DYNAGAS LNG Partners LP

Q1 2017 Results Presentation

June 8, 2017

Forward Looking Statements and Disclaimer

This presentation contains certain statements that may be deemed to be "forward-looking statements" within the meaning of applicable federal securities laws. All statements included in this presentation which are not historical or current facts (including our financial forecast and any other statements concerning plans and objectives of management for future operations, cash flows, financial position and economic performance, or assumptions related thereto, including in particular, the likelihood of our success in developing and expanding our business) are forward-looking statements. Statements that are predictive in nature, that depend upon or refer to future events or conditions, or that include words such as "expects," "anticipates," "intends," "plans," "believes," "estimates," "projects," "forecasts," "may," "should" and similar expressions are forward-looking statements.

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Recent Developments

Balance Sheet Strengthening Initiatives

- On May 18, 2017, the Partnership successfully closed a six-year term $480 million Term Loan B secured by first priority mortgages on the Partnership's six LNG carriers. The Term Loan B facility was priced at LIBOR plus 450 basis points and has principal amortization of 1% per annum. The Partnership used the net proceeds of the Term Loan B to repay in full its secured indebtedness, pay transaction fees and expenses and for general corporate purposes.

Common Units Quarterly Cash Distribution

- On April 12, 2017, the Partnership's Board of Directors announced a quarterly cash distribution of $0.4225 per common unit in respect of the first quarter of 2017. This cash distribution was paid on April 28, 2017, to all unitholders of record as of April 21, 2017.

Series A Preferred Units Quarterly Cash Distribution

- On April 21, 2017, the Partnership's Board of Directors also announced a cash distribution of $0.5625 per unit of its Series A Preferred Units (NYSE: DLNG PR A) for the period from February 12, 2017 to May 11, 2017, which was paid on May 12, 2017, to all unitholders of record as of May 5, 2017.

Financial performance highlights

- Adjusted EBITDA: $31.3 million
- Distributable Cash Flow: $18.6 million
- Distribution coverage ratio: 1.13x

Yamal project advanced state of completion

- Project construction 80% complete as of March 31st, 2017, on time and on budget with modules built off site for higher efficiency and reliability
- First of three trains is 91% complete and on track to begin operations in Q3 2017

Q1 2017 Financial Results

USD in thousands *(except per unit, average daily hire and other operational data)*	**Q1 2017**	**Q4 2016**	**Q1 2016**
Revenues	39,092	41,385	42,741
Adjusted Net Income (1)	14,685	17,287	18,928
Adjusted EBITDA (1)	31,271	33,893	35,178
Distributable Cash Flow (1)	18,634	21,272	22,736
Annualized cash distributions per unit	1.69	1.69	1.69
Average daily hire per LNG carrier (2)	76,700	78,250	81,300
Fleet utilization	99%	100%	100%
Available Days	540	552	546
Average Number of Vessels	6	6	6

(1) Adjusted Net Income, Adjusted EBITDA and Distributable Cash Flow are not recognized measures under U.S. GAAP. Please refer to the definitions and reconciliation of these measures to the most directly comparable financial measures calculated and presented in accordance with U.S. GAAP in the Appendix.
(2) Average daily hire gross of commissions represents voyage revenue without taking into consideration the non-cash time charter amortization expense and amortization of above market acquired time charter contract, divided by the Available Days in the Partnership's fleet.

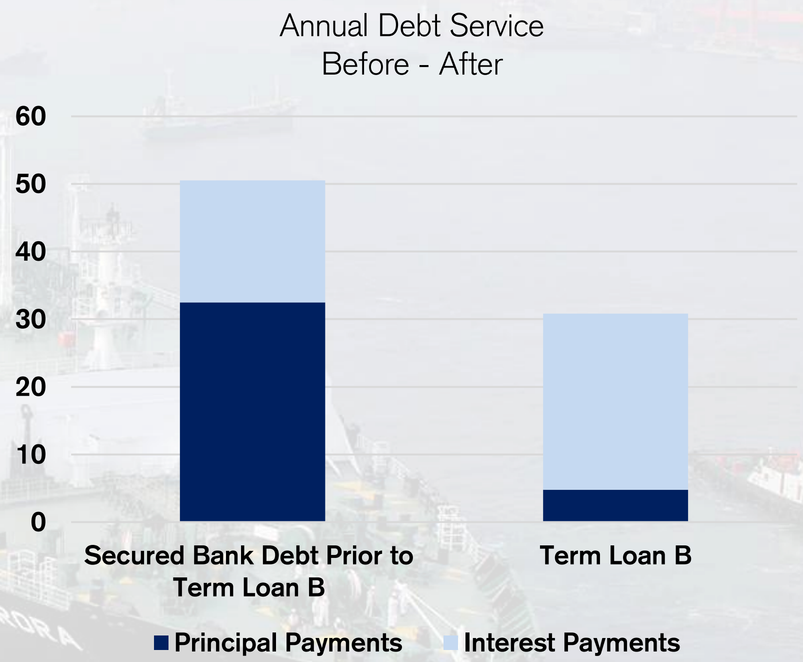
Distributable Cash Flow and Coverage Ratio

USD in thousands	Three Months Ended 31 March 2017	Three Months Ended 31 March 2016
Net Income	12,912	17,135
Depreciation	7,476	7,552
Amortization of deferred financing fees	486	489
Net interest and finance costs, excluding amortization	8,404	8,209
Class survey costs	220	-
Amortization of fair value of acquired time charter	1,787	1,807
Charter hire amortization	(14)	(14)
Adjusted EBITDA	**31,271**	**35,178**
Net interest and finance costs, excluding amortization	(8,404)	(8,209)
Maintenance capital expenditure reserves	(1,038)	(1,038)
Replacement capital expenditure reserves	(3,195)	(3,195)
Distributable Cash Flow	**18,634**	**22,736**
Less: declared Preferred Unitholders' distributions	(1,688)	(1,688)
Distributable Cash, net of preferred [1]	**16,946**	**21,048**
Total declared Distributions [1]	15,027	15,027
Coverage Ratio [1]	**1.13x**	**1.40x**

(1) Refers to Common, Subordinated and GP unitholders in both q1 '17 and q1 '16

Term Loan B Transaction

- $480m Senior Secured Term Loan B highlights:
  - LIBOR plus 450 bp
  - Amortization 1% per annum
  - Maturity: May 2023
- Leverage neutral transaction
- To repay $184.4m ABN Amro Term Loan Facility, $280.0m Credit Suisse Senior Secured Credit Facility
- As a result of this transaction, the Partnership:
  - Puts in place a longer-duration capital structure eliminating near-term maturities
  - Optimizes its all in cash debt service payments due to lower amortization
  - Consolidates all vessels under this Term Loan B with improved covenants
  - Ensures the sustainability of the cash distributions

