EPIC GAS LTD
FINANCIAL STATEMENTS FOR THE INTERIM PERIOD TO
31 March 2017

SINGAPORE, 11 May 2017 - Epic Gas Ltd. ("Epic Gas" or the "Company") today announced its unaudited financial and operating results for the interim period ended March 31, 2017. All amounts reported in US Dollars unless otherwise stated.

A conference call to discuss these results is scheduled for 11 May 2017 at 10:00 AM (New York) / 3:00PM (London) and can be accessed via the following dial-in information.

Conference call details:

United States:	+1 845 507 1610
United Kingdom:	+44 203 651 4876
Norway:	80010866
Singapore:	+65 31580667
Hong Kong:	+852 3051 2792
International:	+61 283 733 610

Conference ID Number: 17679445

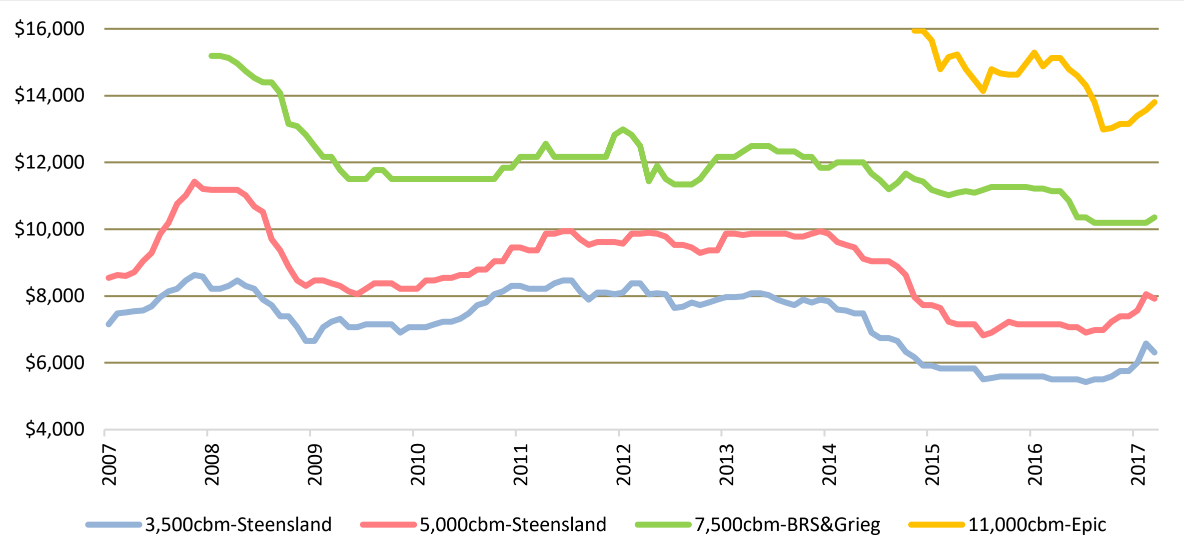
First Quarter 2017 Highlights

- Vessel Calendar days up 7% year over year to 3,569
- Revenue of $33.9 million, up 5% year over year
- Time charter equivalent revenues of $8,423 per vessel calendar day, up 3% from Q4 2016, down 3% year over year
- Adjusted EBITDA of $8 million, up 13% year over year
- Net Loss of $3.4 million, down $2 million year over year
- General & administrative expenses of $987 per vessel calendar day, down 1% year over year
- Delivery of 3 new buildings (2 owned, one bareboat chartered in) from shipyards in Japan, capital expenditure of $19 million of which $18 million drawn under existing loan facility.
- As of 31 March 2017, 41 vessels on the water with the newbuild program being fully delivered.
- $32.3 million Private Placement of common equity closed in March 2017.
- 7 year, $90 million secured term loan completed in March 2017 to refinance two loan facilities due to mature in December 2017 and 2019/2020 respectively.

The Pressurised Market

The upturn seen in the market towards the end of 2016 continued into the first quarter, most notably for the 3,500cbm, 5,000cbm and the largest-sized 11,000cbm vessels. The largest gains in the last 12 months have been for the 3,500cbm and 5,000cbm vessels where the 12-month average rates in the first quarter have been 9.6% and 7.3% higher than same period last year. The rates for the 3,500cbm, 5,000cbm, 7,500cbm and 11,000cbm vessels averaged $6,296, $7,847, $10,247 and $13,589 per day respectively in Q1 2017.

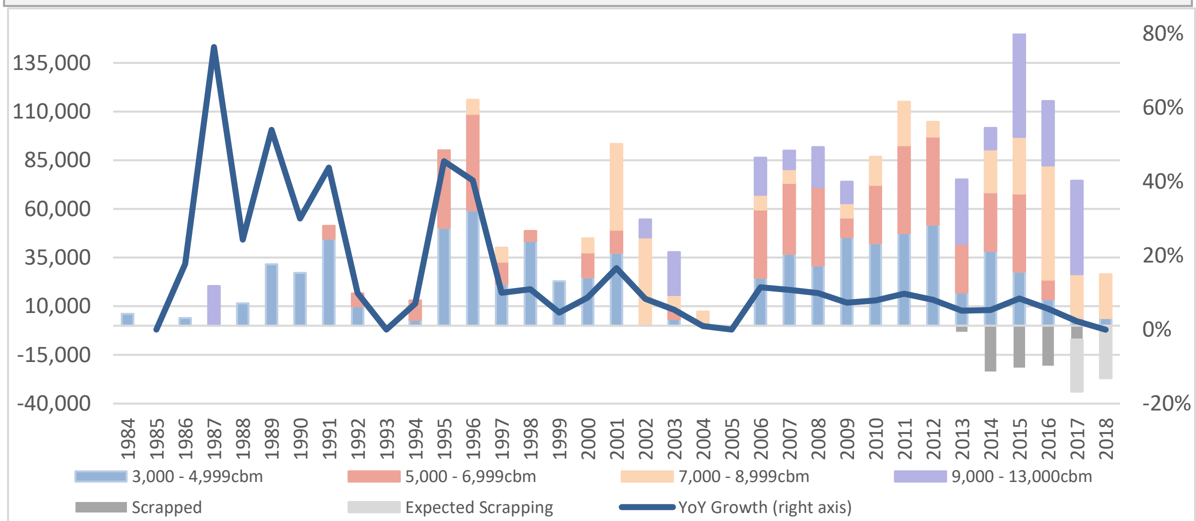
Pressurised Market - Historical One Year Time Charter Day Rate by Vessel Size
(Sources include Steensland, BRS, Grieg, Epic)



