

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
WASHINGTON, DC 20549

FORM 8-K

CURRENT REPORT
Pursuant to Section 13 or 15(d) of the
Securities Exchange Act of 1934

Date of Report (Date of earliest event reported): June 20, 2017

SEACOR Marine Holdings Inc.

(Exact Name of Registrant as Specified in Its Charter)

Delaware

(State or Other Jurisdiction
of Incorporation)

001-37966

(Commission
File Number)

47-2564547

(IRS Employer
Identification No.)

7910 Main Street, 2nd Floor, Houma LA

(Address of Principal Executive Offices)

70360

(Zip Code)

Registrant's telephone number, including area code

(985) 876-5400

Not Applicable

(Former Name or Former Address, if Changed Since Last Report)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions (*see* General Instruction A.2. below):

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
- Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
- Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
- Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Indicate by check mark whether the registrant is an emerging growth company as defined in Rule 405 of the Securities Act of 1933 (§230.405 of this chapter) or Rule 12b-2 of the Securities Exchange Act of 1934 (§240.12b-2 of this chapter).

Emerging growth company x

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. o

Item 7.01 Regulation FD Disclosure.

The information in this Current Report shall not be deemed "filed" for purposes of Section 18 of the Securities Exchange Act of 1934, as amended (the "Exchange Act") or otherwise subject to the liabilities of that Section. The information in this Current Report shall not be incorporated by reference in any filing under the Securities Act of 1933, as amended, or the Exchange Act, except as shall be expressly set forth by specific reference in such a filing.

Attached hereto as Exhibit 99.1 is the June 20, 2017 Summary Investor Presentation that will be presented to investors from time to time.

Item 9.01. Financial Statements and Exhibits.

(d) Exhibits.

Exhibit No.	Description
99.1	June 20, 2017 Summary Investor Presentation

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

SEACOR Marine Holdings Inc.

