EPIC GAS LTD.
FINANCIAL STATEMENTS FOR THE INTERIM PERIOD TO
30 June 2017

SINGAPORE, 10 August 2017 - Epic Gas Ltd. ("Epic Gas" or the "Company") today announced its unaudited financial and operating results for the interim period ended June 30, 2017. All amounts reported in US Dollars unless otherwise stated.

A conference call to discuss these results is scheduled for 10 August 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: 60777666

Second Quarter 2017 Highlights

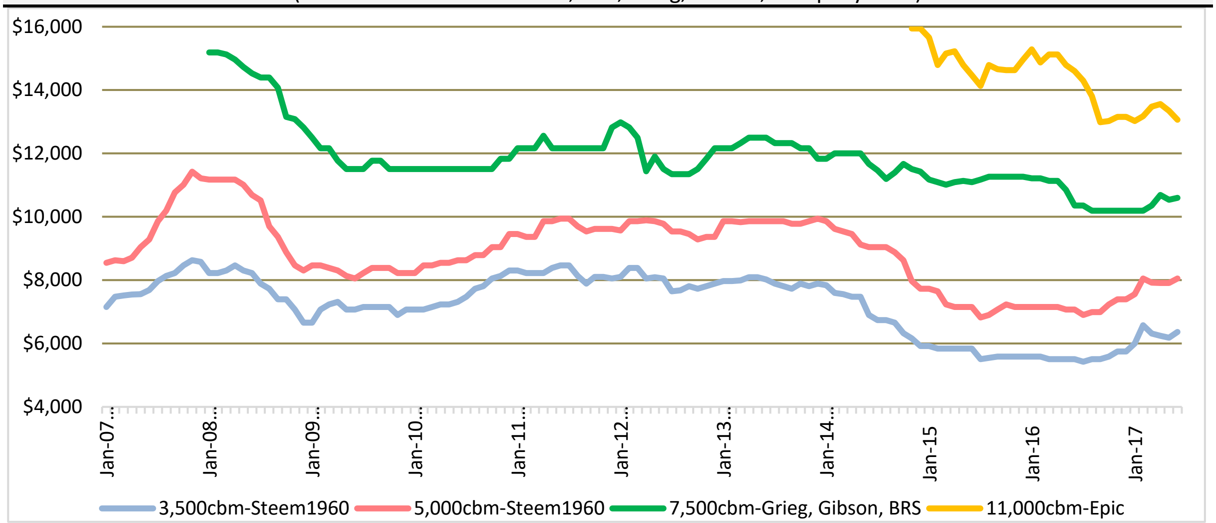
- 3,731 calendar days, up 8% year over year
- Revenue of $33.9 million, up 4% year over year
- Time charter equivalent revenues of $8,022 per vessel calendar day, down 2% year over year
- General and administrative expenses of $1,049 per vessel calendar day, down 5% year over year
- Adjusted EBITDA of $6.4 million, down 15% year over year
- Net Loss of $5.4 million, compared to a net loss of $0.9 million in Q2 2016
- Forward cover for balance of 2017 stands at 54% at $8,119 per day, up 8% year over year.
- $8.5 million secured term loan drawn down to part-finance acquisition of 2009 built 7,500cbm vessel, bringing the Company's on the water fleet to 42 vessels

The Pressurised Market

Green shoots: The quarter ended on a positive note with signs of a recovery from low market levels reached since the end of the seasonally stronger first quarter. Smaller pressurised vessels are benefitting from a strengthening market. Larger pressurised vessels continue to show signs of over-supply and, on some routes, are competing with Handysize semi-ref vessels.

The following chart illustrates the 12-month Time Charter pressurised freight rates during the last 10 years. For the second quarter of 2017, 3,500cbm, 5,000cbm and 7,500cbm market rates averaged $6,266, $7,958, $10,608 per day, respectively. Generally, a modest gain from Q1 2017, but a significant 12-14% rise for the smaller vessels compared to a year ago.

Pressurised Market
Historical 12-month Time Charter Day Rate by Vessel Size
(Sources include Steem1960, BRS, Grieg, Gibson, Company Data)



During the quarter, 2 pressure vessels representing a total of 20,500cbm of capacity delivered. Of the 326 international (Chinese flag excluded) pressurised ships on the water today, 28 vessels equalling 8.6% of the fleet size are 25 years or older, and could be considered candidates for scrapping. There are a further 40 semi-ref vessels sized between 3,000 and 13,000cbm of a similar age. Whilst no pressure vessels were scrapped in the quarter, we have seen 2 pressurised and a record 8 semi-ref recycled year to date, representing 1.9% of the combined fleet. After combining pressurised and semi-ref vessels, approximately 12.5% of the 544 vessels are likely scrapping candidates.

