381
Attributable to shareholders of the Company		25,889	13,380	169,565	74,517	174,515

STATEMENT OF COMPREHENSIVE INCOME

Net profit (loss)	27,663	12,349	199,458	73,017	173,133
Other comprehensive income / (expense)					
Items that will not be reclassified to the Income Statement:					
Pension re-measurement gain/(loss)	-	-	-	-	-739
Items that may be subsequently reclassified to the Income					
Cash flow hedges	428	-1,413	-2,725	2,445	5,297
Currency translation differences	1,416	5,149	5,771	-11,213	-7,893
Total comprehensive profit / (loss) for the period	29,508	16,085	202,504	64,249	169,799
<i>Attributable to non-controlling interest</i>	1,775	-1,030	29,893	1,500	1,381
Attributable to non-controlling interest	27,733	17,115	172,611	65,749	171,180
Weighted average number of outstanding shares(000's)	157,253	238,852	211,454	238,852	238,852
Earnings/(loss) per share (basic and diluted)	0.16	0.06	0.80	0.31	0.73

The accompanying Notes are an integral part of these Consolidated Financial Statements.

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

<i>(Amounts in USD 1,000)</i>	Note	30.09.2024	31.12.2023
ASSETS		<i>Unaudited</i>	<i>Audited</i>
Non-current assets			
Vessels and equipment	5,8	637,498	845,148
Capitalized project cost	5	-	1,533
Investment in associates and other long-term receivables		8,386	31,788
CIRR loan deposit ¹⁾		6,879	13,759
Deferred tax asset	7	27,565	27,586
Total non-current assets		680,329	919,814
Current assets			
Trade receivables and other current assets		73,104	69,830
Cash and cash equivalents	6	127,004	97,325
Total current assets		200,108	167,155
Total Assets		880,437	1,086,969
EQUITY			
Share capital		153,544	238,852
Other reserves ²⁾		250,135	295,408
Total Shareholders' equity		403,679	534,261
Non-controlling interest		24,809	-5,085
Total Equity		428,487	529,176
LIABILITIES			
Non-current liabilities			
Borrowings	6	304,695	249,861
CIRR loan ¹⁾		6,879	13,759
Other non-current liabilities	8	34,937	18,774
Total non-current liabilities		346,511	282,395
Current liabilities			
Current portion of borrowings	6	66,749	212,525
Accounts payable and other current liabilities	7,8	38,690	62,872
Total current liabilities		105,439	275,398
Total liabilities		451,950	557,792
Total Equity and Liabilities		880,437	1,086,968

1) Commercial Interest Reference Rate

2) Share premium reserves have been included in Other reserves

The accompanying Notes are in integral part of these Consolidated Financial Statements.

CONSOLIDATED STATEMENTS OF CASH FLOWS

	2024	2023	2023
<i>(Amounts in USD 1,000)</i>	Jan-Sep	Jan-Sep	Jan-Dec
	<i>Unaudited</i>	<i>Unaudited</i>	<i>Audited</i>
Cash flow from operating activities			
Net profit/(loss)	199,458	73,017	173,133
Interest expense	22,515	23,362	34,209
Interest income	-7,223	-5,894	-11,059
Currency hedge recycling	-	-	1,329
Tax benefit/(expense)	1,243	-293	-19,027
Results from associated companies	52	-625	-550
Other loss/(gain)	20,853	1	178
Reversal of impairment related to vessels	-159,116	-5,770	-72,737
Depreciation and amortization	44,417	51,622	68,023
Unrealized currency gain/(loss)	12,250	-15,054	-12,546
Changes in short-term receivables, payables and other accruals	-10,739	-17,144	-5,920
Other changes	-693	1,447	2,324
Cash flow from operating activities	123,015	104,670	157,356
Interest paid	-18,369	-18,614	-28,761
Interest received	5,047	3,995	8,450
Taxes paid	-1,266	253	579
Net Cash flow from operating activities	108,427	90,303	137,624
Cash flow from investing activities			
Capital expenditure in vessels and equipment	-31,317	-21,787	-33,492
Proceeds from sale of fixed assets	99,246	-	16
Change in other non-current receivables	23,066	5,641	5,960
Dividend from associated companies	380	-	2,578
Cash flow from investing activities	91,374	-16,147	-24,937
Cash flow from financing activities			
Contribution from non-controlling interests	1,092	874	3,109
Paid leases	-749	-1,346	-1,847
Payment of dividends to shareholders	-72,839	-	-
Changes in other non-current liabilities	-	-395	-
New loan facilities	150,000	-	-
Repayment of borrowings	-247,487	-66,215	-112,145
Cash flow from financing activities	-169,983	-67,082	-110,883
Net change in cash and cash equivalents	29,819	7,075	1,804
Cash and cash equivalents, beginning of period	97,325	94,949	94,949
Effect of exchange rate differences	-139	-2,254	571
Cash and cash equivalents, end of period	127,004	99,771	97,325