By: /s/ JOHN GELLERT

Name: John Gellert

Title: President and Chief Executive Officer

Dated: June 20, 2017

EXHIBIT INDEX

Exhibit No.	Description
99.1	June 20, 2017 Summary Investment Presentation



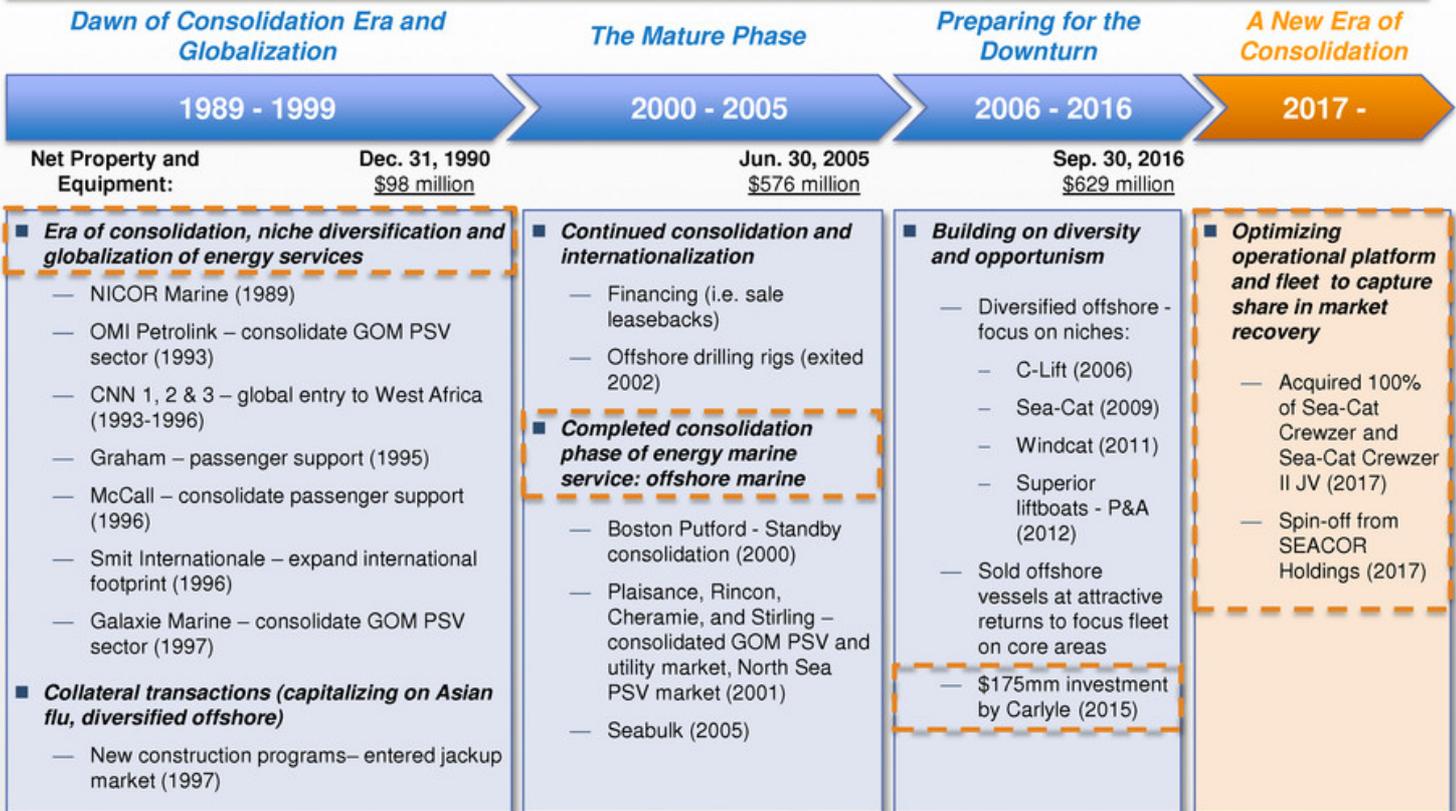
June 2017

INVESTOR PRESENTATION

This presentation includes “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. Certain statements discussed in this presentation as well as in other reports, materials and oral statements that the Company releases from time to time to the public constitute “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. Generally, words such as “anticipate,” “estimate,” “expect,” “project,” “intend,” “believe,” “plan,” “target,” “forecast” and similar expressions are intended to identify forward-looking statements. Such forward-looking statements concern management’s expectations, strategic objectives, business prospects, anticipated economic performance and financial condition and other similar matters. These statements are not guarantees of future performance and actual events or results may differ significantly from these statements. Actual events or results are subject to significant known and unknown risks, uncertainties and other important factors, including decreased demand and loss of revenues as a result of a decline in the price of oil and resulting decrease in capital spending by oil and gas companies, an oversupply of newly built offshore support vessels, additional safety and certification requirements for drilling activities in the U.S. Gulf of Mexico and delayed approval of applications for such activities, the possibility of U.S. government implemented moratoriums directing operators to cease certain drilling activities in the U.S. Gulf of Mexico and any extension of such moratoriums, weakening demand for the Company’s services as a result of unplanned customer suspensions, cancellations, rate reductions or non-renewals of vessel charters or failures to finalize commitments to charter vessels in response to a decline in the price of oil, an oversupply of newly built offshore support vessels, increased government legislation and regulation of the Company’s businesses could increase cost of operations, increased competition if the Jones Act and related regulations are repealed, liability, legal fees and costs in connection with the provision of emergency response services, such as the response to the oil spill as a result of the sinking of the Deepwater Horizon in April 2010, decreased demand for the Company’s services as a result of declines in the global economy, declines in valuations in the global financial markets and a lack of liquidity in the credit sectors, including, interest rate fluctuations, availability of credit, inflation rates, change in laws, trade barriers, commodity prices and currency exchange fluctuations, the cyclical nature of the oil and gas industry, activity in foreign countries and changes in foreign political, military and economic conditions, including as a result of the recent vote in the U.K. to leave the European Union, changes in foreign and domestic oil and gas exploration and production activity, safety record requirements, compliance with U.S. and foreign government laws and regulations, including environmental laws and regulations and economic sanctions, the dependence on several key customers, consolidation of the Company’s customer base, the ongoing need to replace aging vessels, industry fleet capacity, restrictions imposed by the Jones Act and related regulations on the amount of foreign ownership of the Company’s Common Stock, operational risks, effects of adverse weather conditions and seasonality, adequacy of insurance coverage, the ability to remediate the material weaknesses the Company has identified in its internal controls over financial reporting, the attraction and retention of qualified personnel by the Company, and various other matters and factors, many of which are beyond the Company’s control as well as those discussed in “Risk Factors” included in the Information Statement filed as Exhibit 99.1 to Amendment No. 3 to the Company’s Registration Statement on Form 10 and other reports filed by the Company with the SEC. It should be understood that it is not possible to predict or identify all such factors. Consequently, the preceding should not be considered to be a complete discussion of all potential risks or uncertainties. Forward-looking statements speak only as of the date of the document in which they are made. The Company disclaims any obligation or undertaking to provide any updates or revisions to any forward-looking statement to reflect any change in the Company’s expectations or any change in events, conditions or circumstances on which the forward-looking statement is based, except as required by law. It is advisable, however, to consult any further disclosures the Company makes on related subjects in its filings with the Securities and Exchange Commission, including Annual Reports on Form 10-K, Quarterly Reports on Form 10-Q and Current Reports on Form 8-K (if any). These statements constitute the Company’s cautionary statements under the Private Securities Litigation Reform Act of 1995.