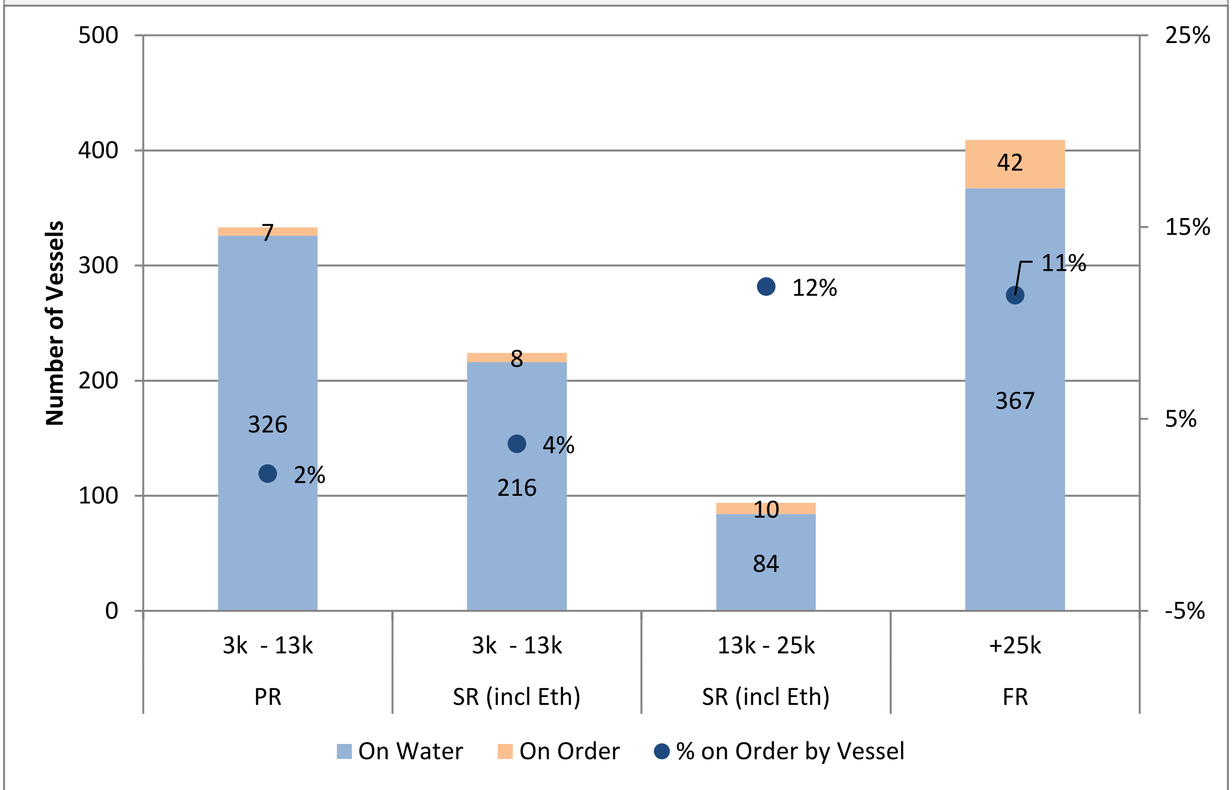
Pressure vessel newbuilding back-log is down considerably. As of 30 June 2017, with only 1 newbuild order, for a 7,500cbm, placed in the past eighteen months, the order book for pressurised vessels has dropped to 7 ships and 51,000cbm of capacity, equivalent to 3.1% of the existing global fleet by cubic.

Supply Length Reducing Considerably
(Source: Clarkson)