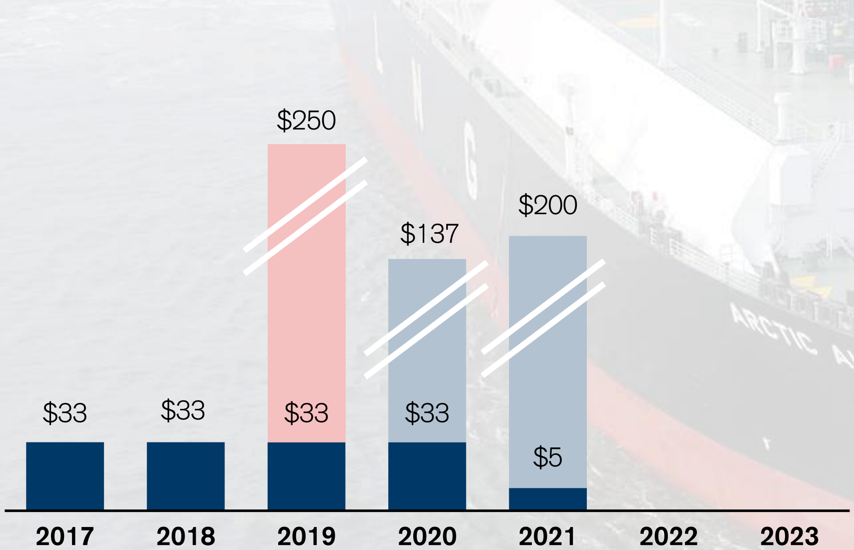


- Debt service cash savings of about 20 million 12 months following the closing of the Term Loan B.
- Significant cash savings over the life of the loan
- Principal payments reduced by $108 million for the period from closing of the Term Loan B up to Q1 2021 (maturity of secured bank debt prior to refinancing)

Debt Maturity Profile

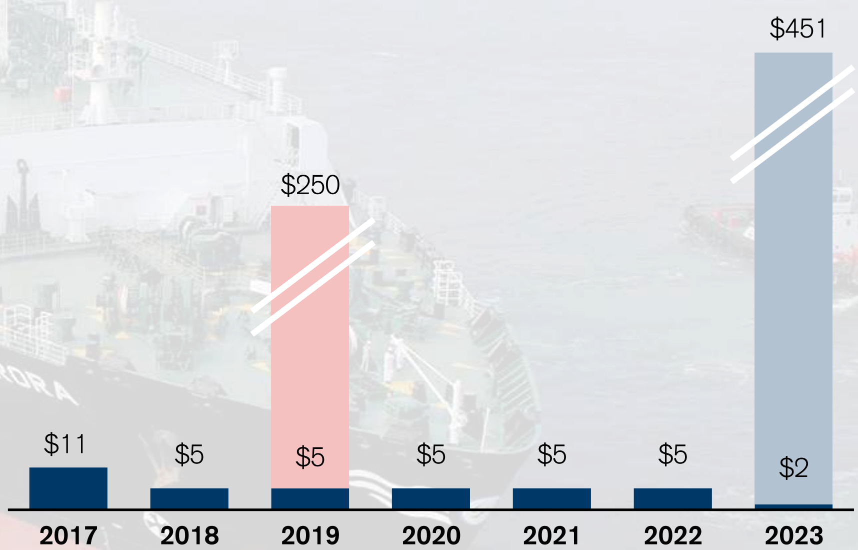
Debt maturity profile prior to Term Loan B

($ in millions)



TLB issuance maturity profile

($ in millions)



Principal

Secured debt repayment upon maturity

Unsecured bond repayment upon maturity

First debt maturity: 6.25% Senior Unsecured Notes due October 2019

Capital Structure and Liquidity

Selected Balance Sheet Data (USD in thousands)	Three Months ended March 31. 2017
Vessels' book value	1,000,141
Cash (including restricted)	75,915
Total Assets	1,095,949
Debt	714,375
Partner's Equity	364,033
Net Debt/ LTM EBITDA	4.7x

USD in millions	As of 7 June 2017
Term Loan B	480
Unsecured Bond	250
Total Debt	730
Market Value of Equity	520
Preferred Equity	75
Total Capitalization	1,325
Debt / Capitalization	55%

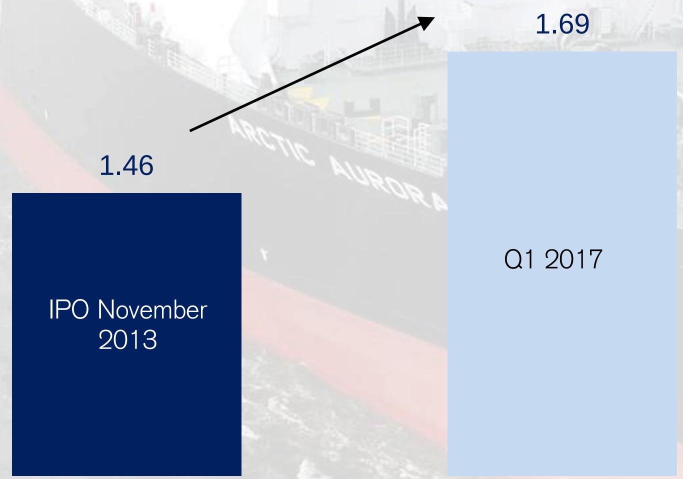
Conservative balance sheet

Strong liquidity position

Cash Distributions

USD in million	Q1 2017	Since IPO
Declared and paid Cash Distributions (1)	15.0	193.3
Distributable Cash Flow	18.6	246.6

Annual Cash Distributions per common unit *(amounts in USD)*



Total cash distributions of $ 5.52 per common unit since IPO in November 2013

(1) Refers to Common, Subordinated and GP Unitholders

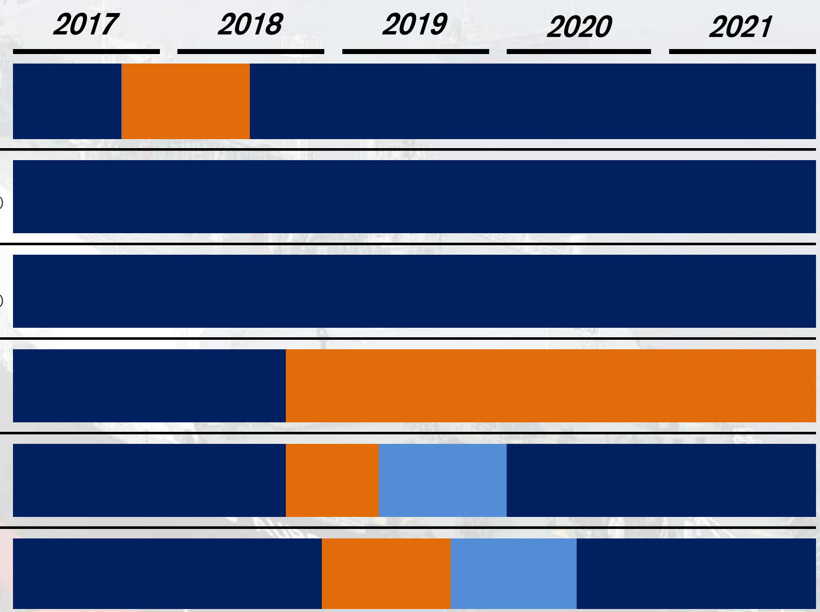
Partnership – Fleet Profile

Fleet	■ 6 LNG carriers
Total cbm capacity	■ 914,100 cbm (149,700 cbm for steam turbine LNG fleet, 155,000 cbm for the tri-fuel diesel engine LNG fleet (TFDE's))
Fleet average age	■ ~6.8 years[1]
Average remaining charter duration	■ ~10.5 years[1][2]
Counterparties	■ Gazprom, Statoil, Yamal
Total estimated contract backlog	■ $1.52 billion[1][2]
Differentiation	■ Fleet has the ability to trade as conventional LNG Carriers and in ice bound areas with no cost disadvantages
Selected charterers	Shell, Gazprom, RasGas, BG Group, Marubeni, Woodside, KOGAS, Sakhalin Energy, Statoil, Qatargas, Vitol, Iberdrola, CPC Corporation, Taiwan, North West Shelf Gas, Koch

Source: Company filings and Factset.
(1) As of June 8, 2017.
(2) Does not include charterer extension options, basis earliest delivery and redelivery dates. Including the *Yenisei River* and *Lena River* time charter contracts with Yamal for the Yamal LNG project. The time charter contracts with Yamal are subject to the satisfaction of certain conditions, which, if not satisfied, or waived by the charterer, may result in their cancellation or amendment before or after the charter term commences and in such case the Partnership may not receive the contracted revenues thereunder.

