AMERICAN SHIPPING COMPANY ASA

Third Quarter 2017 Report

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Lysaker, 16 November 2017, American Shipping Company ASA (“AMSC or the “Company”) announces results for third quarter ending 30 September 2017.

HIGHLIGHTS

- Stable Q3 bareboat revenue of USD 22.1 million and backlog of secured bareboat revenue of USD 248 million with average weighted tenor of 2.8 years
- Normalized EBITDA for Q3 of USD 22.4 million
- Adjusted net profit for Q3 of USD 3.9 million
- Declared Q3 dividend of USD 0.08 per share, in line with previous guidance and backed by the Company’s contracted cash flow
- Approved to trade on the OTCQX Best Market in the United States subsequent to the end of the quarter

AMSC CEO, Pål Magnussen comments, *“We are pleased to deliver consistent financial results for Q3 2017, in line with expectations. We see encouraging signs in the market place with older tonnage exiting the market which is a trend expected to continue. The orderbook is also expected to be completely delivered by the end of Q1 next year, and no new orders have been placed for Jones Act tankers in over three years”.*

MAIN EVENTS DURING AND SUBSEQUENT TO THE THIRD QUARTER

- **Operating income**: Operating income was stable at USD 12.9 million in Q3 2017 versus USD 12.7 million in Q3 2016.

- **Profit share:** There was no profit share for Q3 2017 attributed to AMSC, compared to profit share of USD 1.4 million in Q3 2016. The profit share is reported quarterly, but calculated on an aggregated fleet level over a full calendar year. Accordingly, there may be individual quarters with positive profit share offset by quarters with negative profit share. Nonetheless, AMSC's portion of the profit share can never be negative on an annual basis. See note 11 for further details.

- **Normalized EBITDA:** Normalized EBITDA of USD 22.4 million for Q3 2017 consists of base bareboat revenue of USD 22.1 million, plus Deferred Principal Obligation (“DPO”) of USD 0.9 million, less SG&A of USD 0.6 million. The comparative figure for Q3 2016 for normalized EBITDA was USD 23.6 million (consisting of base bareboat revenue of USD 22.1 million, plus profit share of USD 1.4 million, plus DPO of USD 0.9 million, less SG&A of USD 0.8 million). The profit share is not included in Normalized EBITDA for Q3 2017. See Note 14 for more detailed information.

- **Adjusted net profit:** Adjusted net profit of USD 3.9 million for Q3 2017 consists of net profit after tax, adjusted for non-recurring items, currency fluctuations, mark-to-market of derivatives and changes to non-cash deferred tax expenses. The comparative figure for Q3 2016 was USD 3.0 million. See Note 14 for further details.

- **Dividends:** On 15 August 2017, the Board authorized a quarterly dividend payment of USD 0.08 per share, the equivalent of NOK 0.631 per share, to the shareholders on record as of 23 August 2017, which was paid on 31 August 2017. The dividend was classified as a return of paid in capital.

  On 15 November 2017, the Board authorized a quarterly dividend payment of USD 0.08 per share to the shareholders on record as of 23 November 2017, in line with prior guidance. The shares in AMSC will be traded ex. dividend from and including 22 November, and the dividend will be paid on or about 1 December 2017. The dividend is classified as a return of paid in capital.

- **Dividend guidance:** The Company does not plan to make any short term changes to its current dividend level. The Company's policy with respect to dividends is driven by the Board's commitment to return value to its shareholders while also prudently managing its balance sheet and maintaining financial flexibility to pursue growth and diversification opportunities. Dividend payments depend on, among other things, performance of existing contracts including outlook for profit share, and will be considered in conjunction with the Company's financial position, debt covenants, capital requirements, and market conditions going forward.

- **OTCQX quotation:** On 2 November 2017, the Company's ordinary shares were approved to trade on the OTCQX Best Market in the United States. The OTCQX International Tier of the OTCQX Best Market is designed for established, investor-focused international companies that have met high financial standards, follow best practice corporate governance, are current in their home country financial reporting and have been sponsored by a professional third-party advisor. The OTCQX market is considered by the SEC as an "established public market" for the purpose of determining the public market price of a security. Trading on OTCQX indicates that a company is committed to providing a transparent market for its investors and maintaining high financial and operating standards. AMSC's ordinary shares are available for trading in the United States on OTCQX under the symbol "ASCJF".

