



American Shipping Company ASA



Presentation of 3Q 2016

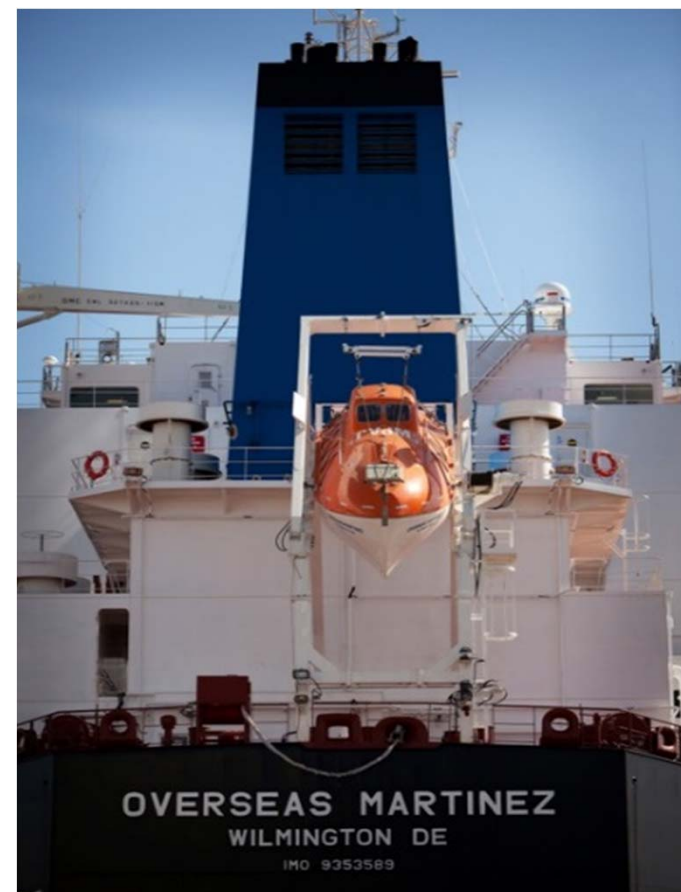
8 November 2016

Important information

- Nothing herein shall create any implication that there has been no change in the affairs of American Shipping Company ASA ("AMSC" or the "Company") as of the date of this Company Presentation. This Company Presentation contains forward-looking statements relating to the Company's business, the Company's prospects, potential future performance and demand for the Company's assets, the Jones Act tanker market and other forward-looking statements. Forward-looking statements concern future circumstances and results and other statements that are not historical facts, sometimes identified by the words "believes", "expects", "predicts", "intends", "projects", "plans", "estimates", "aims", "foresees", "anticipates", "targets", and similar expressions. The forward-looking statements contained in this Company Presentation, including assumptions, opinions and views of the Company or cited from third party sources, are solely opinions and forecasts which are subject to risks, uncertainties and other factors that may cause actual events to differ materially from any anticipated development.

Third Quarter 2016 Highlights

- Declared Q3 dividend of USD 0.124 per share
- Q3 dividend is in line with previous guidance of dividend for 2016
- Normalized EBITDA* of MUSD 23.7
 - Q3 2016 profit share of MUSD 1.4
 - Q3 DPO of MUSD 1.0
- Trailing twelve months profit share MUSD 11.8
- Adjusted Net Profit of MUSD 3.0**
- Backlog of secured bareboat revenue of MUSD 366 with average weighted tenor of 3.8 years



* Including Profit Share and DPO. Reported EBITDA for 3Q16 is MUSD 21.3

** Net profit after tax, adjusted for non-recurring items, currency fluctuations, mark-to-market of derivatives and changes to deferred tax

Fleet* contracted through 2019 with evergreen ext. options. Upside through profit share

VESSEL	2016	2017	2018	2019
Los Angeles				
Texas City				
Anacortes				
Houston				
Long Beach				
New York				
Nikiski				
Martinez				
Boston				
Tampa*				




- AMSC's fleet is on firm BB Charters to OSG (among the world's largest tanker shipping companies) until December 2019+ evergreen ext. options
- AMSC receives fixed annual Bareboat revenue of MUSD 88 + ~50% of the profits generated by OSG under the Time Charter contracts
- OSG time charters the vessels to oil majors for U.S domestic trade