- 1 A strong track record and global presence – robust and diversified global reach**
- 2 Specialized fleet mix focused on production support, passenger transport, and well maintenance / decommissioning services**
 - Better performance through market cycles
- 3 Extensive use of joint ventures / partnerships to enhance market coverage**
 - Focus on Mexico
- 4 Financially solid and fiscally conservative**
 - Financial backing from The Carlyle Group
- 5 Well positioned to participate in industry consolidation**
 - Financial capability coupled with an experienced, industry leading management team with a proven track record

SMHI has executed a transformation to address the changing market environment and customer needs



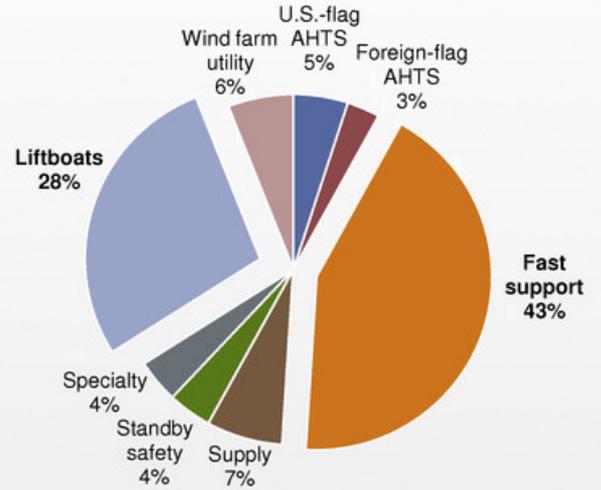
SMHI has a global revenue base that provides significant scale and access to all major markets



Fleet Attributes

- Diversified fleet focused on production support, passenger transport, and well maintenance / decommissioning services
- Core investment in fast support vessels (FSVs) and liftboats
- High optionality from U.S.-flag AHTS vessels
- Steady earnings from standby safety and wind farm utility vessels

Net Book Value (“NBV”) Breakdown¹



¹ The NBV of the fleet as of March 31, 2017 was \$530.8 million. This excludes \$15.5 million in spares, machinery, and equipment and \$8.3 million in other property. It also excludes \$83.7 million in construction in progress. Total capital commitments as of March 31, 2017 included six fast support vessels, three supply vessels and one wind farm utility vessel.

Favorable supply dynamics and unique assets

- High horsepower, aluminum hull vessels built for speeds up to 35-40 knots
- Utilized worldwide (except for the North Sea)
- Primarily for transport of personnel and cargo to and from rigs as well as offshore installations
- Pioneered use of catamaran hull form in offshore – 5 vessels in operation and one on order
- Latest designs focused on passenger comfort
 - Airline style seating on tracks to configure to customer preference
 - USB charging port at each seat
 - LED lighting
 - Snack bar & meal service
- Stable earnings within market cycle and long term charters in international markets
 - Newbuild catamarans delivered this year onto 3 yr. term charters

Owned & Leased	2012	2013	2014	2015	2016	1Q 17
Dayrate	7,350	8,108	9,235	9,069	7,740	7,417
Utilization	87%	88%	75%	67%	60%	44%
Avail. Days	13,091	11,701	10,045	8,460	9,967	3,212
Revenue (\$'000s)	84,909	85,370	70,419	52,272	46,527	10,542
DVP (\$'000s)	33,407	38,507	25,824	18,872	22,478	3,267
DVP Margin %	39%	45%	37%	36%	48%	31%
Lease Expense (\$'000s)	5,282	8,460	7,513	6,099	5,711	690
NBV (\$'000s)	109,000	99,789	119,160	161,206	178,815	229,115