THIRD QUARTER FINANCIAL REVIEW

Condensed Income Statement

Amounts in USD million (except share and per share information)	Q3 2017	Q3 2016	Year to date 2017	2016
	unaudited			
Operating revenues	22.1	22.1	65.7	65.9
Operating profit before depreciation - EBITDA	21.5	21.3	63.7	63.6
Normalized EBITDA	**22.4**	**23.6**	**66.5**	**74.9**
Operating profit - EBIT	12.9	12.7	38.1	38.0
Gain on investments	2.3	-	4.6	0.4
Net interest expense	(10.4)	(9.7)	(35.1)	(28.1)
Unrealized gain/(loss) on interest swaps	0.1	1.1	(0.1)	(5.6)
Net foreign exchange gain/(loss)	0.1	0.1	0.1	0.2
Profit/(loss) before income tax	5.0	4.2	7.6	4.9
Income tax expense	(1.0)	-	(1.6)	-
Non-cash income tax expense	(0.5)	(2.0)	(2.6)	(5.3)
Net profit/(loss) for the period *	3.5	2.2	3.4	(0.4)
Adjusted net profit	**3.9**	**3.0**	**10.8**	**10.3**
Average number of common shares	60,616,505	60,616,505	60,616,505	60,616,505
Earnings/(loss) per share (USD)	0.06	0.04	0.06	(0.01)

* Applicable to common stockholders of the parent company

Third quarter results

AMSC's operating revenues for each of Q3 2017 and Q3 2016 were USD 22.1 million. EBITDA was USD 21.5 million in Q3 2017 (USD 21.3 million in Q3 2016). EBIT was USD 12.9 million in Q3 2017 (USD 12.7 million in Q3 2016).

Net interest expense (interest expense less interest income) for Q3 2017 was USD 10.4 million (USD 9.7 million in Q3 2016).

In Q3 2017, AMSC had an unrealized gain of USD 0.1 million on the mark-to-market valuation of its interest rate swap contracts related to its vessel financing (USD 1.1 million in Q3 2016).

AMSC had a net profit before tax for Q3 2017 of USD 5.0 million (USD 4.2 million in Q3 2016). Non-cash deferred income tax expense was USD 0.5 million in Q3 2017 (USD 2.0 million in Q3 2016). AMSC recognized an income tax expense of USD 1.0 million in Q3 2017 (none recognized in Q3 2016) relating to its share of the income from its investment in Philly Tankers.

The non-cash deferred income tax expense was the result of accelerated tax depreciation, which has created differences between accumulated depreciation for book and tax purposes and corresponding tax losses, the net of which is recognized as a deferred tax liability on the balance sheet.

As of 30 September 2017, AMSC has USD 552.1 million of net operating losses in carryforward in its U.S. subsidiaries. AMSC's U.S. subsidiaries are not expected to pay federal income tax for many years and in no event until the vessels are fully depreciated for tax purposes and available tax operating losses are fully utilized. See Note 6 for more detailed information.

Net profit for Q3 2017 was USD 3.5 million compared to USD 2.2 million in Q3 2016.

Year to date results

AMSC's operating revenues for the first nine months of 2017 and 2016 were USD 65.7 million and USD 65.9 million, respectively. EBITDA was USD 63.7 million for the nine months ending 30 September 2017 (USD 63.6 million for the same period in 2016). EBIT was USD 38.1 million for the nine months ending 30 September 2017 and USD 38.0 million for the same period in 2017.

Net interest expense (interest expense less interest income) for the nine months ending 30 September 2017 was USD 35.1 million (USD 28.1 million for the same period in 2016). The increased expense in

2017 as compared to 2016 was due to non-recurring items relating to the bond refinancing in Q1 2017 of USD 4.8 million.

Net foreign exchange gain was USD 0.1 million for the nine months ending 30 September 2017 (USD 0.2 million for the same period in 2016), resulting from the translation of Norwegian kroner (NOK) cash balances into USD.

In the nine months ending 30 September 2017, AMSC had an unrealized loss of USD 0.1 million on the mark-to-market valuation of its interest rate swap contracts related to its vessel financing (USD 5.6 for the same period in 2016).

In the nine months ending 30 September 2017, AMSC recognized a gain of USD 4.6 million on its investment in Philly Tankers (USD 0.4 million for the same period of 2016), related to the delivery and sale of two vessels by Philly Tankers to Kinder Morgan.

