Genco Shipping & Trading Limited



Forward Looking Statements

"Safe Harbor" Statement Under the Private Securities Litigation Reform Act of 1995

This presentation contains forward-looking statements made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements use words such as “anticipate,” “budget,” “estimate,” “expect,” “project,” “intend,” “plan,” “believe,” and other words and terms of similar meaning in connection with a discussion of potential future events, circumstances or future operating or financial performance. These forward looking statements are based on management’s current expectations and observations. Included among the factors that, in our view, could cause actual results to differ materially from the forward looking statements contained in this report are the following: (i) further declines or sustained weakness in demand in the drybulk shipping industry; (ii) continuation of weakness or further declines in drybulk shipping rates; (iii) changes in the supply of or demand for drybulk products, generally or in particular regions; (iv) changes in the supply of drybulk carriers including newbuilding of vessels or lower than anticipated scrapping of older vessels; (v) changes in rules and regulations applicable to the cargo industry, including, without limitation, legislation adopted by international organizations or by individual countries and actions taken by regulatory authorities; (vi) increases in costs and expenses including but not limited to: crew wages, insurance, provisions, lube, oil, bunkers, repairs, maintenance and general, administrative, and management fee expenses; (vii) whether our insurance arrangements are adequate; (viii) changes in general domestic and international political conditions; (ix) acts of war, terrorism, or piracy; (x) changes in the condition of the Company’s vessels or applicable maintenance or regulatory standards (which may affect, among other things, our anticipated drydocking or maintenance and repair costs) and unanticipated drydock expenditures; (xi) the Company’s acquisition or disposition of vessels; (xii) the amount of offhire time needed to complete repairs on vessels and the timing and amount of any reimbursement by our insurance carriers for insurance claims, including offhire days; (xiii) the completion of definitive documentation with respect to charters; (xiv) charterers’ compliance with the terms of their charters in the current market environment; (xv) the extent to which our operating results continue to be affected by weakness in market conditions and charter rates; (xvi) our ability to maintain contracts that are critical to our operation, to obtain and maintain acceptable terms with our vendors, customers and service providers and to retain key executives, managers and employees; and other factors listed from time to time in our public filings with the Securities and Exchange Commission including, without limitation, the Company’s Annual Report on Form 10-K for the year ended December 31, 2016 and its subsequent reports on Form 10-Q and Form 8-K. Our ability to pay dividends in any period will depend upon various factors, including the limitations under any credit agreements to which we may be a party, applicable provisions of Marshall Islands law and the final determination by the Board of Directors each quarter after its review of our financial performance. The timing and amount of dividends, if any, could also be affected by factors affecting cash flows, results of operations, required capital expenditures, or reserves. As a result, the amount of dividends actually paid may vary. We do not undertake any obligation to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise.

Genco Unlimited: On a course for success

- **Company Overview**
- **Fleet Commercial Strategy**
  - **Major Bulk**
  - **Minor Bulk**
- **Operational & Technical Performance**
- **Market Update and Industry Overview**
- **Conclusion**



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Presenter

John C. Wobensmith
Chief Executive Officer

- Over 20 years of experience in the shipping industry
- Joined Genco Shipping & Trading Ltd. at the Company's inception
- Significant experience in all aspects of managing a drybulk shipping company, including commercial, technical and finance
- Formerly SVP of American Marine Advisors and VP with First National Bank of Maryland
- Holds CFA designation



Executive Overview

Genco is in a position of strength to become a bellwether



- **Founded in December 2004 (NYSE:GNK)**
  - Drybulk company focused on major and minor bulk commodities
  - Full service operating platform with a diverse fleet of 60 vessels
- **Largest US based drybulk ship owner**
  - Headquartered in the US
- **Well positioned for a market recovery**
  - Well capitalized balance sheet with attractive debt facilities
  - Spot exposure to improving freight rate environment
- **Exploring growth and consolidation opportunities from a position of strength**
- **Continue to be leading low cost operator**
  - Achieved considerable vessel operating savings since 2014

Leading Market Position

Genco has significantly improved its leading market position focusing on enhancing its commercial strategy and leading low-cost operations



Strong Operating Platform

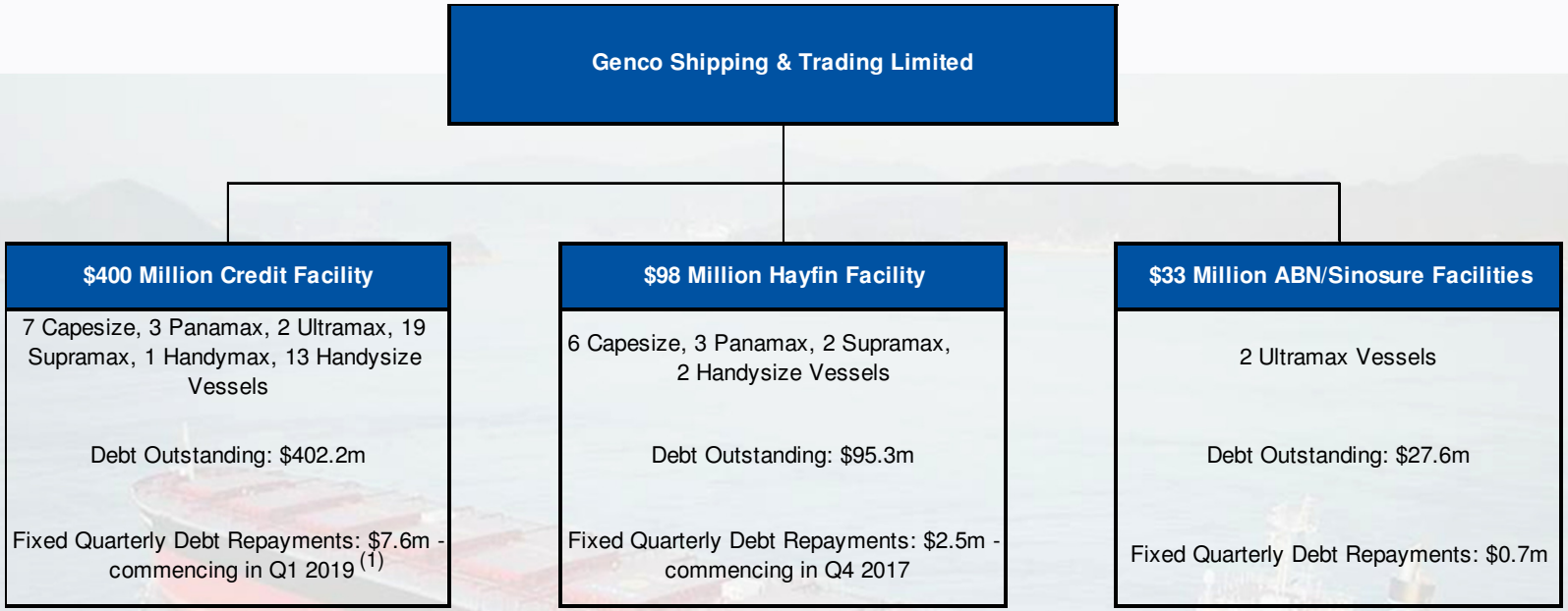


- Established relationships with blue-chip charterers
- Risk and credit management to maximize revenue
- Minimize downside while optimizing upside

- Significant cost optimization in place since 2014
- Benchmarking across managers through KPIs and industry best practices
- Benchmark costs against other vessel owners

- Integrated with commercial operations
- Pragmatic solutions to problem solving
- Actively manage fleet performance
- Perceived as first-in-class by charterers

Consolidated Capital Structure



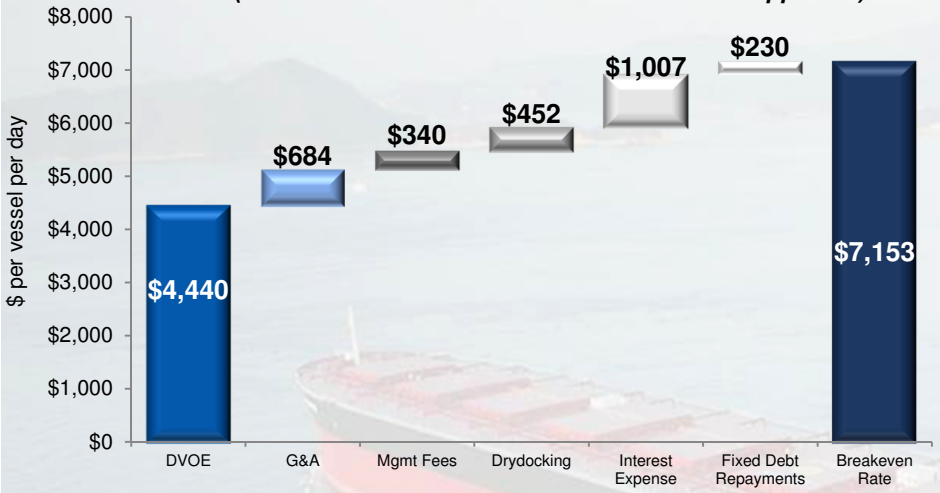
Covenant Overview

- Minimum liquidity requirement reduced to $21.5 million through Dec 31, 2018 based on a fleet of 60 vessels
- No collateral maintenance test through Jun 29, 2018 for the $400 Million Credit Facility, minimum value covenant thereafter of:
  - 105% starting Jun 30, 2018, 115% from Dec 31, 2018, 135% from Dec 31, 2020
- No collateral maintenance test through Dec 30, 2017 for the $33 million ABN/Sinosure Facilities, minimum value covenant thereafter of:
  - 100% starting Dec 31, 2017, 105% from Jun 30, 2018, 115% from Dec 31, 2018, 135% from Dec 31, 2019
- Collateral maintenance covenant of 140% for the $98 Million Credit Facility remains in place, but certain amounts can be netted against its measurement

