Genco Shipping & Trading Limited



Company Presentation

NYSE:GNK

October 2018

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) declines or sustained weakness in demand in the drybulk shipping industry; (ii) continuation of weakness or 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; (xvii) the completion of documentation for vessel transactions and the performance of the terms thereof by buyers or sellers of vessels and us; (xviii) the terms of definitive documentation for the purchase and installation of scrubbers and our ability to have scrubbers installed within the price range and time frame anticipated; (xix) our ability to obtain financing for scrubbers on acceptable terms; (xx) the relative cost and availability of low sulphur and high sulphur fuel; (xxi) worldwide compliance with IMO 2020 regulations 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, 2017 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.

Key Personnel

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
- CEO since March 2017
- Significant experience in all aspects of managing a drybulk shipping company, including M&A and capital raising
- Formerly SVP of American Marine Advisors and VP with First National Bank of Maryland
- Holds CFA designation

Apostolos Zafolias

Chief Financial Officer

- 13 years of experience in the shipping industry
- Joined Genco Shipping & Trading Ltd. at the Company's inception
- CFO since December 2014
- Has held various finance leadership positions in the Company
- Significant experience in M&A, commercial bank financing and capital market transactions
- Holds CFA designation



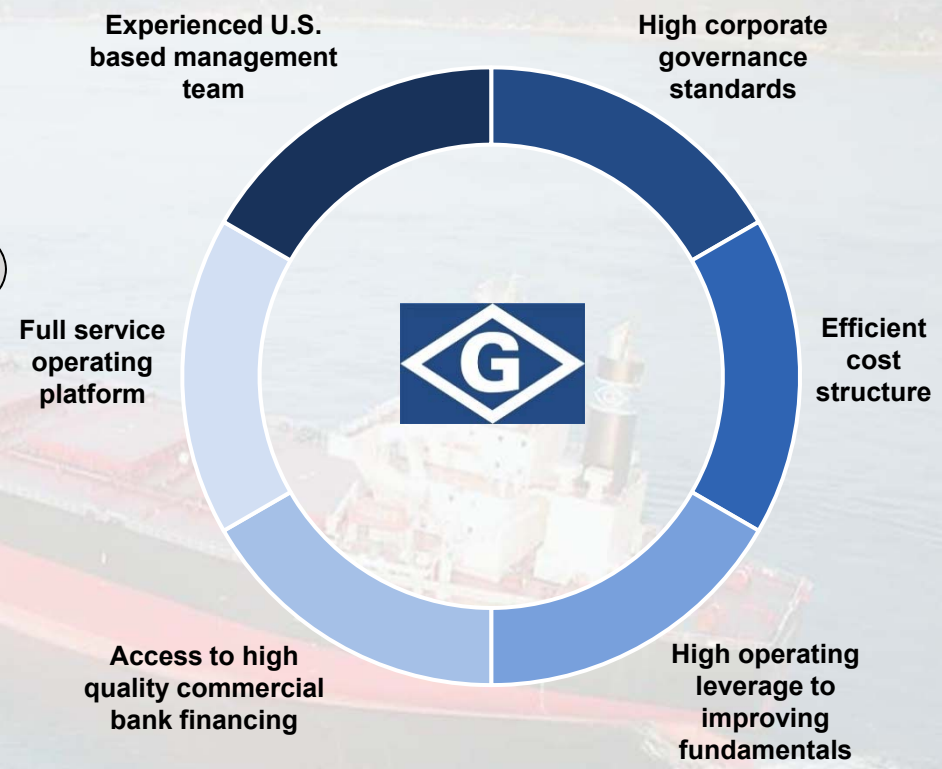
Executive Summary

Genco is Attractively Positioned to Capture Market Upside

Key Company Developments

- ✓ Commercial platform investments driving revenue growth and margin expansion
- ✓ Short duration contracts to capture market upside
- ✓ Combination of major and minor bulk strategy
- ✓ New credit facilities simplify balance sheet and improve flexibility to grow and return capital to shareholders
- ✓ Completed two separate acquisition transactions, taking delivery of a total of four Capesize and two Ultramax vessels
- ✓ Acquisitions and fleet renewal program aimed at fleet modernizing and increasing fuel efficiency
- ✓ Portfolio approach to IMO 2020 focuses on maximizing returns and maintaining optionality in evolving fuel market

Primary Differentiators of the Genco Platform



Genco Continues to Display a Proven Track Record of Execution

Executed initiatives successfully undertaken since May 2018 include…

Credit Facility Refinancing > **Equity Offering** > **Vessel Acquisitions** > **Acquisition Credit Facility**

Credit Facility Refinancing	Equity Offering	Vessel Acquisitions	Acquisition Credit Facility
$460m *credit facility refinanced all existing facilities*	$116m *of equity capital raised*	6 *Vessels acquired include 4 Capes & 2 Ultras*	$108m *Credit facility financed acquisition vessels*

Actions taken in the debt, capital and S&P markets build on our commercial operations leadership highlighting the strength of the Genco platform in every aspect of the business



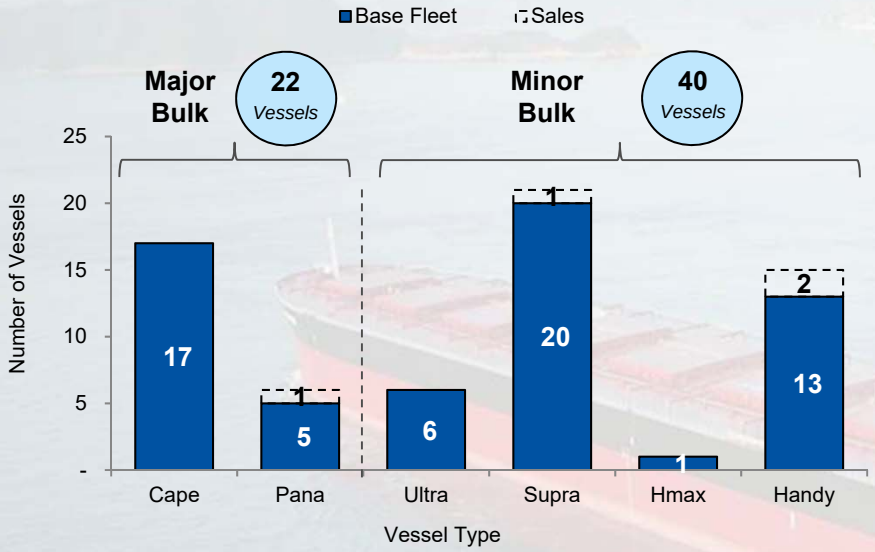




Where Genco Stands – Post Completion of Announced Transactions

Following the execution of the refinancing, the equity offering and the acquisitions, Genco's improved fleet and balance sheet are expected to be as follows

Pro Forma Fleet Distribution



	Pro Forma	Previous
Total Fleet Size	62 *Vessels*	60 *Vessels*
Avg Age	9.3 *Years*	10.5 *Years*
Carrying Capacity	5.3 *mdwt*	4.7 *mdwt*
Avg Vessel Size	86k *dwt*	78k *dwt*

Pro Forma Metrics*

- **June 30, 2018 balances:**
  - Cash: $270 million
    - Pro forma: $159 million
  - Debt: $460 million
    - Pro forma: $568 million

Pro forma for acquisitions, new credit facility and vessel sales

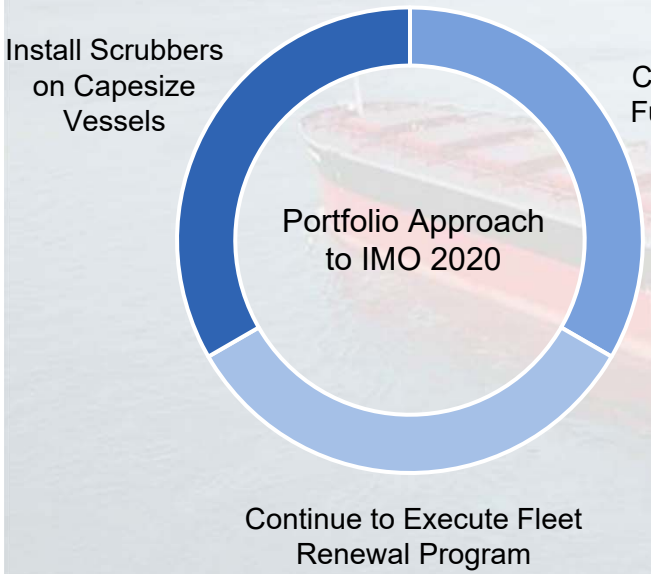
- **Current debt structure:**
  - 2 credit facilities
  - Weighted average interest expense: L + **3.11%**
- **Previous debt structure:**
  - 4 credit facilities
  - Weighted average interest expense: L + **4.11%**

100bps decline in borrowing costs post refinancing or ~$5m per year

*Please see the appendix for further detail.