During the quarter, 3 pressure vessels representing 29,500cbm of capacity delivered into the market, while 2 vessels of 7,134cbm capacity were sold for scrap. All 3 of these deliveries joined the Epic Gas fleet, which also marked the end of our newbuild programme. In the international trading fleet, of the 324 pressurised ships on the water today, 25 vessels equalling approximately 6% of the fleet capacity are 25 years or older, making them candidates for scrapping.

Additionally, there are 26 small semi-ref vessels of a similar age which add to this probable scrapping list, as routine special surveys, legislation driven incremental capital investments, and higher operating

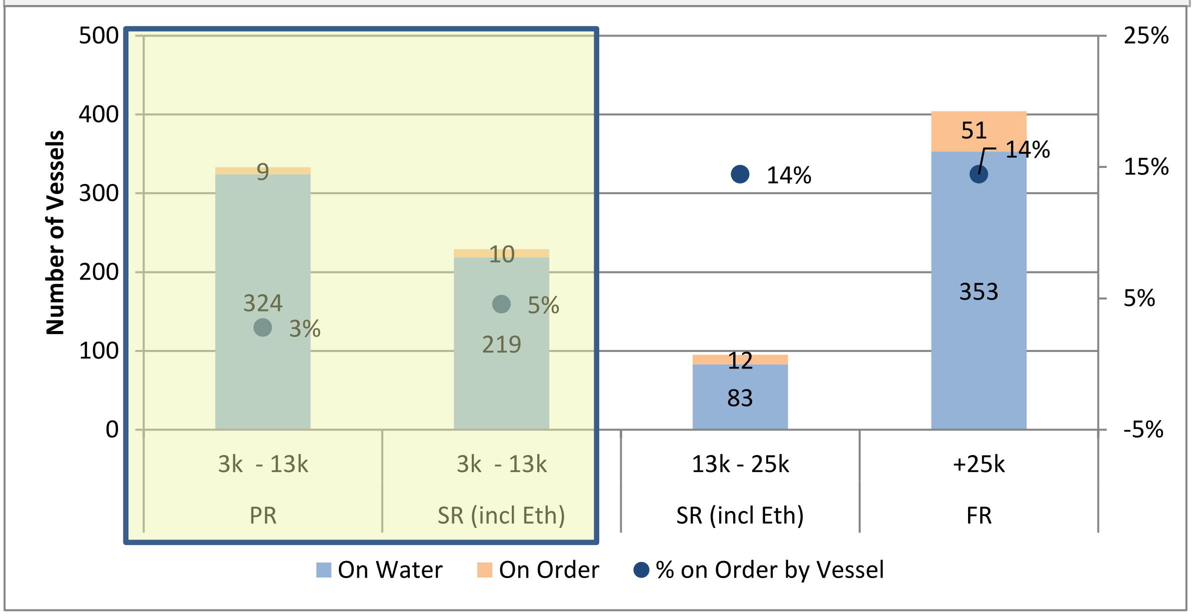
Pressure Vessel Global Fleet Development (Source: Clarksons)



costs makes trading these old vessels uneconomical. There were 4 of these vessels sold for demolition in the first quarter.

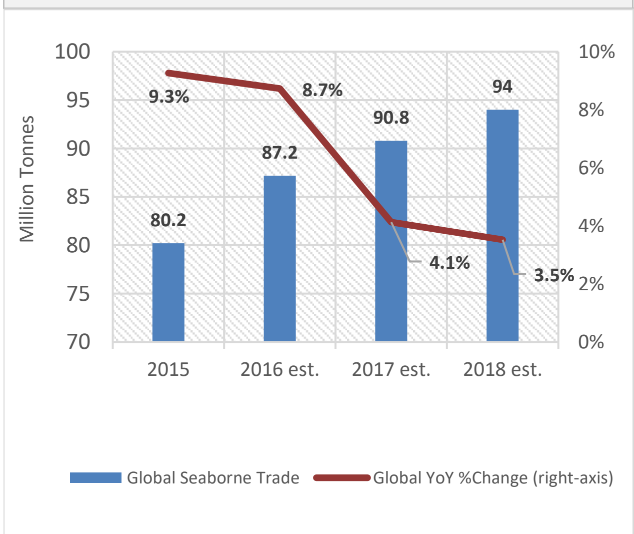
Further encouraging news is that the small ship order book continues to reduce. As of 31 March 2017, the order book for pressurised vessels consists of 9 ships and 71,500cbm of capacity, representing a modest 4% of the existing global fleet by cubic.

Order Book by Vessel Size & Type
Smaller LPG Vessels have Smallest Order Book (3%/5% basis Number of Vessels) (Source: Clarksons)

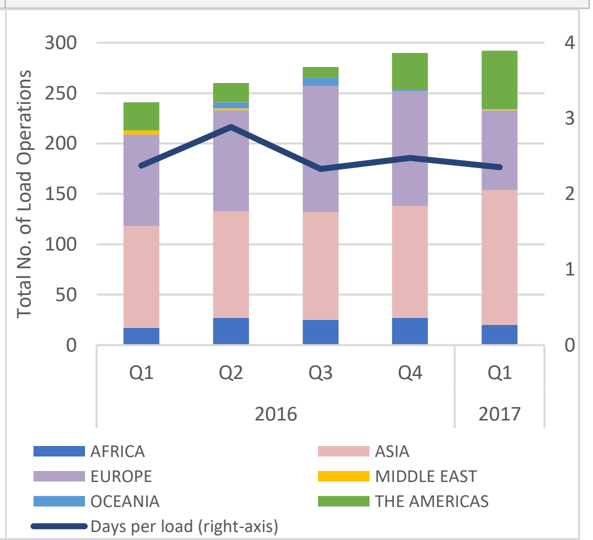


Growth continues in global seaborne LPG volumes with approximately 90.8 million tonnes predicted to be shipped in 2017, equivalent to a gain of 4% over the 87.2 million tonnes shipped in 2016.