Long-Term Charters Provide Steady, Predictable Cash Flows

LNG Carrier Name	Year Built	Capacity (cbm)	Charterer	
Clean Energy	2007	149,700	GAZPROM	2026
Ob River	2007	149,700	GAZPROM / SAKHALIN ENERGY (1)	2028
Amur River	2008	149,700	GAZPROM / SAKHALIN ENERGY (1)	2028
Arctic Aurora	2013	155,000	Statoil	
Yenisei River	2013	155,000	GAZPROM / YAMAL LNG	2033/34 (**2049** including non-exercised options)
Lena River	2013	155,000	GAZPROM / YAMAL LNG	2034/35 (**2049** including non-exercised options)



Firm charter   Available   Delivery Window

Five out of six LNG carriers with ice class specification

Proven ability to capitalize on market leadership in ice class trades with long term contracts

86% contracted fleet for 2017, 75% for 2018 and 2019 with minimal capital requirements provides significant free cash flow

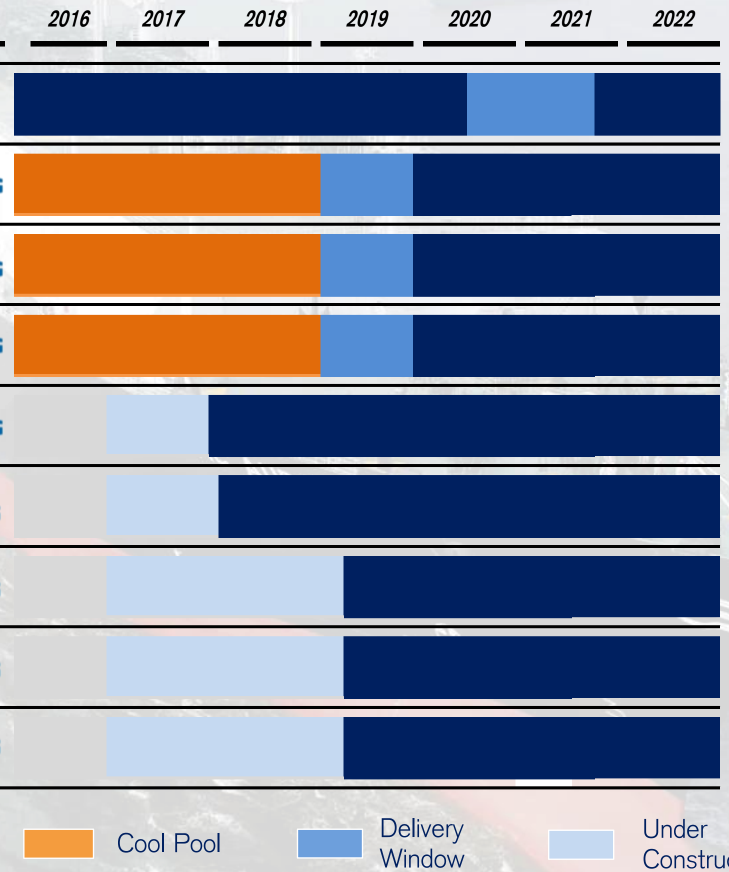
Total contract backlog of approximately $1.52 billion[2]

(1) *Amur River* and *Ob River* are sub-charted to Sakhalin Energy Investment Company as the project requires ice class vessels to load cargoes during the winter season.
(2) As of 8 June 2017. including the *Yenisei River* and *Lena River* time charter contracts. The time charter contracts with Yamal are subject to the satisfaction of certain conditions, which, if not satisfied, or waived by the charterer, may result in their cancellation or amendment before or after the charter term commences and in such case the Partnership may not receive the contracted revenues thereunder.

Dropdown Opportunities

- All LNG carriers are chartered on long-term contracts, providing multi-billion dollar contract backlog
- The Sponsor is a critical partner to Novatek, Total and CNPC
- The Sponsor and DLNG together account for 11 out of 27 ships contracted to Yamal LNG

Carrier name	Year built / expected delivery	Capacity (cbm)	Type	Charterer	Firm Contract Expiry
Clean Ocean (2)	2014	162,000	Arc-4 Ice Class 1A	YAMAL LNG / CHENIERE	2035/36
Clean Planet (2)	2014	162,000	Arc-4 Ice Class 1A	YAMAL LNG	2034
Clean Horizon (2)	2015	162,000	Arc-4 Ice Class 1A	YAMAL LNG	2034
Clean Vision (2)	2016	162,000	Arc-4 Ice Class 1A	YAMAL LNG	2034
Yamal Hull 2421 (3)(4)	2017	172,410	Arc-7 Ice Class	YAMAL LNG	2045
Yamal Hull 2422 (3)(4)	2017	172,410	Arc-7 Ice Class	YAMAL LNG	2045
Yamal Hull 2427 (3)(4)	2019	172,410	Arc-7 Ice Class	YAMAL LNG	2045
Yamal Hull 2428 (3)(4)	2019	172,410	Arc-7 Ice Class	YAMAL LNG	2045
Yamal Hull 2429 (3)(4)	2019	172,410	Arc-7 Ice Class	YAMAL LNG	2045



All LNG carriers have ice class 1A and Arc-7 notations and are fully winterized

Total contract backlog of \$8.1 billion(1)

Proven ability to capitalize on market leadership in ice class trades with long term contracts

All vessels fully financed

Dynagas LNG Partners, together with the Sponsor, has five Arc-7 and six Arc-4 vessels on charter to Yamal LNG out of a total of fifteen Arc-7 and twelve Arc-4 vessels dedicated to the project

(1) Calculation based on 100% of contracted revenues of the Clean Ocean, Clean Planet, Clean Horizon, Clean Vision and Hulls No. 2421, 2422, 2427, 2428 and 2429.
(2) Firm period may be extended by three consecutive 5-year optional periods.
(3) Sponsor owns 49% equity interests in Hulls No. 2421, 2422, 2427, 2428 and 2429.
(4) Firm period may be extended by two consecutive 5-year optional periods.