Balanced IMO 2020 Strategy – Optimal for Evolving Marine Fuel Market

Genco's Comprehensive Plan



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Install Scrubbers on Capesize Vessels Options on Select Minor Bulk Vessels

- Greatest benefit likely to occur in the early stages of compliance
- Shorter payback period on larger vessels, reducing risk profile
- Install scrubbers on 17 Capesize vessels due to:
  - Long-haul nature of trades maximize sailing days and scrubber utilization
  - Greater degree of certainty of HSFO availability at major ports
  - Higher fuel consumption of larger assets
- Options on 15 minor bulk vessels
  - Can be exercised as clarity on spread duration evolves during 2019

Burn Compliant Fuel in Minor Bulk Fleet

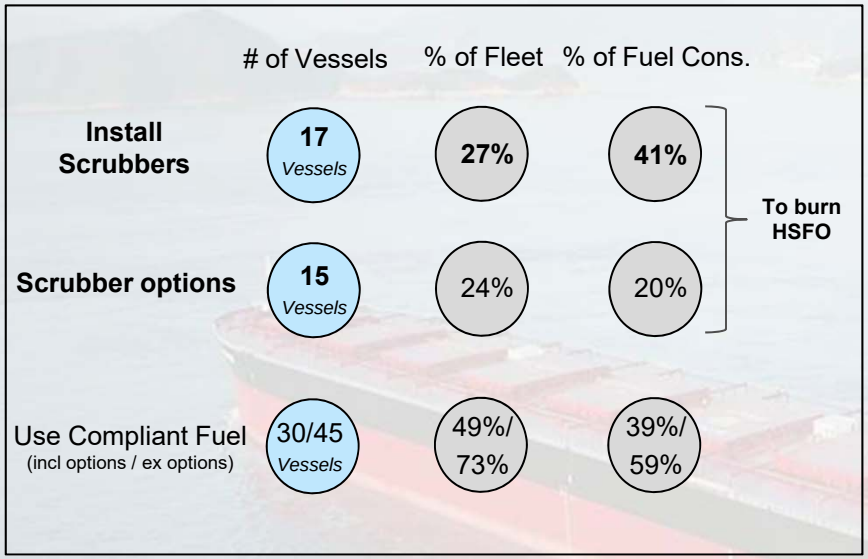
- Immediate compliance
- Does not require upfront capex

Continue Previously Announced Fleet Renewal Program Execution

- Sell older, less fuel efficient vessels
- Use proceeds towards purchase of high specification, fuel efficient vessels
- Improve fleet-wide fuel efficiency
- Reduce emissions

Current Fleet-Wide Distribution for IMO 2020 Compliance

Balanced Approach to IMO 2020



- Installation of scrubbers on Capesize vessels provides a natural hedge against widening fuel spreads for over 40% of our fleet's total fuel consumption
- Options to install scrubbers on 15 minor bulk vessels expected to provide flexibility to react to market conditions that develop in the near future
  - Could hedge up to 60% of total fuel consumption

Complementary to New Commercial Strategy

- Focus on direct cargo and voyage business enables benefits to accrue to Genco
- Lack of long term charters allows flexibility towards evolving market conditions

2H 2018 & 2019 Drybulk Outlook

Demand growth is forecast to outpace supply growth in both 2018 and 2019 which is expected to lead to further improvement in the drybulk market

2H 2018 & 2019 Drybulk Market Catalysts

1 Iron Ore Trade Growth

- Iron ore capacity expansion from Vale to drive ton mile demand – ramp up to 400MT by 2019, +35MT from 2017
- Focus remains on high quality seaborne iron ore from Brazil and Australia

2 Steel Production

- Strong steel mill margins in China to boost output
- Declining steel inventory levels to support production

3 Strengthening Global Economy

- IMF forecasts global GDP to increase by 3.9% in both 2018 and 2019
- Developing economies are expected to support trade growth particularly on the minor bulks

4 Low Fleet Growth

- ~2% net fleet growth in 2018 and 2019 which would be towards multi-decade lows
- Orderbook remains near 15 year lows

2H 2018 & 2019 Supply & Demand Est.

	Vessel*	2H 2018	2019
Iron Ore 	Capesize	+5.8%	+4.5%
Coal 	Capesize Panamax	+4.9%	+1.6%
Grain 	Panamax Supramax Handysize	+4.5%	+2.8%
Minor Bulk 	Supramax Handysize	+5.0%	+3.1%
Total Demand		+5.2%	+3.2%
Fleet Growth		+2.5%	+1.9%

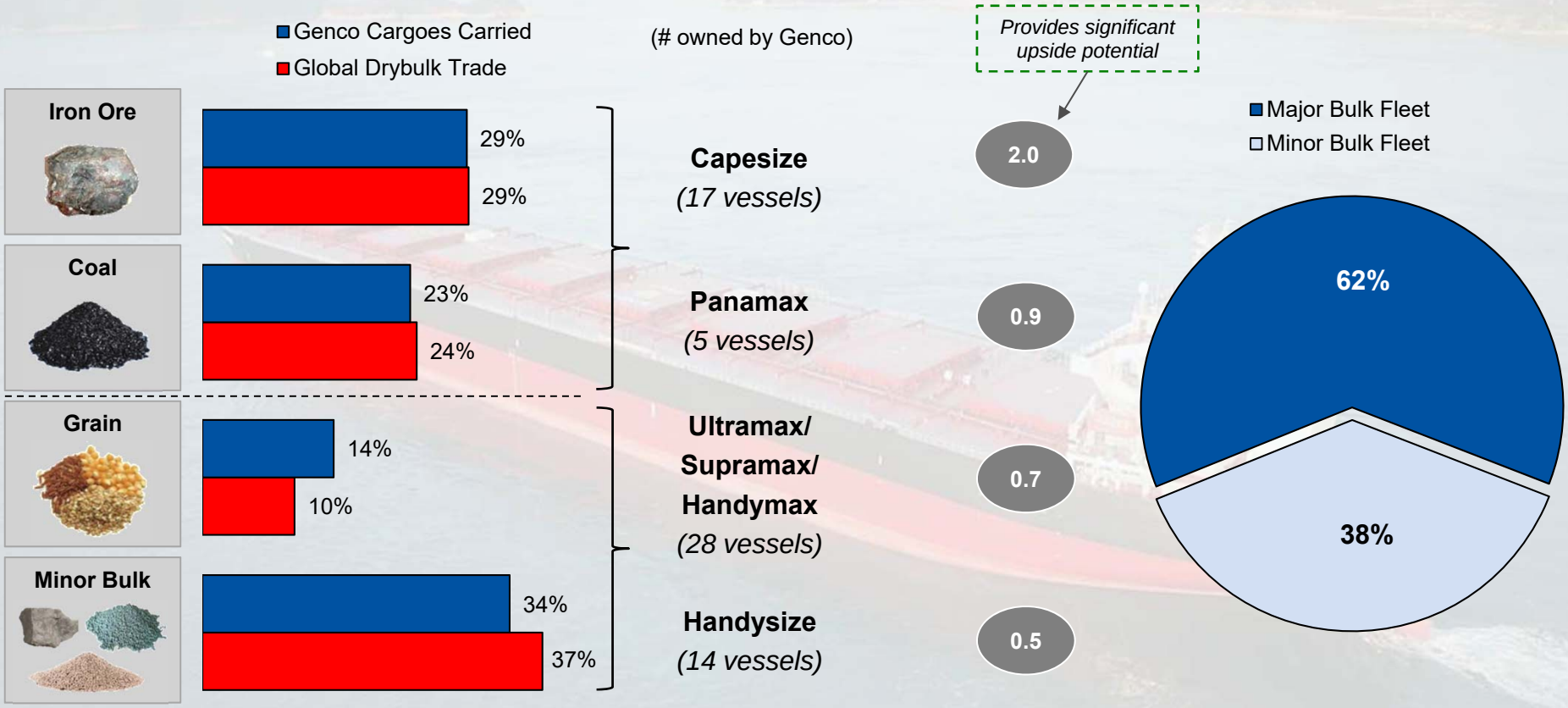
Note: 2H 2018 is being compared to 2H 2017 and 2019 is being compared to 2018.
*Indicates the primary vessel type that carries the respective commodities. Supply and demand forecasts are based on Marsoft's base case as of June 2018.

Sources: IMF, Marsoft, Clarksons

Genco's Fleet Strongly Aligns with Global Trade Dynamics

Genco's Capesize exposure provides upside earnings potential while minor bulk fleet provides steadier income

Commodity	Percentage of Trade – 2017	Primary Vessel Type	Shipping Market Beta*	Genco Fleet Distribution (dwt)



*Shipping market "beta" per Marsoft Incorporated.
Source: Clarksons Research Services Limited 2018.