Global Seaborne LPG Volumes: Ongoing Increases
(Source: FGE)



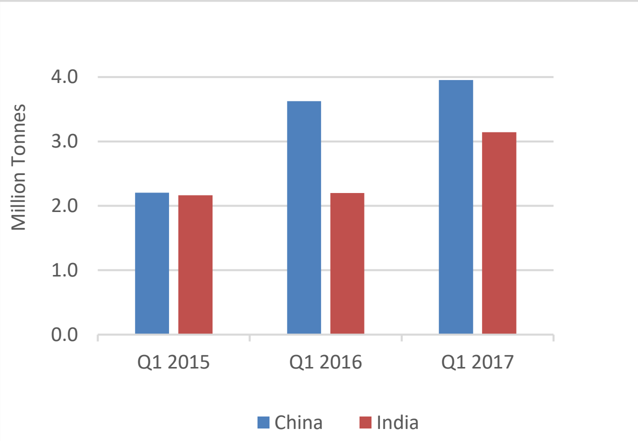
Epic Gas – Load Operations by Region
(Source: Epic Gas)



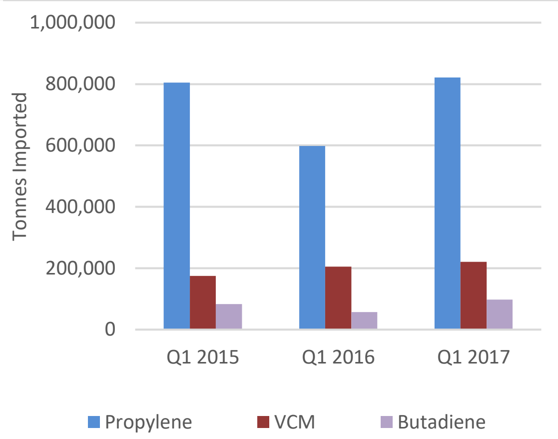
During the quarter, our fleet was involved with increased operations in Asia, Middle East and the Americas, as we worked with new customers, trade lanes and projects. LPG cargoes made up 78% of the cargoes lifted with the balance 22% being petrochemicals.

India and China remain the principal demand drivers for the underlying LPG commodity trade. India's prime minister Narendra Modi relentlessly pursues the nation's dream of smoke-free villages and towns, and LPG has now reached more than 188 million homes. India's energy needs are phenomenal and LPG imports reached a historical high of 1.2 million tonnes in the month of March. Adequate infrastructure is lacking but import facilities and pipelines are being built on a priority to facilitate growth.

India and China Imports: Driving LPG Demand
(Source: FGE)



China: Petrochemical Imports on the Rise
(Source: China Customs Data)

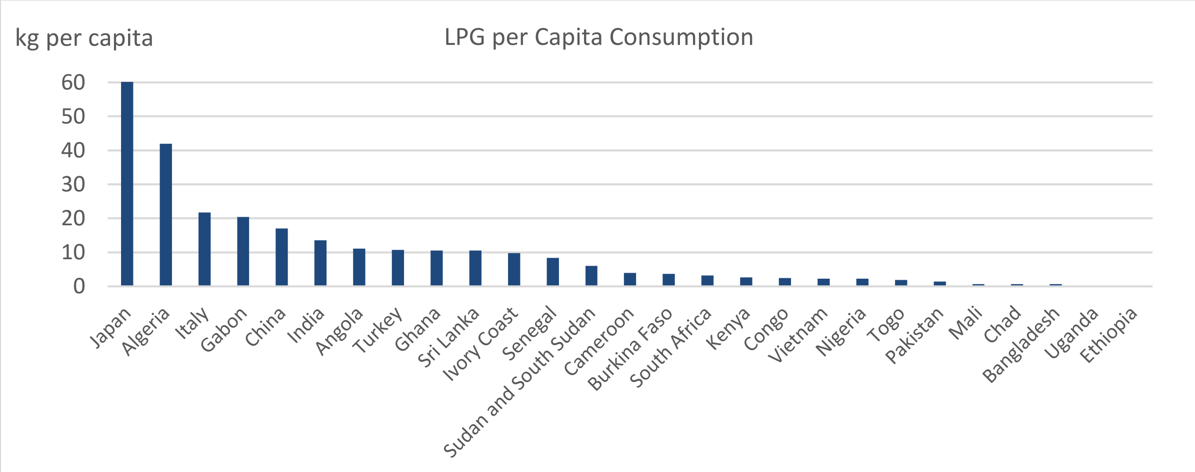


In addition to LPG, China is an important player in the petrochemical trade where the smaller 3,500cbm and 5,000cbm vessels are the preferred sizes. Propylene imports have been resilient despite a 33% increase in purpose built Propane Dehydrogenation ("PDH") capacity in 2016. The year ended with total propylene imports exceeding 2.9 million tonnes, almost 5% higher than in 2015. During the first quarter this trend continued, driven by the domestic Chinese downstream and plastic industry. Thus, the monthly average imports in the first quarter of 2017 reached a new record, 13% higher than the monthly average in 2016. This positively influenced the freight rates in the East for 3,500cbm and 5,000cbm vessels, which saw increases of up to 10%. China is becoming more ethylene-short than propylene-short and investment interest is switching from PDH plants to steam crackers using gas liquid feed that make ethylene.