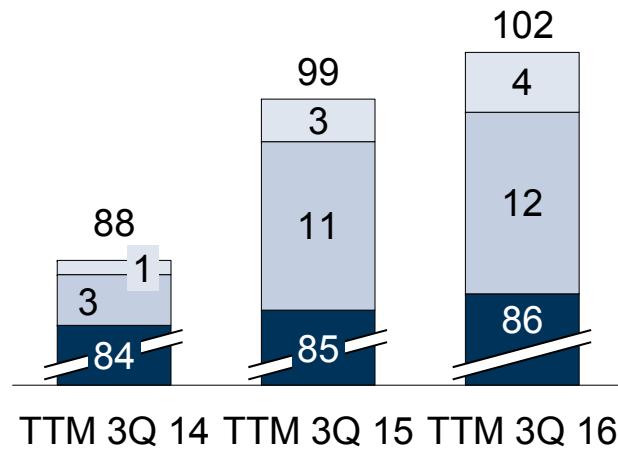


* All vessels excluding Overseas Tampa which is contracted to June 2025

Stable EBITDA and increasing TTM profit share

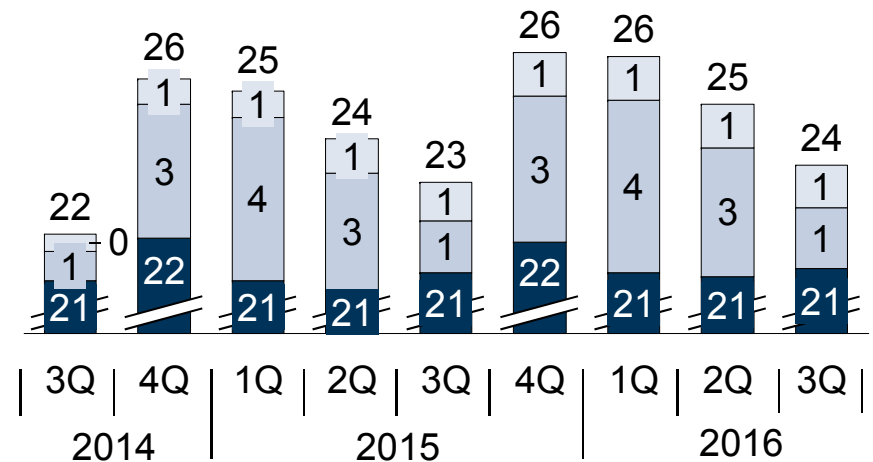


TTM NORMALIZED EBITDA* PER 3Q (MUSD)



DPO
 Profit Share
 Reported EBITDA

NORMALISED EBITDA* PER QUARTER (MUSD)



DPO
 Reported EBITDA
 Profit Share

- Normalized EBITDA* of MUSD 23.7 in 3Q16 (MUSD 23.3 in 3Q15)
- Profit sharing of MUSD 1.4 in 3Q16
- DPO of MUSD 1.0 in 3Q16
- Trailing twelve months profit share of MUSD 11.8

* Including Profit Share and DPO. Reported EBITDA for 3Q16 is MUSD 21.3

Cash slightly decreased in the quarter due to increase in working capital



CASH DEVELOPMENT IN 3Q 16 (MUSD)



* Working capital was increased in the quarter due to a delayed receipt of MUSD 6 of the monthly bareboat charter hire

