(NYSE: SDLP)
FLEET STATUS REPORT

Name	Rig Type	Generation/ type	Built	Water depth (feet)	Drilling depth (feet)	Location	Client	Current contract Start	Current contract Expire	Current contract Dayrate US$
West Sirius	Semi-submersible	6th-HE	2008	10,000	35,000	GoM	-	-	-	-
West Aquarius	Semi-submersible	6th-HE	2009	10,000	35,000	Canada	BP	Apr/18	Aug/18	260,000
West Capricorn	Semi-submersible	6th-BE	2011	10,000	35,000	GoM	BP	Jul/17	Jul/19	543,000
West Leo	Semi-submersible	6th-HE	2012	10,000	35,000	Spain	-	-	-	-
West Capella	Drillship	Ultra-deepwater	2008	10,000	35,000	Malaysia	Shell	Oct/18	Jun/19	Undisclosed
						Options	Shell	Jun/19	Oct/19	Undisclosed
West Auriga	Drillship	Ultra-deepwater	2013	12,000	40,000	GoM	BP [1]	Oct/13	Oct/20	575,000
West Vela	Drillship	Ultra-deepwater	2013	12,000	40,000	GoM	BP [2]	Nov/13	Nov/20	575,000
West Polaris	Drillship	Ultra-deepwater	2008	10,000	35,000	Spain	-	-	-	-
West Vencedor	Tender	Semi-submersible	2010	6,500	30,000	Malaysia	-	-	-	-
						Myanmar	Petronas	Dec/18	Apr/19	Undisclosed
						Options	Petronas	May/19	Jun/19	Undisclosed
T15	Barge	Semi-submersible	2013	6,500	30,000	Thailand	Chevron	Jul/13	Jul/19	110,000
T16	Barge	Semi-submersible	2013	6,500	30,000	Thailand	Chevron	Aug/13	Aug/19	110,000

Footnotes:
1) For West Auriga a mobilization fee of US$37.5 million will be received over the contract period.
2) For West Vela a mobilization fee of US$37.5 million will be received over the contract period.

The information contained in this Fleet Update report (the "Information") is as of the date of the report only and is subject to change without notice to the recipient. Seadrill Partners assumes no duty to update any portion of the Information.

Client Contract Duration, Timing and Dayrates and Risks Associated with Operations. The duration and timing (including both starting and ending dates) of the client contracts are estimates only, and client contracts are subject to cancellation, suspension and delays for a variety of reasons, including some beyond the control of Seadrill Partners. Also, the dayrates set forth in the report are estimates based upon the full contractual operating dayrate. However, the actual average dayrate earned over the course of any given contract will be lower and could be substantially lower. The actual average dayrate will depend upon a number of factors (rig downtime, suspension of operations, etc.) including some beyond the control of Seadrill Partners. Our client contracts and operations are generally subject to a number of risks and uncertainties, and we urge you to review the description and explanation of such risks and uncertainties in previous prospectus. The dayrates do not include revenue for mobilizations, demobilizations, upgrades, shipyards or recharges.