Liftboat work available across cycles

- Self-propelled, self-elevating jack-up work platforms
- Utilized for well intervention, well workover, construction, platform maintenance and repair, diving operations, accommodations and plug and abandonment / platform decommissioning
- Differentiated primarily by leg length, crane capacity, deck area and accommodations
- SMHI operates in the U.S. GOM (13 vessels) and the Middle East (2 vessels)
 - SMHI is the only public company in liftboat segment in the U.S. GOM
 - Entered segment with purchase of liftboat fleet from Superior Energy Services in 2012
- Project based employment
 - Highly seasonal, very limited contract visibility
 - Utilization lost between projects and seasonality – approx. 75% avg. fleet utilization is around maximum achievable



Owned & Leased	2012	2013	2014	2015	2016	1Q 17
Dayrate	19,407	22,998	23,074	20,524	14,795	9,782
Utilization	77%	72%	65%	28%	5%	1%
Avail. Days	4,968	6,158	5,475	5,475	5,490	1,265
Revenue (\$'000s)	74,458	101,952	82,640	31,706	3,959	95
DVP (\$'000s)	42,151	45,200	28,258	(3,842)	(5,531)	(2,215)
DVP Margin %	57%	44%	34%	-	-	-
Lease Expense (\$'000s)	20	108	1,662	2,464	2,545	632
NBV (\$'000s)	125,115	128,582	97,354	86,610	58,909	150,157

- High horsepower vessels used primarily to support offshore drilling activities in the towing, positioning and mooring of drilling rigs and other marine equipment. Designed for optionality, often used in supply duties to support drilling rigs between mooring operations
- Differentiated primarily by horsepower, winch capacity and hull size
- U.S. GOM is SEACOR Marine's primary market – 10 vessels
 - One of two companies in AHTS segment in U.S. GOM
- Manage 9 foreign-flag AHTS and 2 specialty vessels for a financial institution
- Segment most impacted by deepwater activity
- Recent impairments – the fleet is appropriately valued



Owned & Leased	2012	2013	2014	2015	2016	1Q 17
Dayrate	26,158	26,539	25,839	27,761	18,953	13,341
Utilization	65%	74%	80%	59%	31%	15%
Avail. Days	6,290	6,205	5,998	5,475	5,777	1,260
Revenue (\$'000s)	107,005	122,270	126,139	95,333	38,217	2,570
DVP (\$'000s)	41,442	56,286	61,927	49,322	13,389	(1,421)
DVP Margin %	39%	46%	49%	52%	35%	-
Lease Expense (\$'000s)	3,859	5,215	5,561	7,313	7,527	1,873
NBV (\$'000s)	219,459	202,096	148,816	133,173	45,100	42,189

- Provide emergency rescue services required by UK safety regulations
 - Significant outfitting of safety equipment and facilities
- Certain vessels deliver production cargo in addition to meeting regulatory requirements
- SEACOR Marine operations concentrated in southern sector of UK North Sea
- Traditionally used older ships converted for standby
- Contracted to cover manned installations and platforms 24/7/365
 - Obligated to provide relief vessel to cover platform when primary vessel returns to port for crew change/refueling (generally, once per month)
 - Fuel is typically expense of vessel owner
- Average age of fleet is approximately 35 years



Owned & Leased	2012	2013	2014	2015	2016	1Q 17
Dayrate	9,678	9,945	10,819	10,293	9,121	8,131
Utilization	87%	88%	87%	84%	79%	80%
Avail. Days	8,886	8,760	8,760	8,760	8,117	1,800
Revenue (\$'000s)	75,143	76,262	82,531	75,884	58,363	11,695
DVP (\$'000s)	16,586	12,525	16,567	13,964	10,426	1,749
DVP Margin %	22%	16%	20%	18%	18%	15%
Lease Expense (\$'000s)	-	336	-	-	-	-
NBV (\$'000s)	39,876	38,293	33,195	28,728	21,416	21,226

Note: Financials not shown on a constant currency basis.