The Middle East has seen encouraging activity in the small ship market. The regional LPG trade has developed, and as an example, we have seen increasing export volumes from Iran and Iraq on pressurised ships to destinations such as Pakistan and Sudan. Iraq is investing in upgrading their Basrah Gas facility and LPG exports are expected to increase from about 30,000 tonnes in 2016 to 100,00 tonnes in 2017. In Pakistan, the auto-fuel LPG demand has grown where historically CNG was promoted for auto-fuel, with recent data showing a large rise in LPG imports from 145,000 tonnes in 2015 to 700,000 tonnes in 2016.

Africa: Significant Growth Potential – lacks infrastructure

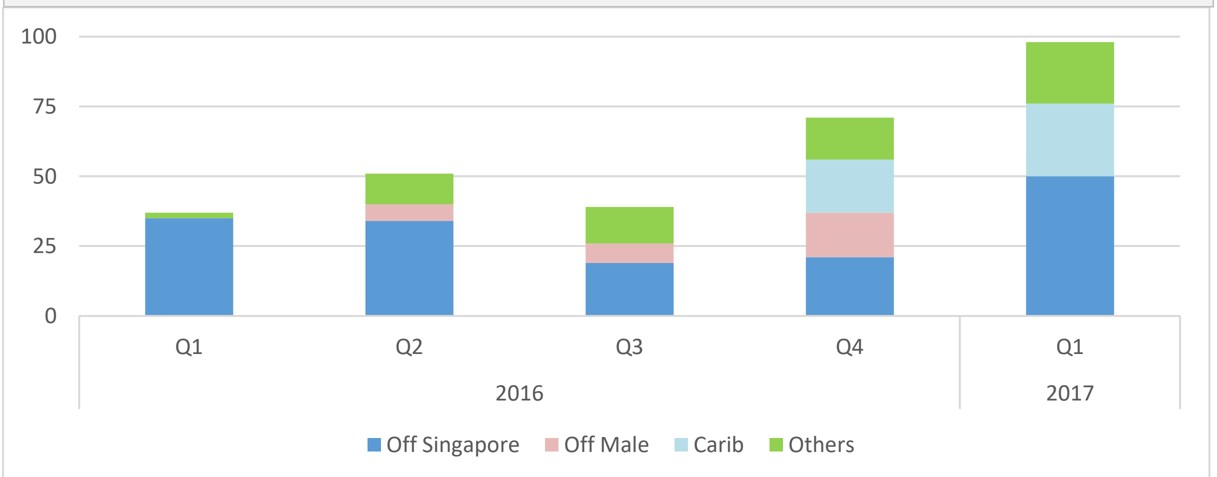
(Source: Argus)



Inadequate infrastructure is a key factor in restricting the consumption of LPG. The graph above highlights a massive demand potential that countries in sub-Saharan Africa and Asia offer. We routinely hear of trading companies, private firms and governments investing in facilities that will develop trade. The new import/export terminal in Hambantota (Sri Lanka) will have 30,000 tonnes of LPG storage, accommodate pressurised vessels and is expected to be operational in early 2018. Neighbouring Bangladesh's population of 165 million has a huge upside for demand with only half a million presently using LPG. The depth and width of navigable waterways make this a niche small ship market which we participate currently and anticipate significant growth in the future. The government has been actively issuing operating licenses to private companies and new terminals and storage have been built in Mongla and Chittagong. In Saldanha Bay (South Africa), Sunrise Energy is expected to open an LPG import terminal and storage facility in mid-2017. There will initially be 5,500 tonnes of pressurised storage, followed by two more phases that will result in a total of 16,500 tonnes. Traders active in the region are seriously considering further investments in similar LPG facilities in principal South African ports.

LPG Breakbulk and Epic STS Operations Continue to Grow

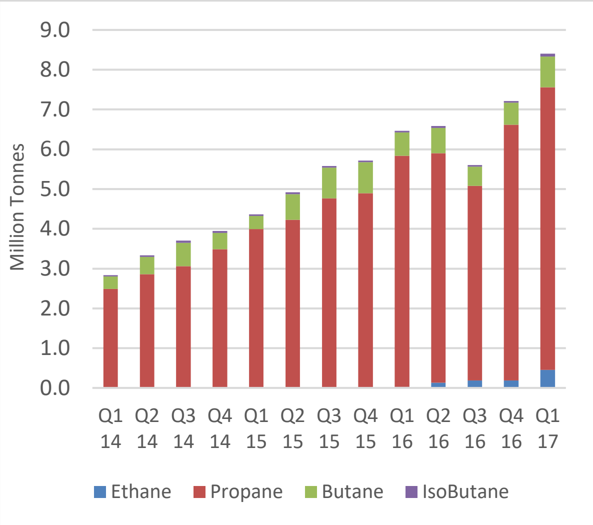
(Source: Epic Gas)



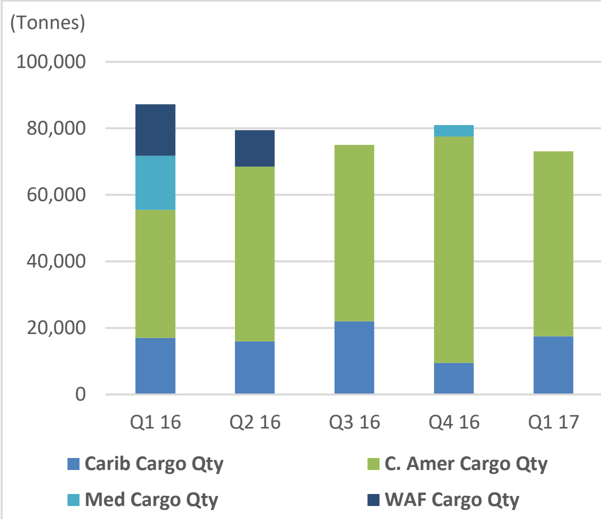
The business of breaking LPG bulk into smaller ships for the last tonne-mile distribution has grown considerably. The chart above shows the increasing number of ship-to-ship (STS) operations that our vessels have carried out since 2016. There were 98 operations in this quarter, equivalent to one a day, which is a 38% increase over the 71 operations carried out in the previous quarter. Apart from areas off Singapore and the Indian Ocean, our STS operations also take place in the Caribbean and off Africa.