Market Share: Leader in Ice Class Trades

- Dynagas Group (DLNG and Sponsor) has an 82% market share of the vessels with ice class 1A FS or equivalent notations
  - Limited vessel supply creates sublet opportunities for clients (Gazprom → Sakhalin)
  - First and only LNG shipping company, together with the Company, to carry cargoes through the Northern Sea Route
- The Company's Arc-4 LNG/ice class 1A FS vessels may trade as conventional LNG carriers and in ice bound areas
  - Potential for additional revenue stream when trading in ice bound areas
  - No difference in operational cost of ice class and conventional LNG carriers

Very limited ice class 1A FS vessel supply…

…for ice bound LNG export projects

(1) Owned by Dynagas LNG Partners
(2) Owned by Sponsor

Industry Overview

Composition of the LNG Fleet & Orderbook

1. Existing Fleet

- Number of vessels: 459

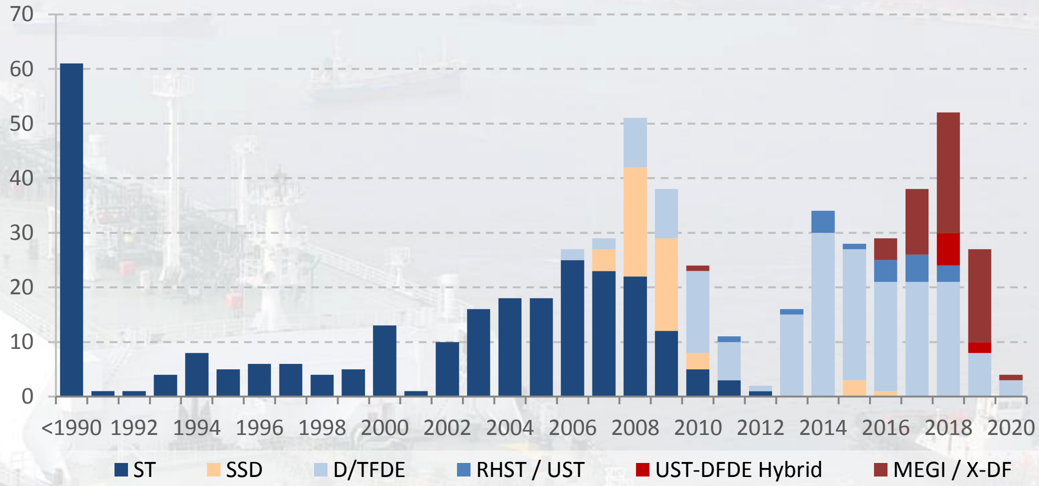
Existing Fleet	# of Vessels	% of Fleet	Average Age
185 -266,000 m³	45	10%	8 Yrs
167- 185,000 m³	63	14%	2 Yrs
150 - 167,500 m³	115	25%	5 Yrs
130-150,000 m3	177	39%	13 Yrs
65-130,000 m3	59	12%	30 Yrs
Total	**459**		**11 Yrs**
(Of which Laid up)	24	5%	31 Yrs
(Of which FSRU/FSUs)	30	7%	14 Yrs

2. Orderbook

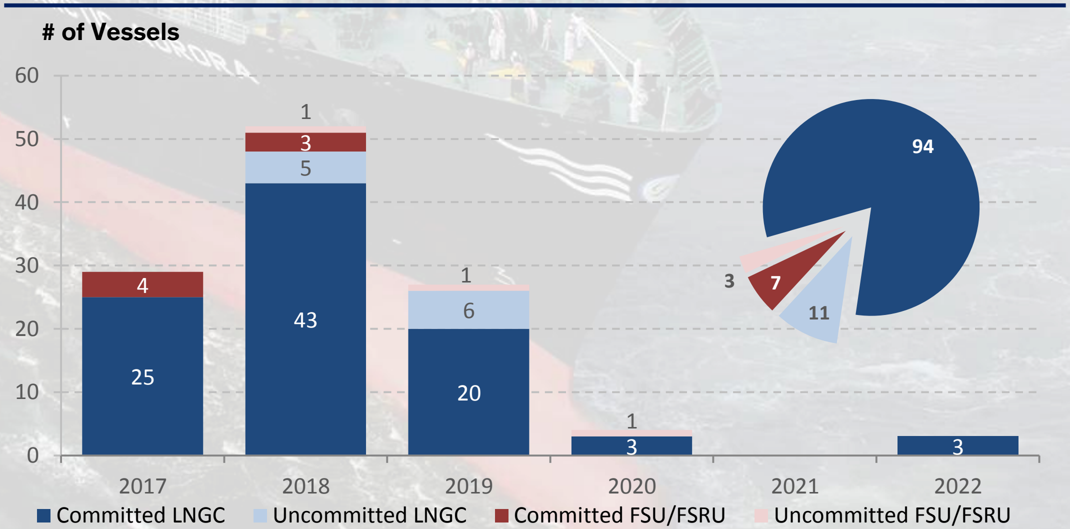
- Number of vessels: 115
- Uncommitted on order: 14 (11 LNGCs, 3 FSRUs)
- Committed on order: 101 (94 LNGCs, 6 FSRUs, 1 FSU)

Orderbook	# of Vessels	% of Orderbook
185 -266,000 m3	1	1%
167- 185,000 m3	97	85%
150 - 167,500 m3	17	14%
Total	**115**	
(Of which FSRU/FSUs)	10	9%

LNG Vessel Deliveries by Propulsion Type



LNG Orderbook



N.B. All fleet statistics exclude vessels <65,000 m³, FLNG assets are also excluded

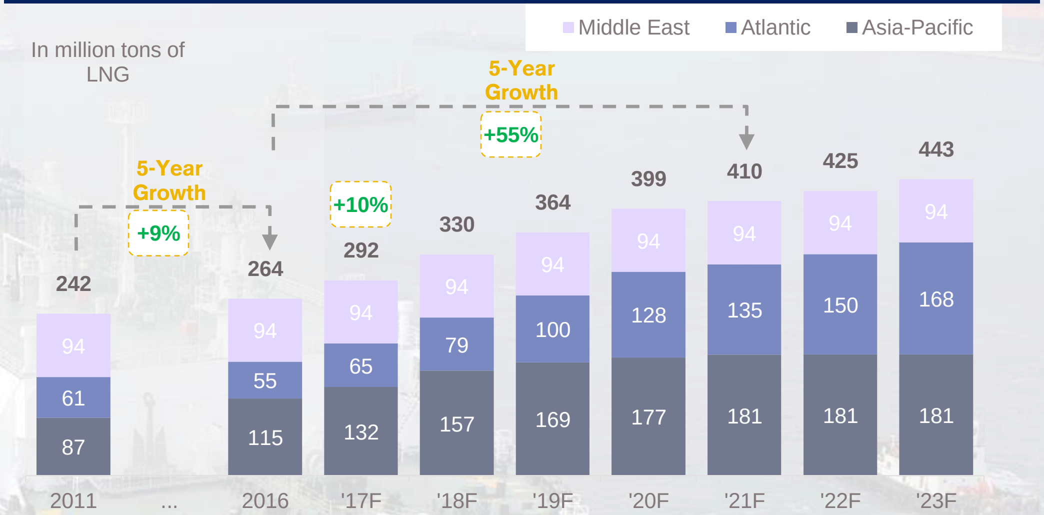
Source: Poten & Partners

LNG Trade to increase by over 50% by 2021

By 2021 global LNG exports are expected to reach ~410 mt, an increase of ~55% compared to 2016.