Pro Forma Genco Fleet List*

Major Bulk		
Vessel Name	**Year Built**	**Dwt**
Capesize		
Genco Constantine	2008	180,183
Genco Augustus	2007	180,151
Genco Tiger	2011	179,185
Baltic Lion	2012	179,185
Genco London	2007	177,833
Baltic Wolf	2010	177,752
Genco Titus	2007	177,729
Baltic Bear	2010	177,717
Genco Tiberius	2007	175,874
Genco Commodus	2009	169,098
Genco Hadrian	2008	169,025
Genco Maximus	2009	169,025
Genco Claudius	2010	169,001
Genco Endeavour	2015	181,060
Genco Resolute	2015	181,060
Genco Defender	2016	180,377
Genco Liberty	2016	180,387
Panamax		
Genco Thunder	2007	76,588
Genco Raptor	2007	76,499
Genco Beauty	1999	73,941
Genco Knight	1999	73,941
Genco Vigour	1999	73,941

Minor Bulk		
Vessel Name	**Year Built**	**Dwt**
Ultramax		
Baltic Hornet	2014	63,574
Baltic Mantis	2015	63,470
Baltic Scorpion	2015	63,462
Baltic Wasp	2015	63,389
Genco Columbia	2016	60,294
Genco Weatherly	2014	61,556
Supramax		
Genco Hunter	2007	58,729
Genco Auvergne	2009	58,020
Genco Ardennes	2009	58,018
Genco Bourgogne	2010	58,018
Genco Brittany	2010	58,018
Genco Languedoc	2010	58,018
Genco Pyrenees	2010	58,018
Genco Rhone	2011	58,018
Genco Aquitaine	2009	57,981
Genco Warrior	2005	55,435
Genco Predator	2005	55,407
Genco Provence	2004	55,317
Genco Picardy	2005	55,257
Genco Cavalier	2007	53,617
Genco Normandy	2007	53,596
Baltic Jaguar	2009	53,473
Baltic Leopard	2009	53,446
Baltic Cougar	2009	53,432
Genco Loire	2009	53,430
Genco Lorraine	2009	53,417
Baltic Panther	2009	53,350

Minor Bulk		
Vessel Name	**Year Built**	**Dwt**
Handymax		
Genco Muse	2001	48,913
Handysize		
Genco Spirit	2011	34,432
Genco Mare	2011	34,428
Genco Ocean	2010	34,409
Baltic Wind	2009	34,408
Baltic Cove	2010	34,403
Genco Avra	2011	34,391
Baltic Breeze	2010	34,386
Genco Bay	2010	34,296
Baltic Hare	2009	31,887
Baltic Fox	2010	31,883
Genco Explorer	1999	29,952
Genco Champion	2006	28,445
Genco Challenger	2003	28,428
Genco Charger	2005	28,398

Pro forma modern, diversified fleet

17 Capesize

5 Panamax

6 Ultramax

21 Supramax

1 Handymax

14 Handysize

Capesize



17

Panamax



5

Ultramax/Supramax/Handymax



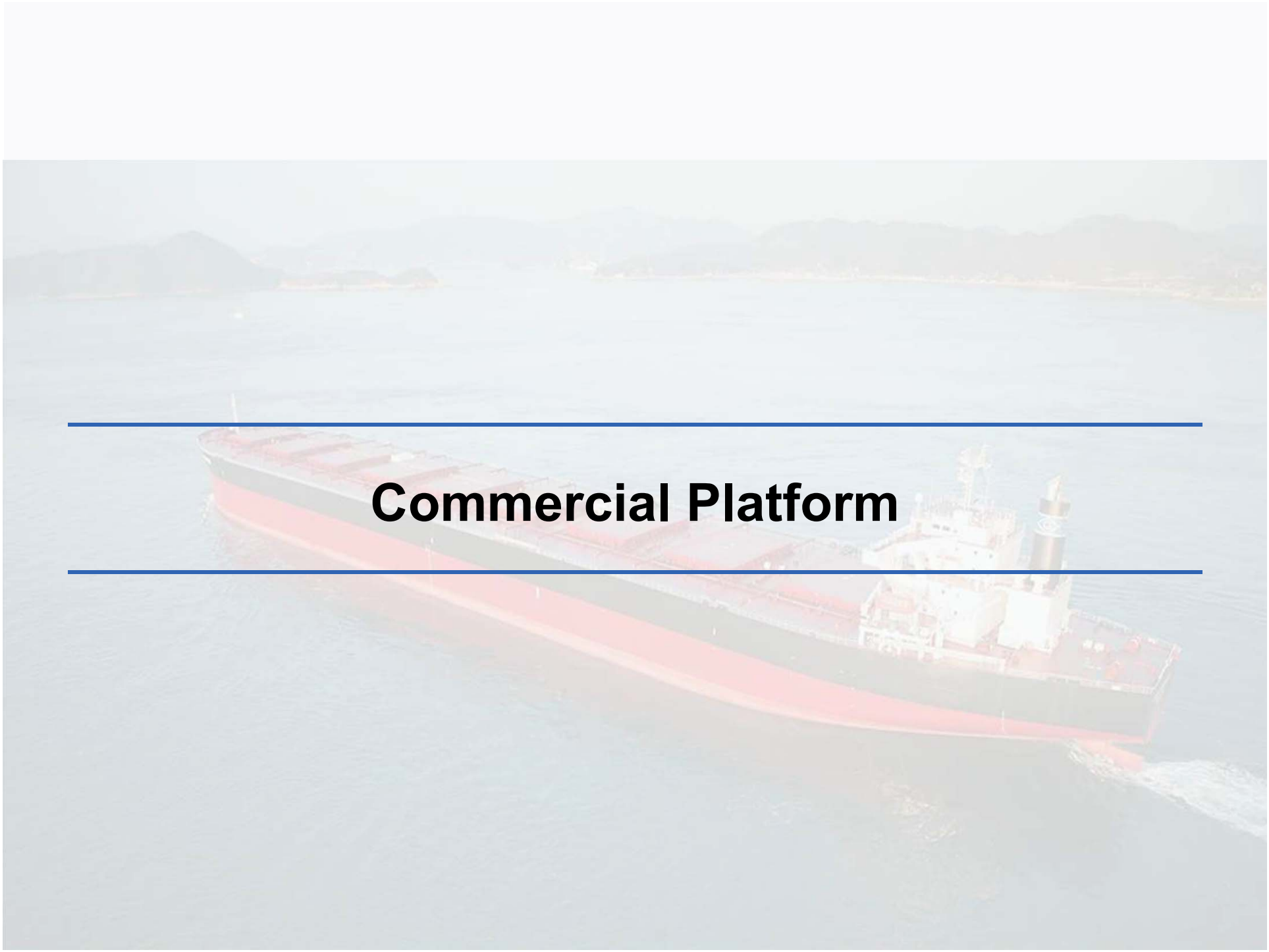
28

Handysize



14

- Genco fleet list pro forma for announced vessel acquisitions and sales.
- The Genco Cavalier and the Genco Explorer have been contracted to be sold and are expected to be delivered to their new owners in Q4 2018



Commercial Platform

Active Commercial Strategy to Drive Margins

Fleet deployment strategy remains weighted towards short-term fixtures providing optionality in a rising drybulk market

Major Bulk

Iron ore demand growth from long ton-mile origins to propel overall drybulk demand as focus turns to high quality materials

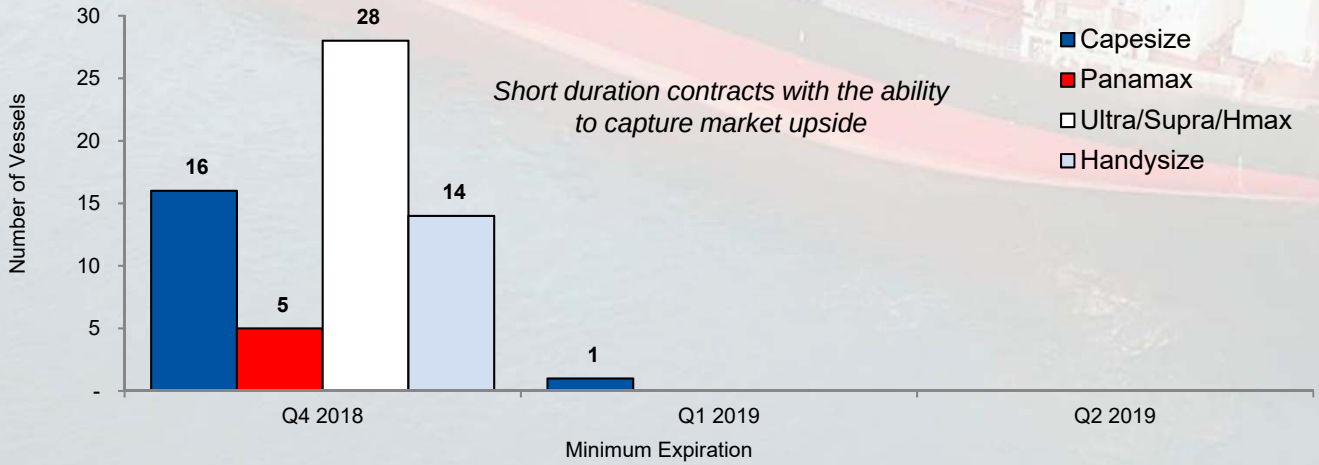
- Real-time management of Capesize fleet
- Significantly increased customer base
- Deeply entrenched with major bulk customers given Far East presence
- Portfolio approach to fixtures with a short-term bias
- Strategic timing of fixtures to capitalize on market trends and seasonality