The accompanying Notes are an integral part of these Consolidated Financial Statements.

CONSOLIDATED STATEMENTS OF CHANGES IN EQUITY

<i>(Amounts in USD 1,000)</i>	Total no. of shares	Share capital	Share premium reserves	Other reserves	Retained earnings	Shareholders' equity	Non-Contr. interest	Total equity
Equity at 1 January 2023	238,852,052	238,852	163,160	-38,931	-	363,081	-3,703	359,377
Net profit/(loss) for the period	-	-	-	-	74,517	74,517	-1,500	73,017
Cash flow hedge	-	-	-	2,445	-	2,445	-	2,445
Currency translation differences	-	-	-	-11,213	-	-11,213	-	-11,213
Equity at 30 September 2023	238,852,052	238,852	163,160	-47,699	74,517	428,829	-5,203	423,626

<i>(Amounts in USD 1,000)</i>	Total no. of shares	Share capital	Share premium reserves	Other reserves	Retained earnings	Shareholders' equity	Non-Contr. interest	Total equity
Equity at 1 January 2023	238,852,052	238,852	163,160	-38,931	-	363,081	-3,703	359,377
Net profit/(loss) for the period	-	-	-	-	174,515	174,515	-1,381	173,133
Pension re-measurement	-	-	-	-	-739	-739	-	-739
Cash flow hedge	-	-	-	5,297	-	5,297	-	5,297
Currency translation differences	-	-	-	-7,893	-	-7,893	-	-7,893
Equity at 31 December 2023	238,852,052	238,852	163,160	-41,527	173,775	534,261	-5,085	529,176

<i>(Amounts in USD 1,000)</i>	Total no. of shares	Share capital	Share premium reserves	Other reserves	Retained earnings	Shareholders' equity	Non-Contr. interest	Total equity
Equity at 1 January 2024	238,852,052	238,852	163,160	-41,527	173,775	534,261	-5,085	529,176
Net profit/(loss) for the period	-	-	-	-	169,565	169,565	29,893	199,458
Cash flow hedge	-	-	-	-2,725	-	-2,725	-	-2,725
Currency translation differences	-	-	-	5,771	-	5,771	-	5,771
Capital reduction, cancellation of shares related to sale of vessels	-85,308,318	-85,308	-	-145,046	-	-230,354	-	-230,354
Dividend	-	-	-	-	-72,839	-72,839	-	-72,839
Equity at 30 September 2024	153,543,734	153,544	163,160	-183,527	270,502	403,679	24,809	428,487

NOTES TO THE FINANCIAL STATEMENTS

Note 1 – Basis of Preparation

The financial statements have been prepared under the assumption that the Company and the Parent are going concerns. The assumption is based on the terms of the financing facilities, contract backlog, Company's strong equity position, cash position and forecasted cash flows.

The consolidated financial information for the period 1 January to 30 September 2024 has been prepared in accordance with IAS 34, 'Interim financial reporting'. The consolidated interim financial information should be read in conjunction with the audited annual financial statements for the year ended 31 December 2023, which have been prepared in accordance with IFRS standards.

Note 2 – Accounting Policies

The accounting policies applied are consistent with those of the audited annual financial statements for the year ended 31 December 2023 and with new standards, amendments to standards and interpretations that have become effective in 2024.