In Europe, there was a noticeable increase in activity in LPG and petchem cargoes. A few older ships were sold for trade elsewhere, some ships re-positioned out of the region on period charters, and weather related delays helped further shorten the list of available ships. Freight levels moved upwards and gains of up to 10% were reported for the 3,500cbm and 5,000cbm vessels. Demand from Morocco and West Africa kept the larger coasters busy with cargoes from Europe and the Mediterranean.

United States Total LPG Exports on the Rise
(Source: IHS)



US Pressure Exports to Caribs Rise with Decline of the Trans-Atlantic Trade in Recent Months
(Source: IHS)

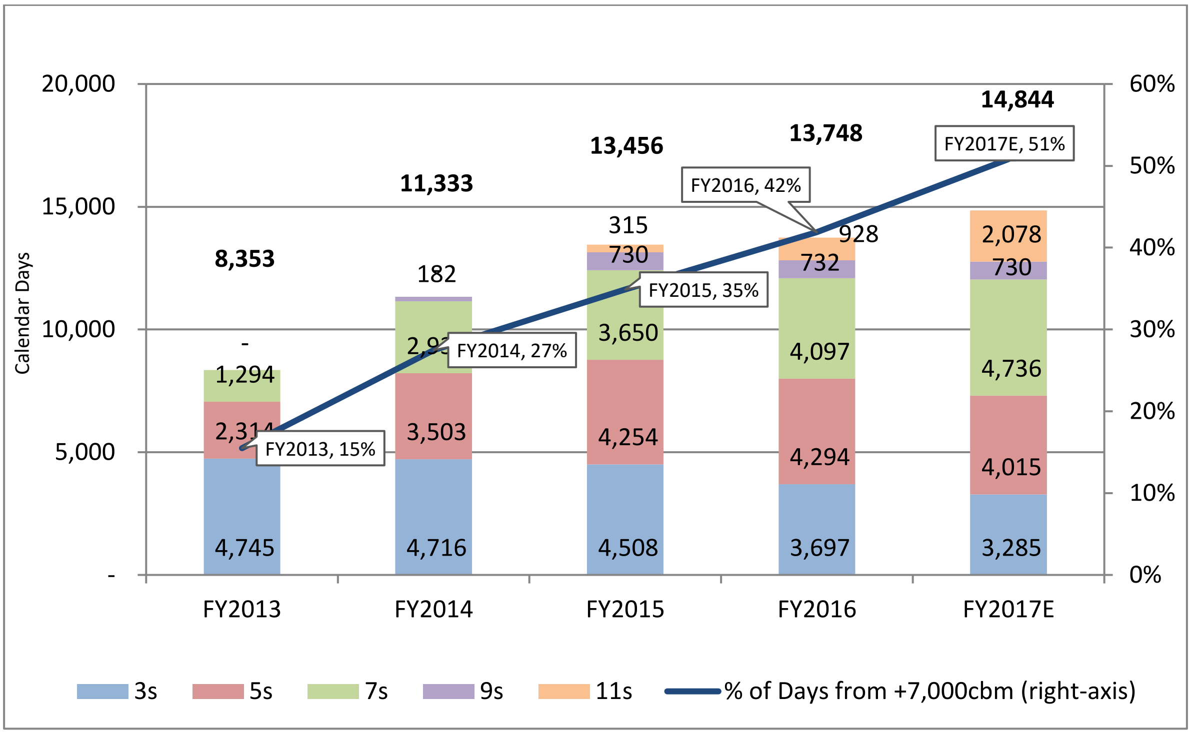


Whilst the total LPG exports from the United States continued their meteoric rise, the pressurised exports dipped slightly. The diminished trans-Atlantic arbitrage meant that no small ship stems were fixed across the Atlantic during the quarter. However, the distribution within the Caribbean increased to 17,500 tonnes, which was almost double the 9,500 tonnes shipped during the previous quarter. Propane-fuelled power generation has developed in the region and our vessels remain involved in the US Virgin Islands project on St. Croix and St. Thomas, whilst during this quarter we delivered the first shipment of propane to a new power plant off Honduras.

Revenue

Our revenue for the first quarter of 2017 of $8,423 per vessel calendar day represented a decline in realised earnings of 3% year over year, but was up 3% on the previous quarter, and nearly 15% improved on the third quarter of 2016. The earnings pattern for the different ship sizes mirrors the newbuild supply and scrapping over the period, where we have seen delivery of larger vessels alongside scrapping of smaller vessels. Therefore, earnings for 3,500 and 5,000 cbm are now higher year on year, whilst the earnings for the larger vessels, reflecting a more modest recovery, are not yet above earnings of twelve months ago.

Increasing Exposure to Larger Vessels



Epic Gas has proactively sought to manage down its exposure to the smallest, oldest vessels in our fleet, and at the same time increase our exposure to the larger younger vessels. While a pressurised gas carrier can operate past 30 years, and use of enhanced survey programmes can retain broad acceptance, a vessel's utility on the international market declines after 20 years of age due to oil major vetting standards required to trade in our markets.

The larger vessel sizes have been gaining popularity as traditional LPG and petrochemical customers continue to upsize their stems, initially in the Mediterranean, but now on a global basis. During the quarter our 7,000-11,000cbm vessels have been trading in and around North and South America, Africa, Europe, the Middle East and Asia.

After our three newbuild deliveries during the quarter, our fleet is larger and younger. Year on year, we have delivered a 12.3% increase in average vessel size, and a 7.9% reduction in the average age of our fleet, further increasing our exposure to the larger vessels. We anticipate about 50% of our earnings will come from the larger vessel sizes by the end of the year.

We continue to monitor the market for additional opportunities to sell assets where the sale would help improve the profitability of our business and further accelerate the transformation of our fleet.