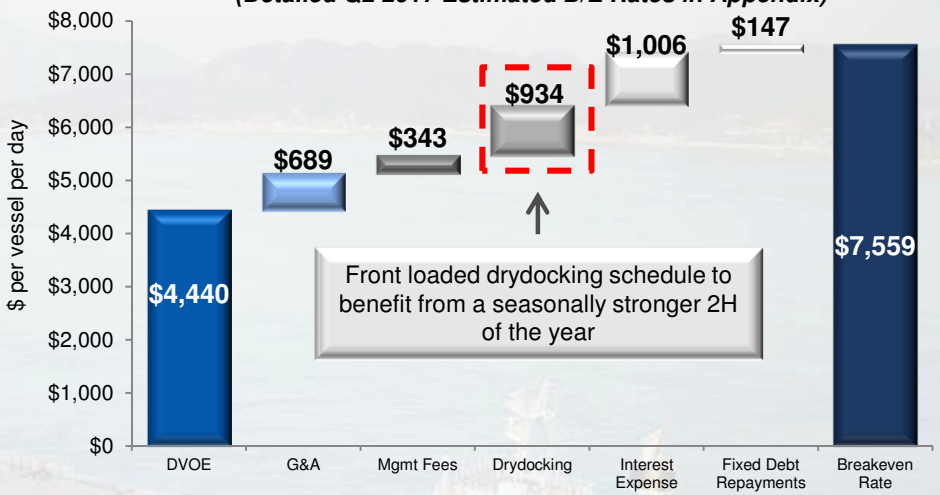
(1) Token fixed debt repayments of $0.1 million per quarter during 2017 and 2018. Fixed debt repayments step up to $18.6 million per quarter commencing in Q1 2021.

Improved Estimated Cash Breakeven Rates(1)

Fleet Breakeven Rates
Estimated Q2-Q4 2017
(Detailed Q2-Q4 2017 Estimated B/E Rates in Appendix)



Fleet Breakeven Rates
Estimated Q2 2017
(Detailed Q2 2017 Estimated B/E Rates in Appendix)



Estimated Drydocking Days (Q2 to Q4 2017)				
Vessel	**Q2 2017**	**Q3 2017**	**Q4 2017**	**Total**
Capesize	20	-	20	40
Panamax	80	-	-	80
Ultramax	-	-	-	-
Supramax	-	40	-	40
Handymax	-	-	-	-
Handysize	20	-	-	20
Total	**120**	**40**	**20**	**180**

Note: Free cash flow breakeven rates consist of direct vessel operating expenses, general and administrative expenses, technical management fees, drydocking, interest expenses and fixed debt repayments.
For complete reconciliation of non-GAAP financial measures and a detailed estimated breakeven rates for Q2 2017 and Q2 to Q4 2017, please refer to the appendix.
(1) Breakeven rate is based on the 2017 budget which is subject to change. Based on a fleet of 60 vessels; presented for illustrative purposes only. Actual breakeven rates will vary.

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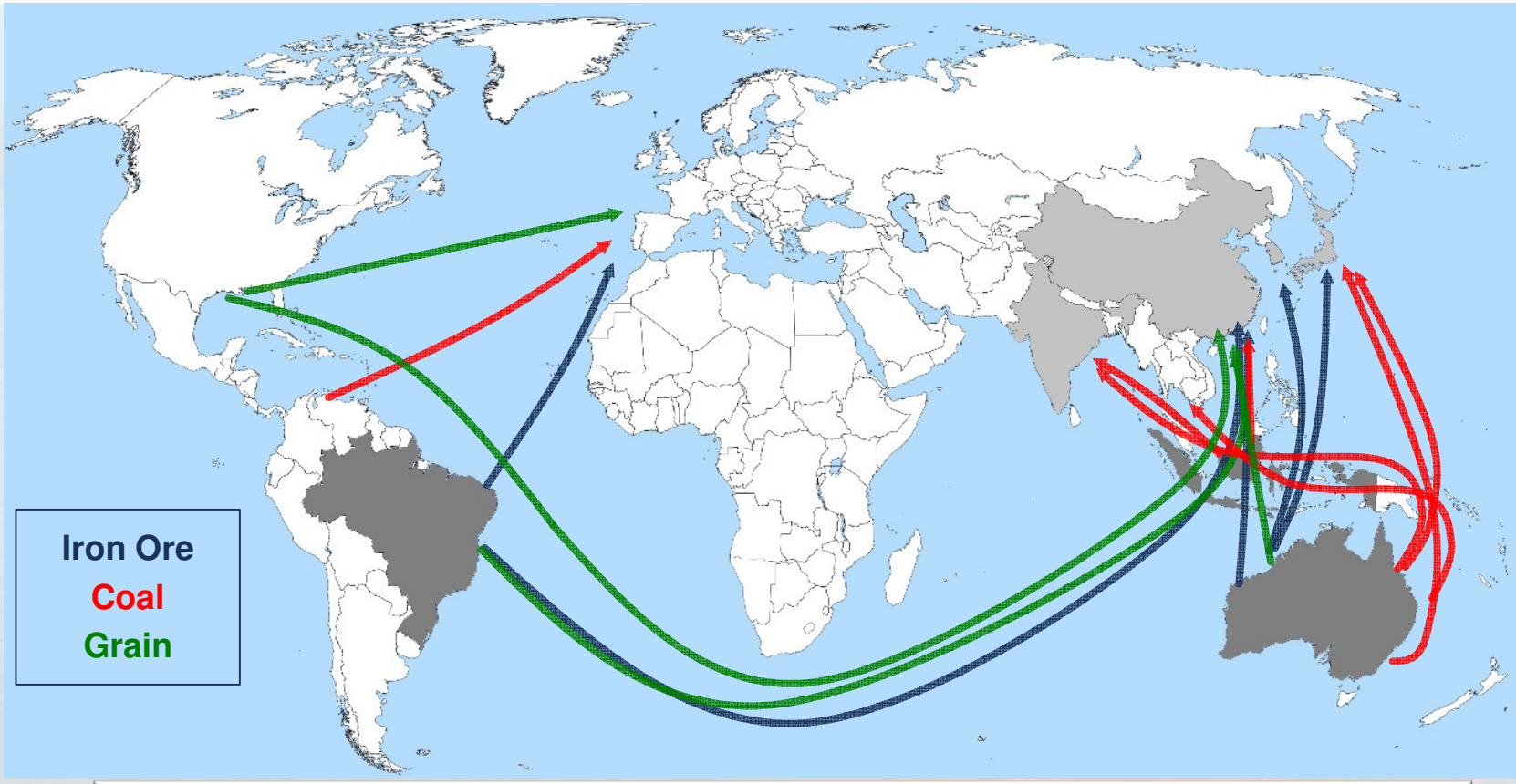
Optimizing Commercial Strategy To Capture Key Trading Lanes

Key Trade Routes



Commercial Strategy

- Fleet deployment mix weighted towards short-term fixtures: provides optionality in a rising freight rate environment
- Fleet concentrated on the major and minor bulks
  - Capesize: provides upside volatility, highly linked to the iron ore trade
  - Ultramax/Supramax/Handysize: steadier income stream, versatile cargo carrying capabilities
- Concentration on full in-house commercial platform: withdrawing certain Supramax and Handysize vessels from pools

Source: Braemar

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Fleet Commercial Strategy – Major Bulk

Major Bulk

Vessel Name	Year Built	Dwt
Capesize		
Genco Augustus	2007	180,151
Genco Tiberius	2007	175,874
Genco London	2007	177,833
Genco Titus	2007	177,729
Genco Constantine	2008	180,183
Genco Hadrian	2008	169,025
Genco Commodus	2009	169,098
Genco Maximus	2009	169,025
Genco Claudius	2010	169,001
Genco Tiger	2011	179,185
Baltic Lion	2012	179,185
Baltic Bear	2010	177,717
Baltic Wolf	2010	177,752
Panamax		
Genco Beauty	1999	73,941
Genco Knight	1999	73,941
Genco Vigour	1999	73,941
Genco Surprise	1998	72,495
Genco Thunder	2007	76,588
Genco Raptor	2007	76,499