Note 3 –Key Risks

The Company is exposed to financial, commercial and operational risks that affect the financial position, earnings and cash flow of the Company.

3.1 Interest Risk

The Company is exposed to changes in interest rates as approximately 73% of the long-term interest-bearing debt was subject to floating interest rates at the end of September 2024. The remaining portion of the debt is subject to fixed interest rates.

3.2 Currency Risk

The Company is exposed to currency risk as revenues and costs are denominated in various currencies. See Note 6 for details. The Company is also exposed to currency risk on long-term debt and cash position held in non-USD currencies.

3.3 Inflation Risk

The Company is exposed to inflation risk. The revenues may not be inflated at levels that could compensate for inflated operating cost. In addition to general inflation-rates, the operating expenses related to spare parts, service-personnel and logistics within the shipping industry are further exposed to inflation.

NOTES TO THE FINANCIAL STATEMENTS

3.4 Liquidity Risk

On 30 September 2024 USD 67 million of the interest-bearing debt of the interest-bearing debt was classified as current debt. On 5 July 2024 the Company completed the refinancing of certain parts of its debt, including the facilities maturing in 2024. Two new credit facilities have been entered into, in addition to existing facilities with longer maturities.

3.5 Commercial and operational risk

The Company is exposed to commercial risk as it operates in the cyclical oil and gas service markets and in the offshore renewables market with significant volatility in charter rates. Operational risk is related to availability of experienced crew and technical incidents with vessels and equipment. The Company is exposed to credit risk related to counter parties' ability to meet their financial obligations.

NOTES TO THE FINANCIAL STATEMENTS

Note 4 – Segment Reporting

Note that the operating revenue and operating cost for the nine vessels sold has been moved from its original segment and is now presented under the “Other” segment also for the comparable figures for 2023.

<i>(Amounts in USD 1,000)</i>	2024	2023	2024	2023	2023
	3Q	3Q	Jan-Sep	Jan-Sep	Jan-Dec
	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Audited</i>
Operating revenue by segments					
Platform Supply Vessels	5,572	3,914	13,080	10,330	14,010
Subsea Vessels	37,813	34,996	108,739	103,175	137,500
Anchor Handling Tug Supply Vessels	28,303	12,905	70,960	41,590	57,078
Fast Crew & Oil Spill Recovery Vessels	2,144	3,775	8,735	10,594	14,272
Other/Intercompany elimination	7,815	30,033	70,863	85,177	113,166
Total operating revenue	81,647	85,624	272,378	250,866	336,026
Operating margin by segments					
Platform Supply Vessels	3,137	1,334	5,670	3,072	4,465
Subsea Vessels	26,106	23,333	73,714	68,544	91,558
Anchor Handling Tug Supply Vessels	18,091	3,813	37,035	16,145	22,783
Fast Crew & Oil Spill Recovery Vessels	-274	1,099	1,101	3,044	4,273
Other/Intercompany elimination	3,792	17,049	30,592	49,165	63,708
Total operating margin by segments	50,851	46,627	148,111	139,970	186,787
Administrative expenses	-5,704	-5,132	-17,846	-15,584	-22,301
Total EBITDA	45,147	41,495	130,265	124,386	164,486
Depreciation by segments					
Platform Supply Vessels	-830	-684	-2,576	-1,826	-2,501
Subsea Vessels	-8,173	-7,335	-22,377	-21,859	-28,231
Anchor Handling Tug Supply Vessels	-4,684	-3,086	-11,202	-9,037	-12,160
Fast Crew & Oil Spill Recovery Vessels	-575	-744	-1,724	-2,177	-2,730
Other/Intercompany elimination	-168	-5,591	-6,538	-16,723	-22,401
Total depreciation by segments	-14,430	-17,439	-44,417	-51,622	-68,023
Reversal of vessel impairment by segments					
Platform Supply Vessels	-	-	7,098	-	-
Subsea Vessels	-	-	13,678	-	21,600
Anchor Handling Tug Supply Vessels	-	-	88,056	-	-
Fast Crew & Oil Spill Recovery Vessels	-	-	9,169	-	-
Other/Intercompany elimination	-	-	41,116	-	45,366
Total reversal of vessel impairment by segments	-	-	159,116	-	66,966