A Geographically Diversified Fleet

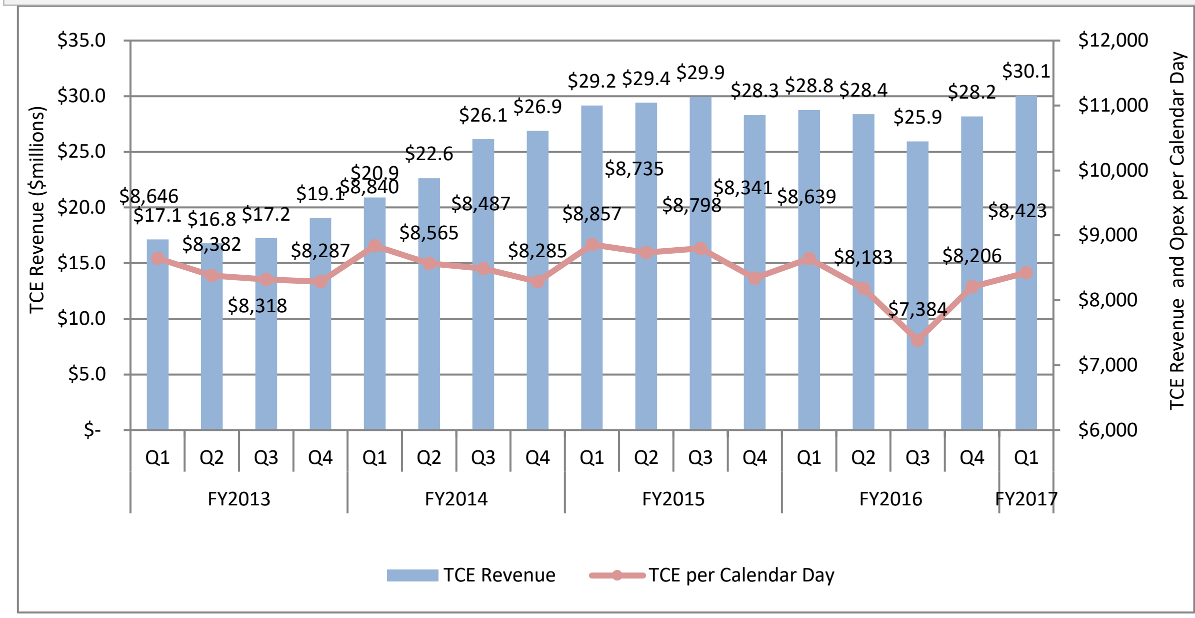
Vessels by Segment	Americas	EMEA	Asia	On Water	On Order	Total Fleet
3,300 – 4,100cbm	2	2	5	9	-	9
5,000 – 6,300cbm	3	3	5	11	-	11
7,000 – 7,500cbm	1	8	4	13	-	13
9,500cbm	-	2	-	2	-	2
11,000cbm	1	2	3	6	-	6
Total	7	17	17	41	-	41
Fleet Capacity (cbm)				268,900	-	268,900
Avg. Vessel Size (cbm)				6,559	-	6,559

We are focused on maximising vessel utilisation. This can be achieved through a combination of better commercial management and less mechanical downtime. During the first quarter, the fleet experienced 137 scheduled and unscheduled technical off-hire days, largely reflecting the ongoing repairs to one vessel damaged during a collision under pilotage in September last year, and resulting in fleet availability of 96.2% (Q1 2016, 98.3%), whilst operational utilisation was 93.2% (Q1 2016, 95.3%). We anticipate the damaged vessel returning to service during the second quarter.

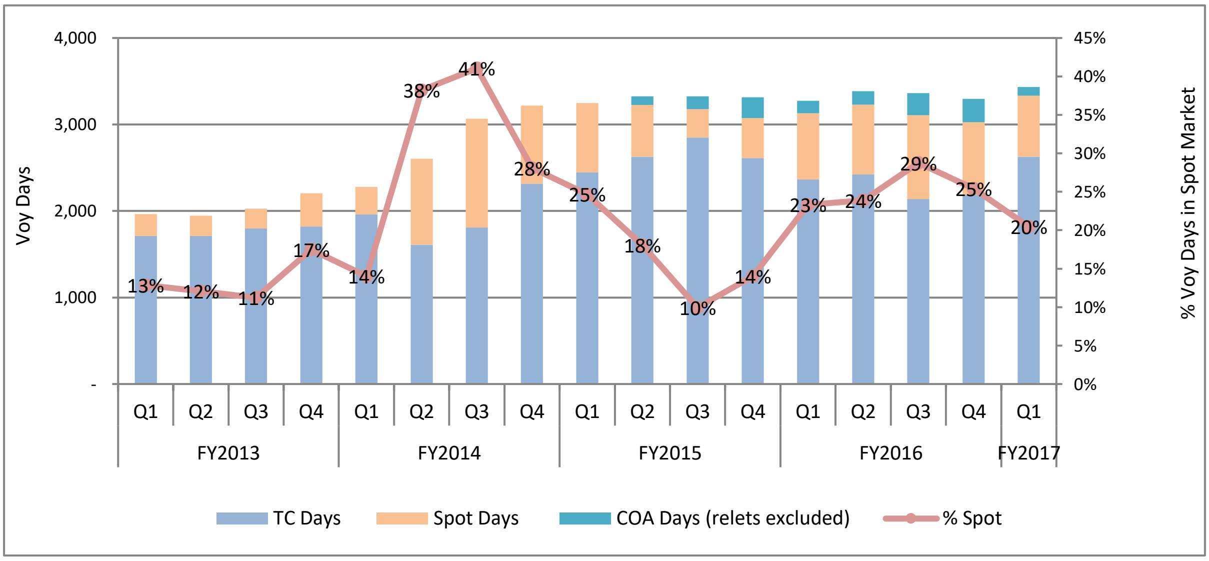
Our commercial team offers both time charters and contracts of affreightment ("COA"), where we can use our scale to both deliver lower freight to customers and increase net earnings through reduced ballast legs and efficient scheduling. While most our business will remain time charter in nature, we expect to continue developing certain markets where our expertise, assets, and network density enable us to outperform the time charter market through the combination of COA and spot business.