Minor Bulk

Strengthening global economy to drive demand for coal, grain and minor bulk cargoes

- Real-time market intelligence drives margin expansion
- Further establish relationships with key customers
- Full-service logistics solution (voyage business & direct cargo liftings)
- Copenhagen presence rounds out the commercial platform
  - Provides the ability to take advantage of arbitrage opportunities and triangulation trading

Short-Term Bias to Capture Rising Market



The Genco Platform: Positioned to Capture Market Upside

Revamped Commercial Strategy

- Enhanced commercial strategy focused on increasing margins and outperforming benchmarks
- Full in-house logistics solution to major cargo owners
- Fleet concentrated on major and minor bulks
  - Capesize: upside potential linked to iron ore trade
  - Ultra/Supra/Hsize: steadier income stream, versatile cargo carrying capabilities
- Fleet deployment mix with a short-term bias providing optionality in a rising market

Active Approach to Revenue Growth

- Commercial strategy centered around maximizing individual vessel returns
- Leverage our in-house commercial expertise and relationships
- Substantially increased our customer base providing a full-service logistics solution to cargo customers

Global Presence

- Headquartered in New York with a commercial presence in Singapore and Copenhagen
- Implemented real-time management of the Capesize and minor bulk fleet
- Created a 24-hour operation leading to effective decision making
- Provides global footprint for Genco to get close to cargo customers and end users

Flexible Capital Structure Allows for Growth & Capital Returns

- Strong balance sheet allows for opportunistic capacity additions at attractive asset values
- Execute strategy of lowering the average age of the fleet
- Superior leverage profile offers Genco the opportunity to return cash to shareholders

Sensitivity to Net Revenues

Every $1,000 increase in TCE equates to ~$22 million of incremental cash flow



Note: Based on current Pro Forma fleet of 62 vessels.



Debt Structure

Revamped Debt Structure

In June and August 2018, we closed on our $460m and $108m credit facilities highlighting Genco's access to high quality commercial bank financing

New and simplified debt structure offers more flexibility and visibility into Genco's capital structure

Commercial Bank Financing

$460m Credit Facility

Debt – $460.0mm

Pricing – L + 3.25% (thru Dec 31, 2018), L + 3.00-3.50% (thereafter)

$108m Credit Facility

Debt – $108mm

Pricing – L + 2.50% (thru Sep 30, 2019), L + 2.25-2.75% (thereafter)

5 Remaining Unencumbered Vessels*
3 Panamax
1 Handymax
1 Handysize
(to be sold)

In August 2018, we closed on a new credit facility to fund a portion of the recently announced vessel acquisitions

Utilized the excess demand from the $460 million facility to achieve improved pricing and amortization profile

Highlights

- Simplified debt structure
- Lowered margins by 1.00% on a weighted average basis
- Improved terms
- Removed restrictions on additional indebtedness and vessel acquisitions
- Provided the Company with the ability to pay dividends
- Enhanced flexibility to execute upon fleet growth and renewal program
- Debt amortization of $15 million per quarter starting on December 31, 2018 for the $460 million facility**
- Debt amortization of $1.6 million per quarter starting on December 31, 2018 for the $108 million facility

*Unencumbered vessels currently include: Genco Beauty, Genco Knight, Genco Vigour, Genco Muse and Genco Explorer. The Genco Surprise and the Genco Progress were sold on August 7, 2018 and September 13, 2018, respectively . The Genco Explorer and the Genco Cavalier have been contracted to be sold as well.
**Follows an initial non-amortization period ending December 31, 2018. The amortization amount is to be recalculated based on changes in collateral vessels, prepayments as a result of collateral dispositions, or voluntary prepayments upon our request, subject to a minimum repayment profile in which the loan will be repaid to nil when the average age of the vessels serving as collateral from time to time reaches 17 years. Final payment of $190,000,000 due on May 31, 2023.

Pro Forma Balance Sheet Items

Selected Financial Information

June 30, 2018

(Dollars in thousands)

Balance Sheet	
Cash	**$158,958**
Debt	**$568,000**
Shareholders' Equity	**$1,028,243**

- Pro forma cash and debt balances reflect the remaining installment payment obligations for the acquisition vessels, debt draw downs associated with these acquisitions as well as estimated net proceeds from agreed upon vessel sales

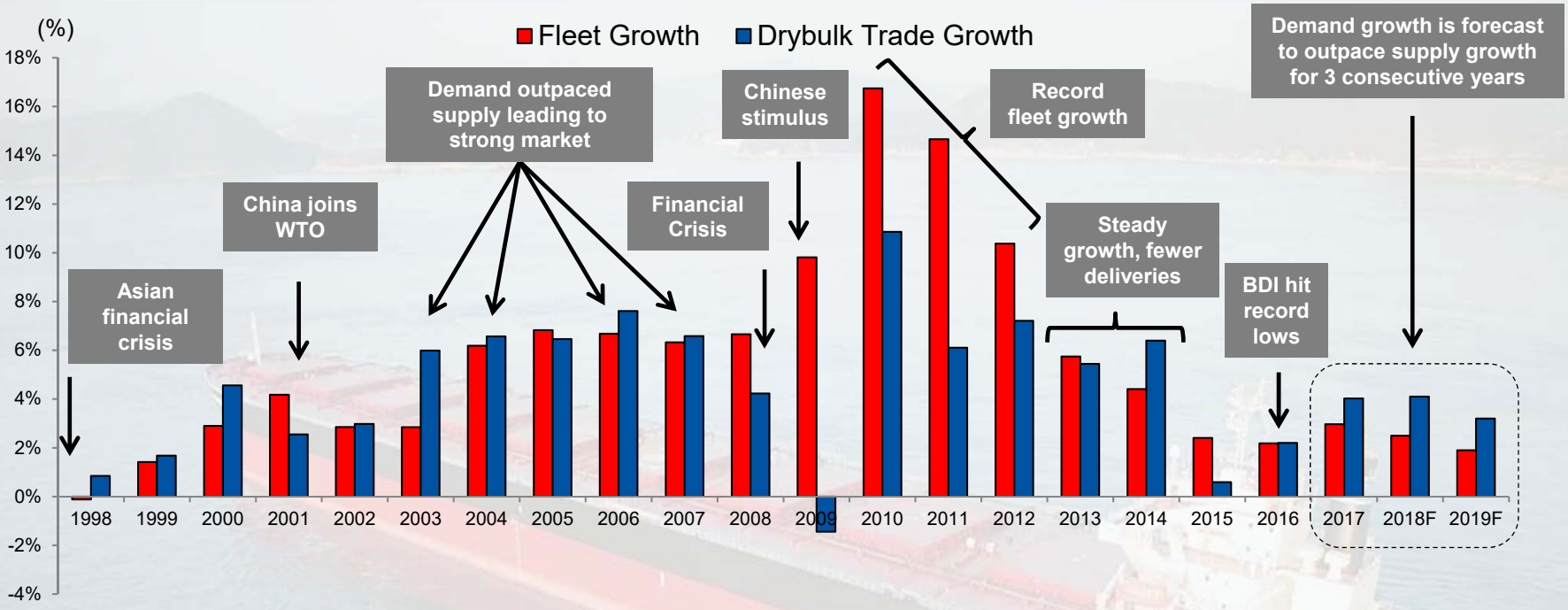
See the Appendix for a reconciliation of pro forma to actual figures.