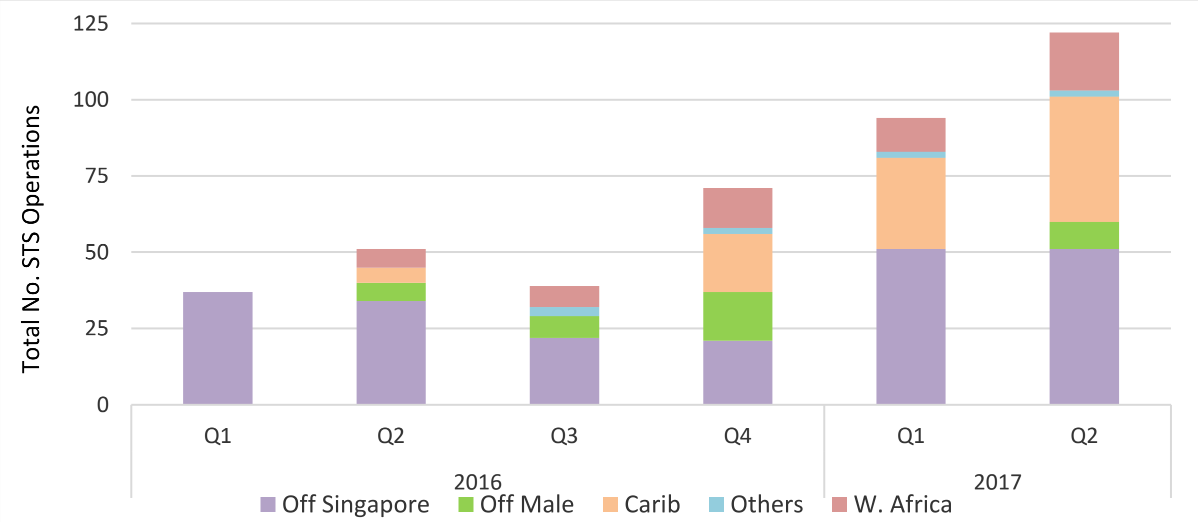
3,000cbm - 13,000cbm Pressurised Fleet (excluding Chinese Flag)								
	Year to Date Fleet Change			As of	Vessels on Order			
Segment	1Jan17	Deliv	Scrap	30Jun17	2H 2017	2018	2019	Ending
3	170	-	(2)	168	1	1	-	170
5	86	-	-	86	-	-	-	86
7	42	2	-	44	1	3	-	48
9	7	-	-	7	-	-	-	7
11+	18	3		21	1	-	-	22
Vessels	323	5	(2)	326	3	4	-	333
Capacity	1,628,049	50,000	(7,134)	1,670,915	24,500	26,500	-	1,721,915
Avg. cbm	5,040	5,000	(3,567)	5,126	8,167	6,625	-	5,171
				% of current fleet on order basis cubic capacity				3.1%

3,000cbm - 13,000cbm Semi-Ref Fleet (excluding Chinese Flag)								
	Year to Date Fleet Change			As of	Vessels on Order			
Segment	1Jan17	Deliv	Scrap	30Jun17	2H 2017	2018	2019	Ending
Vessels	221	3	(8)	216	4	3	1	224
Capacity	1,545,993	33,118	(46,867)	1,532,244	43,181	31,000	12,800	1,619,225
Avg. cbm	6,995	11,039	(5,858)	7,094	10,795	10,333	12,800	7,229
				% of current fleet on order basis cubic capacity				5.7%
Global Small LPG Carrier Fleet (excluding Chinese Flag)								
Vessels	544	8	(10)	542	7	7	1	557
Capacity	3,174,042	83,118	(54,001)	3,203,159	67,681	57,500	12,800	3,341,140
Avg. cbm	5,835	10,390	(5,400)	5,910	9,669	8,214	12,800	5,998
				% of current fleet on order basis cubic capacity				4.3%

LPG Order Book by Vessel Size & Type (Chinese Flag excluded)
Smaller LPG Vessels have Small & Reducing Order Book (2%/4%)
(Source: Clarkson)



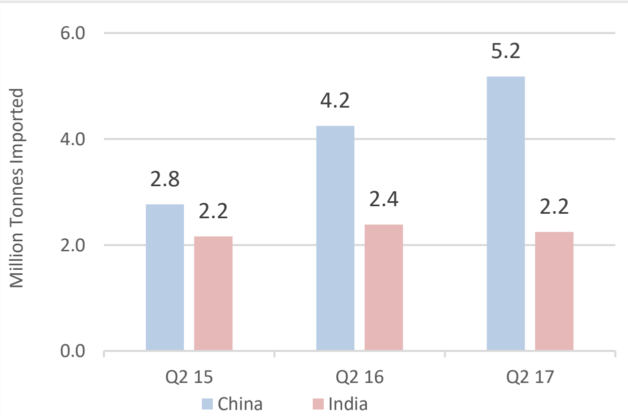
Epic Gas Ship to Ship Lightering Operations
UP over 139% Year on Year
(Source: Company Data)