Capesize



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Panamax



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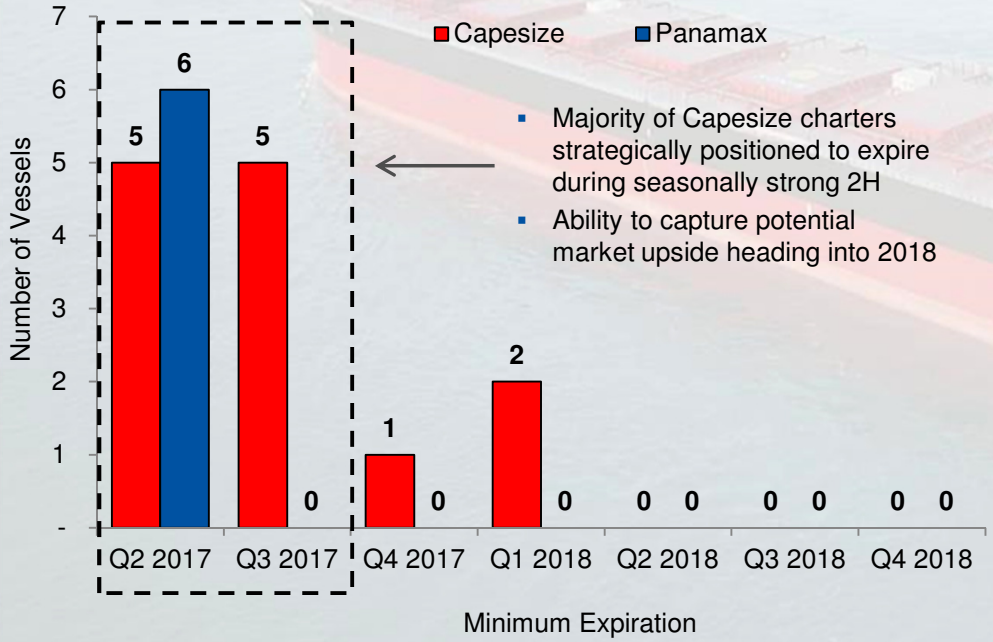
Optimizing Commercial Strategy – Major Bulk

Major Bulk Commercial Strategy

- Diversifying and expanding the customer base
- Staggering expiration dates of charters
- Implementing a portfolio approach
- Positioning the fleet for a potentially stronger 2H 2017
  - Projected ton-mile demand growth highly driven by iron ore and coal

Major Bulk Charters Positioned for Market Recovery



Major Bulk End Users

bhpbilliton
KOCH SUPPLY & TRADING
RioTinto
uniper
LDC Louis Dreyfus Company
Cargill
VALE

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Fleet Commercial Strategy – Minor Bulk

Minor Bulk

Vessel Name	Year Built	Dwt
Ultramax		
Baltic Hornet	2014	63,574
Baltic Wasp	2015	63,389
Baltic Scorpion	2015	63,462
Baltic Mantis	2015	63,470
Supramax/Handymax		
Genco Warrior	2005	55,435
Genco Hunter	2007	58,729
Genco Predator	2005	55,407
Genco Cavalier	2007	53,617
Genco Aquitaine	2009	57,981
Genco Ardennes	2009	58,018
Genco Auvergne	2009	58,020
Genco Bourgogne	2010	58,018
Genco Brittany	2010	58,018
Genco Languedoc	2010	58,018
Genco Loire	2009	53,430
Genco Lorraine	2009	53,417
Genco Normandy	2007	53,596
Genco Picardy	2005	55,257
Genco Provence	2004	55,317
Genco Pyrenees	2010	58,018

Vessel Name	Year Built	Dwt
Genco Rhone	2011	58,018
Baltic Leopard	2009	53,446
Baltic Panther	2009	53,350
Baltic Jaguar	2009	53,473
Baltic Cougar	2009	53,432
Genco Muse	2001	48,913
Handysize		
Genco Explorer	1999	29,952
Genco Progress	1999	29,952
Genco Charger	2005	28,398
Genco Champion	2006	28,445
Genco Challenger	2003	28,428
Genco Bay	2010	34,296
Genco Ocean	2010	34,409
Genco Avra	2011	34,391
Genco Mare	2011	34,428
Genco Spirit	2011	34,432
Baltic Wind	2009	34,408
Baltic Cove	2010	34,403
Baltic Breeze	2010	34,386
Baltic Fox	2010	31,883
Baltic Hare	2009	31,887

Ultramax / Supramax / Handymax



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Handysize



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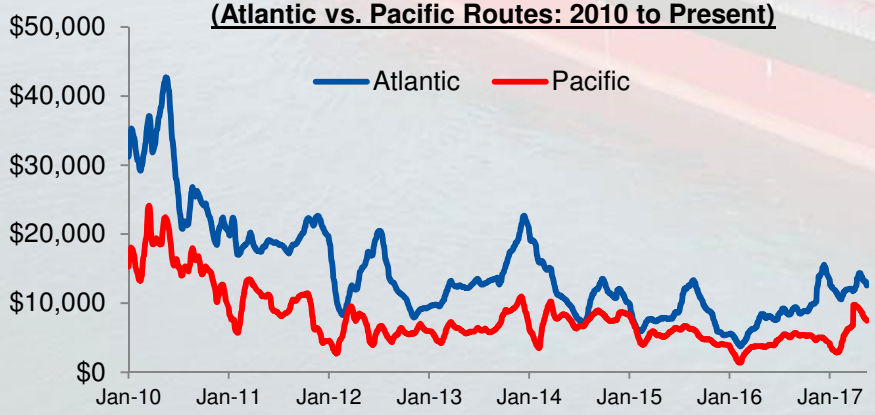
Optimizing Commercial Strategy – Minor Bulks

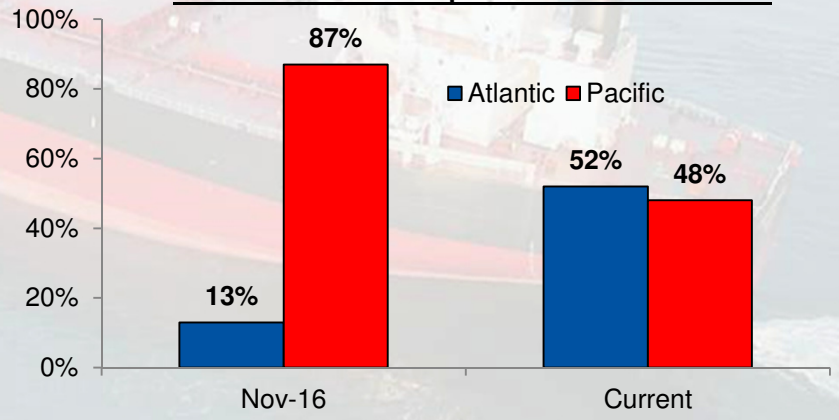
Minor Bulk Commercial Strategy

- Reallocated freight exposure through a more balanced Atlantic vs. Pacific split
  - Reduction of ballast legs and higher fleet utilization through concentrated customer geographic focus
  - Capture earnings premium offered by Atlantic market
  - Able to fix more vessels with top tier charterers
- Implementing and integrating new commercial resources
  - Added Vice President and Commercial Director, Minor Bulk Fleet

Baltic Supramax Index Routes (Atlantic vs. Pacific Routes: 2010 to Present)



Atlantic vs. Pacific Exposure: Minor Bulk Fleet*



* Includes Ultramaxes, in-house managed Supramax and Handysize vessels.

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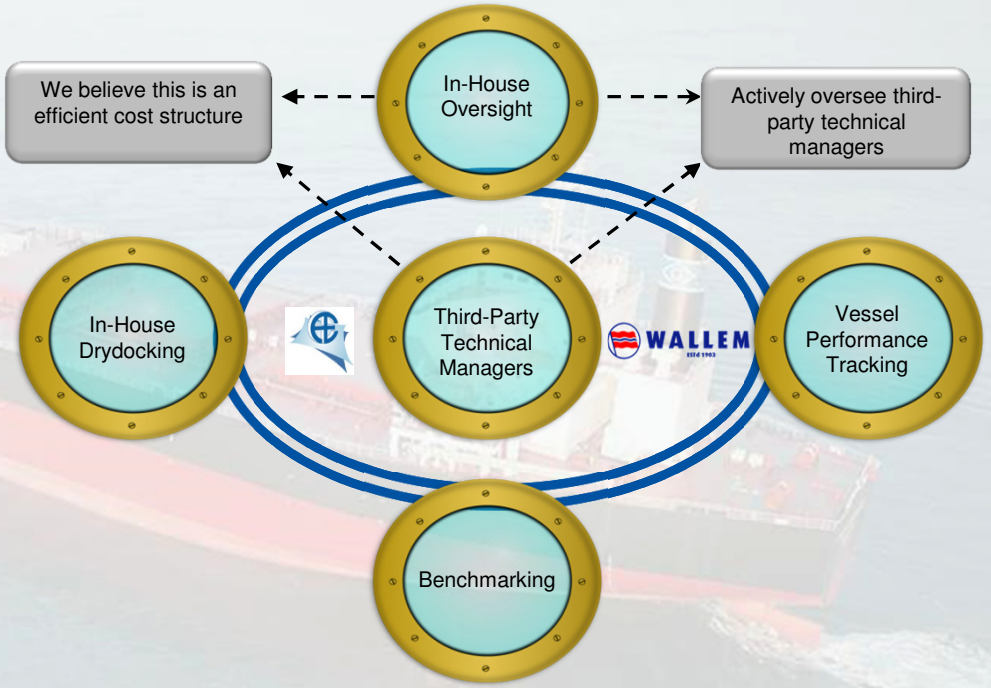
Operations and Technical Management