Drybulk Market Update

Supply & Demand Development – Last 20 Years

Drybulk Supply & Demand Growth



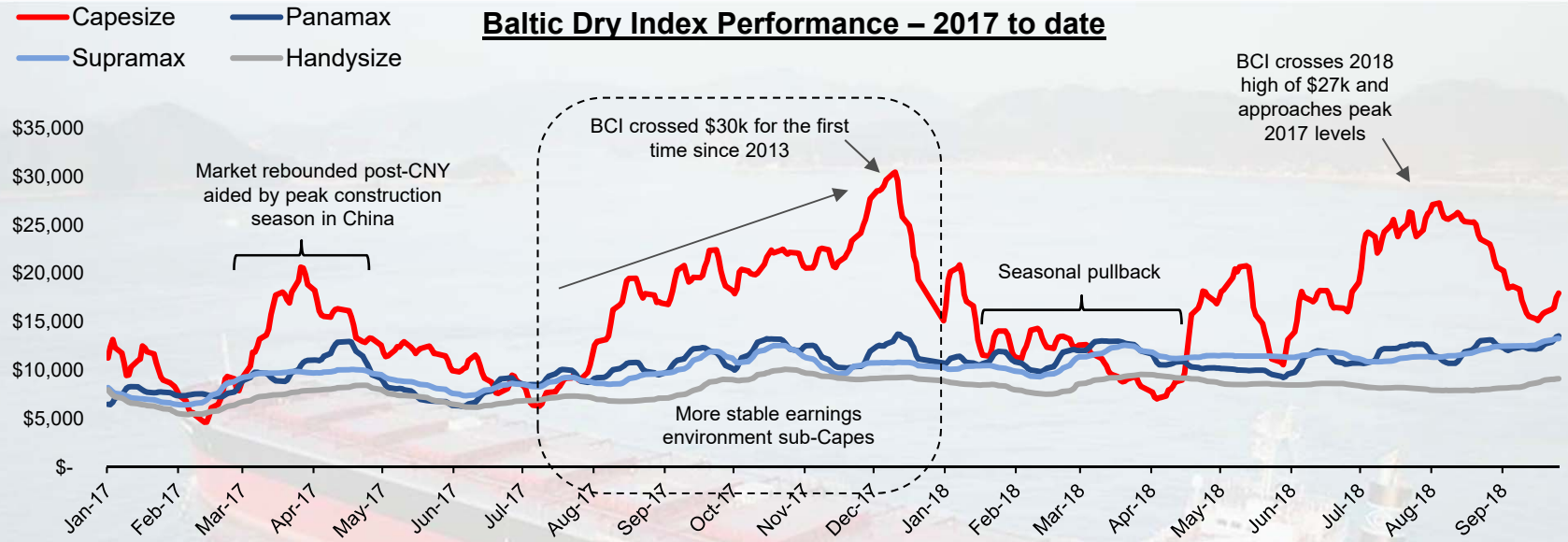
- Demand growth outpaced supply growth during various points in the 2000s
- A strong freight rate environment ensued leading to increased ordering of newbuilding vessels
- Robust ordering during boom years led to fleet growth outpacing demand growth for several years thereafter
- Recently, supply growth has eased to levels not seen since the late 1990s / early 2000s
- This led to demand growth exceeding supply growth in 2017 resulting in a stronger drybulk market environment

Source: Marsoft Incorporated.

Drybulk Freight Rate Development Since Jan 2017

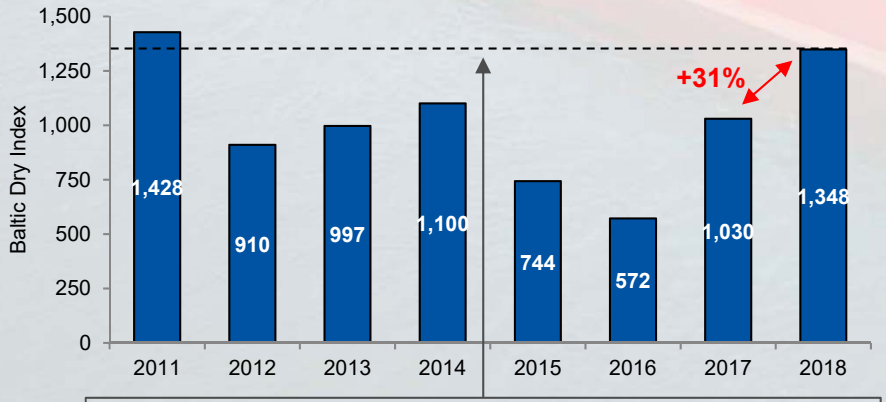
Capesize exposure provides upside earnings potential while minor bulk fleet provides a steadier income stream

Baltic Dry Index Performance – 2017 to date



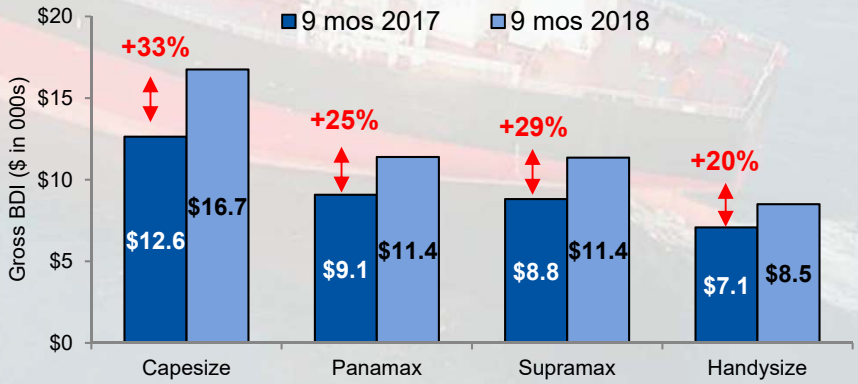
BDI Average

(First 9 months of Every Year From 2011 to 2018)



9 months 2018 BDI average is the highest since the first 9 months of 2011

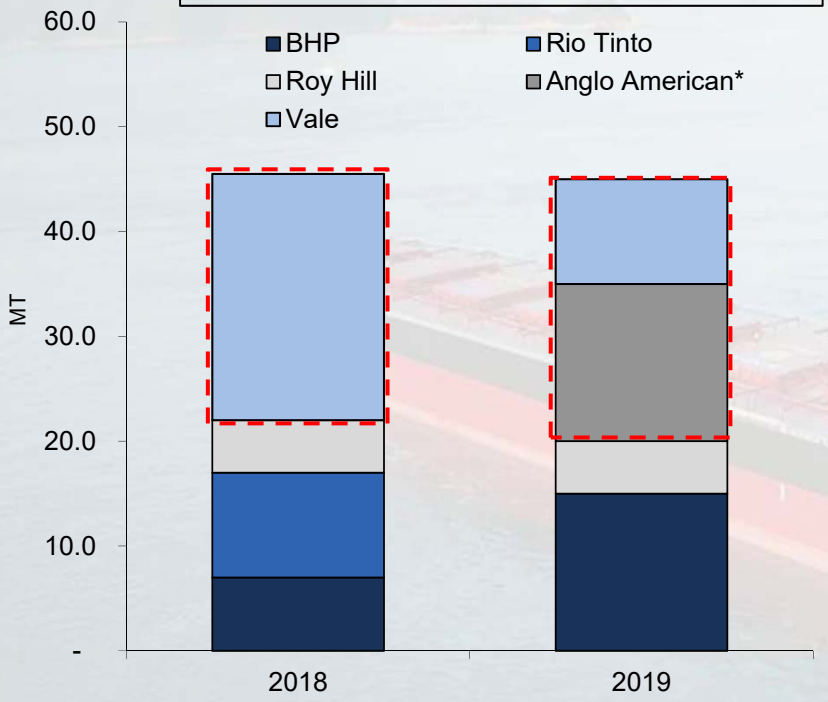
BDI Performance – 9 Months 2017 vs 2018



Recent Market Developments

Key Iron Ore Expansion Plans[2]

Significant Brazilian iron ore volume expected over the next two years



*Anglo American's Minas Rio mine to possibly restart iron ore operations in 2019 following supply disruptions.