We ended the quarter with 17 vessels trading in Asia, which includes 7 of the larger 7,500cbm and 11,000cbm vessels. We expect the market for larger vessels to develop in the Middle East region as new trade lanes grow.

Historical TCE Revenue and TCE/day



Historical Time Charter v/s Spot Market Activity



During the quarter, we performed two dry docks, including the repairs on one vessel. Our seafarer pool remained at the 1,050 level with a retention rate of 99.8%. There were 31 Oil Major SIRE inspections carried out, up from 25 inspections a year ago.

As of 31st March 2017, the Company was 46% covered for the balance of 2017, equivalent to 5,197 days at an average daily TCE rate of $7,735, with 6,078 calendar days open. We have since covered further days, and are now 49% covered at an all in higher TCE rate of $7,861.

Operating Expenses

Vessel operating expenses decreased from $14.8 million in the first quarter of 2016 to $14.6 million in the first quarter of 2017 despite the Company's fleet expansion by 7% as measured by the number of fleet calendar days as well as the increased ship average size by 12% as measured by cubic metre capacity (cbm). Vessel operating expenses per calendar day decreased by 8% from $4,449 in the first quarter of 2016 to $4,081 during the same period in 2017.

Voyage expenses increased by 21% to $3.4 million in the first quarter of 2017, from $2.8 million in the first quarter of 2016. Although the Company's voyage charter activity decreased by 11% year over year from 908 spot market days in Q1 2016 to 804 spot market days in Q1 2017, the cost increase is primarily a result of increased bunker expenses.

Charter-in costs increased 9% year over year from $3.5 million to $3.8 million due to the delivery of one 11,000cbm bareboat vessel in January 2017. As of 31 March 2017, the Company had 8 ships on traditional inward bareboat charter arrangements under which charter payments are expensed.

General and administrative expenses increased 6% year over year from $3.3 million in the first quarter of 2016 to $3.5 million in 2017. Coupled with the 7% growth in the Company's fleet days, general and administrative expenses per vessel calendar day fell 1% to $987 which, in our integrated model, includes the cost of commercial and technical management of our fleet as well as all ownership and corporate-level general and administrative expenses.

Finance and other expenses

Finance expenses increased from $3.2 million to $4.0 million year over year primarily due to the increase in the Company's total bank borrowings, associated with the delivery of seven new build vessels. During the period, the Company entered five-year interest rate swaps for a total of $61 million, which, together with existing hedges, brings the hedge ratio to 39% of total bank debt.

Refinancing

In March 2017, the Company completed the refinancing of 14 LPG carriers in partnership with ABN AMRO Bank N.V. as Coordinator, Agent and Bookrunning Mandated Lead Arranger, DVB Bank SE Singapore Branch ("DVB Bank") as Bookrunning Mandated Lead Arranger and Norddeutsche Landesbank as Lead Arranger.

The new $90 million facility has an advance rate of 55% of the fair market value of the underlying vessels and matures in 2024.

Proceeds from the facility were used to repay amounts outstanding under the Company's existing facilities with DVB Bank and Norddeutsche Landesbank expiring in December 2017 and 2019/2020, respectively.

Newbuilding Program

Epic Gas is the only independent owner offering customers the full spectrum of pressurised vessels, from 3,300cbm to 11,000cbm. The Company's contracted growth and investment program, focused on vessels larger than 7,000cbm, was finalised in Q1 2017 when the last 3 new build vessels delivered. Yard payments of $19 million were made during the period. The Company has drawn $18 million under a term loan facility with ABN Amro Bank N.V., Crédit Agricole Corporate and Investment Bank and NIBC Bank N.V. The remaining $1 million was funded from the Company's cash balance. As of 31 March 2017, the Company had no growth capital expenditure outstanding.

Private Placement

In March 2017, the Company allocated 18,438,035 shares in a private placement at a subscription price of NOK 15 per share, representing gross proceeds of NOK 276,570,525.00 (equivalent of $32.3 million). Following the transaction, the Company has 70,386,057 shares outstanding. The net proceeds from the private placement will be used for working capital and general corporate purposes. As of 31 March 2017, the Company had $48.5 million in cash, cash equivalents and restricted cash.

Subsequent Events

In April 2017, the Company entered an agreement to acquire a 7,500cbm LPG carrier built 2009 at Murakami Hide Shipbuilding. The vessel will be delivered to the Company by the end of June 2017. The Company will finance the acquisition with a combination of shares, cash and bank debt.

About Epic Gas Ltd.

Epic Gas owns and operates a fleet of fully pressurised gas carriers providing seaborne services for the transportation of liquefied petroleum gas and petrochemicals. The Company controls a fleet of 41 vessels which serve as a link in the global gas and petrochemical supply chains of leading oil majors and commodity trading houses.

For further information visit our website www.epic-gas.com

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Forward Looking Statements

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words “believe,” “anticipate,” “intends,” “estimate,” “forecast,” “feel,” “project,” “plan,” “potential,” “may,” “should,” “expect,” “pending” and similar expressions identify forward-looking statements.

EPIC GAS LTD.