Stable, recurring business in an adjacent market

- Small, aluminum hull catamarans carrying up to 12 technicians to offshore wind turbines for maintenance
- Operate primarily in the North Sea
 - Looking to expand in both China and the United States
- Generally 12 hr. daylight operations = less crew and running costs than oil service vessels
- Operate under Windcat brand
 - Largest operator in this segment in the North Sea
- Founders remain active in managing company and retain 12.5% ownership



Owned & Leased	2012	2013	2014	2015	2016	1Q 17
Dayrate	2,702	2,303	2,608	2,482	2,290	2,005
Utilization	91%	90%	90%	84%	75%	65%
Avail. Days	10,897	11,616	11,741	12,575	13,270	3,330
Revenue (\$'000s)	26,683	24,127	27,695	26,097	22,735	4,371
DVP (\$'000s)	12,395	12,749	12,755	12,757	11,638	2,253
DVP Margin %	46%	53%	46%	49%	51%	52%
Lease Expense (\$'000s)	-	410	61	14	402	64
NBV (\$'000s)	50,539	50,846	44,862	39,667	31,251	29,919

- Largest operator for Pemex in terms of revenue, second largest in terms of number of vessels contracted to Pemex
 - Main provider of deepwater PSVs to Pemex
 - Grown from 8 vessels in 2011 when JV formed
 - Long term charters – approx. 1 yr. contracted backlog at end of March '17
- Partnered with Miguel family, owner of Heliservicios (one of largest helicopter providers to Pemex)
- Local content / cabotage regulations increasingly important
- Energy Reform allowing entry of international oil companies is growth opportunity
- SMHI owns 49% accounted under equity method



Owned & Leased	2012	2013	2014	2015	2016	1Q 17
Dayrate	11,707	13,656	14,336	13,927	14,625	13,967
Utilization	96%	95%	92%	94%	88%	84%
Avail. Days	3,406	4,371	4,972	5,991	5,456	1,350
Revenue (\$'000s)	38,096	56,616	65,339	78,363	70,521	15,930
DVP (\$'000s)	13,955	27,142	29,154	40,152	36,483	9,978
NBV (\$'000s)	77,586	111,021	144,961	188,609	209,477	205,482
DEBT (\$000s)	43,580	67,136	75,064	116,154	104,097	105,307
SMHI JV Earnings, Net of Tax (\$'000s)	948	4,199	4,501	5,650	3,556	1,367
SMHI JV Investment (\$'000s)	18,162	28,564	36,309	50,163	63,404	57,573

Developing the fleet for future opportunities

- Seven newbuild deliveries: three FSVs, two Liftboats and two Wind farm vessels
- Two newbuild PSV deliveries to MexMar
- Purchased 11 FSVs at a bankruptcy auction for \$10.0 million
- Purchased one FSV for \$9.7 million from a distressed seller
- Purchased one PSV from a distressed seller for \$1 and the assumption of debt
- Repossessed one Specialty vessel
- Sold nine vessels: four Standby safety, two liftboats and three PSVs
- Redelivered one PSV at end of lease
- Removed eight vessels from service (subsequently sold two)
- Managed vessel fleet: Added 11 vessels and terminated three vessels
- Subsequent to March 31, 2017: Acquired 100% of Sea-Cat Crewzer and Sea-Cat Crewzer II through acquisition of JV partner's interest



<i>(in millions)</i>	Mar-16	Jun-16	Sep-16	Dec-16	Mar-17	Proforma Mar-17
Cash	124.0	166.1	132.5	117.3	184.2	170.8
Restricted Cash	-	-	1.1	1.5	1.8	1.8
Marketable Securities	23.9	22.2	22.9	40.1	0.8	0.8
Construction Reserve Funds	138.6	61.9	61.9	78.2	83.5	83.5
Available Liquidity	286.5	250.2	218.4	237.1	270.3	256.9
Working Capital (excluding liquidity)	4.8	8.0	18.2	31.1	(8.2)	(3.3)
NBV of Equipment	541.1	542.0	506.0	418.1	554.7	616.4
Construction in Progress	117.8	101.9	122.6	123.8	83.7	83.7
Investment in Joint Ventures	135.4	130.0	133.0	138.3	114.8	99.4
Goodwill/Intangibles	1.0	-	-	-	-	-
Other Assets	19.7	20.1	20.0	6.1	6.2	6.2
Debt (including current)	(213.4)	(214.5)	(230.1)	(238.2)	(301.0)	(342.2)
Deferred Income Taxes	(167.0)	(148.3)	(131.2)	(124.9)	(121.0)	(121.0)
Other Liabilities	(50.8)	(48.4)	(44.4)	(41.2)	(38.8)	(38.8)
Net Assets	675.1	641.0	612.5	550.2	560.7	557.3
Stockholders Equity	668.2	634.8	606.5	544.6	537.9	537.1
Non-controlling Interests	6.9	6.2	6.0	5.6	22.8	20.2
Equity	675.1	641.0	612.5	550.2	560.7	557.3

¹ The Proforma balance sheet includes Q2 2017 acquisitions of partner's 50% interests in four Sea-Cat joint ventured catamarans and 12.5% of Windcat Workboats from non-controlling interests assuming effected in March 2017.