- LNG exports have increased from ~242 mt in 2011 to ~264 mt in 2016, a 9% rise.
- Forecast assumes that each new project is producing and exporting LNG regardless whether the capacity is sold under a Sales and Purchase Agreement (SPA) or not.
- Over the next 5 years LNG supply is projected to rise by 146 mt or 55% (new projects and existing projects ramping up capacity) to ~410 mt in 2021.

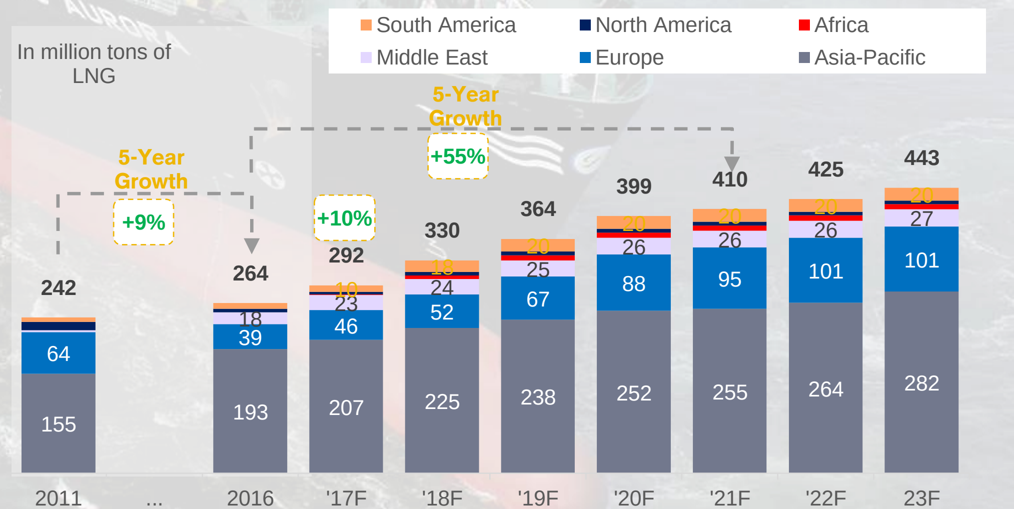
Global LNG Supply/Exports by Region, 2011-2023



On the demand side majority of volumes are expected to flow into Europe and the Asia-Pacific region which includes emerging markets such as India, Pakistan and Bangladesh

- Traditional LNG importers Japan, South Korea and Taiwan are facing stagnating LNG demand over the next couple of years
- Floating regas solutions have allowed emerging markets and smaller nations to connect to the LNG map, thus compensating for the growth loss from traditional markets
- Our analysis suggests that Europe would need to absorb an additional 56 mt in 2021 (~39 mt was imported in 2016) which is a ~140% increase from 2016. Some of these additional volumes are expected to get absorbed by floating regasification projects that have not reached FID yet

Global LNG Demand/Imports by Region, 2011-2023



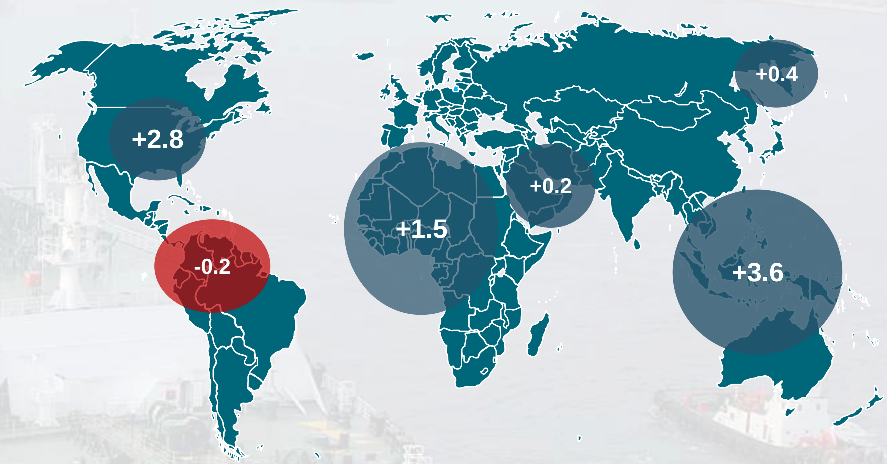
Source: Affinity

LNG production growth up 13%

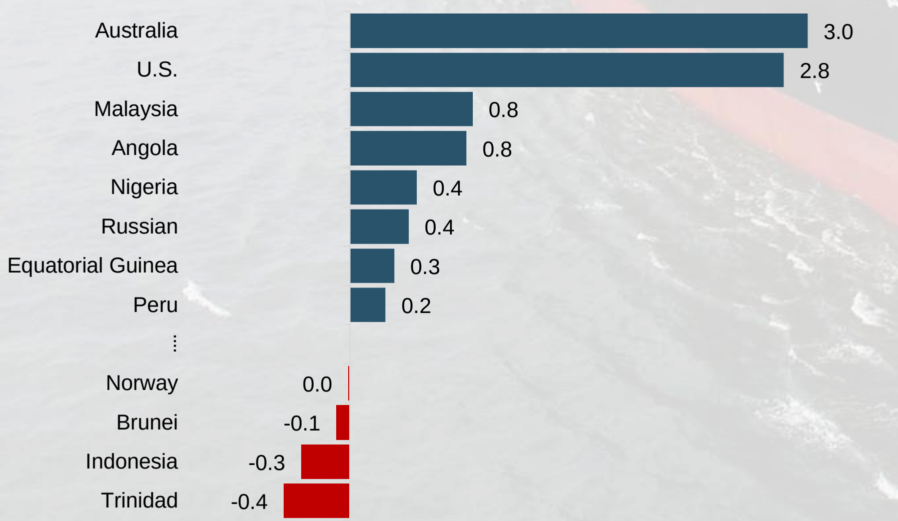
In the first quarter of 2017 ~72 mt of LNG were exported, up ~13% from Q1-16

- Australia and the U.S. produced an incremental 5.8 mt (Q1-17 vs Q1-16)
- This trend is expected to continue in the second quarter of 2017 with existing trains ramping-up capacity and new ones (Gorgon T3) coming online.
- Malaysia contributed 0.8 mt of supply growth in the first quarter of 2017. Petronas's successfully commissioned train 9 at Bintulu LNG complex in the fourth quarter of 2016 and achieved its first cargo with the PFLNG Satu in March 2017.
- LNG production at Trinidad and Tobago's liquefaction facility declined by 0.4 mt compared to the same quarter a year earlier. LNG production has been shrinking for more than a year due to gas shortages in the country
- Cheniere's Sabine Pass train 3 produced its first commissioning cargo at the beginning of the year and is ready now for commercial operations
- Angola LNG loaded 13 cargoes in Q1-17 versus 12 for the whole of 2016