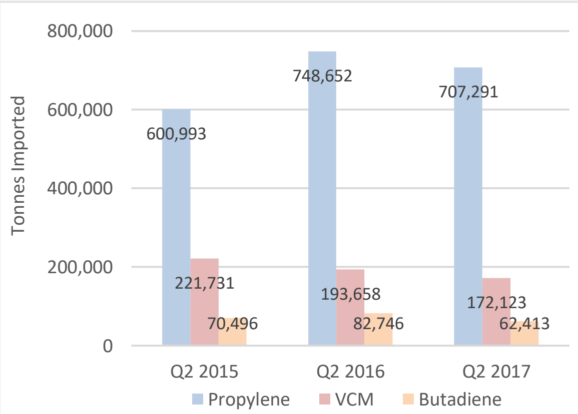
As a positive consequence of the considerable growth in demand for very large gas carriers (VLGC), we continue to be actively involved in a growing LPG break bulk trade, delivering LPG into the terminals and ports where the larger vessels are unable to operate. We carried out 122 ship to ship (STS) operations during the period, a 30% increase from the previous quarter. We see a growing trend of such operations in the Caribbean and off Africa.

China's propylene imports have held up despite increased propane imports and propane dehydrogenation (PDH) plant utilisation, to produce more propylene domestically. The year to date monthly average of propylene imports is a healthy 255,000 tonnes, equivalent to an annualised 3 million tonnes. This business is a driver of demand for smaller-sized pressurised vessels involved in last mile delivery in Asia.

India and China Imports: Continue to Drive Demand
(Source: FGE)



China Petrochemical Imports: Remains Buoyant
(Source: China Customs Data)

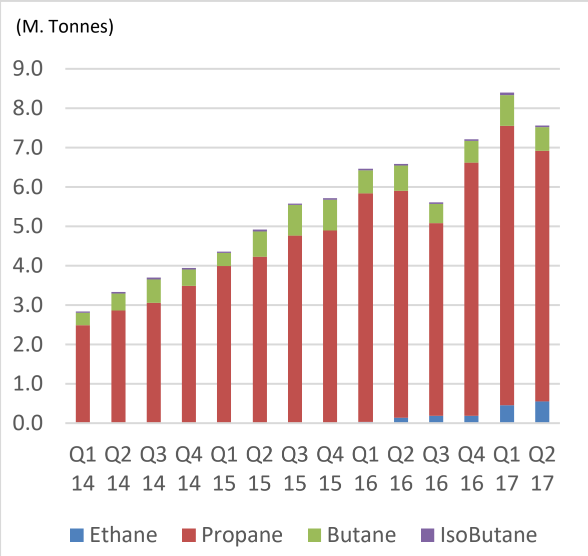


Infrastructure development made headway in South Africa during the quarter. Sunrise Energy received their first LPG cargo via a 7,500cbm pressure vessel to their import terminal and pressurised storage facility in Saldanha Bay. Avedia Energy's 8,000 tonne storage facility in Saldanha Bay is expected to commence operations shortly, and Petredec and Bidvest have announced they will construct a 22,600 tonne pressurised LPG import Terminal in Richards Bay.

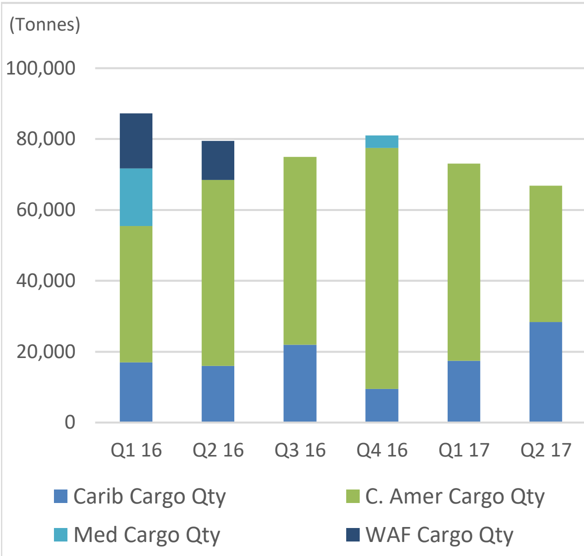
The trade in the Black Sea and Mediterranean was mostly contract driven with traders using their time-chartered tonnage. Due to low spot market activity, ships have moved towards North West Europe looking for employment during the seasonally stronger period after the Easter holidays.

US LPG Exports
(Source: IHS Markit LPG Waterborne)

Total LPG Exports – Pricing a Factor



Pressure Exports – Growth in Caribs



US LPG exports dipped this quarter with several cargo cancellations on the Gulf Coast because of the poor commodity arbitrage economics. This meant that the pressurised trade on the long-haul routes across the Atlantic were negatively impacted and we witnessed a second consecutive quarter with no US pressure cargoes bound for the Mediterranean and West Africa. However, the trade within the Caribbean, from which we benefit, continued to grow with a 60% gain from the previous quarter.