4 SMHI – Limited Near-Term Debt Maturities

<i>(in millions)</i>	Proforma Mar-17	Debt Maturities						
		2017	2018	2019	2020	2021	2022	Thereafter
Debt Issue:								
3.75% Convertible Senior Notes	175.0	-	-	-	-	-	175.0	-
Falcon Global	59.3	5.9	5.9	5.9	5.9	5.9	29.8	-
Sea-Cat Crewzer I & II	41.6	2.2	4.5	34.9	-	-	-	-
Sea-Cat Crewzer III	26.2	1.1	2.2	2.2	2.2	2.2	2.2	14.1
Windcat Workboats	22.4	-	-	-	-	22.4	-	-
Liftboat Acquisition Notes	17.0	17.0	-	-	-	-	-	-
Other	11.0	1.5	2.0	4.2	1.9	1.4	-	-
Outstanding Principal	352.5	27.7	14.6	47.2	10.0	31.9	207.0	14.1
Discount / Issuance Costs	(10.3)							
Outstanding Debt	342.2							

- Conservative asset depreciation policy

ESTIMATED USEFUL LIFE	Years	Peer Group Ranges
Offshore support vessels (excluding wind farm utility)	20	15-25
Wind farm utility vessels	10	

- Depreciated from year of build (not from year of rebuilding / acquisition)
- No maintenance capex required: all maintenance and repair costs expensed as incurred
- Drydocking and ship repositioning costs also expensed as incurred
- Significant impairment charges past two years (\$21 million in 2015 and \$120 million in 2016)

4 Historical Earnings and Returns

Solid returns through disciplined investment principles and best-in-class operation

<i>(in thousands, except ratios)</i>	5 Year					
	Average	High	High (Year)	Low	Low (Year)	2016
Operating income before D&A, asset dispositions, and impairments	\$ 76,307	\$ 124,939	2013	\$ (597)	2016	\$ (597)
Return on average historical cost ¹	6.9%	10.9%	2013	(0.1)%	2016	(0.1)%
Return on average net book value ²	12.3%	17.9%	2013	(0.1)%	2016	(0.1)%
Return on average insured value ³	6.6%	9.1%	2013	(0.1)%	2016	(0.1)%

SMHI Earnings (2006 – 2016)

<i>(in millions)</i>	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Operating income (loss)	\$282.7	\$288.0	\$273.8	\$173.2	\$133.2	\$26.6	\$ 64.2	\$ 88.2	\$ 68.4	\$(38.9)	\$(174.9)
Plus Depreciation and amortization ("D&A")	81.5	60.5	55.6	54.9	51.8	48.5	61.5	65.4	64.6	61.7	58.1
Minus Gains (losses) on asset dispositions and impairments, net	67.0	82.5	69.2	22.5	29.5	14.7	14.9	28.7	26.5	(17.0)	(116.2)
Operating income before D&A, asset dispositions, and impairments	\$297.2	\$266.0	\$260.2	\$205.6	\$155.5	\$60.4	\$110.9	\$124.9	\$106.5	\$ 39.8	\$ (0.6)

¹ Return on average historical cost is calculated as operating income before D&A, asset dispositions, and impairments divided by average historical cost of equipment.

² Return on average net book value is calculated as operating income before D&A, asset dispositions, and impairments divided by average net book value of equipment.

³ Return on average insured value is calculated as operating income before D&A, asset dispositions, and impairments divided by average insured value of equipment.

