GASLOG

GasLog Ltd. Q1 2018 Results

4 May 2018

Forward Looking Statements

All statements in this presentation that are not statements of historical fact are "forward-looking statements" within the meaning of the U.S. Private Securities Litigation Reform Act of 1995. Forward-looking statements include statements that address activities, events or developments that the Company expects, projects, believes or anticipates will or may occur in the future, particularly in relation to our operations, cash flows, financial position, liquidity and cash available for dividends or distributions, plans, strategies, business prospects and changes and trends in our business and the markets in which we operate. We caution that these forward-looking statements represent our estimates and assumptions only as of the date of this presentation, about factors that are beyond our ability to control or predict, and are not intended to give any assurance as to future results. Any of these factors or a combination of these factors could materially affect future results of operations and the ultimate accuracy of the forward-looking statements. Accordingly, you should not unduly rely on any forward-looking statements.

Factors that might cause future results and outcomes to differ include, but are not limited to the following:

- general LNG shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements and opportunities for the profitable operations of LNG carriers;
- fluctuations in spot and long-term charter hire rates and vessel values;
- changes in our operating expenses, including crew wages, maintenance, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements including our ability to complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels no longer under long-term time charter commitments, including the risk that certain of our vessels may no longer have the latest technology which may impact the rate at which we can charter such vessels;
- our ability to maintain long term relationships and enter into time charters with new and existing customers;
- increased exposure to the spot market and fluctuations in spot charter rates;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- changes in the ownership of our charterers;
- our customers' performance of their obligations under our time charters and other contracts;
- our future operating performance and expenses, financial condition, liquidity and cash available for dividends and distributions;
- our ability to obtain financing to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments, and our ability to meet our restrictive covenants and other obligations under our credit facilities;
- future, pending or recent acquisitions of or orders for ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- the time that it may take to construct and deliver newbuildings and the useful lives of our ships;
- fluctuations in currencies and interest rates;
- the expected cost of and our ability to comply with environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operation, including the risk of accidents, collisions and the discharge of pollutants;
- our ability to retain key employees and the availability of skilled labour, ship crews and management;
- potential disruption of shipping routes due to accidents, political events, piracy or acts by terrorists;
- potential liability from future litigation;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; and
- other risks and uncertainties described in the Company's Annual Report on Form 20-F filed with the SEC on February 28, 2018 and available at http://www.sec.gov

We undertake no obligation to update or revise any forward-looking statements contained in this presentation, whether as a result of new information, future events, a change in our views or expectations or otherwise, except as required by applicable law. New factors emerge from time to time, and it is not possible for us to predict all of these factors. Further, we cannot assess the impact of each such factor on our business or the extent to which any factor, or combination of factors, may cause actual results to be materially different from those contained in any forward-looking statement.

The declaration and payment of dividends are at all times subject to the discretion of our board of directors and will depend on, amongst other things, risks and uncertainties described above, restrictions in our credit facilities, the provisions of Bermuda law and such other factors as our board of directors may deem relevant.

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Q1 2018 Highlights – Dividend Increased by 7%

- ✓ Record quarterly Revenues and EBITDA
- ✓ Quarterly dividend increased by 7.1% to $0.15/share
- ✓ *GasLog Houston*, GasLog *Genoa* and *GasLog Hong Kong* delivered on time and budget
- ✓ Ordered two 180,000 cbm newbuilds from Samsung for delivery in Q2 2020
- ✓ Post quarter-end completed the sale of the *GasLog Gibraltar* to GasLog Partners
- ✓ Significant progress on the Alexandroupolis FSRU project

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Recent Deliveries Increase Our Contracted EBITDA

Three Vessels Delivered In Q1 2018 – On Time And On Budget

- *GasLog Houston* delivered on 8 January 2018
- 174,000 cbm, LP-2S propulsion, built by Hyundai Heavy Industries Co., Ltd.
- Multi-year charter with Shell from end 2018 to April 2028

- *GasLog Hong Kong* delivered on 20 March 2018
- 174,000 cbm, LP-2S propulsion, built by Hyundai Heavy Industries Co., Ltd.
- Chartered to Total from delivery to December 2025

- *GasLog Genoa* delivered on 29 March 2018
- 174,000 cbm, LP-2S propulsion, built by Samsung Heavy Industries., Co., Ltd.
- Multi-year charter with Shell from delivery to April 2027