- In-house operations group
  - Post-fixture management of vessels
  - Enables charterers to efficiently carry cargoes
  - Monitors vessel performance to satisfy customer needs and standards
  - Promotes safety and regulatory compliance
  - Minimal incidents/detentions
- We utilize two leading third-party technical managers for the day-to-day management of our fleet, including:
  - Performing routine maintenance
  - Arranging for purchasing and supplies
  - Providing access to large crew pools
  - High retention of crew
  - Benchmark across managers through KPIs and industry best practices
  - Have achieved significant savings on operating expenses to date through oversight and internal initiatives
- In-house technical management staff actively oversees and benchmarks the performance of each manager
  - Directly handles all drydockings
  - High emphasis on cost control as well as safety and maintenance
- Our current fleet contains 16 groups of sister ships
  - Several groups of sister vessels enable us to reduce costs by creating economies of scale
  - Allow for multi-vessel contracting by charterers

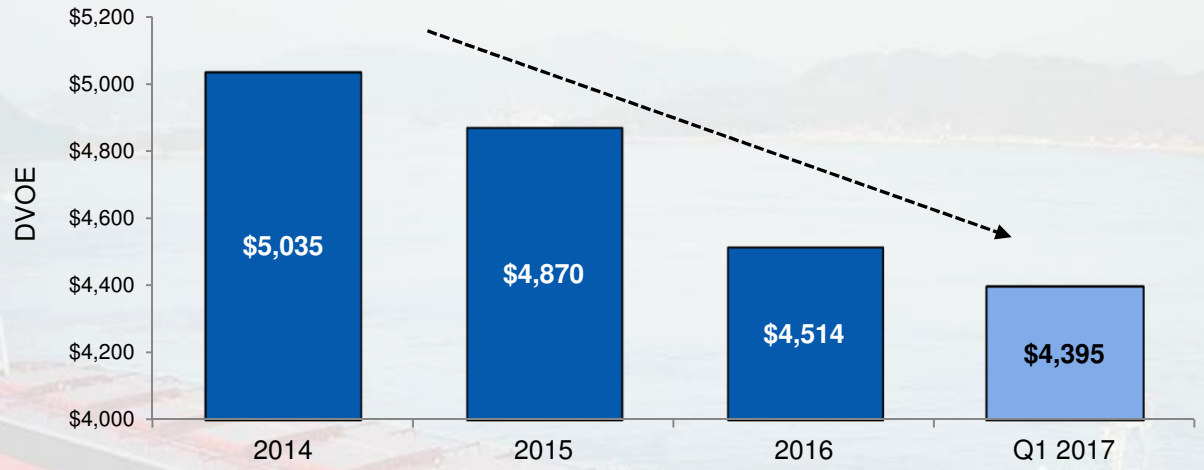
Technical Management Approach

- Benefits from third-party managers' economies and scalability
- Maintains high quality maintenance and low cost operation



Continuous Cost Optimization

Genco's Daily Vessel Operating Expenses



- Genco has been able to consistently reduce costs since 2014 without sacrificing our high safety and maintenance standards
- Additional cost saving initiatives are expected to be implemented over the course of 2017
  - Continue to implement crew optimization cost saving measures
- 97% of Genco vessels currently have a high commercial Rightship rating of 4-stars
  - Provides maximum business flexibility for our cargo customers
- Dedicated resources towards speed and consumption optimization

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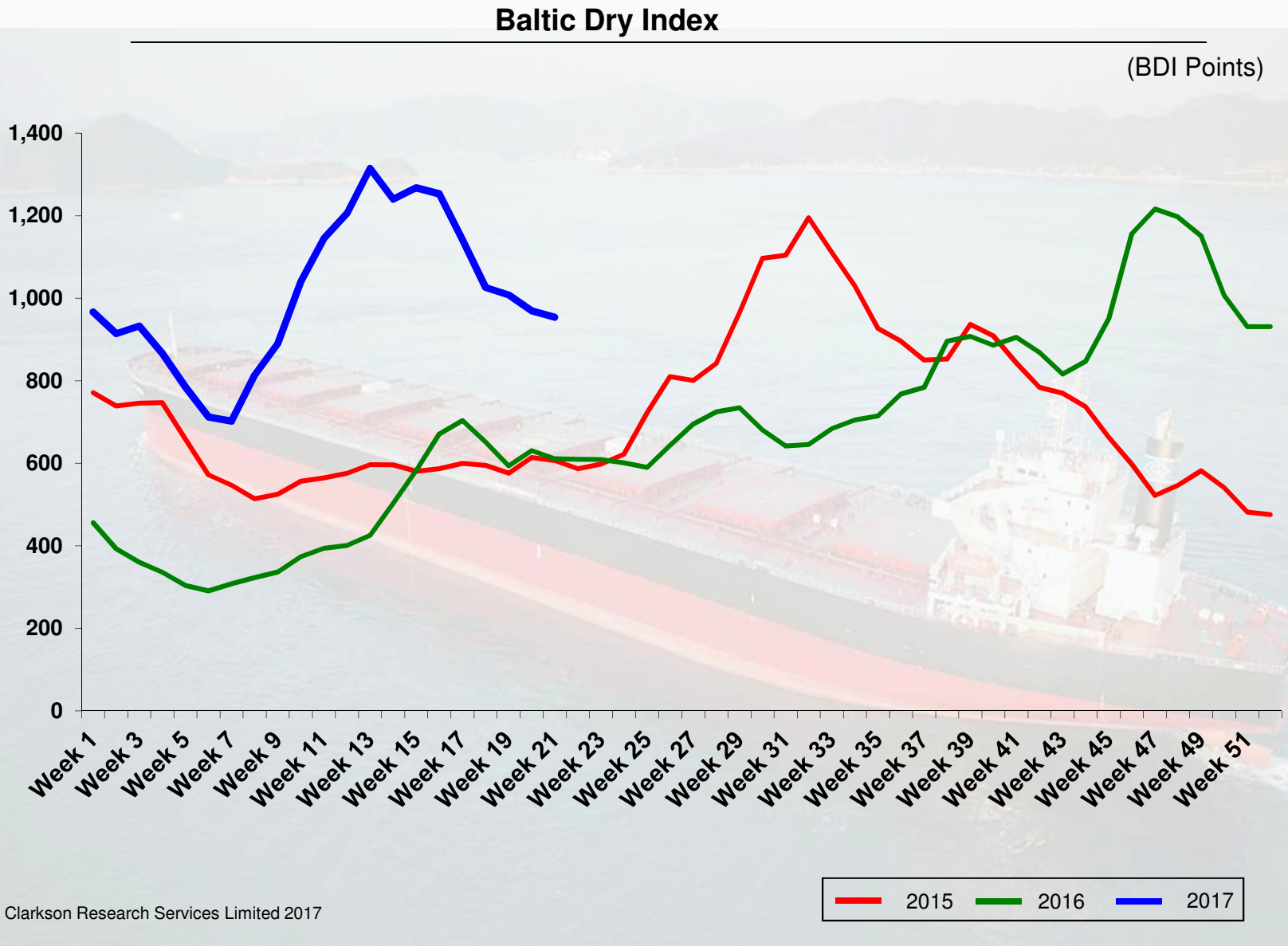
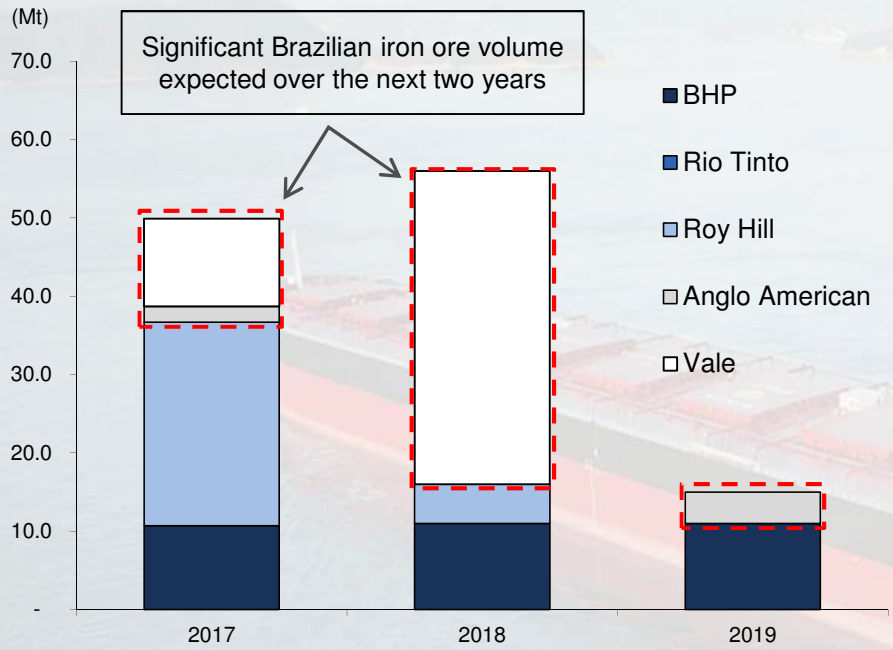
Market Update and Industry Overview