AMSC had a net profit before tax for the nine months ending 30 September 2017 and 2016 of USD 5.0 million and USD 4.2 million, respectively. Non-cash deferred income tax expense was USD 2.6 million in the nine months ending 30 September 2017 (USD 5.3 million in the same period of 2016). AMSC recognized an income tax expense of USD 1.6 million in the nine months ending 30 September 2017 (none recognized in the same period in 2016), relating to its share of the income from its investment in Philly Tankers. Net profit for the nine months ending 30 September 2017 was USD 3.4 million compared to net loss of USD 0.4 million in the same period of 2016.

Condensed Statement of Financial Position

	unaudited		
		restated	
Amounts in USD million	**30-Sep 2017**	**30-Sep 2016**	**31-Dec 2016**
Vessels	753.9	788.2	779.5
Interest-bearing long term receivables (DPO)	29.2	31.6	30.6
Other non current assets	17.7	25.4	27.6
Trade and other receivables	0.6	0.3	0.3
Cash held for specified uses	2.4	2.2	2.3
Cash and cash equivalents	46.3	40.6	49.1
Total assets	**850.1**	**888.3**	**889.4**
Total equity	181.8	195.5	195.6
Deferred tax liabilities	20.0	12.8	17.4
Interest-bearing long term debt	606.6	642.4	636.1
Derivative financial liabilities - long term portion	0.1	1.2	0.1
Interest-bearing short term debt	28.3	25.0	28.3
Derivative financial liabilities - short term portion	-	5.1	-
Deferred revenues and other payables	13.3	6.3	11.9
Total equity and liabilities	**850.1**	**888.3**	**889.4**

The decrease in Vessels from 31 December 2016 reflects depreciation of the Company's 10 vessels for the nine months ending 30 September 2017.

During the nine months ending 30 September 2017, Overseas Shipholding Group, Inc. ("OSG") made repayments on the DPO of USD 2.8 million, of which USD 1.5 million is principal repayment. See note 12 to the condensed consolidated financial statements for additional information on the DPO.

Other non-current assets include AMSC's 19.6% investment in Philly Tankers. As a result of the sale of four product tankers to Kinder Morgan announced in August 2015, Philly Tankers expects to continue to distribute excess cash to its shareholders following delivery of each vessel. When the last of the four product tankers has been delivered, which is expected to be in December 2017, Philly Tankers will initiate steps to liquidate the company and then distribute its remaining available cash to its shareholders. AMSC will receive its pro-rata share of the dividends and liquidation proceeds.

During 2016, AMSC identified an error in the calculation of 2014 and 2015 deferred income tax liabilities. The restated figures are shown in the table above and include a USD 7.8 million correction to the Q3

2016 balance sheet, as an increase in the deferred tax liabilities and a decrease in retained earnings. See AMSC's 2016 annual financial statements for more information.

Interest bearing debt as of 30 September 2017 was USD 634.9 million, net of USD 8.7 million in capitalized fees versus USD 664.4 million as of 31 December 2016. This debt relates to the bank financing of the Company's 10 vessels of USD 416.9 million, the new bond of USD 220.0 million and a subordinated loan from Aker ASA of USD 6.7 million. AMSC was in compliance with all of its debt covenants as of 30 September 2017.

Outlook

The U.S. Jones Act tanker market remained soft in Q3 2017, but there are encouraging signs of increased scrapping and lay up activity which is a net positive for the market. The tanker fleet is involved in carrying clean products, chemicals and crude oil for a range of charterers. The clean product and chemical trades remain stable and represent the backbone of the tanker market with more than two thirds of the Jones Act tanker fleet deployed in these segments. In addition, there are reports indicating that intra gulf movements of crude oil are back at peak levels, although transportation of crude from the U.S. Gulf to the U.S. East Coast has not yet returned to levels sufficient to improve the Jones Act tanker rates. Nonetheless the spread between the WTI and Brent prices has widened with increased U.S. crude oil production, which may lead to east coast refiners increasing its purchasing of U.S. shale oil from the gulf driving increased demand for Jones Act transportation services.

On the supply side, there are promising signs that support the Company's long-term view for the prospects of the Jones Act product tanker market. While the size of the Jones Act fleet has increased over the last several years, this will change going forward given the rapidly shrinking orderbook and the fact that there are approximately 20 tankers and ATBs that are 35 years of age or older, representing approximately 20% of the fleet. Two tankers exited the fleet in 2016 and four ATBs have exited the fleet so far in 2017. This includes one ATB that suffered an explosion during the third quarter. This incident will increase scrutiny of other older assets and likely increase the pace at which older assets are leaving the fleet going forward. The commercial viability of keeping older assets operational is diminishing as they are unable to obtain long-term employment following the completion of their current time charters combined with upcoming expensive dry dockings. Given the relatively small size of the Jones Act tanker fleet, small levels of supply expansion or contraction can have a disproportionate effect on the rate environment. AMSC believes that supply will continue to decrease for the remainder of 2017 and during 2018 as many vessels come off time charters and face expensive dry dockings at the same time as the orderbook is fading.