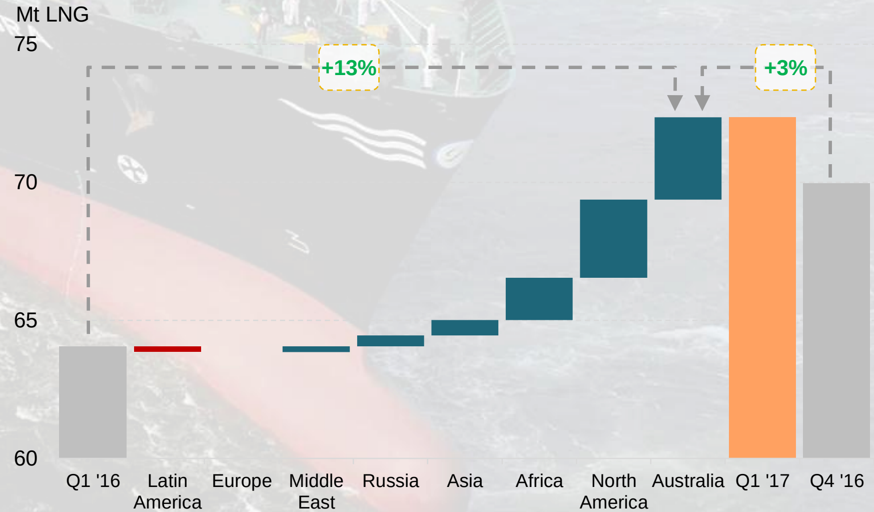
Incremental LNG exports by region, Q1 17 vs Q1 16 (million tons)



Incremental LNG Exports by Country, Q1 17 vs Q1 16 (million tons)



Incremental LNG Exports by Region, Q1 17 vs Q116 (million tons)



Note: LNG exports do not include re-exports and indigenous exports
Source: Affinity

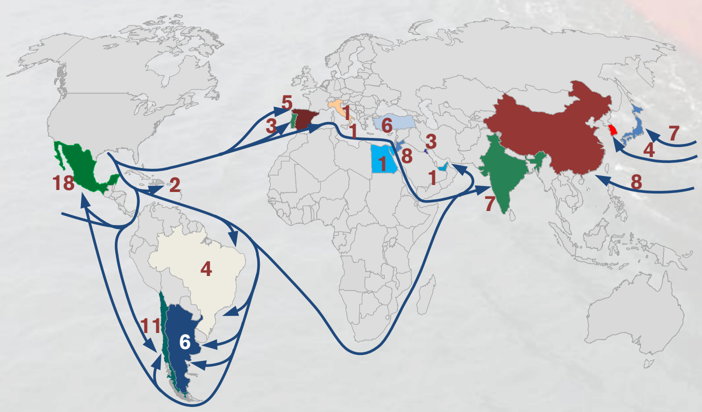
Recent Sabine Pass Shipping Behaviour

Recent trading patterns[1] (as of end March 2017) from Sabine Pass exports indicate 1.77 vessels (160,000 m³) are required on average for each million tonne of LNG exported

- Far Eastern markets have taken a significant volume so far with 19 cargoes
- Mexico has imported 18 cargoes and South America another 20 cargoes
- Several trades have taken sub-optimal routes to market
  - 6/11 Chilean cargoes opted to round Cape Horn rather then using the Panama canal, incurring an additional ~6,000nm to do so each time
  - The Stena Clear Sky discharged into Manzanillo (Mexico), rounding Cape Horn to do so
  - Some vessels discharging into markets in the Middle East and India have opted to round the Cape of Good Hope rather than pass through Suez
- The Panama Canal has so far been used by vessels discharging into Chile, Mexico and the Far East
- A considerable amount of U.S. volumes have found a home in Southern Europe and Mediterranean countries, while Northern Europe has not yet absorbed any cargoes.

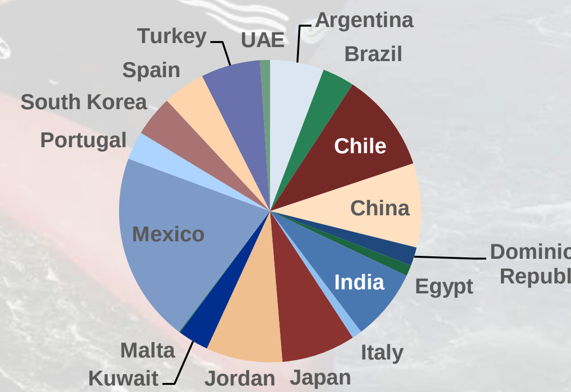
Country	# Cargos	Total Volume (Tonnes)	Ave Laden Duration (Days)	Equivalent # 160k m³ vessels Required Per MTPA
Argentina	6	369,142	22	1.79
Brazil	4	218,950	14	1.12
Chile	11	682,949	20	1.66
China	8	574,231	30	2.41
Dom. Republic	2	126,559	20	1.60
Egypt	1	75,047	24	1.93
India	7	490,624	29	2.31
Italy	1	68,415	16	1.31
Japan	7	506,104	32	2.52
Jordan	8	522,773	21	1.72
Kuwait	3	211,723	33	2.59
Malta	1	6,870	28	2.24
Mexico	18	1,300,283	14	1.19
Portugal	3	193,573	12	0.97
South Korea	4	279,839	32	2.55
Spain	5	289,745	15	1.22
Turkey	6	406,377	17	1.40
UAE	1	68,226	32	2.54
Totals	**96**	6,391,429	**21.9**	
Volume Weighted Vessel Multiplier				**1.77**

U.S. LNG Exports: February 2016 – March 2017



The number of cargoes imported into each country is highlighted

U.S. LNG Export Destinations by Volume - 2016-2017 YTD



Source: Reuters, Poten & Partners

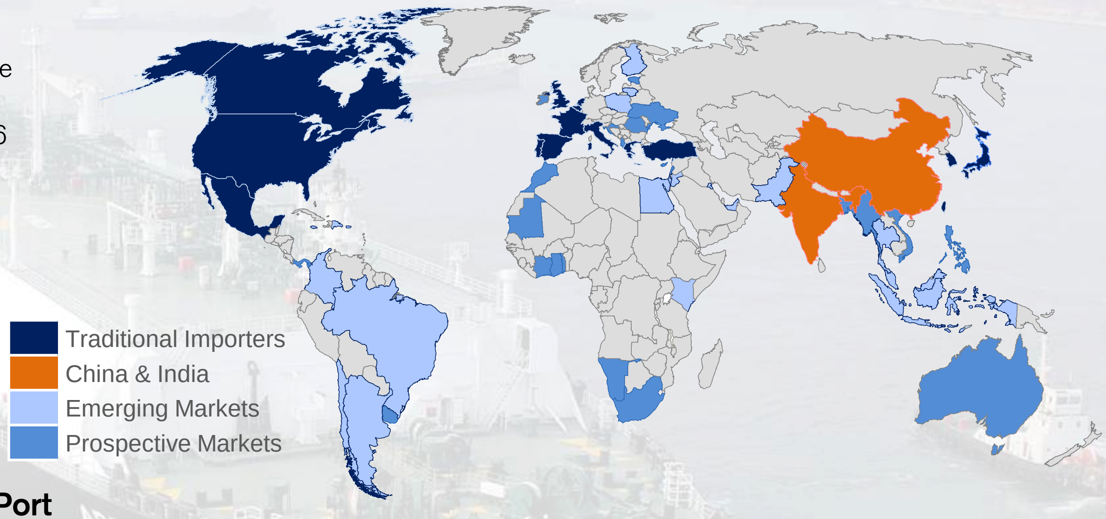
[1] *This analysis includes partial cargoes*