Revenue

Following the completion of our extensive new building programme in Q1, our fleet size during the quarter remained constant at 41 vessels with a total capacity of 268,900cbm, representing 16.1% of the international pressure fleet and about 30% of the 7,000+cbm sized vessels. We ended the quarter with 26 vessels positioned West of Suez and 15 vessels in the East. The development of the market for larger pressurised vessels in the East has been a notable success, with as many as 6 of the larger 7,500cbm and 11,000cbm vessels deployed in the region East of Suez during the period.

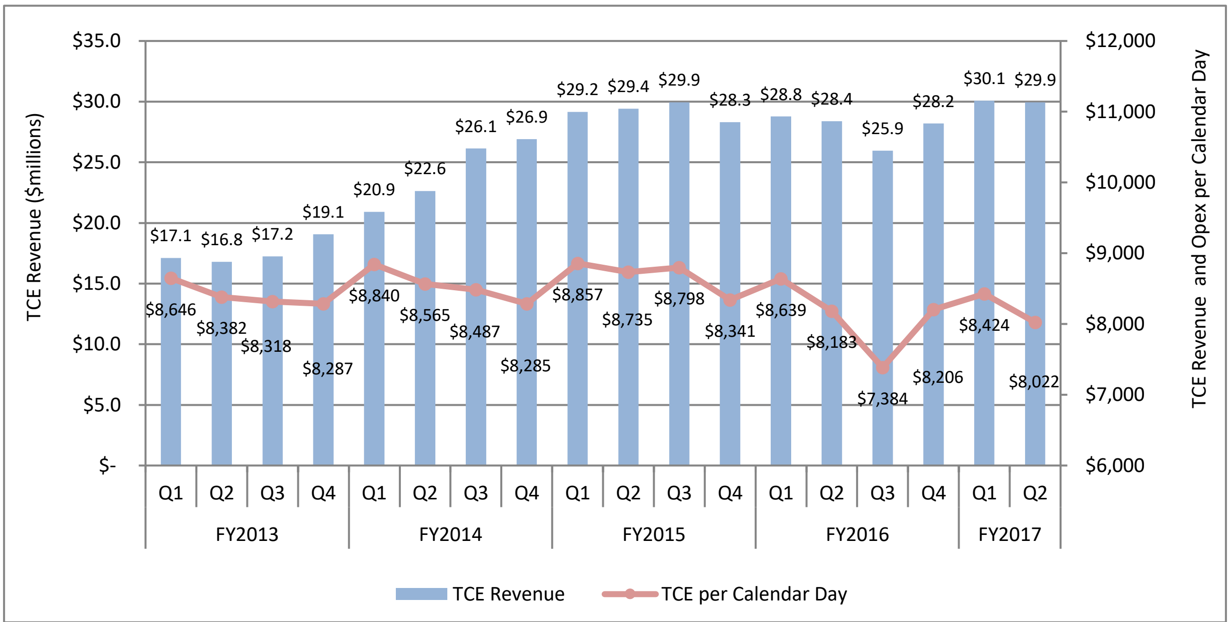
Epic Gas Fleet Deployment

Vessels by Segment	Americas	EMEA	Asia	On Water	Purchase	Total Fleet
3,300 – 4,100cbm	2	2	5	9	-	9
5,000 – 6,300cbm	3	3	5	11	-	11
7,000 – 7,500cbm	2	9	2	13	1*	14
9,500cbm	-	2	-	2	-	2
11,000cbm	1	2	3	6	-	6
Total	8	18	15	41	1	42
Fleet Capacity (cbm)				268,900	7,500	276,400
Avg. Vessel Size (cbm)				6,559	7,500	6,581

*Epic Boracay (ex Botafogo Gas) was delivered to Epic Gas on 07th July 2017.