NOTES TO THE FINANCIAL STATEMENTS

Note 5 - Vessels, Equipment and Project Cost

<i>(Amounts in USD 1,000)</i>	Land and buildings	Vessels and equipment	Capitalized project cost	Total
Purchase cost at 1 January 2024	7,778	2,195,007	8,170	2,210,955
Capital expenditure	-	31,317	-	31,317
Movement between groups	-	1,678	-	1,678
The period's disposal of cost	-1,840	-743,846	-8,045	-753,731
Effect of exchange rate differences	-192	-19,490	-125	-19,808
Purchase cost at 30 September 2024	5,745	1,464,666	-	1,470,411
Accumulated depreciation at 1 January 2024	-3,408	-881,745	-6,637	-891,791
Accumulated impairment at 1 January 2024	-	-472,484	-	-472,484
Movement between groups	-	-1,678	-	-1,678
The period's depreciation	-384	-43,998	-35	-44,417
The period's impairment	-	-16,018	-	-16,018
The period's reversal of impairment	-	175,134	-	175,134
The period's disposal of accumulated depreciation	1,834	271,679	6,547	280,061
The period's disposal of accumulated impairment	-	124,946	-	124,946
Effect of exchange rate differences	113	13,095	125	13,333
Accumulated depreciation and impairment at 30 September	-1,845	-831,068	-	-832,913
Net book value at 30 September 2024	3,901	633,598	-	637,498

The balance of capitalized project costs relates to specific contracts. The costs are amortized over the economic life.

The book values related to the nine vessels sold were removed from the value of Vessels and equipment, and is presented as the period's disposal of cost, accumulated depreciation and accumulated impairment as per 30 September 2024. A net reversal of impairment was made per 30 June 2024, see note 10.

The Company identified indicators of reversal of impairments for the vessels remaining in the Company per 30 June 2024, and a value-in use test was performed. See note 10. The Company did not identify any further indicators of impairment, nor of reversal of impairment at the end of Q3 2024. The Company concluded not to recognize any further impairment, nor any reversal of impairment in 3Q 2024.

NOTES TO THE FINANCIAL STATEMENTS

Note 6 – Interest-Bearing Debt

<i>(Amounts in USD 1,000)</i>	30.09.2024	31.12.2023
	<i>Unaudited</i>	<i>Audited</i>
Total cash and cash equivalents	127,004	97,325
Current portion of borrowings	-66,749	-212,525
Non-current portion of borrowings	-304,695	-249,861
Gross interest-bearing debt	-371,444	-462,387
Net interest-bearing debt	-244,439	-365,062

As part of the sales transaction, Siem assumed USD 117.5 million of existing vessel debt as part of the transaction, plus covered interest of USD 2.3 million.

The interest-bearing debt remaining in the Company is denominated in USD. The cash position is denominated in USD at 75%, NOK at 7%, BRL at 12% (Brazil only allows bank deposits in BRL), and other currencies at 6%. Restricted funds were USD 6.7 million.

The long-term interest bearing-debt per 30 September 2024 includes a shareholder's loan from the minority shareholder in Sea1 AHTS Pool AS at USD 9.5 million.

All bank debt in Brazil (USD 99.4 million), has long dated tenors (2030-2035), and fixed interest rates at a weighted average of 3.6% p.a.

For further information related to refinancing and key risks, see note 3.

Note 7 – Taxes

The Company is subject to taxes in several jurisdictions where significant judgement is required in calculating the tax provision for the Company. There are several transactions for which the ultimate tax cost is uncertain and for which the Company makes provisions based on internal estimates, tax treaties and tax regulations in countries of operation and appropriate external advice. Where the final tax outcome of these matters is different from the amounts that were initially recorded, such difference will impact the tax charge in the period in which the outcome is determined. The Company holds a significant balance of losses carried forward and other tax positions that may be offset against future tax positions, provided that the Company earns taxable profits and that current tax regulations are maintained. As the timing and valuation of the tax positions are uncertain, the Company has included only a minor share of its potential deferred tax asset in the Balance sheet.