Source: Clarkson Research Services Limited 2017

Recent Market Developments

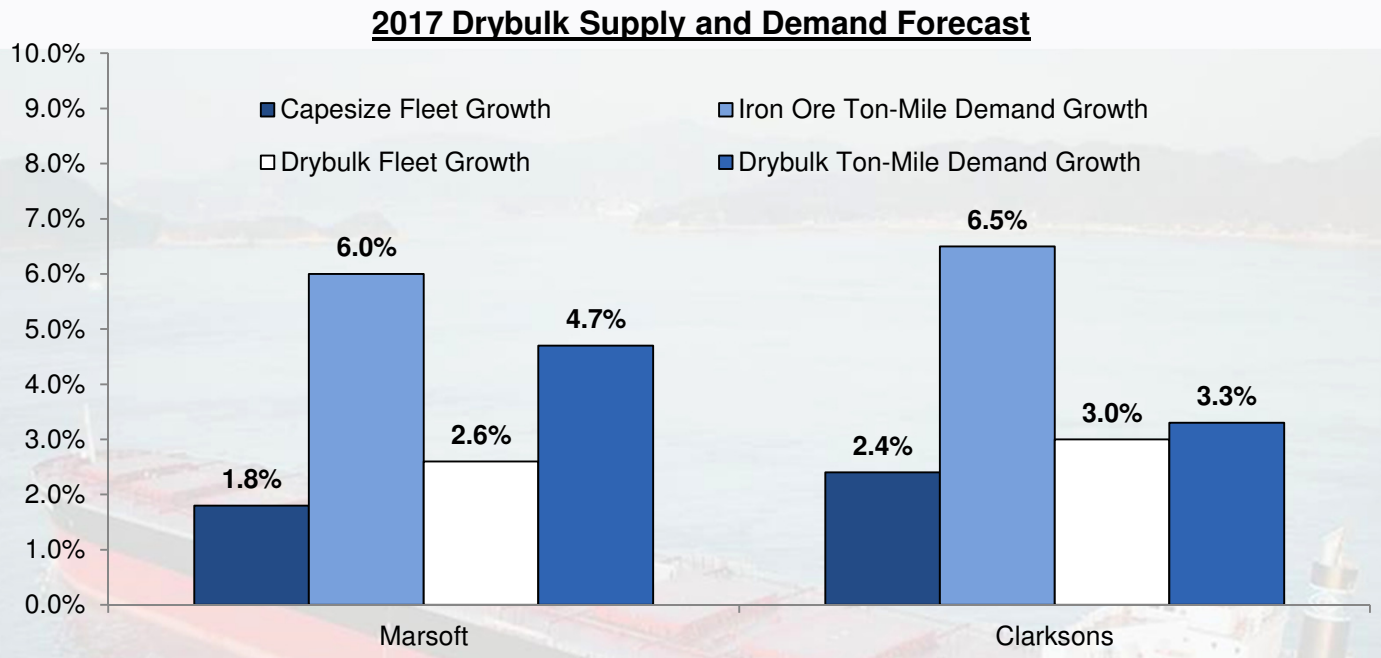
Key Iron Ore Expansion Plans[3]



- Chinese iron ore imports through April 2017 rose by 9% YOY[1]
- Brazilian iron ore exports increased by 1% YOY during the first four months of 2017[1]
  - Aided by additional shipments from Vale's new S11D iron ore mine
- Chinese steel production has increased by 4.6% through the first four months of 2017 YOY
  - April production of 72.8MT is the highest monthly total on record
- China's coal imports increased by 33% through April 2017 YOY[2]
  - Reduced coal availability domestically through declining power plant stockpiles has helped lead to rising imports

1) Source: Clarkson Research Services Limited 2017
2) Source: Doyle Trading Consultants
3) Source: Public statements by subject companies

Supply and Demand Fundamentals



- Drybulk trade growth is expected to be led primarily by the iron ore trade
  - Ton-mile growth expected to be driven by volumes out of Brazil

Sources: Clarkson Research Services Limited 2017, Marsoft Incorporated

Global Steel Production

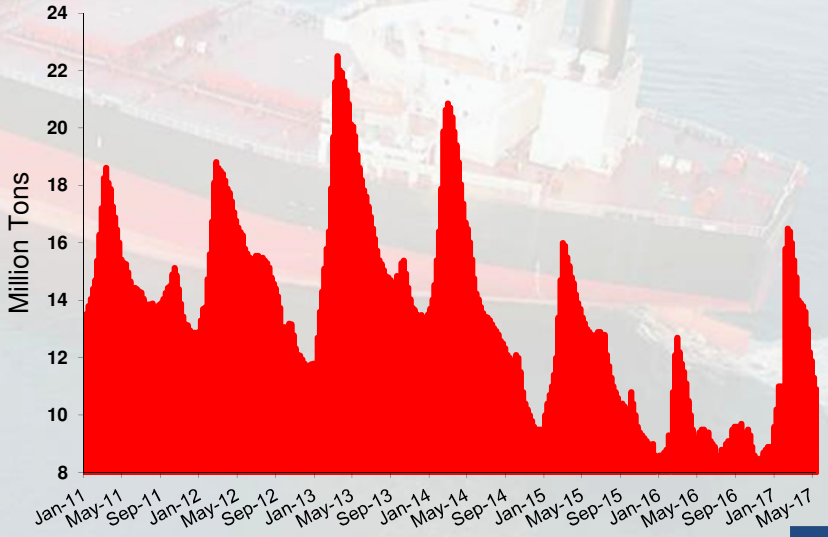
Global Steel Production (million tons)[1]						
	April 2017	April 2016	% Variance	4 Mos 2017	4 Mos 2016	% Variance
China	72.8	69.4	4.9%	273.9	261.7	4.6%
European Union	14.3	13.5	6.1%	56.8	54.4	4.5%
Japan	8.8	8.5	3.0%	35.0	34.3	1.9%
India	8.1	7.7	4.8%	33.2	31.0	7.1%
South Korea	5.5	5.6	-2.9%	22.8	22.1	2.8%
Global Production	142.1	135.3	5.0%	550.8	523.7	5.2%

- Steel inventory has been decreasing of late in line with historical seasonality[2]
- Chinese steel prices have pulled back from the highs experienced at the end of 2016[2]
- Chinese steel output rose by 4.6% through the first four months of 2017 YOY while India's production increased by 7.1% over the same period[1]

Chinese Steel Exports[3]

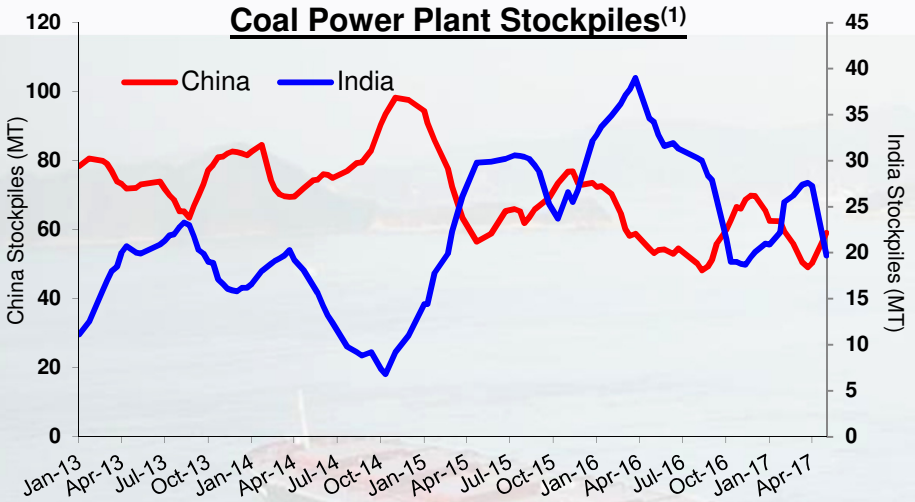


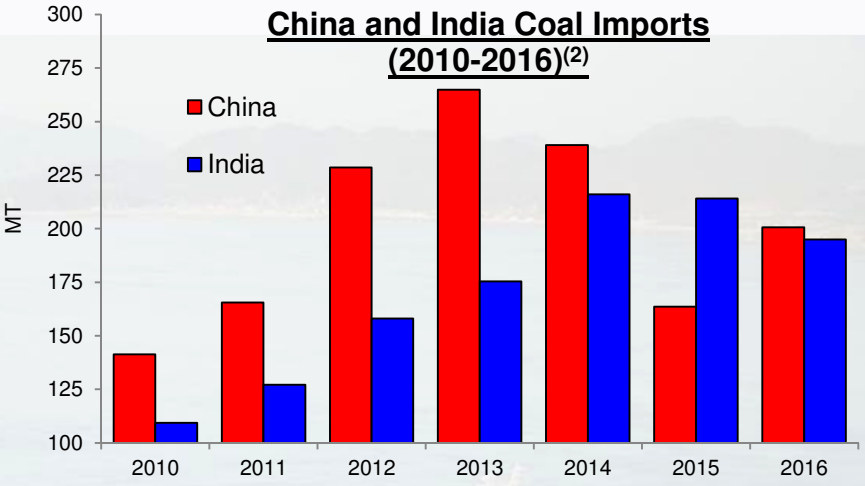
China's Steel Stockpiles[2]



1) Source: World Steel Association
2) Source: Commodore Research
3) Source: Clarkson Research Services Limited 2017