LNG Trade has grown complex

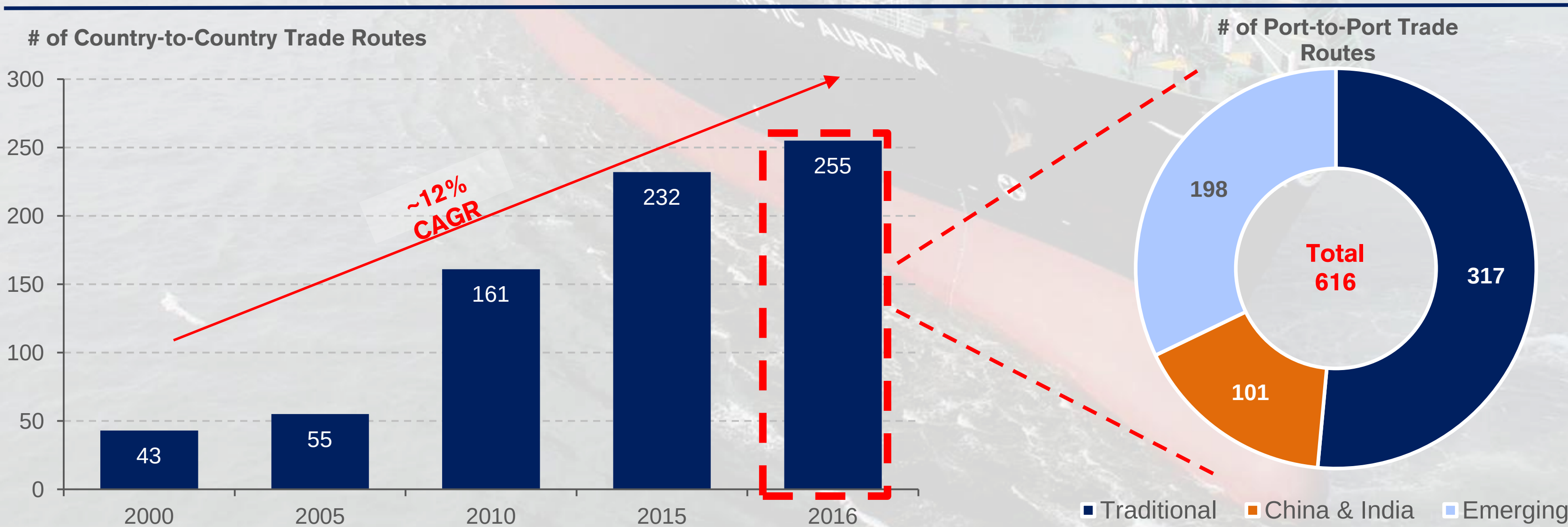
The LNG global trade has grown increasingly complex over the last 15 years

- In 2000 there were only 43 country-to-country trade routes globally. By 2016, the number had expanded to 255
  - This equates to an ~12% Compound Annual Growth Rate (CAGR) over a 16 year period
- 23 new import markets have opened up during 2000 – 2016 period
- On a more granular port-to-port level, the number of trade routes increases to 616
  - 317 routes discharged in traditional markets
  - 101 routes discharged in China or India
  - 198 routes discharged in emerging markets

Geographical Distribution of LNG Import Market Types



LNG Trade Route Growth by Country vs Port-to-Port



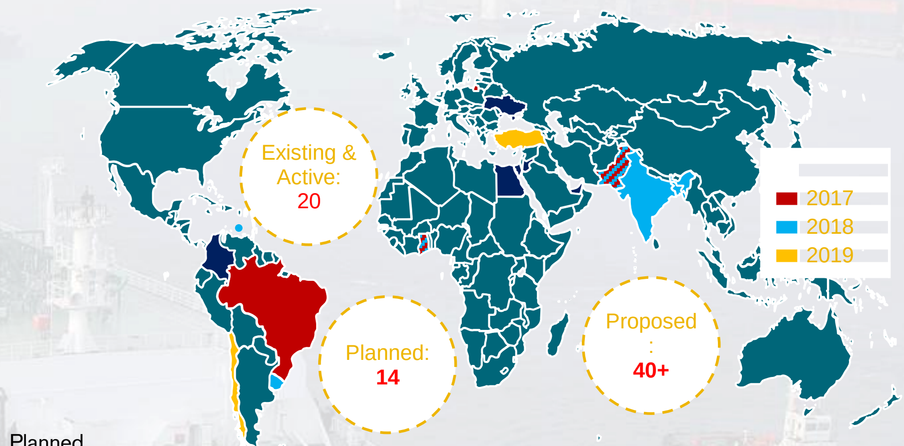
Source: Poten & Partners

The floating regas market is accelerating demand

The FSRU market has grown steadily over the past years. By the end of 2016 floating regas capacity made up ~15% of total regas capacity, an increase of 5% from 2010

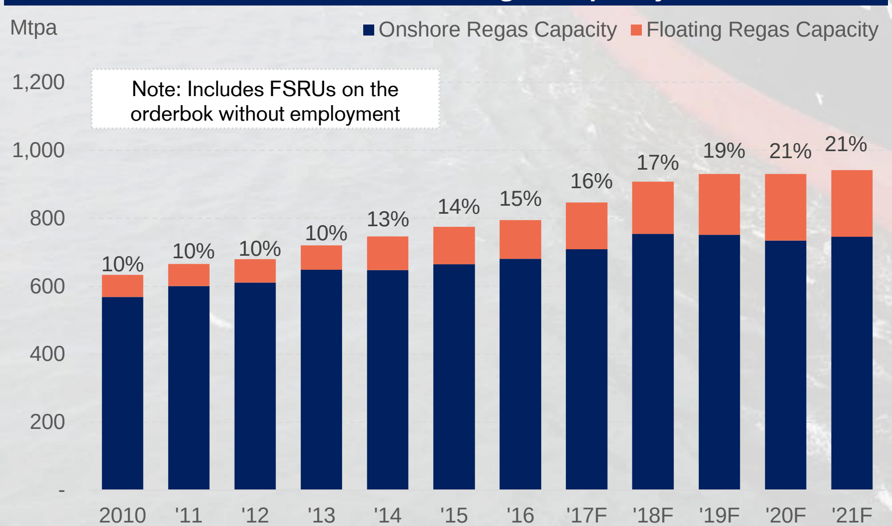
- This trend is expected to continue as access to new customers and regasification capacity will remain key in the LNG space. Based on regas capacity under construction and planned, the share of floating regas capacity is expected to make up ~21% by 2021
- In December 2016 Colombia joined the FSRU community, followed by Turkey in January 2017. This year FSRU projects are expected to come online in Ghana, Russia, Pakistan and Brazil
- New FSRU projects are expected to add more than 70 mtpa of regasification capacity by the end of 2019. This does not include the capacity of the more than 40 proposed FSRU projects of which likely not all will reach FID stage