Balance Sheet

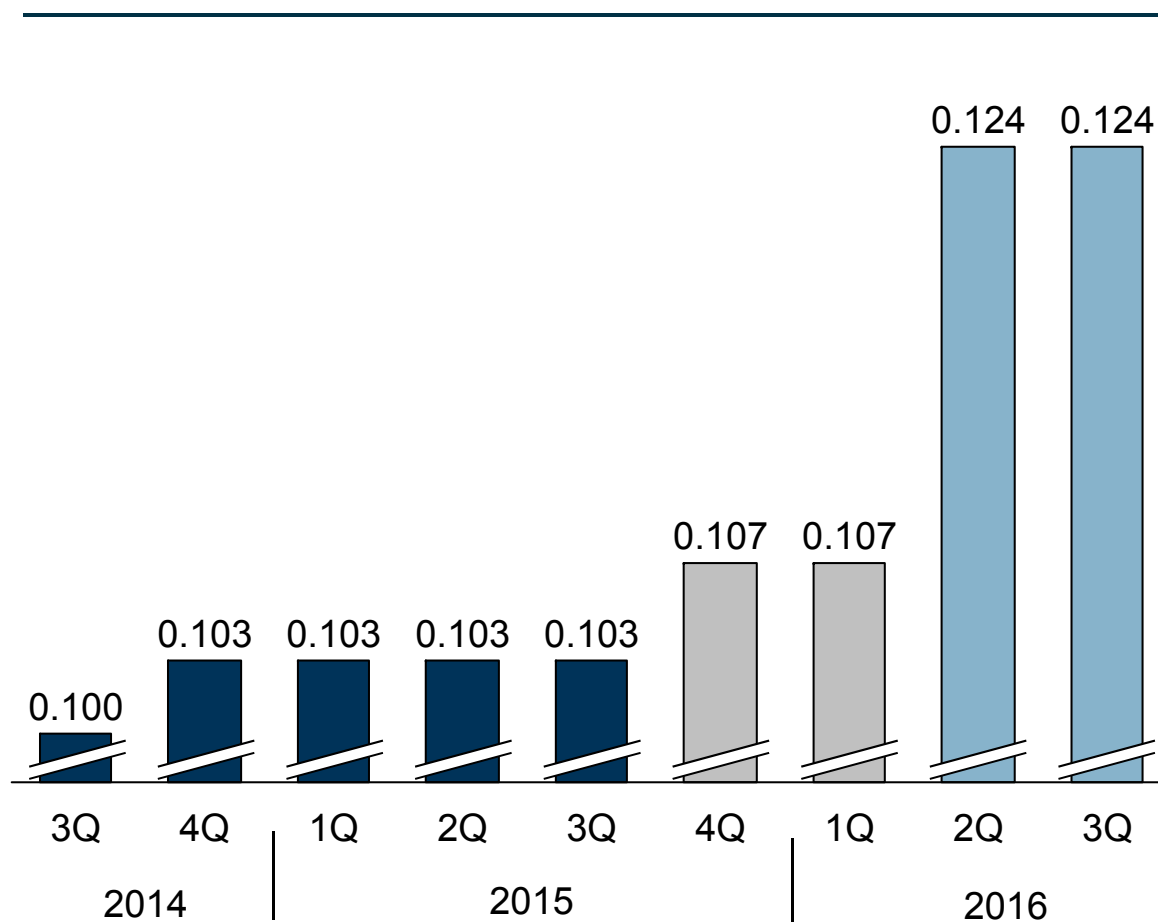
Figures in USD millions	30.09.2016	30.09.2015
Vessels	788.2	823.0
Deferred tax assets	-	-
Interest bearing long term receivables (DPO)	31.6	33.0
Other non current assets	25.4	24.9
Trade and other receivables	0.3	0.5
Cash held for specific uses	2.2	8.8
Cash and cash equivalents	40.6	60.8
TOTAL ASSETS	888.3	951.0
Total equity	203.4	228.4
Deferred tax liabilities	5.0	0.3
Interest bearing long term debt	649.2	208.4
Capitalized Fees	(6.8)	(2.2)
Derivative financial liabilities – long term portion	1.2	-
Interest bearing short term debt	25.0	492.6
Derivative financial liabilities – short term portion	5.1	14.0
Deferred revenues and other payables	6.2	9.5
TOTAL EQUITY AND LIABILITIES	888.3	951.0

Dividend history

Dividends expected as follows*

- 1Q16: USD 0.107 / share (authorized by BoD)
- 2Q16: USD 0.124 / share (authorized by BoD)
- 3Q16: USD 0.124 / share (authorized by BoD)
- Total dividend for 2016 expected to grow approx. 15% compared to 2015

DIVIDENDS PER SHARE (USD)



* Quarterly dividends are usually paid out within 60 days after end of quarter, thus Q4 is actually paid in Q1 the following year

Investment Highlights

Highlights

STABLE U.S. JONES ACT
TANKER MARKET

LEADING MARKET
POSITION

STABLE CASH FLOW

Comments

- Increasing demand for clean products as fuel price has dropped
 - US shale production expected to rebound
 - Market is currently softer, but shipping remains a competitive alternative
-
- Pure play Jones Act tanker exposure
 - AMSC is the second largest product tanker owner
 - AMSC's modern fleet built at cost substantially below newbuilding prices, providing lowest break-even cost of all modern tanker
-
- Stable cash flow from bareboat contracts at fixed rate
 - Upside potential from profit share arrangement
 - Backlog of secured bareboat revenue of MUS\$ 366 with average weighted tenor of 3.8 years

Appendix: About the U.S. Jones Act

The Jones Act has been in place since 1920

- The Merchant Marine Act of 1920, P.L. 66-261 (the “Jones Act”) requires that goods and passengers transported by water between U.S. ports be done in vessels that are built in the U.S, registered under the U.S. flag, U.S. crewed and >75% owned and controlled by U.S. citizens
- AMSC’s operation in the Jones Act market is made possible by the lease finance exception of the Jones Act, which permits foreign ownership of the ships under certain conditions including that the vessels be bareboat chartered to qualified U.S. citizen operators, such as OSG
- The U.S. Jones Act industry is comprised of those ships that transport merchandise between U.S. ports located in continental United States, as well as Alaska, Hawaii and Puerto Rico
- Essential feature of U.S. national security, ensuring non- dependency of ships controlled by foreign nations

Significant financial impact gives bi-partisan support for the U.S. Jones Act

USD 14bn in annual economic output

84,000 jobs in U.S. shipyards

70,000 jobs working on or with Jones Act vessels

Over 39,000 vessels of all sizes representing an investment of USD 30bn



OVERSEAS ANACORTES
WILMINGTON DE
IMO 9352591