Coal Demand



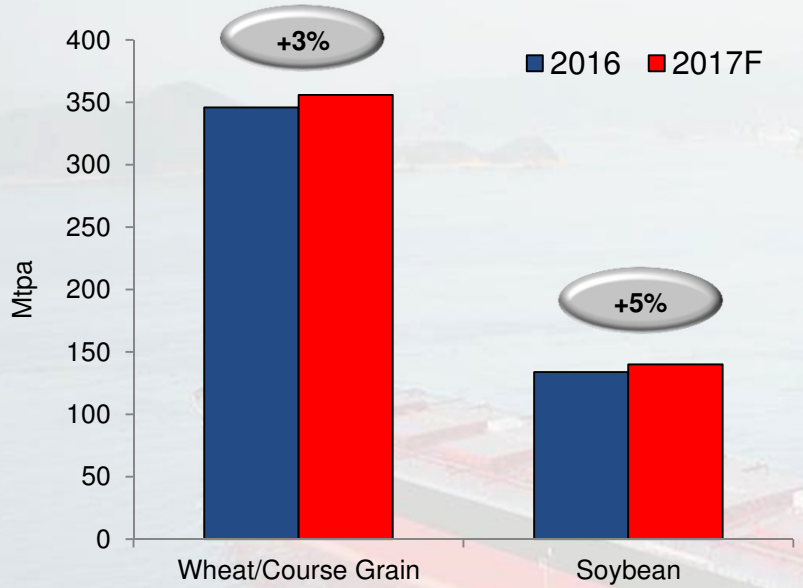


- China's coal imports have increased by 33% through the first four months of 2017 YOY(3)
- Mining accidents at Chinese domestic coal mines continue to occur which could lead to additional mine inspections and closures(1)
- India's coal imports have slowed predominantly due to:
  - High levels of coal power plant inventories despite recent declines
  - Increased domestic coal production
    - Domestic coal output growth could be limited going forward due to the lack of a developed infrastructure

(1) Source: Commodore Research
(2) Source: Clarksons Research Services Limited 2017
(3) Source: Doyle Trading Consultants

Minor Bulks

Clarksons Global Grain Trade Estimates



Seaborne Wheat/Course Grain Trade (MT)			
Exporter	**2016 (e)**	**2017 (f)**	**Variance**
Argentina	39	37	-5%
Australia	23	33	45%
Canada	25	24	-2%
EU	44	39	-10%
US	87	84	-4%
Others	127	137	8%
Total	**346**	**356**	**3%**

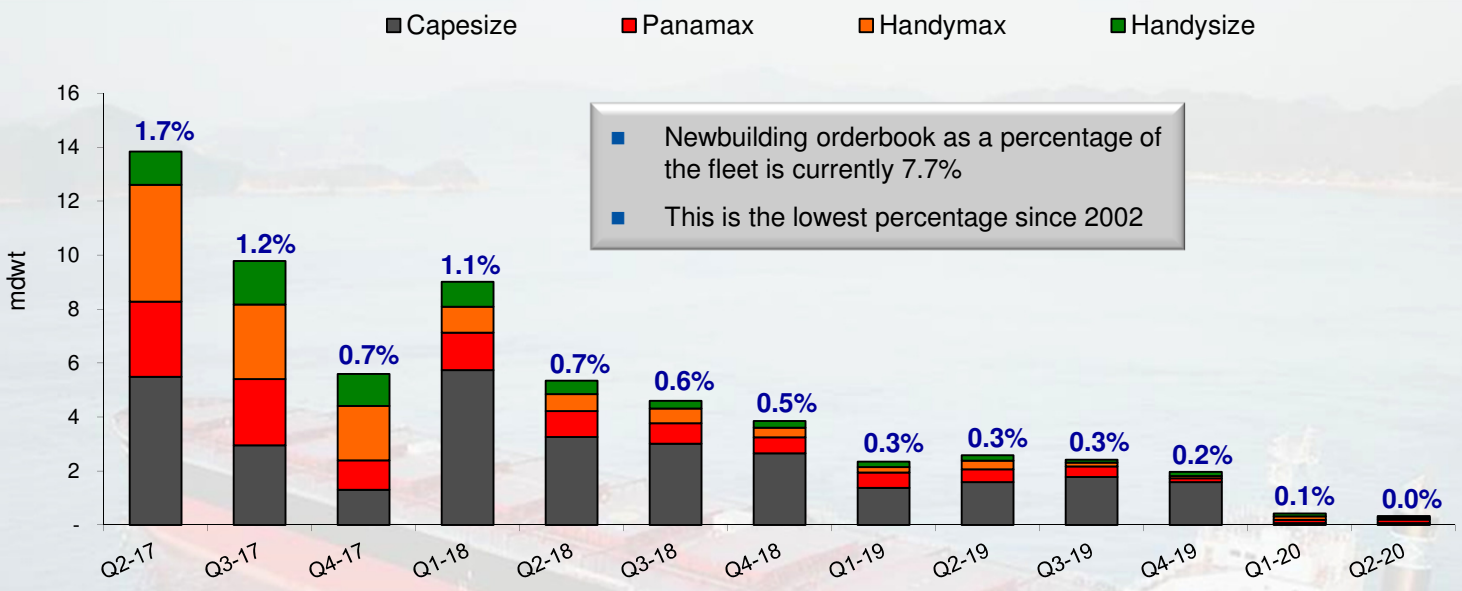
Seaborne Soybean Trade (MT)			
Exporter	**2016 (e)**	**2017 (f)**	**Variance**
United States	58	60	4%
Brazil	52	55	6%
Argentina	9	9	2%
Paraguay	5	5	2%
Canada	4	4	1%
Uruguay	1	1	4%
Others	4	5	5%
Total	**134**	**140**	**5%**

- Peak North American grain season to commence towards the end of the third quarter
- Malaysia has extended its ban on bauxite mining through June 30, 2017
  - Increased bauxite shipments from Guinea are expected to add ton mile demand going forward
- SE Asia projected to drive coal demand
  - According to Clarksons, Vietnamese coal consumption is expected to increase from 40MT in 2016 to 70MT in 2020
- Chinese steel exports have declined recently due to:
  - Increased domestic demand
  - Protectionist measures taken by certain countries against inexpensive Chinese steel shipments

Source: Clarksons Research Services Limited 2017

Supply Side Fundamentals Improving Despite Lower Scrapping to Date

Current Drybulk Vessel Orderbook by Type



- Net fleet growth through April 2017 is approximately 1.8%
  - Newbuilding vessel deliveries have fallen marginally to date
  - Scrapping is down 65% YOY as sentiment has turned more positive within the drybulk space
  - This has led to higher than forecasted fleet growth in the YTD
  - Slippage rate to date remains high and is approximately 40%
- Newbuilding contracting activity has significantly decreased as only 30 firm orders totaling 2.0mdwt have been placed in 2017 to date
- Approximately 9% of the fleet is greater than or equal to 20 years old on a number of vessels basis
- Total orderbook currently stands at 62.1mdwt while tonnage 20 years old or older on the water totals 56.7mdwt

Source: Clarkson Research Services Limited 2017

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Genco Unlimited: On a course for success

Genco is in a position of strength to be a bellwether providing upside opportunity

1

Continue to execute commercial strategy

- Drive revenue growth through execution of active deployment strategy and Atlantic/Pacific exposure
- Major bulk: Take advantage of seasonally strong 2H and strong iron ore trade growth fundamentals
- Minor bulk: Capture earnings premium of the Atlantic basin

2

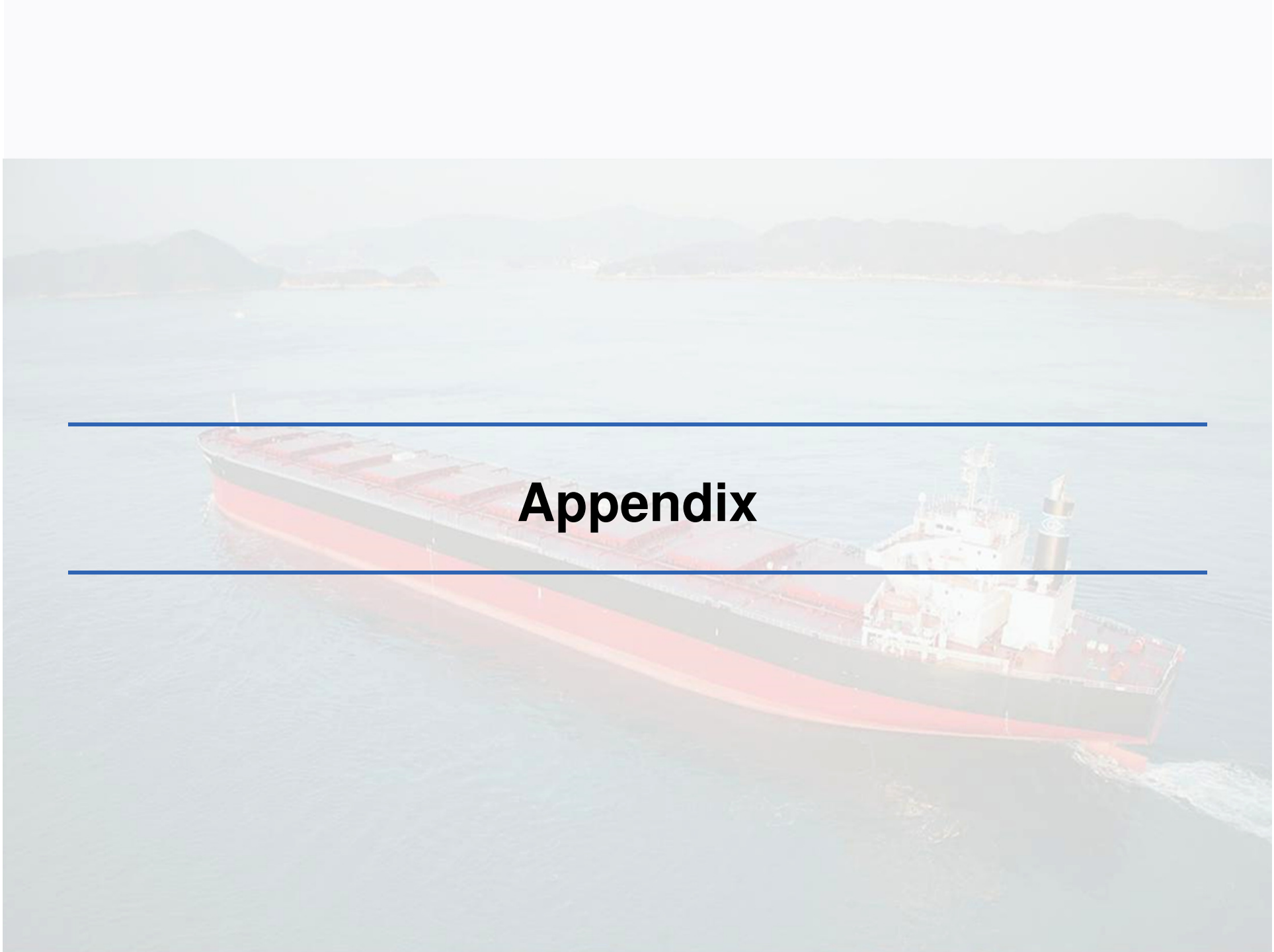
Continue to execute operating & technical performance initiatives