FSRU Projects – Existing, Planned and Proposed

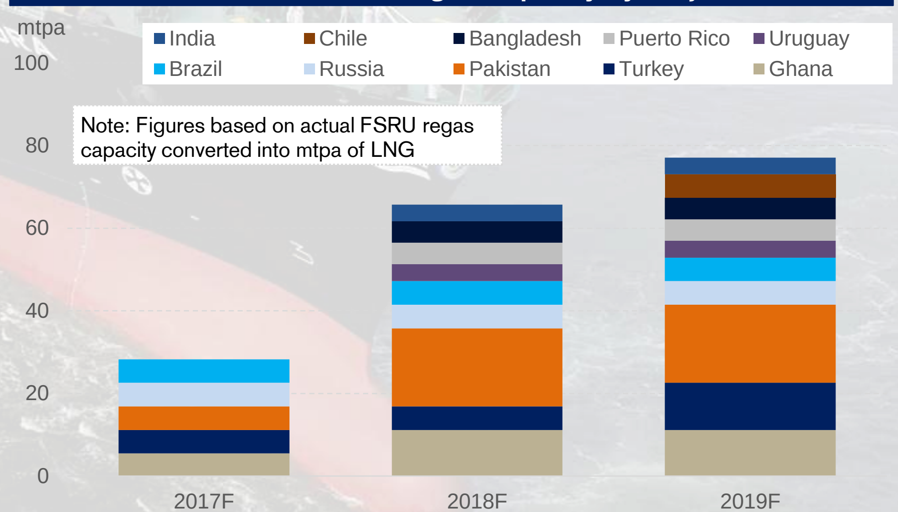


Planned
2017: Ghana, Russia, Pakistan, Brazil
2018: Uruguay, Puerto Rico, Bangladesh, Ghana, Ivory Coast, India, Pakistan (x2)
2019: Turkey, Chile

Total Global LNG Regas Capacity



Growth of FSRU Regas Capacity by Project



Source: Affinity

Appendix

Key Partnership Summary

1 Pure-play LNG shipping Partnership owning premium LNG carriers

- Modern (average age: 6.8 years)(1) and flexible fleet of 6 LNG carriers
- Owns 5 out of a total of 11 LNG carriers in the global fleet with ice class 1A FS or equivalent notations (Sponsor(2) owns an additional 4 ice class 1A FS LNG carriers, totaling 9 of the 11 in the global fleet)
- Key and largest partner to arctic LNG projects

2 Contracted revenues with credit worthy counterparties

- Fleet employed on long-term contracts to diverse and credit worthy counterparties
- Fixed rate charter contract backlog of approximately $1.52 billion(1)
- Significant cash flow generating capacity

3 Committed Sponsor provides support to Partnership

- Sponsor(2) owns 100% of four Arc-4 ice class LNG carriers on the water and 49% of five Arc-7 ice class LNG carriers to be delivered, all on long term time charters with high quality counterparties
- Sponsor(2) owns approximately 44% of the equity interests and 100% of the General Partner interest in the Partnership

4 Experienced operator (Dynagas Ltd.) with leading performance record

- Total LNG carrier managed fleet comprises of 15 high specification LNG carriers
- Provides LNG ship management services to each ship-owning company since 2004
- Extensive experience in constructing and managing ice classed and winterized LNG carriers
- First and only LNG shipping company, together with the Company, to transit and carry cargoes through the Northern Sea Route

5 Favorable market fundamentals with high barriers to entry

- LNG shipping represents a fundamental link in the LNG value chain
- Natural gas represents a growing share of total energy use and LNG's share is rising
- Growth in liquefaction capacity outpaces growth in shipping capacity
- Limited global LNG shipbuilding capacity and long lead times

(1) As of June 8, 2017.
(2) Dynagas Holding Ltd

Reconciliation of Net Income to Adjusted Net Income and Adjusted Earnings per common unit

(In thousands of U.S. Dollars, except for units and per unit data)	Three Months Ended March 31			
		2017		2016
Net Income	$	12,912	$	17,135
Charter hire amortization		(14)		(14)
Amortization of fair value of acquired time charter		1,787		1,807
Adjusted Net Income	$	**14,685**	**$**	**18,928**
Less: Adjusted Net Income attributable to subordinated, preferred and GP unitholders		(3,117)		(8,987)
Common unitholders' interest in Adjusted Net Income	$	**11,568**	$	**9,941**
Weighted average number of common units outstanding, basic and diluted		31,660,500		20,505,000
Adjusted Earnings per common unit, basic and diluted	$	**0.37**	$	**0.48**

Adjusted Net Income represents net income before non recurring expenses (if any), amortization of fair value of time charters acquired and charter hire amortization related to time charters with escalating time charter rates. Adjusted Net Income available to common unitholders represents the common unitholders interest in Adjusted Net Income for each period presented. Adjusted Earnings per common unit represents Adjusted Net Income attributable to common unitholders divided by the weighted average common units outstanding during each period presented.

Adjusted Net Income and Adjusted Earnings per common unit, basic and diluted, are not recognized measures under U.S. GAAP and should not be regarded as substitutes for net income and earnings per unit, basic and diluted. The Partnership's definition of Adjusted Net Income and Adjusted Earnings per common unit, basic and diluted, may not be the same at that reported by other companies in the shipping industry or other industries. The Partnership believes that the presentation of Adjusted Net Income and Adjusted earnings per unit available to common unitholders are useful to investors because they facilitate the comparability and the evaluation of companies in its industry. In addition, the Partnership believes that Adjusted Net Income is useful in evaluating its operating performance compared to that of other companies in our industry because the calculation of Adjusted Net Income generally eliminates the accounting effects of items which may vary for different companies for reasons unrelated to overall operating performance. The Partnership's presentation of Adjusted Net Income available to common unitholders and Adjusted Earnings per common unit should not be construed as an inference that its future results will be unaffected by unusual or non-recurring items.

Reconciliation of Net Income to Adjusted EBITDA

Reconciliation to Net Income		Three Months Ended March 31		
(In thousands of U.S dollars)		2017		2016
Net Income	$	12,912	$	17,135
Net interest and finance costs		8,890		8,698
Depreciation		7,476		7,552
Class survey costs		220		-
Amortization of fair value of acquired time charter		1,787		1,807
Charter hire amortization		(14)		(14)
Adjusted EBITDA	$	**31,271**	$	**35,178**

The Partnership defines Adjusted EBITDA as earnings before interest and finance costs, net of interest income (if any), gains/losses on derivative financial instruments (if any), taxes (when incurred), depreciation and amortization (when incurred), class survey costs and significant non-recurring items (if any). Adjusted EBITDA is used as a supplemental financial measure by management and external users of financial statements, such as investors, to assess its operating performance.

The Partnership believes that Adjusted EBITDA assists its management and investors by providing useful information that increases the comparability of its performance operating from period to period and against the operating performance of other companies in its industry that provide Adjusted EBITDA information. This increased comparability is achieved by excluding the potentially disparate effects between periods or companies of interest, other financial items, depreciation and amortization and taxes, which items are affected by various and possibly changing financing methods, capital structure and historical cost basis and which items may significantly affect net income between periods. The Partnership believes that including Adjusted EBITDA as a measure of operating performance benefits investors in (a) selecting between investing in the Partnership and other investment alternatives and (b) monitoring its ongoing financial and operational strength in assessing whether to continue to hold common units.

Adjusted EBITDA is not a measure of financial performance under U.S. GAAP, does not represent and should not be considered as an alternative to net income, operating income, cash flow from operating activities or any other measure of financial performance presented in accordance with U.S. GAAP. Adjusted EBITDA excludes some, but not all, items that affect net income and these measures may vary among other companies. Therefore, Adjusted EBITDA as presented below may not be comparable to similarly titled measures of other companies.

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