SMHI has a strong financial profile supported by a large Carlyle investment in November 2015

Transaction Overview

- On November 30, 2015, SEACOR announced that its offshore marine subsidiary ("SEACOR Marine") entered into an agreement to issue \$175 million in convertible notes to investment funds managed and controlled by The Carlyle Group ("Carlyle")
- The transaction contemplated the eventual separation of SEACOR Marine from SEACOR's other business lines

Key Terms of Convertible Notes

Coupon / Term	■ 3.75% cash coupon / 7 Years
Conversion Price	■ \$43.00 (23.26 shares per \$1,000 principal amount of notes)
Ownership	■ Implied ownership of 18.7% of the current outstanding shares of SEACOR Marine on a fully-diluted basis

Strategic Rationale

"This transaction provides additional capital for our offshore group to seek out opportunities arising from the dislocation in the energy sector **to acquire discrete assets and pursue strategic transactions that complement our existing business**. By adding the Carlyle capital, after paying off intercompany debt and transaction costs, SEACOR Marine will be able **to take advantage of opportunities while preserving a strong balance sheet**. The terms of the notes provide SEACOR the flexibility to retain or separate its offshore marine business in order to maintain its disciplined and strategic approach to capital allocation."

- Charles Fabrikant, Executive Chairman and CEO of SEACOR

"With this investment, we are excited to partner with SEACOR Holdings and SMH, a top-tier operator in the offshore marine business. We look forward to working with Charles Fabrikant, John Gellert, and the entire SEACOR team -- who have consistently demonstrated their ability to invest and create value throughout cycles -- as they continue to develop opportunities in this industry."

- Rodney Cohen, Managing Director and Co-Head of Carlyle's U.S. Equity Opportunity Fund

Source: Company Press Release

Capitalizing on downturn; a marathon, not a sprint

Business depressed: dawn of recovery

- Financially we are solid
- Disciplined approach – active asset trading to maximize returns and opportunity
- Our fleet is well-positioned for the future:
 - Consolidate niches and regions
 - Acquire cheap assets to strengthen and diversify fleet
 - Leverage bank relationships; manage third party assets; income plus carried interest
 - Further reposition and improve the fleet in advance of the offshore recovery



5 Experienced Management Team with Proven Track Record SEACOR Marine

Name	Position	Years of Experience	Background
John Gellert	President, CEO and Director	25	<ul style="list-style-type: none"> ■ Prior to his appointment, Mr. Gellert was Co-Chief Operating Officer of SEACOR Holdings Inc. from February 23, 2015 to May 31, 2017. ■ From May 2004 to February 2015, Mr. Gellert was Senior Vice President of SEACOR Holdings. ■ From June 1992, when Mr. Gellert joined SEACOR Holdings, until July 2005, he had various financial, analytical, chartering and marketing roles within SEACOR Holdings.
Matthew R. Cenac	Executive Vice President and CFO	20+	<ul style="list-style-type: none"> ■ Prior to his appointment, Mr. Cenac was Executive Vice President and Chief Financial Officer of SEACOR Holdings from February 23, 2015 to May 31, 2017. ■ From August 2014 to February 2015, Mr. Cenac was Senior Vice President and Chief Financial Officer of SEACOR Holdings. ■ From August 2005 to August 2015, Mr. Cenac was Vice President and Chief Accounting Officer of SEACOR Holdings. From June 2003 to July 2005, Mr. Cenac was Corporate Controller of SEACOR Holdings Inc.
Robert Clemons	Executive Vice President and COO	15+	<ul style="list-style-type: none"> ■ Prior to his appointment and since 2007, Mr. Clemons served as Vice President and Chief Operating Officer of SEACOR Marine's Americas division. ■ Prior to 2007, Mr. Clemons was General Manager of SEACOR Marine's West Africa region.
Jesús Llorca	Executive Vice President, Corporate Development and Secretary	15+	<ul style="list-style-type: none"> ■ Prior to his appointment, Mr. Llorca was Vice President of SEACOR Holdings Inc. from May 17, 2007 to May 31, 2017. ■ From 2004 to 2007, Mr. Llorca worked in the corporate group of SEACOR Holdings Inc. assisting the General Counsel.
Anthony Weller	Senior Vice President and Managing Director – International Division	40+	<ul style="list-style-type: none"> ■ Prior to his appointment and since 2009, Mr. Weller served as Managing Director of SEACOR Marine's International Division. ■ Mr. Weller is a former Master Mariner.
Clyde Camburn	Senior Vice President and Chief Accounting Officer	30+	<ul style="list-style-type: none"> ■ Prior to his appointment and since 2008, Mr. Camburn was SEACOR Marine's Vice President of Finance.



June 2017

INVESTOR PRESENTATION