Recent Developments

- Net vessel supply growth of 2.1% in the YTD
- Global steel production has increased by 4.8% through the first eight months of 2018
- Capesize spot rates have hit 2018 highs led by strong iron ore exports from Brazil
  - Brazilian iron ore exports increased by 3% through August 2018 YOY
  - After a decline of 8% YOY in Q1 2018, Brazilian iron ore exports have strengthened rising by 8% from April to August 2018 YOY
  - Vale reiterated 2018 iron ore production guidance of 390MT
    - Implies an increase of 33MT in 2H 2018 as compared to 1H 2018
- Chinese iron ore imports are marginally down through the first eight months of 2018 YOY[1]

1) Source: Clarkson Research Services Limited 2018
2) Source: Public statements by subject companies

Update on Trade Disputes

There has been a significant amount of discussion on global trade disputes reported. The below identifies the main areas that impact the drybulk market as it currently stands – we note that a full blown trade war could lead to a slowdown in global GDP which could hamper overall trade volumes

US / China Trade Dispute

Soybeans

- In early July, both countries enacted 25% tariffs on $34 billion worth of goods – most notable was that China is taxing US soybean shipments
- China is the world's largest importer of soybeans as 2017 imports reached 95.5MT, a 15% YOY increase
- China will likely still have to import some soybeans from the US, as the rest of the world will be unable to make up for the lack of supply
- US soybean shipments have increased to other markets, most notably the EU
- US shipments could be re-routed to China via South America or Canada
- US announced a $12 billion subsidy package to help US farmers – could hurt trade if instead of being exported, soybeans are purchased domestically by the US government

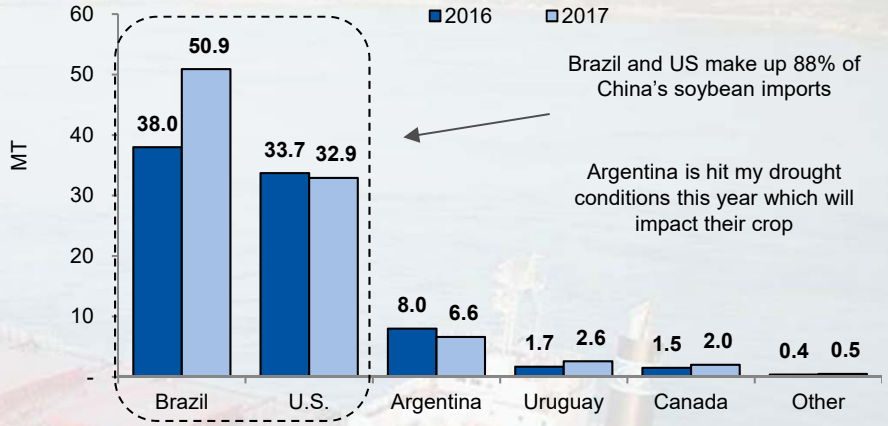
Steel

- While the US is the world's largest importer of steel (35MT in 2017), China is a marginal supplier (1MT in 2017 – #10 steel supplier to the US)
- The US has negotiated trade deals with several steel exporting nations exempting them from steel tariffs including Brazil, South Korea, Argentina and Australia
- Exemptions have expired for the EU, Canada and Mexico

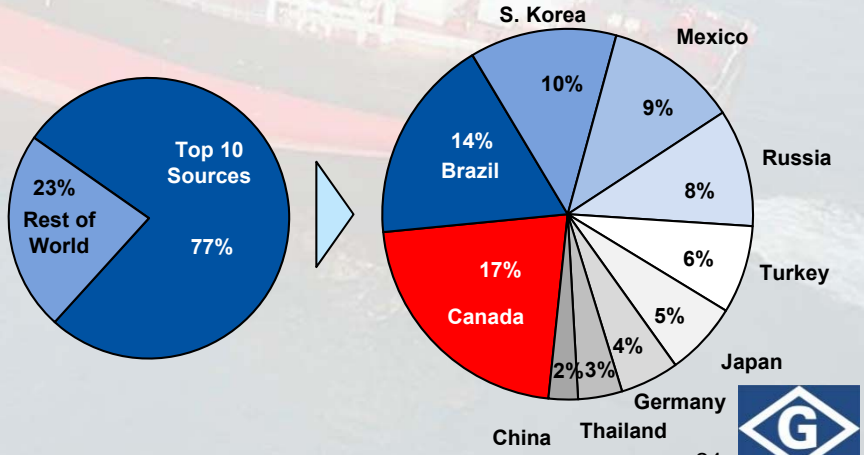
Coal

- On August 23rd, China levied a 25% tariff on $16 billion worth of American imports, including coal
- However, US shipments only make up a very small amount of Chinese imported coal

China Soybean Imports by Source – 2016 vs. 2017



2017 U.S. Steel Imports – Top 10 Sources (% by Volume)



Sources: Clarksons Research Services Limited 2018, Reuters

Major Bulks – Global Steel Production Growth Remains Strong

Global Steel Production (million tons)[1]			
	8 Mos 2018	8 Mos 2017	% Variance
China	617.4	583.6	5.8%
European Union	114.2	112.4	1.6%
Japan	70.2	69.6	0.8%
India	71.1	66.7	6.7%
South Korea	48.3	47.1	2.7%
Global Production	1,194.5	1,140.1	4.8%
Ex-China	577.1	556.5	3.7%

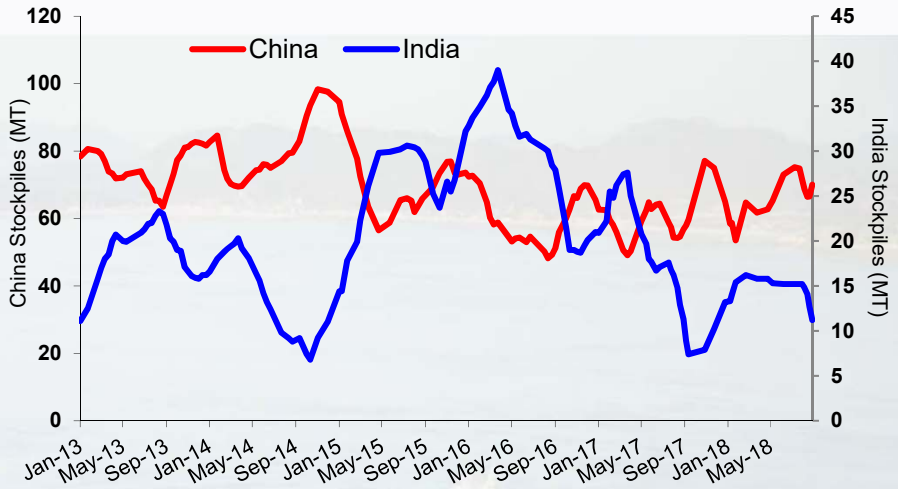
Steel Production

- Chinese steel production has increased by 5.8% through August 2018 YOY[1]
  - Strong margins for steel mills in China have incentivized greater production
  - Ex-China steel production rose by 3.7% during the same period led by a 6.7% YOY increase in output from India
- Steel inventories in China have been rapidly destocked throughout the course of the year in line with historical seasonality[2]

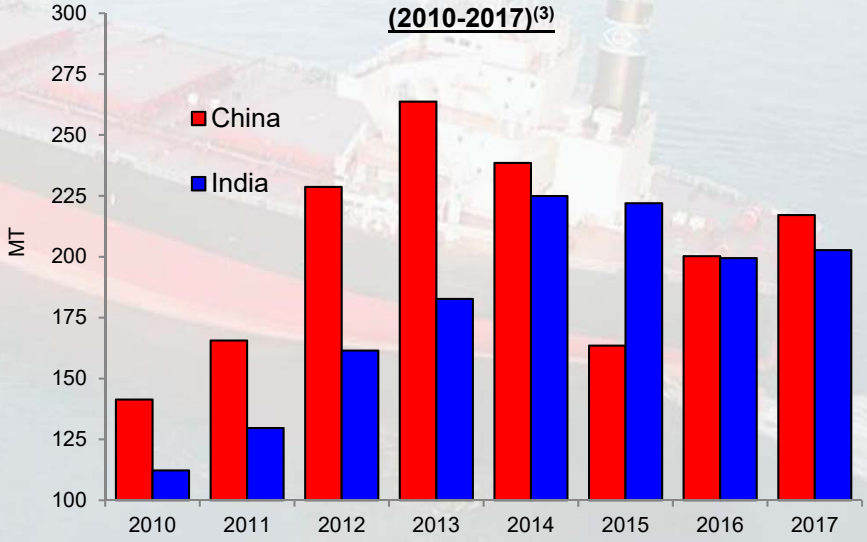
Coal

- China's coal imports increased by 14% through August 2018 YOY
  - Coal imports during July and August 2018 reached the highest point of the year
  - Mining accidents at Chinese domestic coal mines continue to occur, which could lead to additional mine inspections and closures[2]
- India's coal power plant stockpiles remain near three year lows[2]

Coal Power Plant Stockpiles[2]