The Company remains insulated from current market conditions with nine product tankers on "hell or high water" bareboat contracts until December 2019 and one tanker that has been converted to a shuttle tanker on a "hell or high water" bareboat contract until June 2025. In addition, the Company benefits from a profit share arrangement with OSG, providing upside potential in a recovering market.

Following a successful refinancing earlier this year and no debt maturities due until Q4 2020, AMSC has shifted its focus to further develop growth opportunities going forward. As a Jones Act tonnage provider, the Company is in a unique position to capitalize on select opportunities within the Jones Act segment. Any expansion would aim to diversify the fleet composition, market exposure, and customer base as well as provide accretion for shareholders.

Risks

The risks facing AMSC principally relate to the operational and financial performance of OSG, re-chartering risk as well as overall market risk.

AMSC's activities also expose the Company to a variety of other financial risks, including but not limited to, currency, interest rate, refinancing, and liquidity risk.

For further details of AMSC's risks, including our guarantees, refer to the 2016 Annual Report.

Definitions

Jones Act - The U.S. cabotage law, referred to as Jones Act, requires all commercial vessels operating between U.S. ports to be built, owned, operated and manned by U.S. citizens and to be registered under the U.S. flag. In 1996 certain amendments were enacted to the U.S. vessel documentations laws, allowing increased non-U.S. participation in the ownership of vessels operating in the Jones Act trade under certain conditions, known as the finance lease exemption.

Lysaker, 15 November 2017
The Board of Directors and President / CEO
American Shipping Company ASA

Annette Malm Justad
Chairperson

Peter D. Knudsen
Director

Audun Stensvold
Director

Pål Magnussen
President / CEO

AMERICAN SHIPPING COMPANY ASA GROUP CONDENSED CONSOLIDATED FINANCIAL STATEMENTS FOR THE THIRD QUARTER AND FIRST NINE MONTHS OF 2017

CONDENSED INCOME STATEMENT

	unaudited			
	Q3	Q3	Year to date	
Amounts in USD million (except share and per share information)	**2017**	**2016**	**2017**	**2016**
Operating revenues	22.1	22.1	65.7	65.9
Operating expenses	(0.6)	(0.8)	(2.0)	(2.3)
Operating profit before depreciation - EBITDA	**21.5**	**21.3**	**63.7**	**63.6**
Depreciation	(8.6)	(8.6)	(25.6)	(25.6)
Operating profit - EBIT	**12.9**	**12.7**	**38.1**	**38.0**
Gain on investments	2.3	-	4.6	0.4
Net interest expense	(10.4)	(9.7)	(35.1)	(28.1)
Unrealized gain/(loss) on interest swaps	0.1	1.1	(0.1)	(5.6)
Net foreign exchange gain/(loss)	0.1	0.1	0.1	0.2
Profit/(loss) before income tax	**5.0**	**4.2**	**7.6**	**4.9**
Income tax expense	(1.0)	-	(1.6)	**-**
Non-cash income tax expense	(0.5)	(2.0)	(2.6)	(5.3)
Net profit/(loss) for the period *	**3.5**	**2.2**	**3.4**	**(0.4)**
Average number of common shares	60,616,505	60,616,505	60,616,505	60,616,505
Earnings/(loss) per share (USD)	**0.06**	**0.04**	**0.06**	**(0.01)**

CONDENSED STATEMENT OF CHANGES IN COMPREHENSIVE INCOME

	unaudited			
	Q3	Q3	Year to date	
Amounts in USD million	**2017**	**2016**	**2017**	**2016**
Net income/(loss) for the period	3.5	2.2	3.4	(0.4)
Other comprehensive income for the period, net of tax	-	-	-	-
Total comprehensive income/(loss) for the period *	**3.5**	**2.2**	**3.4**	**(0.4)**