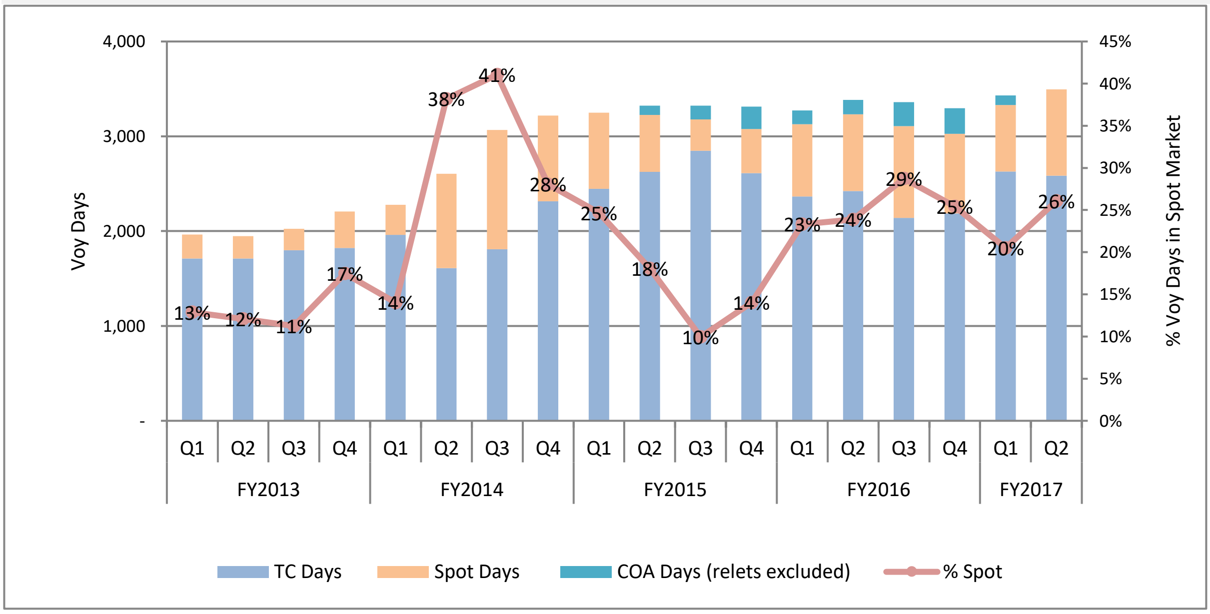
During the second quarter the fleet experienced 236 technical off-hire days due to four routine and one unscheduled vessel docking (Q1, one routine and one unscheduled). This resulted in fleet availability of 93.7% (Q2 2016, 97.6%), with Operational Utilisation of 89.6% (Q2 2016, 94.8%). With a number of special survey dockings behind us, and the return to trading of the Epic Madeira in July (post-period end), we are confident that this level of technical off hire will not be recurring.

Historical TCE Revenue and TCE / day



Whilst time charter equivalent revenue is up 5% to US$29.9m, the TCE revenue per calendar day of $8,022 was lower than the $8,183 in Q2 2016 and down by 5% from the previous quarter, reflecting the impact of lower revenue days. We offer customers any form of contract including time charter, voyage charter, and contracts of affreightment ("COA's). The fleet traded in the spot market for 26% of total voyage days, with 46% of these spot voyage days occurring in the West and 54% in the East.

Historical Time Charter v/s Spot Market Activity



As of 30 June 2017, the Company was 54% covered for the balance of the year 2017 with 4,144 voyage days covered at an average daily TCE rate of $8,119, leaving 3,486 calendar days open on the current fleet for the rest of the year. The 8% year over year increase in forward TCE highlights the recovery in the underlying market space.

Operating Expenses

Vessel operating expenses increased from $14.0 million in the second quarter of 2016 to $15.6 million in the second quarter of 2017, reflecting the Company's fleet expansion by 8% as measured by the number of fleet calendar days. Vessel operating expenses per vessel calendar day were $4,170 in the second quarter of 2017, only 3% above the $4,040 per vessel calendar day during the second quarter of 2016 despite an increased ship average size by 9% as measured in cubic metre capacity (cbm).

Voyage expenses increased by 3% to $3.5 million in the second quarter of 2017, from $3.4 million in the second quarter of 2016 reflecting increased bunker expenses during the period. Spot market activity remained constant with 912 spot market days in Q2 2017 compared to 962 days in Q2 2016.

Charter-in costs increased 21% year over year from $3.4 million to $4.1 million due to the delivery of one 11,000cbm bareboat vessel in Q1 2017. As of 30 June 2017, the Company had 8 ships on traditional inward bareboat charter arrangements under which charter payments are expensed.

General and administrative expenses of $3.9 million during the period reflected a year over year increase of 3%. However, SG&A per vessel calendar day fell 5% to $1,049 which, in our integrated model, includes the cost of commercial and technical management of our fleet as well as all corporate-level general and administrative expenses.