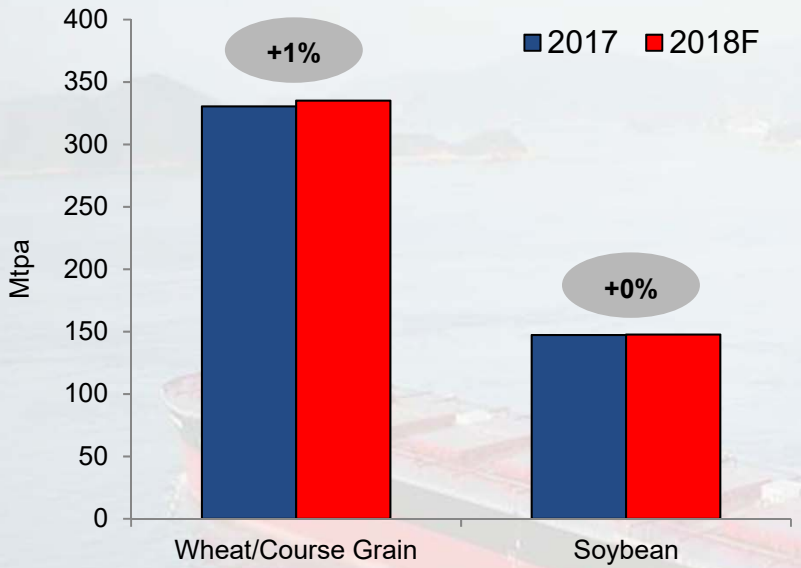
China and India Coal Imports (2010-2017)[3]



1) Source: World Steel Association
2) Source: Commodore Research
3) Source: Clarkson Research Services Limited 2018

Minor Bulks – Steady Grain Trade with Seasonal Impact

Clarksons Global Grain Trade Estimates



Seaborne Wheat / Course Grain Trade (MT)			
Exporter	**2017**	**2018 (f)**	**% Variance**
Argentina	40	42	6%
Australia	31	25	-21%
Canada	21	23	10%
EU	38	39	2%
US	75	76	1%
Others	125	130	4%
Total	**331**	**335**	**1%**

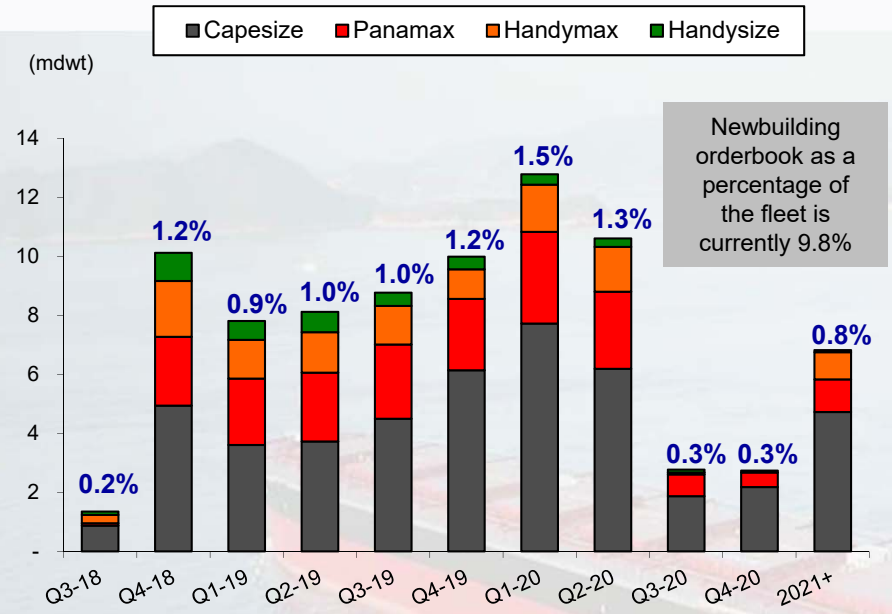
Seaborne Soybean Trade (MT)			
Exporter	**2017**	**2018 (f)**	**% Variance**
United States	54	51	-5%
Brazil	68	75	10%
Argentina	7	3	-60%
Paraguay	6	6	6%
Canada	4	5	11%
Uruguay	3	3	-10%
Others	4	5	5%
Total	**147**	**148**	**0%**

- Currently in South American grain season, strong soybean exports in June and July from Brazil have been reported
- China is the world's largest soybean importer at over 95MT in 2017, nearly 90% of which came from Brazil and the US
- Increased bauxite shipments from Guinea are expected to add ton mile demand going forward
- Strengthening global economy is expected to increase demand for minor bulk commodities

Source: Clarksons Research Services Limited 2018

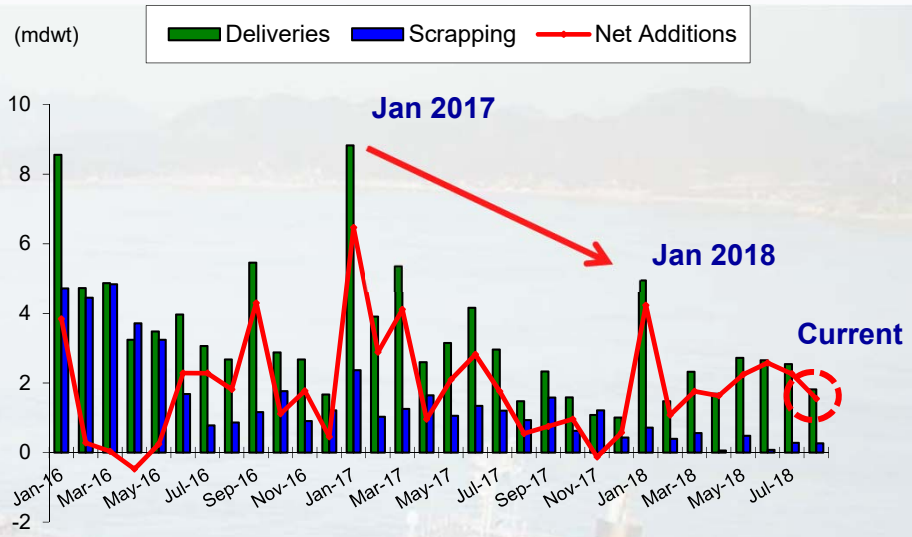
Supply Side Fundamentals

Current Drybulk Vessel Orderbook by Type



Newbuilding orderbook as a percentage of the fleet is currently 9.8%

Drybulk Vessel Deliveries vs. Scrapping



- Total newbuilding deliveries are down by 38% YOY through the first eight months of 2018
- Slippage rate in the YTD is approximately 20%
- The pace of scrapping has eased so far in 2018 falling by 71% YOY through the first eight months of 2018
- Orderbook as a percentage of the fleet is currently at similar levels to this time last year at 9.8%
- On the water tonnage greater than or equal to 20 years old totals 7.0% of the fleet on a dwt basis

Source: Clarkson Research Services Limited 2018



Appendix

Second Quarter Earnings

	Three Months Ended June 30, 2018	Three Months Ended June 30, 2017	Six Months Ended June 30, 2018	Six Months Ended June 30, 2017
	(Dollars in thousands, except share and per share data) (unaudited)		(Dollars in thousands, except share and per share data) (unaudited)	
INCOME STATEMENT DATA:				
Revenues:				
Voyage revenues	$ 86,157	$ 45,370	$ 163,073	$ 83,619
Total revenues	86,157	45,370	163,073	83,619
Operating expenses:				
Voyage expenses	25,983	951	47,075	4,192
Vessel operating expenses	23,720	23,852	47,487	48,736
Charter hire expenses	509	-	509	-
General and administrative expenses (inclusive of nonvested stock amortization expense of $0.6 million, $1.6 million, $1.1 million and $2.3 million, respectively)	6,510	5,752	11,727	10,661
Technical management fees	1,950	1,871	3,898	3,852
Depreciation and amortization	16,450	18,185	33,336	36,358
Impairment of vessel assets	184	3,339	56,586	3,339
Gain on sale of vessels	-	(1,343)	-	(7,712)
Total operating expenses	75,306	52,607	200,618	99,426
Operating income (loss)	10,851	(7,237)	(37,545)	(15,807)
Other (expense) income:				
Other income (expense)	144	(50)	59	(115)
Interest income	887	338	1,681	512
Interest expense	(8,469)	(7,564)	(16,593)	(14,702)
Loss on debt extinguishment	(4,533)	-	(4,533)	-
Other expense	(11,971)	(7,276)	(19,386)	(14,305)
Loss before income taxes	(1,120)	(14,513)	(56,931)	(30,112)
Income tax expense	-	-	-	-
Net loss	$ (1,120)	$ (14,513)	$ (56,931)	$ (30,112)
Net loss per share - basic	$ (0.03)	$ (0.42)	$ (1.62)	$ (0.89)
Net loss per share - diluted	$ (0.03)	$ (0.42)	$ (1.62)	$ (0.89)
Weighted average common shares outstanding - basic	35,516,058	34,430,766	35,049,615	33,965,835
Weighted average common shares outstanding - diluted	35,516,058	34,430,766	35,049,615	33,965,835