*** Applicable to common stockholders of the parent company.**

CONDENSED STATEMENT OF FINANCIAL POSITION

	unaudited		
		restated	
	30-Sep	**30-Sep**	**31-Dec**
Amounts in USD million	**2017**	**2016**	**2016**
Assets			
Non-current assets			
Vessels	753.9	788.2	779.5
Interest-bearing long term receivables (DPO)	29.2	31.6	30.6
Other long term assets	17.7	25.4	27.6
Total non-current assets	**800.8**	**845.2**	**837.7**
Current assets			
Trade and other receivables	0.6	0.3	0.3
Cash held for specified uses	2.4	2.2	2.3
Cash and cash equivalents	46.3	40.6	49.1
Total current assets	**49.3**	**43.1**	**51.7**
Total assets	**850.1**	**888.3**	**889.4**
Equity and liabilities			
Total equity	**181.8**	**195.5**	**195.6**
Non-current liabilities			
Bond payable	220.0	212.2	212.8
Other interest-bearing loans	395.3	437.0	430.0
Derivative financial liabilities - long term portion	0.1	1.2	0.1
Capitalized fees	(8.7)	(6.8)	(6.7)
Deferred tax liability	20.0	12.8	17.4
Total non-current liabilities	**626.7**	**656.4**	**653.6**
Current liabilities			
Interest-bearing short-term debt	28.3	25.0	28.3
Derivative financial liabilities - short term portion	-	5.1	-
Deferred revenues and other payables	13.3	6.3	11.9
Total current liabilities	**41.6**	**36.4**	**40.2**
Total liabilities	**668.3**	**692.8**	**693.8**
Total equity and liabilities	**850.1**	**888.3**	**889.4**

CONDENSED STATEMENT OF CHANGES IN TOTAL EQUITY

Amounts in USD million	unaudited Year to date 2017	2016
Reported equity as of beginning of period	195.6	224.2
Non-cash deferred tax correction	-	(7.8)
Restated equity as of beginning of period	**195.6**	**216.4**
Total comprehensive income for the period	3.4	(0.4)
Repurchase of treasury shares	(0.1)	-
Proceeds from sale of treasury shares	0.1	-
Dividends/return of capital	(17.2)	(20.5)
Total equity as of end of period	**181.8**	**195.5**

CONDENSED CASH FLOW STATEMENT

Amounts in USD million	unaudited Year to date 2017	2016
Net cash flow from operating activities	33.9	36.6
Net cash flow from investing activities	14.6	-
Net cash flow used in financing activities	(51.2)	(27.1)
Net change in cash and cash equivalents	**(2.7)**	**9.5**
Cash and cash equivalents, including cash held for specified uses at the beginning of period	51.4	33.3
Cash and cash equivalents, including cash held for specified uses at end of period	**48.7**	**42.8**

NOTES TO THE UNAUDITED CONDENSED CONSOLIDATED INTERIM FINANCIAL STATEMENTS FOR THE THREE AND NINE MONTHS ENDED 30 SEPTEMBER 2017

1. Introduction - American Shipping Company

American Shipping Company ASA ("AMSC") is a company domiciled in Norway. The condensed interim financial statements for the three and nine months ended 30 September 2017 comprise AMSC and its wholly owned subsidiaries. These financial statements have not been audited or reviewed by the Company's auditors. American Shipping Company has one operating segment.

The consolidated 2016 annual financial statements of AMSC are available at www.americanshippingco.com.

2. Basis of Preparation

These consolidated interim financial statements reflect all adjustments, in the opinion of AMSC's management, that are necessary for a fair presentation of the results of operations for the periods presented. Operating results for the three and nine month periods are not necessarily indicative of the results that may be expected for any subsequent interim period or year.

3. Statement of compliance

These consolidated interim financial statements have been prepared in accordance with International Financial Reporting Standards as adopted by the EU (IFRS) applicable for interim reporting, *IAS 34 Interim Financial Reporting*. They do not include all of the information required for full annual financial statements, and should be read in conjunction with the consolidated financial statements of the Group as of and for the year ended 31 December 2016.

4. Significant accounting principles

The accounting policies applied by the Group in these condensed consolidated interim financial statements are the same as those applied by the Group in its consolidated financial statements as of and for the year ended 31 December 2016.

There have not been any new IFRS standards or interpretations issued or effective after the completion of the annual consolidated financial statements for the year 2016 that have a significant impact on AMSC's financial reporting for the nine months ended 30 September 2017.

5. Use of estimates

The preparation of financial statements in conformity with IFRS requires the use of estimates and assumptions that affect the reported amounts in the financial statements. Although these estimates are based on management's best knowledge of current events and actions, actual results may ultimately differ from these estimates.
The most significant judgments made by management in preparing these condensed consolidated interim financial statements in applying the Group's accounting policies, and the key sources of estimation uncertainty, are the same as those that applied to the consolidated financial statements as of and for the year ended 31 December 2016.