Finance and other expenses

Finance expenses during the period were $4.2 million compared to $3.4 million in Q2 2016. The increase is primarily due to the increase of the Company's total bank borrowings associated with the delivery of its newbuilding program which completed in Q1 2017. Furthermore, the Company entered into interest rate swaps for a total of $42.5 million, which, together with existing hedges, brings the hedge ratio to 61% of total borrowings (excluding finance leases).

Subsequent Events

In July 2017, the Company has taken delivery of the 7,500 cbm LPG carrier Epic Boracay, built in 2009 at Murakami Hide Shipbuilding Co. Ltd., Japan. The acquisition was financed by a combination of equity and debt. Part of the equity portion of the acquisition was funded through the issuance of 85,714 shares at a share price of NOK 15/share. NIBC Bank N.V. provided a senior secured loan facility of USD 8.5 million with a 5-year tenor which was drawn down in June 2017.

The Company entered into a Memorandum of Agreement to sell the oldest vessel in its fleet, the Epic Capri (3,300cbm, 1997 built.). The sale is expected to be completed within 2017 and will not have a material impact on the Company's FY2017 earnings.

In July 2017, Epic Gas entered into a sale and 10-year bareboat charter back transaction for the Epic Salina (11,000cbm, 2017 built) with a Japanese ship owning company. This transaction has the advantage of increasing the Company's liquidity position whilst reducing the monthly financing cost. The Company has purchase options to re-acquire the vessel during the charter period, with the first such option exercisable on the third anniversary of the vessel delivery.

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. Including new buildings, the Company controls a fleet of 42 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 30 June 2017**
ASSETS		
Cash and cash equivalents	9.8	13.3
Trade and other receivables	21.6	21.9
Inventories	3.3	3.3
Derivative financial instruments	0.4	0.0
	35.1	38.5
Non-current assets	0.2	0.1
Restricted cash deposits	12.2	14.0
Property, plant and equipment	487.4	535.2
Advances for vessels under construction	26.5	0.0
Intangible assets	12.9	12.9
Non-current assets	539.2	562.2
TOTAL ASSETS	**574.3**	**600.8**
LIABILITIES AND SHAREHOLDERS' EQUITY		
Trade and Other Payables	18.9	19.6
Deferred income	6.6	8.8
Current income tax liabilities	0.4	0.6
Derivative liabilities	0.0	0.6
Finance lease liabilities	7.2	7.2
Bank Loan	27.8	22.8
Current liabilities	60.8	59.4
Trade and other Payables	0.0	0.0
Deferred taxation	0.1	0.0
Finance lease liabilities	53.8	50.3
Bank Loan	218.1	226.9
Non-current liabilities	272.1	277.2
Total Liabilities	332.9	336.6
Share capital	308.3	340.1
Share option reserves	2.8	3.3
Accumulated losses	(69.8)	(78.6)
Accumulated other comprehensive income	0.2	(0.7)
Total Equity	241.4	264.1
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	**574.3**	**600.8**

INCOME STATEMENT (UNAUDITED)

	Three Month Period Ended June 30,		Six Month Period Ended June 30,	
All amounts in $ millions	2016	2017	2016	2017
Revenue	**32.6**	**33.9**	**64.8**	**67.7**
Address and brokerage commissions	0.8	0.9	1.6	1.6
Voyage expenses	3.4	3.5	6.3	6.9
Vessel operating expenses	14.0	15.6	28.8	30.1
Charter-in costs	3.4	4.1	6.9	7.9
Depreciation and amortization	5.7	7.2	11.3	14.3
Impairment loss	0.0	0.0	0.0	0.0
General and administrative expenses	3.8	3.9	7.1	7.4
Total expenses	31.2	35.1	62.1	68.3
Operating income	**1.4**	**(1.3)**	**2.7**	**-0.6**
Other (income) / losses, net	(1.1)	(0.2)	(1.8)	(0.2)
Finance expenses	3.4	4.2	6.6	8.2
Profit/(loss) before tax	(0.9)	(5.3)	(2.1)	(8.6)
Income tax expense	0.0	0.1	0.2	0.2
Profit/(loss) after tax	**(0.9)**	**(5.4)**	**(2.3)**	**(8.8)**
Other Comprehensive income:				
Income directly recognized in equity	0.0	0.0	0.0	0.0
Cash flow hedges gain/(loss)	4.6	(0.7)	9.1	(0.9)
Total Comprehensive Income/(Loss)	3.7	(6.1)	6.8	(9.7)

STATEMENT OF CASH FLOWS (UNAUDITED)