- Continue to implement cost savings initiatives

3

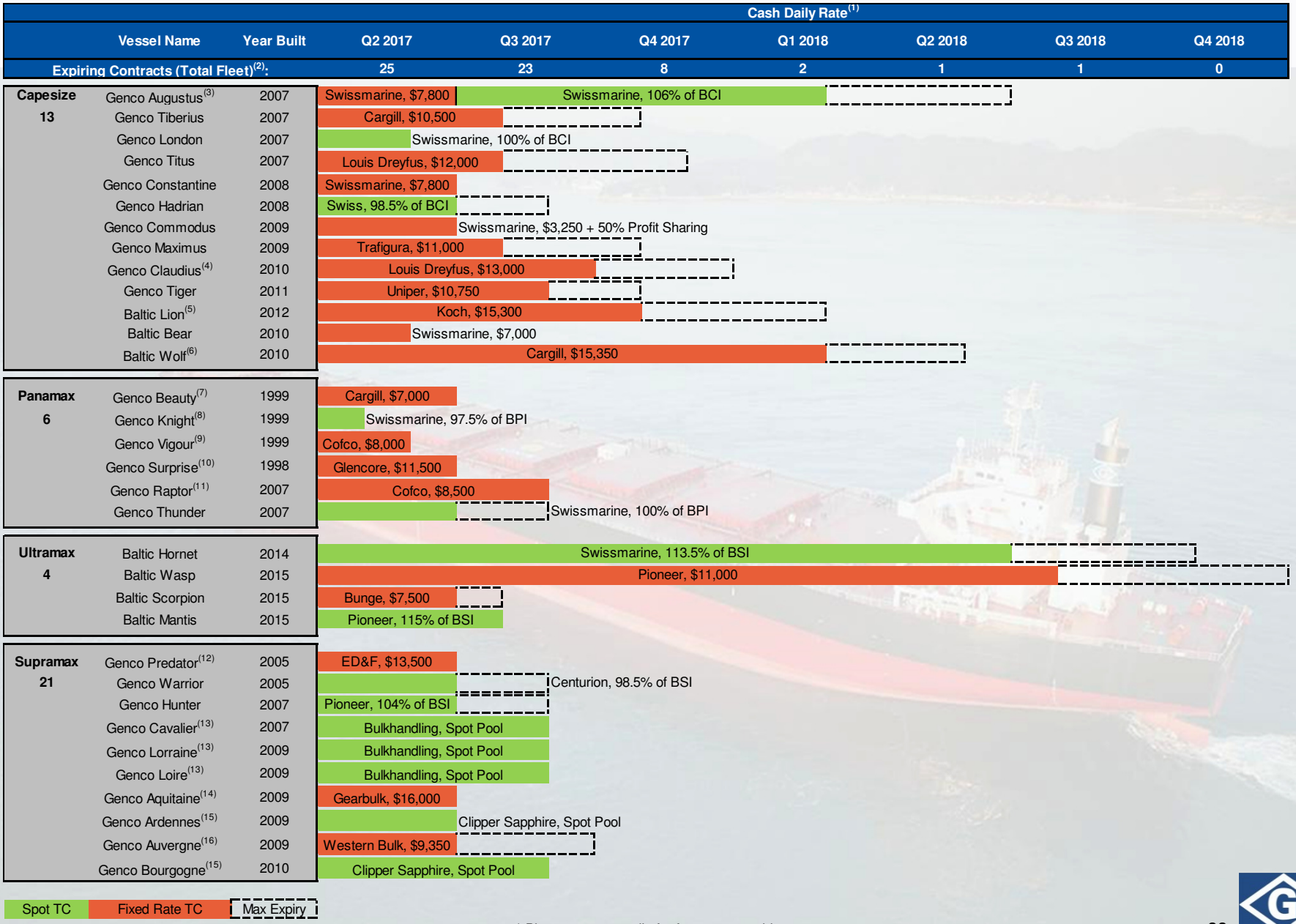
Growth potential

- Position of strength enables Genco to explore future growth potential
- Ability to act as a consolidator of the drybulk market



Appendix

Genco Fleet Details*



* Please see appendix for footnotes to table.

Genco Fleet Details*

	Vessel Name	Year Built	Cash Daily Rate[1] Q2 2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Q4 2018
Expiring Contracts (Total Fleet)[2]:			25	23	8	2	1	1	0
Supramax	Genco Brittany[15]	2010	Clipper Sapphire, Spot Pool						
21	Genco Languedoc[15]	2010		Clipper Sapphire, Spot Pool					
	Genco Normandy[13]	2007	Bulkhandling, Spot Pool						
	Genco Picardy[17]	2005	Centurion, $9,000						
	Genco Provence[18]	2004	Eastern Bulk, $11,600						
	Genco Pyrenees[15]	2010	Clipper Sapphire, Spot Pool						
	Genco Rhone[19]	2011		"K" Line Bulk Shipping, $6,500					
	Baltic Leopard[13]	2009	Bulkhandling, Spot Pool						
	Baltic Panther[13]	2009	Bulkhandling, Spot Pool						
	Baltic Jaguar[20]	2009	Centurion, $8,500						
	Baltic Cougar[13]	2009	Bulkhandling, Spot Pool						
Handymax	Genco Muse[21]	2001	Centurion, $10,250						
1									
Handysize	Genco Progress[22]	1999	Clipper Logger, Spot Pool						
15	Genco Explorer[22]	1999	Clipper Logger, Spot Pool						
	Baltic Hare[22]	2009	Clipper Logger, Spot Pool						
	Baltic Fox[22]	2010	Clipper Logger, Spot Pool						
	Genco Charger[22]	2005	Clipper Logger, Spot Pool						
	Genco Challenger[22]	2003	Clipper Logger, Spot Pool						
	Genco Champion[22]	2006	Clipper Logger, Spot Pool						
	Baltic Wind[23]	2009	Ultrabulk, $9,000						
	Baltic Cove	2010	Clipper, $5,750						
	Baltic Breeze[24]	2010	Clipper, $8,000						
	Genco Ocean[25]	2010	Falcon, $8,600						
	Genco Bay[26]	2010	Clipper, $8,000						
	Genco Avra	2011		Ultrabulk, 104% of BHSI					
	Genco Mare	2011	Pioneer, 103.5% of BHSI						
	Genco Spirit[27]	2011	Ultrabulk, $8,500						

Spot TC | Fixed Rate TC | Max Expiry

* Please see appendix for footnotes to table.

Footnotes to Genco Fleet Table

(1) Time charter rates presented are the gross daily charterhire rates before third-party brokerage commission generally ranging from 1.25% to 6.25%. In a time charter, the charterer is responsible for voyage expenses such as bunkers, port expenses, agents' fees and canal dues.

(2) The charter expiration dates presented represent the earliest dates that our charters may be terminated in the ordinary course. Under the terms of each contract, the charterer is entitled to extend the time charter from two to four months in order to complete the vessel's final voyage plus any time the vessel has been off-hire.

(3) We have agreed to an extension with Swissmarine Services S.A. on a spot market-related time charter for 8.5 to 12.5 months at a rate based on 106% of the Baltic Capesize Index (BCI), published by the Baltic Exchange, as reflected in daily reports. Hire is paid every 15 days in arrears less a 5.00% third-party brokerage commission. The extension is expected to begin on or about June 3, 2017.

(4) We have reached an agreement with Louis Dreyfus Company Freight Asia Pte. Ltd. on a time charter for 4 to 7 months at a rate of $13,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on May 18, 2017.

(5) We have reached an agreement with Koch Shipping Pte. Ltd. on a time charter for 5 to 8.5 months at a rate of $15,300 per day except for the first 50 days in which the hire rate is $10,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on May 18, 2017.

(6) We have reached an agreement with Cargill International S.A. on a time charter for 9 to 12.5 months at a rate of $15,350 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on May 5, 2017.

(7) We have reached an agreement with Cargill International S.A. on a time charter for approximately 70 days at a rate of $7,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on February 3, 2017 after repositioning. The vessel had redelivered to Genco on January 30, 2017.