BALANCE SHEET (UNAUDITED)		
All amounts in $ millions	**As of 31 Dec 2016**	**As of 31 March 2017**
ASSETS		
Cash and cash equivalents	9.8	35.0
Trade and other receivables	21.6	21.6
Inventories	3.3	3.0
Derivative financial instruments	0.4	0.2
Current assets	35.1	59.8
Non-current assets	0.2	0.1
Restricted cash deposits	12.2	13.5
Property, plant and equipment	487.4	527.9
Advances for vessels under construction	26.5	0.0
Intangible assets	12.9	12.9
Non-current assets	539.2	554.4
TOTAL ASSETS	**574.3**	**614.1**
LIABILITIES AND SHAREHOLDERS' EQUITY		
Trade and Other Payables	18.9	25.3
Deferred income	6.6	8.4
Current income tax liabilities	0.4	0.5
Derivative liabilities	0.0	0.0
Finance lease liabilities	7.2	7.2
Bank Loan	27.8	26.7
Current liabilities	60.8	68.1
Trade and other Payables	0.0	0.0
Deferred taxation	0.1	0.1
Finance lease liabilities	53.8	52.1
Bank Loan	218.1	224.6
Non-current liabilities	272.1	276.8
Total Liabilities	332.9	344.8
Share capital	308.3	339.6
Share option reserves	2.8	3.1
Accumulated losses	(69.8)	(73.3)
Accumulated other comprehensive income	0.2	(0.1)
Total Equity	241.4	269.3
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	**574.3**	**614.1**

INCOME STATEMENT (UNAUDITED)

All amounts in $ millions	**Three Month Period Ended 31 March 2016**	**Three Month Period Ended 31 March 2017**
Revenue	**32.2**	**33.9**
Address and brokerage commissions	0.8	0.8
Voyage expenses	2.8	3.4
Vessel operating expenses	14.8	14.6
Charter-in costs	3.5	3.8
Depreciation and amortization	5.6	7.1
Impairment loss	0.0	0.0
General and administrative expenses	3.3	3.5
Total expenses	30.9	33.2
Operating income	**1.3**	**0.7**
Other (income) / losses, net	(0.7)	0.0
Finance expenses	3.2	4.0
Profit before income tax	(1.2)	(3.3)
Income tax expense	0.2	0.2
Net Income	**(1.4)**	**(3.4)**
Other Comprehensive income:		
Income directly recognized in equity		
Cash flow hedges	4.5	(0.2)
Total Comprehensive Income/(Loss)	3.1	(3.6)

STATEMENT OF CASH FLOWS (UNAUDITED)

All amounts in $ millions	**Three Month Period Ended 31 March 2016**	**Three Month Period Ended 31 March 2017**
Cash from operating activities	1.9	11.7
Cash from investing activities	(33.4)	(22.4)
Cash from financing activities	20.8	35.8
Net Increase in cash and cash equivalents	(10.6)	25.2
Cash and cash equivalents at the beginning of the year	42.9	9.8
Cash and cash equivalents at the end of the period	**32.3**	**35.0**

EPIC GAS
DELIVERY UNDER PRESSURE

SUPPLEMENTAL INFORMATION

All amounts in $ millions	Three Month Period Ended 31 March 2016	Three Month Period Ended 31 March 2017
REVENUE AND TIME CHARTER EQUIVALENT EARNINGS		
Charter hire	31.8	33.5
Technical management revenue	0.4	0.4
Revenue	32.2	33.9
Charter hire	31.8	33.5
Less: Voyage expenses	(2.8)	(3.4)
Time charter equivalent earnings	29.0	30.1

RECONCILIATION OF NET INCOME TO EBITDA AND ADJUSTED EBITDA		
Net Income	**(1.4)**	**(3.4)**
Add:		
Depreciation and amortization	5.6	7.1
Impairment loss / (gain)	0.0	0.0
Net Interest expense	3.2	4.0
Income taxes	0.2	0.2
Foreign exchange loss / (gain)	(0.7)	(0.0)
EBITDA	**6.9**	**7.8**
Stock-based compensation expense	0.2	0.3
Adjusted EBITDA	**7.1**	**8.0**

TOTAL INDEBTEDNESS	**As of 31 Dec 2016**	**As of 31 March 2017**
Finance leases	61.0	59.2
DVB – Dec 2017	69.0	0.0
CIT – 2019/2020	57.6	55.9
NordLB – 2019 / 2020	24.5	0.0
CTL - 2023	20.4	20.1
ABN/CA/NIBC - 2023	74.4	90.9
ABN/DVB/Nord LB - 2024	0.0	84.3
Total Indebtedness	306.9	310.5

SUMMARY FINANCIALS (UNAUDITED) AND OPERATING METRICS

	Three Month Period Ended December 31,	
	2016	**2017**
INCOME STATEMENT ($Millions)		
Revenue	32.2	33.9
Profit/(loss) after tax	(1.4)	(3.4)
Adjusted EBITDA	7.1	8.0
BALANCE SHEET ($Millions)	**As of 31/12/16**	**As of 31/03/17**
Cash, cash equivalents and restricted cash	22.0	48.5
PP&E, advances for vessels under construction, and finance lease deposits	513.9	527.9
Other assets, net	12.4	3.5
Less: indebtedness	(306.9)	(310.5)
Book value of equity	241.4	269.3
CASH FLOWS ($Millions)	**Q1 2016**	**Q1 2017**
Cash from Operations	1.9	11.7
Cash from Investing	(33.4)	(22.4)
Cash from Financing	20.8	35.8
Change of cash in period	(10.6)	25.2
OPERATING METRICS		
Average number of vessels in period (1)	36.6	39.7
Number of vessels as of period end	38	41
Fleet capacity at period end (cbm)	221,900	268,900
Gas fleet average size as of period end	5,839	6,559
Fleet calendar days	3,330	3,569
Time charter days	2,365	2,628
Spot market days	763	703
COA days (relets excluded)	145	101
Voyage days (2)	3,273	3,432
Fleet utilisation (3)	98.3%	96.2%
Fleet operational utilisation (4)	95.3%	93.2%
Time charter equivalent earnings (5)		
Per Calendar Day	$8,639	$8,423
Per Voyage Day	$8,789	$8,759
Operating expenses per Calendar Day	$4,449	$4,081

1) The number of days each vessel was a part of our fleet during the period divided by the number of calendar days.
2) Calendar days net of off-hire days associated with major repairs, dry dockings or special or intermediate surveys.
3) Calculated by dividing voyage days by fleet calendar days.
4) Calculated by dividing voyage days, excluding commercially idle days, by fleet calendar days.
5) Calculation of time charter equivalent earnings provided in Supplemental Information below