NOTES TO THE FINANCIAL STATEMENTS

Note 8 - Leases

The Company has entered into various operating leases for office premises, office machines and communication satellite equipment for the vessels. The lease period for the lease agreements varies and most of the leases contain an option for extension. The interest rates in the calculation of net present values are in the range of 9%-13% depending on the base currency, the nature of the lease and the length of the leasing agreement.

Consolidated Statements of Financial Position:

(Amounts in USD 1,000)

Right of use assets at 1 January 2024	5,680
The period's depreciation	-573
Effect of exchange rate differences	-79
Right of use assets at 30 September 2024	5,028

The balance sheet shows the following amounts relating to leases:

<i>(Amounts in USD 1,000)</i>	30.09.2024	31.12.2023
Right of use assets*		
Office premises	3,901	4,363
Vessels and Equipment	1,127	1,317
Total	5,028	5,680

*included in the line item "Vessels and equipment" in the Consolidated Statements of Financial Position.

(Amounts in USD 1,000)

Lease liability at 1 January 2024	5,709
Lease payments	-749
Interest cost	389
Effect of exchange rate differences	-80
Lease liability at 30 September 2024	5,268

<i>(Amounts in USD 1,000)</i>	30.09.2024	31.12.2023
Lease liabilities**		
Current	906	918
Non-Current	4,362	4,791
Total lease liabilities	5,268	5,709

**included in the line item "other liabilities" for current and non-current liabilities respectively in the Consolidated Statements of Financial Position.

NOTES TO THE FINANCIAL STATEMENTS

Note 9 – Financial Items

<i>(Amounts in USD 1,000)</i>	2024	2023	2024	2023	2023
	3Q	3Q	Jan-Sep	Jan-Sep	Jan-Dec
	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Audited</i>
Interest income	2,602	1,659	7,124	5,894	11,028
Other financial income	-	-7	99	-6	25
Total financial income	2,602	1,652	7,223	5,888	11,053
Interest expenses	-6,892	-7,784	-22,515	-23,362	-34,209
Reversal of impairment related to Seller's credit Siem Marlin	2,773	-	2,773	5,771	5,771
Other financial expenses	-505	-342	-1,372	-927	-1,274
Total financial expenses	-4,624	-8,126	-21,113	-18,518	-29,711
Net currency gain/(loss)	-134	-5,295	-9,468	11,967	10,292
Hedge accounting recycling	-	-	-	-	-1,329
Total currency gain/ (loss) on revaluation	-134	-5,295	-9,468	11,967	8,963
Net financial items	-2,156	-11,769	-23,358	-663	-9,695

The net effect of currency items in the Income Statement and in the Statement of Other Comprehensive Income, including currency translation differences and currency hedges, was USD 1.7 million in 3Q 2024.

NOTES TO THE FINANCIAL STATEMENTS

Note 10 – Reversal of impairments

<i>(Amounts in USD 1,000)</i>	2024 3Q	2023 3Q	2024 Jan-Sep	2023 Jan-Sep	2023 Jan-Dec
	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Audited</i>
Platform Supply Vessels	-	-	7,098	-	-
Subsea Vessels	-	-	13,678	-	21,600
Anchor Handling Tug Supply Vessels	-	-	88,056	-	-
Fast Crew & Oil Spill Recovery Vessels	-	-	9,169	-	-
Other/Intercompany elimination	-	-	41,116	-	45,366
Total reversal of impairment for vessels	-	-	159,116	-	66,966

Of the impairment above for the period Jan-Sep 2024, a net reversal of USD 41.1 million is related to sale of the 9 vessels and is reflected under the “Other” segment. In the Consolidated Income Statement, the operating revenue and operating expenses for the sold vessels have been included from 1 January - 4 July 2024. Other gains/(loss) in the Consolidated Income Statement includes the cost related to the liability for the estimated operating margin for the 9 vessels from 1 April 2024 until the sale on 5 July (Siem resumed risk and reward of the vessels from 1 April 2024) plus the estimated transaction fees, less the compensation for management fee and the compensation for the finance cost related to the sold vessels.