Certain prior period reclassifications were made to conform to current year presentation.

6. Tax

Income tax expense is recognized in each interim period based on the best estimate of the expected annual income tax rates.

Without the benefit of accelerated depreciation on vessels for U.S. income tax purposes, the Company would have U.S. taxable income. Accordingly, substantially all of the deferred tax expense results from accelerated tax depreciation, which has created differences between accumulated depreciation for book and tax purposes and corresponding tax losses, the net of which is recognized as a deferred tax liability. The Company expects that the deferred tax liability will continue to grow until the U.S. subsidiaries are in a tax payable position for U.S. Federal income tax purposes, which is not expected for many more years after vessels are fully depreciated for tax purposes and available tax operating losses are fully utilized. Deferred tax expense is a non-cash item.

During the first nine months of 2017, the Company recognized a deferred tax expense of USD 1.2 million related to income taxes in the Commonwealth of Pennsylvania (USD 0.1 million in the same period of 2016) and a deferred tax expense of USD 1.4 million related to U.S. federal income tax (USD 5.2 million in 2016). During the first nine month of 2017, AMSC recognized an income tax expense of USD 1.6 million (0 in 2016), relating to its share of the income from its investment in Philly Tankers.

Since the entities in the Group cannot be consolidated for state tax purposes, the Company must recognize a state deferred tax liability for those entities in which gross tax liabilities exceed gross tax assets. Deferred tax assets include the Company's net operating losses in carryforward, the losses on derivative financial liabilities and capitalized loan fees. Deferred tax liabilities include the value of the vessels. AMSC's effective tax rate is significantly impacted by losses in Norway for which no tax benefit is recorded.

The Company has USD 552.1 million of net operating losses in carryforward in the U.S. subsidiaries as of 30 September 2017, of which approximately USD 381 million are subject to certain limitations under Internal Revenue Service Code Section 382 (see note 5 of the 2016 consolidated financial statements for more details). The Company also has USD 112.2 million of net operating losses in carryforward in Norway as of 31 December 2016.

7. Share capital and equity

As of 30 September 2017, AMSC had 60,616,505 ordinary shares at a par value of NOK 10 per share.

Dividends paid (classified as repayment of previously paid in share premium)	**2017**			**2016**		
	22-Feb-17	**8-Jun-17**	**31-Aug-17**	**3-Mar-16**	**8-Jun-16**	**31-Aug-16**
NOK per share	1.039	0.673	0.631	0.923	0.89122	1.01871
USD per share	0.124	0.080	0.080	0.107	0.107	0.124
Aggregate NOK (millions)	63.0	40.8	38.3	56.0	54.0	61.8
Aggregate USD (millions)	7.5	4.8	4.8	6.5	6.50	7.50

8. Interest-bearing debt

The following table shows material changes in interest-bearing debt:

Amounts in USD million	9 months to 30-Sep-17	30-Sep-16
Balance at beginning of period	664.4	670.8
Repayment of debt / loan fees	(254.0)	(6.6)
Issuance of debt	220.0	-
Interest added to oustanding debt	-	-
Amortization of loan fees and discount	4.5	3.2
Balance at end of period	634.9	667.4

On 9 February 2017, American Tanker, Inc. ("ATI"), a fully owned subsidiary of AMSC, completed the successful placement of a five year USD 220 million senior unsecured bond. Settlement was on 22 February 2017, with final maturity date on 22 February 2022. The bond has a fixed coupon of 9.25%. The net proceeds from the bond were used to repay the unsecured bond which had a maturity in February 2018.

The Company was in compliance with all of its debt covenants as of 30 September 2017.

9. Related party transactions

AMSC believes that related party transactions are made on terms equivalent to those that prevail in arm's length transactions.