	Six Month Period Ended June 30,	
All amounts in $ millions	2016	2017
Cash from operating activities	6.4	8.9
Cash from investing activities	(58.3)	(37.1)
Cash from financing activities	28.7	31.7
Net Increase in cash and cash equivalents	(23.3)	3.5
Cash and cash equivalents at the beginning of the year	42.9	9.8
Cash and cash equivalents at the end of the period	**19.7**	**13.3**

SUPPLEMENTAL INFORMATION

All amounts in $ millions except per day amounts	Three Month Period Ended June 30,		Six Month Period Ended June 30,	
	2016	2017	2016	2017
REVENUE AND TIME CHARTER EQUIVALENT EARNINGS				
Charter hire	31.9	33.5	63.7	67.1
Relet revenue	0.1	-0.1	0.1	-0.1
Technical management revenue	0.6	0.4	1.0	0.8
Revenue	32.6	33.9	64.8	67.7
Charter hire	32.0	33.4	63.8	66.9
Less: Voyage expenses	(3.4)	(3.5)	(6.3)	(6.9)
Less: Derivative losses (bunker hedges)	(0.1)	(0.0)	(0.3)	(0.0)
Time charter equivalent earnings	28.4	29.9	57.2	60.0
RECONCILIATION OF NET INCOME TO EBITDA AND ADJUSTED EBITDA				
Profit/(loss) after tax	(0.9)	(5.4)	(2.3)	(8.8)
Add:				
Depreciation and amortization	5.7	7.2	11.3	14.3
Impairment loss / (gain)	0.0	0.0	0.0	0.0
Net Interest expense	3.4	4.2	6.6	8.2
Income taxes	0.0	0.1	0.2	0.2
Foreign exchange loss / (gain)	(1.0)	0.0	(1.7)	0.0
EBITDA	7.2	6.1	14.1	13.9
Stock-based compensation expense	0.3	0.3	0.5	0.5
Adjusted EBITDA	7.5	6.4	14.6	14.4

TOTAL INDEBTEDNESS	As of 31 Dec 2016	As of 30 June 2017
Finance leases	61.0	57.5
DVB – Dec. 2017	69.0	0.0
CIT – 2019 / 2020	57.6	50.7
NordLB – 2019 / 2020	24.5	0.0
CTL – 2023	20.4	19.8
ABN/CA/NIBC – 2023/2024	74.4	89.4
ABN/DVB/Nord LB – 2024	0.0	81.4
NIBC – 2022	0.0	8.4
Total Indebtedness	306.9	307.2

SUMMARY FINANCIALS (UNAUDITED) AND OPERATING METRICS

	Three Month Period Ended June 30,		Six Month Period Ended June 30,	
	2016	2017	2016	2017
INCOME STATEMENT ($Millions)				
Revenue	32.6	33.9	64.8	67.7
Net Income	(0.9)	(5.4)	(2.3)	(8.8)
Adjusted EBITDA	7.5	6.4	14.6	14.4

BALANCE SHEET ($Millions)	As of 31/12/16	As of 30/06/17
Cash, cash equivalents and restricted cash	22.0	27.3
PP&E, advances for vessels under construction, and finance lease deposits	513.9	535.2
Other assets, net	12.4	8.8
Less: indebtedness	(306.9)	(307.2)
Book value of equity	241.4	264.1

CASH FLOWS ($Millions)		
Cash from Operations	6.4	8.9
Cash from Investing	(58.3)	(37.1)
Cash from Financing	28.7	31.7
Change of cash in period	(23.3)	3.5

OPERATING METRICS				
Average number of vessels in period (1)	38.11	41.00	37.4	40.33
Number of vessels as of period end	38	41	38	41
Fleet capacity at period end (cbm)	229,400	268,900	229,400	268,900
Gas fleet average size as of period end	6,037	6,559	6,037	6,559
Fleet calendar days	3,468	3,731	6,798	7,300
Time charter days	2,423	2,583	4,788	5,211
Spot market days	808	912	1,571	1,615
COA days (relets excluded)	154	-	299	101
Voyage days (2)	3,385	3,495	6,658	6,927
Fleet utilisation (3)	97.6%	93.7%	97.9%	94.9%
Fleet operational utilisation (4)	94.8%	89.6%	95.0%	91.4%
Time charter equivalent earnings (5)				
Per Calendar Day	$8,183	$8,022	$8,406	$8,219
Per Voyage Day	$8,382	$8,564	$8,584	$8,661
Operating expenses per Calendar Day	$4,040	$4,170	$4,241	$4,127

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 above.