(8) The vessel redelivered to Genco on April 17, 2017 and is currently awaiting next employment after completion of drydocking for scheduled maintenance.

(9) We have reached an agreement with Cofco Agri Freight Geneva, S.A. on a time charter for approximately 75 days at a rate of $8,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on February 18, 2017.

(10) We have reached an agreement with Glencore Agriculture B.V. Rotterdam on a time charter for approximately 75 days at a rate of $11,500 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on March 21, 2017 after repositioning. The vessel had redelivered to Genco on March 11, 2017.

(11) We have reached an agreement with Cofco Agri Freight Geneva, S.A. on a time charter trip at a rate of $8,500 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel is expected to deliver to charterers on or about June 2, 2017 after repositioning. A ballast bonus will be awarded after the repositioning period. The vessel redelivered to Genco on April 10, 2017 and then completed drydocking for scheduled maintenance.

(12) We have reached an agreement with ED&F Man Shipping Ltd. on a time charter for approximately 30 days at a rate of $13,500 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on April 21, 2017 after repositioning. The vessel had redelivered to Genco on April 17, 2017.

(13) We have reached an agreement to enter these vessels into the Bulkhandling Handymax A/S Pool, a vessel pool trading in the spot market of which Torvald Klaveness acts as the pool manager. Genco can withdraw a vessel with three months' notice.

(14) We have reached an agreement with Gearbulk Pool Ltd., Norway on a time charter for approximately 40 days at a rate of $16,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on April 29, 2017 after repositioning. The vessel had redelivered to Genco on April 10, 2017.

(15) We have reached an agreement to enter these vessels into the Clipper Sapphire Pool, a vessel pool trading in the spot market of which Clipper Group acts as the pool manager. Genco can withdraw a vessel with a minimum notice of six months. On February 3, 2017, we provided notice to withdraw five vessels from the pool.

(16) We have reached an agreement with Western Bulk Pte. Ltd., Singapore on a time charter for 3 to 5.5 months at a rate of $9,350 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on March 19, 2017 after repositioning. The vessel had redelivered to Genco on March 16, 2017.

(17) We have agreed to an extension with Centurion Bulk Pte. Ltd., Singapore on a time charter for 4 to 6.5 months at a rate of $9,000 per day. Hire is paid every 15 days in advances less a 5.00% third-party broker age commission. The extension began on March 8, 2017.

(18) We have reached an agreement with Eastern Bulk A/S on a time charter for 2 to 4.5 months at a rate of $11,600 per day. Hire is paid every 15 days in advance less a 5.00% third-party commission. The vessel delivered to charterers on April 20, 2017 after repositioning. The vessel had redelivered to Genco on April 18, 2017.

(19) We have reached an agreement with "K" Line Bulk Shipping (UK) Ltd. on a time charter for approximately 20 days at a rate of $6,500 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on May 22, 2017 after repositioning. The vessel had redelivered to Genco on May 20, 2017.

(20) We have agreed to an extension with Centurion Bulk Pte. Ltd. on a time charter for 2.5 to 5.5 months at a rate of $8,500 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The extension began on April 3, 2017.

(21) We have reached an agreement with Centurion Bulk Pte. Ltd. Singapore on a time charter for 2.5 to 5.5 months at a rate of $10,250 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on April 9, 2017.

(22) We have reached an agreement to enter these vessels into the Clipper Logger Pool, a vessel pool trading in the spot market of which Clipper Group acts as the pool manager. Genco can withdraw the vessels with a minimum notice of six months. On May 1, 2017, we provided notice to withdraw seven vessels from the pool.

(23) We have reached an agreement with Ultrabulk A/S on a time charter for 2.5 to 5.5 months at a rate of $9,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on April 23, 2017.

(24) We have reached an agreement with Clipper Bulk Shipping on a time charter for 3 to 5.5 months at a rate of $8,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on March 15, 2017 after repositioning. The vessel had redelivered to Genco on February 21, 2017.

(25) We have reached an agreement with Falcon Navigation A/S on a time charter for 3.5 to 6.5 months at a rate of $8,600 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on December 31, 2016.

(26) We have reached an agreement with Clipper Bulk Shipping on a time charter for 3 to 5.5 months at a rate of $8,000 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on March 28, 2017.

(27) We have reached an agreement with Ultrabulk S.A. on a time charter for 2.5 to 5.5 months at a rate of $8,500 per day. Hire is paid every 15 days in advance less a 5.00% third-party brokerage commission. The vessel delivered to charterers on May 24, 2017.

Q2 2017 Genco Estimated Breakeven Rates (1)

Daily Expenses by Category	Free Cash Flow(2)	Net Income
Direct Vessel Operating(3)	$4,440	$4,440
General and Administrative Expenses(4)	689	1,004
Technical Management Fees(5)	343	343
Drydocking(6)	934	-
Interest Expense(7)	1,006	1,391
Fixed Debt Repayments(8)	147	-
Depreciation(9)	-	3,351
Daily Expense(10)	**$7,559**	**$10,529**
Pro Forma Number of Vessels(11)	60.00	60.00

The above figures are estimates and are subject to change

(1) Estimated pro-forma daily expenses are presented for illustrative purposes.

(2) Free Cash Flow is defined as net income plus depreciation less capital expenditures, primarily vessel drydockings, plus other non-cash items, namely nonvested stock amortization and deferred financing costs, less fixed debt repayments. However, this does not include any adjustment for accounts payable and accrued expenses incurred in the ordinary course of business. We consider Free Cash Flow to be an important indicator of our ability to service debt and generate cash for acquisitions and other strategic investments.

(3) Direct Vessel Operating Expenses are based on management's estimates and budgets submitted by our technical managers. We believe DVOE are best measured for comparative purposes over a 12-month period.

(4) General & Administrative Expenses are based on a budget set forth at the beginning of the year and do not include expenses related to financing or refinancing activities. Actual results may vary.

(5) Management Fees are based on the contracted monthly rate per vessel for the technical management of our fleet.

(6) Drydocking expenses represent estimated drydocking expenditures for Q2 2017.

(7) Interest expense is based on our debt level as of March 31, 2017 less scheduled fixed debt repayments in Q2 2017 under our current credit facilities and assumes that we exercise our option to PIK 150 bps of the 375 bps margin under our $400 million credit facility. Deferred financing costs and the expense associated to the PIK election under the $400 million credit facility are included in calculating net income interest expense. Interest expense is calculated based on an assumed LIBOR rate under our credit facilities plus the facilities' respective margins.

(8) Genco's fixed debt repayments for Q2 2017 aggregate to $0.8 million under all outstanding credit facilities.

(9) Depreciation is based on cost less estimated residual value and amortization of drydocking costs. Depreciation expense utilizes a residual scrap rate of $310 per LWT.

(10) The amounts shown will vary based on actual results.

(11) Pro forma fleet of 60 vessels is presented post completion of the vessel sale plan. As of March 31, 2017, we owned 61 vessels.

Q2 to Q4 2017 Genco Estimated Breakeven Rates (1)

Daily Expenses by Category	Free Cash Flow(2)	Net Income
Direct Vessel Operating(3)	$4,440	$4,440
General and Administrative Expenses(4)	684	910
Technical Management Fees(5)	340	340
Drydocking(6)	452	-
Interest Expense(7)	1,007	1,393
Fixed Debt Repayments(8)	230	-
Depreciation(9)	-	3,380
Daily Expense(10)	**$7,153**	**$10,463**
Pro Forma Number of Vessels(11)	60.00	60.00

The above figures are estimates and are subject to change

(1) Estimated pro-forma daily expenses are presented for illustrative purposes.

(2) Free Cash Flow is defined as net income plus depreciation less capital expenditures, primarily vessel drydockings, plus other non-cash items, namely nonvested stock amortization and deferred financing costs, less fixed debt repayments. However, this does not include any adjustment for accounts payable and accrued expenses incurred in the ordinary course of business. We consider Free Cash Flow to be an important indicator of our ability to service debt and generate cash for acquisitions and other strategic investments.

(3) Direct Vessel Operating Expenses are based on management's estimates and budgets submitted by our technical managers. We believe DVOE are best measured for comparative purposes over a 12-month period.

(4) General & Administrative Expenses are based on a budget set forth at the beginning of the year and do not include expenses related to financing or refinancing activities. Actual results may vary.

(5) Management Fees are based on the contracted monthly rate per vessel for the technical management of our fleet.

(6) Drydocking expenses represent estimated drydocking expenditures for Q2 to Q4 2017.

(7) Interest expense is based on our debt level as of March 31, 2017 less scheduled fixed debt repayments in Q2 to Q4 2017 under our current credit facilities and assumes that we exercise our option to PIK 150 bps of the 375 bps margin under our $400 million credit facility. Deferred financing costs and the expense associated to the PIK election under the $400 million credit facility are included in calculating net income interest expense. Interest expense is calculated based on an assumed LIBOR rate under our credit facilities plus the facilities' respective margins.

(8) Genco's fixed debt repayments for Q2 to Q4 2017 aggregate to $3.8 million under all outstanding credit facilities.

(9) Depreciation is based on cost less estimated residual value and amortization of drydocking costs. Depreciation expense utilizes a residual scrap rate of $310 per LWT.

(10) The amounts shown will vary based on actual results.

(11) Pro forma fleet of 60 vessels is presented post completion of the vessel sale plan. As of March 31, 2017, we owned 61 vessels.