10. Interest

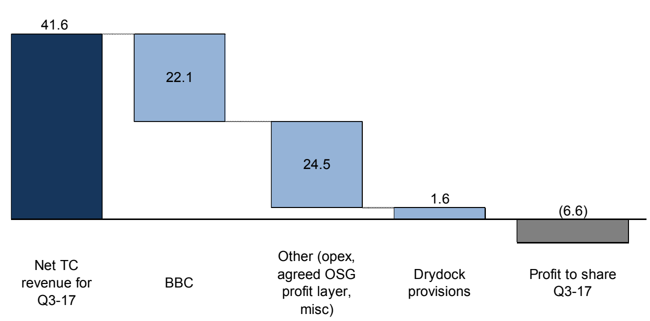
Amounts in USD million	3 months to 30-Sep-17	30-Sep-16	9 months to 30-Sep-17	30-Sep-16
Interest expense	(10.9)	(9.7)	(36.7)	(29.1)
Interest income	0.5	-	1.6	1.0
Net interest expense	**(10.4)**	**(9.7)**	**(35.1)**	**(28.1)**

The increased expense in 2017 over 2016 was due to non-recurring items relating to the bond refinancing in Q1 2017 of USD 4.8 million

11. Profit sharing agreement with OSG

As disclosed, AMSC and OSG have an agreement sharing profits from OSG's operations of AMSC's 10 vessels. The calculation of profit to share is made on an aggregated fleet level. The calculation thus starts with total vessel revenue, subtracted by defined cost elements. The profit share is reported quarterly, but calculated on an aggregated fleet level over a full calendar year. Accordingly one may have individual quarters with positive profit share offset by quarters with negative profit share. Nonetheless, AMSC's portion of the profit can never be negative on an annual basis.

Profit Sharing Calculation for Q3 2017



AMSC's 50% share of the full year profit is used to reduce the OSG credit. In the agreement negotiated with OSG, the "OSG credit" is the amount of AMSC's profit sharing that OSG retains prior to having an obligation to remit profit sharing payments to AMSC. After the OSG credit has been fully reduced to zero, AMSC will receive its 50% share of the subsequent profit share in cash. The OSG credit balance was as of 31 December 2016 USD 4.9 million. There is a risk that there will be zero profit share for the full year 2017. Therefore, the OSG credit balance of USD 4.9 million has not been reduced.

12. Deferred Principal Obligation (DPO)

Pursuant to the current charter agreements, OSG had the right to defer payment of a portion of the bareboat charter hire for the first five vessels during the initial seven year fixed bareboat charter periods. OSG paid a reduced bareboat charter rate and assumed the DPO. The DPO accrued on a daily basis to a maximum liability from OSG of USD 7.0 million per vessel. The DPO during the initial seven year period was discounted using the estimated market discount rate at lease inception. After the initial seven years, the DPO is repaid to AMSC over 18 years including interest unless the bareboat charter is terminated earlier at which time the DPO becomes due immediately. OSG has made repayments on all five vessels delivered under the arrangement, and those vessels' cash bareboat charter hire resumed to its full contractual amount.

	9 months to	
Amounts in USD million	**30-Sep-17**	**30-Sep-16**
Balance at beginning of period	30.6	32.6
Repayments of principal	(1.4)	(1.0)
Balance at end of period	29.2	31.6

13. Financial Instruments

The only financial instruments that the Company accounts for at fair value on an ongoing basis are the interest rate swaps, which are classified in the Level 2 category as is described in the 2016 consolidated financial statements. The Company's policy is to recognize transfers into and transfers out of fair value hierarchy levels as of the date of the event or change in circumstances that caused the transfer. During the quarter ended 30 September 2017, there were no transfers between categories.

The fair values of financial instruments, the related fair value hierarchy, together with the carrying amounts shown in the balance sheet are as follows:

Amounts in USD millions	Carrying amount 30-Sep-17	Fair value 30-Sep-17	Fair value hierarchy *
Interest-bearing receivables (DPO)	29.2	23.7	3
Interest swap used for economic hedging	(0.1)	(0.1)	2
Unsecured bond issue (gross)	(220.0)	(217.3)	2
Secured loans (gross)	(416.9)	(418.8)	2
Subordinated loans (gross)	(6.7)	(8.4)	2

The fair value of cash, accounts receivable and accounts payable approximate the carrying values due to their short-term nature.

* Described in the 2016 consolidated financial statements

14. Alternative Performance Measures

The new guidelines of the European Securities and Markets Authority ("ESMA") for alternative performance measures became effective for the financial year 2016. Alternative performance measures are financial measures other than the financial measures defined under IFRS. In accordance with this guideline, AMSC publishes the explanation of the use of alternative performance measures used by the Company, definitions of the performance measures used and reconciliation with the IFRS financial statement.

AMSC discloses Normalized EBITDA and Adjusted Net Profit in order to provide meaningful supplemental information to management and investors as the Company believes these measures enhance an understanding of the Company's operating earnings.