June 30, 2018 Balance Sheet

	June 30, 2018	December 31, 2017
	(Dollars in thousands) (unaudited)	
BALANCE SHEET DATA:		
Cash (including restricted cash)	$ 270,311	$ 204,946
Current assets	322,282	217,239
Total assets	1,508,098	1,520,959
Current liabilities (excluding current portion of long-term debt)	32,791	27,952
Current portion of long-term debt	45,000	24,497
Long-term debt (net of $16.1 million and $9.0 million of unamortized debt issuance costs at June 30, 2018 and December 31, 2017, respectively)	398,937	490,895
Shareholders' equity	1,028,243	975,027

	Three Months Ended		Six Months Ended	
	June 30, 2018	June 30, 2017	June 30, 2018	June 30, 2017
	(Dollars in thousands) (unaudited)		(Dollars in thousands) (unaudited)	
OTHER FINANCIAL DATA:				
Net cash provided by (used in) operating activities	N/A		$ 25,019	$ (1,169)
Net cash provided by investing activities			1,869	15,780
Net cash provided by (used in) financing activities			38,477	(2,684)
	(unaudited)		(unaudited)	
EBITDA Reconciliation:				
Net loss	$ (1,120)	$ (14,513)	$ (56,931)	$ (30,112)
+ Net interest expense	7,582	7,226	14,912	14,190
+ Income tax expense	-	-	-	-
+ Depreciation and amortization	16,450	18,185	33,336	36,358
EBITDA[(1)]	$ 22,912	$ 10,898	$ (8,683)	$ 20,436
+ Impairment of vessel assets	184	3,339	56,586	3,339
- Gain on sale of vessels	-	(1,343)	-	(7,712)
+ Loss on debt extinguishment	4,533	-	4,533	-
Adjusted EBITDA	$ 27,629	$ 12,894	$ 52,436	$ 16,063

(1) EBITDA represents net loss plus net interest expense, taxes, and depreciation and amortization. EBITDA is included because it is used by management and certain investors as a measure of operating performance. EBITDA is used by analysts in the shipping industry as a common performance measure to compare results across peers. Our management uses EBITDA as a performance measure in consolidating internal financial statements and it is presented for review at our board meetings. We believe that EBITDA is useful to investors as the shipping industry is capital intensive which often results in significant depreciation and cost of financing. EBITDA presents investors with a measure in addition to net income to evaluate our performance prior to these costs. EBITDA is not an item recognized by U.S. GAAP (i.e. non-GAAP measure) and should not be considered as an alternative to net income, operating income or any other indicator of a company's operating performance required by U.S. GAAP. EBITDA is not a measure of liquidity or cash flows as shown in our consolidated statement of cash flows. The definition of EBITDA used here may not be comparable to that used by other companies.

Second Quarter Highlights

	Three Months Ended		Six Months Ended	
	June 30, 2018	June 30, 2017	June 30, 2018	June 30, 2017
	(unaudited)		(unaudited)	
FLEET DATA:				
Total number of vessels at end of period	60	60	60	60
Average number of vessels (1)	60.0	60.5	60.0	61.7
Total ownership days for fleet (2)	5,460	5,505	10,860	11,167
Total chartered-in days (3)	49	-	49	-
Total available days (4)	5,492	5,319	10,826	10,853
Total available days for owned fleet (5)	5,442	5,319	10,777	10,853
Total operating days for fleet (6)	5,422	5,204	10,699	10,705
Fleet utilization (7)	98.4%	96.7%	98.5%	97.9%
AVERAGE DAILY RESULTS:				
Time charter equivalent (8)	$ 10,964	$ 8,351	$ 10,716	$ 7,318
Daily vessel operating expenses per vessel (9)	4,344	4,333	4,373	4,364

(1) Average number of vessels is the number of vessels that constituted our fleet for the relevant period, as measured by the sum of the number of days each vessel was part of our fleet during the period divided by the number of calendar days in that period.

(2) We define ownership days as the aggregate number of days in a period during which each vessel in our fleet has been owned by us. Ownership days are an indicator of the size of our fleet over a period and affect both the amount of revenues and the amount of expenses that we record during a period.

(3) We define chartered-in days as the aggregate number of days in a period during which we chartered-in third-party vessels.

(4) We define available days, which Genco has recently updated and incorporated in the table above to better demonstrate the manner in which Genco evaluates its business, as the number of our ownership days and chartered-in days less the aggregate number of days that our vessels are off-hire due to familiarization upon acquisition, repairs or repairs under guarantee, vessel upgrades or special surveys. Amounts for available days in the table above for the periods ended June 30, 2017 have been adjusted for our updated method of calculating available days. Companies in the shipping industry generally use available days to measure the number of days in a period during which vessels should be capable of generating revenues.

(5) We define available days for the owned fleet as available days less chartered-in days.

(6) We define operating days as the number of our available days in a period less the aggregate number of days that our vessels are off-hire due to unforeseen circumstances. The shipping industry uses operating days to measure the aggregate number of days in a period during which vessels actually generate revenues. Amounts for operating days in the table above for the periods ended June 30, 2017 have been adjusted for our updated method of calculating available days.

(7) We calculate fleet utilization, which Genco has recently updated and incorporated in the table above to better demonstrate the manner in which Genco evaluates its business, as the number of our operating days during a period divided by the number of ownership days plus chartered-in days less drydocking days. Amounts for fleet utilization in the table above for the periods ended June 30, 2017 have been adjusted for our updated method of calculating fleet utilization.

(8) We define TCE rates as our voyage revenues less voyage expenses and charter-hire expenses, divided by the number of the available days of our owned fleet during the period, which is consistent with industry standards. TCE rate is a common shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charterhire rates for vessels on voyage charters are generally not expressed in per-day amounts while charterhire rates for vessels on time charters generally are expressed in such amounts.

(9) We define daily vessel operating expenses to include crew wages and related costs, the cost of insurance expenses relating to repairs and maintenance (excluding drydocking), the costs of spares and consumable stores, tonnage taxes and other miscellaneous expenses. Daily vessel operating expenses are calculated by dividing vessel operating expenses by ownership days for the relevant period.

Time Charter Equivalent Reconciliation(1)

	Three Months Ended		Six Months Ended	
	June 30, 2018	June 30, 2017	June 30, 2018	June 30, 2017
	(unaudited)		(unaudited)	
Total Fleet				
Voyage revenues (in thousands)	$ 86,157	$ 45,370	$ 163,073	$ 83,619
Voyage expenses (in thousands)	25,983	951	47,075	4,192
Charter hire expenses (in thousands)	509	-	509	-
	59,665	44,419	115,489	79,427
Total available days for owned fleet	5,442	5,319	10,777	10,853
Total TCE rate	$ 10,964	$ 8,351	$ 10,716	$ 7,318

	Three Months Ended				
	March 31, 2017	June 30, 2017	September 30, 2017	December 31, 2017	March 31, 2018
	(unaudited)				
Total Fleet					
Voyage revenues (in thousands)	$ 38,249	$ 45,370	$ 51,161	$ 74,918	$ 76,916
Voyage expenses (in thousands)	3,241	951	5,550	15,579	21,093
Charter hire expenses (in thousands)	-	-	-	-	-
	35,008	44,419	45,611	59,339	55,823
Total available days for owned fleet	5,538	5,319	5,399	5,514	5,335
Total TCE rate	$ 6,321	$ 8,351	$ 8,448	$ 10,761	$ 10,463

(1) We define TCE rates as our voyage revenues less voyage expenses and charter-hire expenses, divided by the number of the available days of our owned fleet during the period, which is consistent with industry standards. TCE rate is a common shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charterhire rates for vessels on voyage charters are generally not expressed in per-day amounts while charterhire rates for vessels on time charters generally are expressed in such amounts.

Pro Forma Balance Sheet Items Reconciliation ($ in thousands)

	Jun 30, 2018 Actual	Adjustment	Jun 30, 2018 Pro Forma
Cash[(1)]	**$270,311**	**$(111,353)**	**$158,958**
Debt[(2)]	**$460,000**	**$108,000**	**$568,000**
Shareholders' Equity	**$1,028,243**	-	**$1,028,243**

(1) June 30, 2018 pro forma cash is reduced by the remaining installment payment obligations for the agreed upon acquisitions of vessels aggregating $238.3 million, debt proceeds from the $108 million credit facility of approximately $108 million less estimated fees, and estimated net vessel sale proceeds of $21.0 million.
(2) June 30, 2018 pro forma debt is increased by the proceeds from the $108 million credit facility of $108 million.
(3) Assumes $5.1 million of debt related to the sale of the Genco Cavalier is not paid down, but held in escrow with financing bank. Amount can be utilized to acquire vessels and insert as collateral to the existing facility as per our vessel replacement feature under the $460m facility