For the remaining vessels, as per 30 June 2024, the Company identified indicators that vessel values should be tested in compliance with IAS 36. The indicators were increased charter rates, Company’s financial results and position, cash flows and the Company’s market capitalization versus book equity. Value-in-use calculation (VIU) was made for all vessels that have recorded impairments, which are considered separate cash generating units (CGU). Broker valuations were collected from two independent brokers and the average value was used as a reference for recoverable values.

Based on the value-in-use calculations the Company concluded to reverse impairments for nine vessels at a total of USD 118.0 million in 2Q 2024. For other vessels there were minor positive and negative variances to book values. However, the net effect of such variances was considered immaterial. The weighted average cost of capital (WACC) was recalculated based on parameters observed and estimated at the end of the quarter. The WACC was 9.66% on 30 June 2024 (31 December 2023: 9.46%).

VIU is based on the present value of discounted cash flows for each separate CGU for the remaining lifetime, based on firm contracts, market views for future revenues, operating cost, drydocking and periodic maintenance cost and at a discount rate calculated as the WACC. Three scenarios have been considered, and a weighted average of the scenarios has been calculated. Operational expenses, class renewals and periodic maintenance that are directly attributable to the CGU are based on actuals and forecasts as applicable.

The Company did not identify any further indicators of impairment, nor of reversal of impairment at the end of 3Q 2024. The Company concluded not to recognize any impairment, nor any reversal of impairment in 3Q 2024.

ALTERNATIVE PERFORMANCE MEASUREMENT (APM)

The Company has identified several APMs that are consistently applied for the reporting periods. The APMs are supplementary to the Financial Statements that are disclosed in compliance with IFRS. The APMs are disclosed to give a broader understanding of the operations, financial position, and associated risk of the Company.

EBITDA – EBITDA (Earnings before interest, taxes, depreciation and amortization, previously referred to as operating margin) is the net of operating revenue and operating and administrative expenses. For 2023 operating revenues USD 336.0 million less operating and administrative expenses at totally USD 171.5 million equals EBITDA at USD 164.5 million. The Company considers the EBITDA to be a key number when analyzing the fleets operating performance and the margin that can be applied to the finance of capital expenditures, debt service and other cash disbursements.

EBITDA percentage – EBITDA, % is the nominal EBITDA calculated as a percentage of operating revenue. For 2023 the EBITDA at USD 164.5 million equals 49% of the operating revenue at USD 336.0 million. The EBITDA percentage is used to compare, period by period, the development in relative EBITDA from operations. The EBITDA-% is also used for comparing segments' relative performance.

Operating Margin – Operating margin is the net of operating revenue and operating expenses, before administrative expenses. The figure is used for analyzing vessel segments. For 2023 operating revenues USD 336.0 million less operating expenses at totally USD 149.2 million equals Operating margin of USD 186.8 million. The Company considers the Operating margin to be a key number when analyzing the fleets operating performance and the margin that can be applied to the finance of capital expenditures, debt service and other cash disbursements.

Equity Ratio – Total Equity (including Non-controlling interest) relative to Total Equity and Liabilities.

OTHER DEFINITIONS

Contract backlog – Firm backlog is the total, nominal value of future revenues from firm contracts, excluding optional periods. The contract backlog is categorized per year, and reflects coming years' operating revenues that are considered firm following contracts agreed with clients. Optional backlog is the total, nominal value of future revenues from optional contract periods.

Utilization – vessels' effective time on hire relative to total time available in the reporting period, excluding vessels in lay-up. The relative utilization is reflecting the time that a vessel or the fleet has been on hire with clients. Zero utilization is reported when a vessel is off-hire caused by technical issues or when idle, awaiting employment.

Capital expenditure - gross capital expenditure related to tangible assets at acquisitions, upgrades, class renewals (Dry-docking) and major periodic maintenance.

Earnings per share - Result attributable to the shareholders divided by weighted average number of shares.

Comprehensive income per share – Comprehensive income for the period for the Group divided by weighted average number of shares at the end of the reporting period.

Interest-bearing debt – Current and long-term interest-bearing debt.

Net interest-bearing debt – Interest-bearing debt less cash and cash equivalents.

Vessel availability – Available days are defined as the percentage of days not included in a firm contract period or option period.

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