Normalized EBITDA is calculated as operating revenues (base bareboat revenue) less operating expenses plus profit sharing plus DPO. Adjusted Net Profit includes net profit/(loss) after tax, adjusting for non-recurring items, currency fluctuations, mark-to-market of derivatives and changes to deferred tax. The tables below illustrate the comparative information for normalized EBITDA and reconciliation to the reported EBITDA and Adjusted net profit and a reconciliation to net profit/(loss) after tax.

Alternative Performance Measures (APM) Reporting:

	unaudited			
	Q3	**Q3**	**Year to date**	
Normalized EBITDA (amounts in USD millions)	**2017**	**2016**	**2017**	**2016**
Base bareboat revenue	22.1	22.1	65.7	65.9
Less operating expenses	(0.6)	(0.8)	(2.0)	(2.3)
Reported EBITDA	**21.5**	**21.3**	**63.7**	**63.6**
Plus profit share *	-	1.4	-	8.4
Plus DPO	0.9	0.9	2.8	2.9
Normalized EBITDA	**22.4**	**23.6**	**66.5**	**74.9**

	unaudited			
	Q3	**Q3**	**Year to date**	
Adjusted net profit (amounts in USD millions)	**2017**	**2016**	**2017**	**2016**
Net profit/loss after tax	3.5	2.2	3.4	(0.4)
Add back:				
Unrealized (gain)/loss on interest swaps	(0.1)	(1.1)	0.1	5.6
Net foreign exchange (gain)/loss	(0.1)	(0.1)	(0.1)	(0.2)
Non-cash income tax expense	0.5	2.0	2.6	5.3
Bond closing:				
Non-cash write-off of unamortized bond discount	-	-	2.6	-
Bond call price	-	-	2.2	-
Adjusted net profit	**3.9**	**3.0**	**10.8**	**10.3**

* There is a risk that there will be zero profit share for the full year 2017. The profit share is reported quarterly, but calculated on an aggregated fleet level over a full calendar year. Accordingly one may have individual quarters with positive profit share offset by quarters with negative profit share. Nonetheless, AMSC's portion of the profit can never be negative on an annual basis.

For prudence, profit share is not included in Normalized EBITDA for 2017.

15. American Tanker, Inc. consolidated financial statements

In accordance with the bond loan agreement, below are the consolidated unaudited financial statements for American Tanker, Inc. and its subsidiaries for the six months ended 30 Septembber 2017.

CONDENSED INCOME STATEMENT

	unaudited
	YTD
Amounts in USD million (except share and per share information)	**2017**
Operating revenues	65.7
Operating expenses	(0.8)
Operating profit before depreciation - EBITDA	**64.9**
Depreciation	(25.6)
Operating profit - EBIT	**39.3**
Net interest expense	(33.4)
Unrealized gain/(loss) on interest swaps	(0.1)
Other financial expenses	(2.2)
Profit/(loss) before income tax	**3.6**
Non-cash income tax expense	(2.5)
Net profit/(loss) for the period *	**1.1**
Average number of common shares	1,000
Earnings/(loss) per share (USD thousands)	**1.12**

*** Applicable to common stockholders of the parent company.**

CONDENSED STATEMENT OF FINANCIAL POSITION

Amounts in USD million	*unaudited* 30-Sep 2017
Assets	
Non-current assets	
Vessels	752.8
Interest-bearing long term receivables (DPO)	29.2
Total non-current assets	**782.0**
Current assets	
Cash held for specified uses	2.4
Cash and cash equivalents	41.0
Total current assets	**43.4**
Total assets	**825.4**
Equity and liabilities	
Total equity	**82.7**
Non-current liabilities	
Bond payable	220.0
Other interest-bearing loans	474.7
Derivative financial liabilities - long term portion	0.1
Capitalized fees	(8.7)
Deferred tax liability	21.2
Total non-current liabilities	**707.3**
Current liabilities	
Interest-bearing short-term debt	28.3
Derivative financial liabilities - short term portion	-
Deferred revenues and other payables	7.1
Total current liabilities	**35.4**
Total liabilities	**742.7**
Total equity and liabilities	**825.4**

CONDENSED CASH FLOW STATEMENT

Amounts in USD million	*unaudited* YTD 2017
Net cash flow from operating activities	36.1
Net cash flow used in financing activities	(41.9)
Net change in cash and cash equivalents	**(5.8)**
Cash and cash equivalents, including cash held for specified uses at the beginning of period	49.2
Cash and cash equivalents, including cash held for specified uses at end of period	**43.4**

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