Annualised EBITDA Of ~$70 Million From 2018 Newbuild Deliveries

Q1 2018 Results: Record Revenues And EBITDA Quarterly Dividend Increased by 7.1%

(US$,000 unless otherwise stated)	Q1 2017	Q4 2017	Q1 2018
Revenues	**128,285**	**135,772**	**138,478**
Net allocation from The Cool Pool	828	3,893	8,653
Opex	**27,489**	**35,595**	**34,313**
Unit opex (US$ per vessel per day)	*13,884*	*17,587*	*16,536*
G&A	**10,145**	**9,637**	**12,013**
Unit G&A (US$ per vessel per day)	*5,124*	*4,761*	*5,789*
EBITDA(1)	**89,069**	**89,655**	**95,880**
Gain on swaps	164	8,610	17,771
Consolidated profit	**23,392**	**29,685**	**42,541**
Profit to owners of the Group	**8,752**	**8,934**	**19,304**
Dividend on GasLog preference shares	(2,516)	(2,516)	(2,516)
Profit to owners of the Group used in EPS	6,236	6,418	16,788
Basic EPS (US$/share)	**0.08**	**0.08**	**0.21**
Adjusted EPS (US$/share)(1)	**0.06**	**(0.02)**	**(0.01)**
Dividend (US$/share)	**0.14**	**0.14**	**0.15**

- **Record quarterly revenues**

- **Fleet growth**
- **Maintenance costs**
- **FX**

- **FX**

- **Record quarterly EBITDA**

- **$15.7m interest rate swaps**
- **$2.1m FX hedges and cross currency swaps**

- **Basic EPS after deduction of preference share dividends**
- **EPS adjusted for Gains on swaps**

- **7.1% increase in quarterly dividend**

1. EBITDA and Adjusted EPS are non-GAAP financial measures, and should not be used in isolation or as substitutes for GasLog's financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For reconciliations of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

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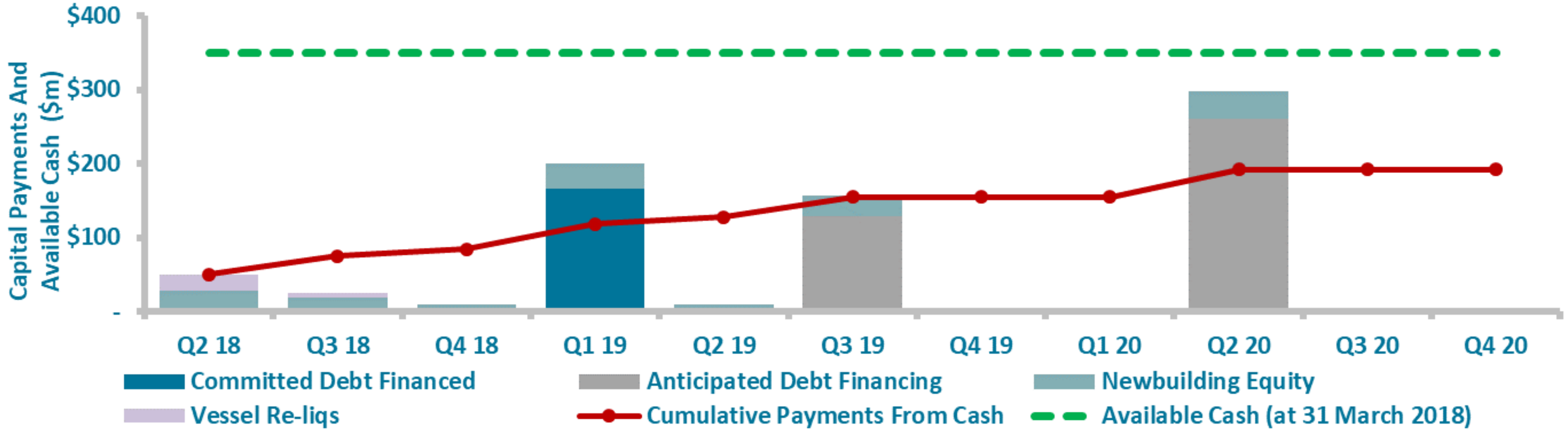
Spot Vessels Performance

(US$,000)	Q1 2017	Q1 2018
Cool Pool gross revenues (GasLog vessels)	7,355	13,405
Cool Pool voyage expenses and commissions (GasLog vessels)	(1,380)	(3,538)
Net pool allocation to GasLog	828	8,653
GasLog Total Cool Pool Performance	**6,803**	**18,520**

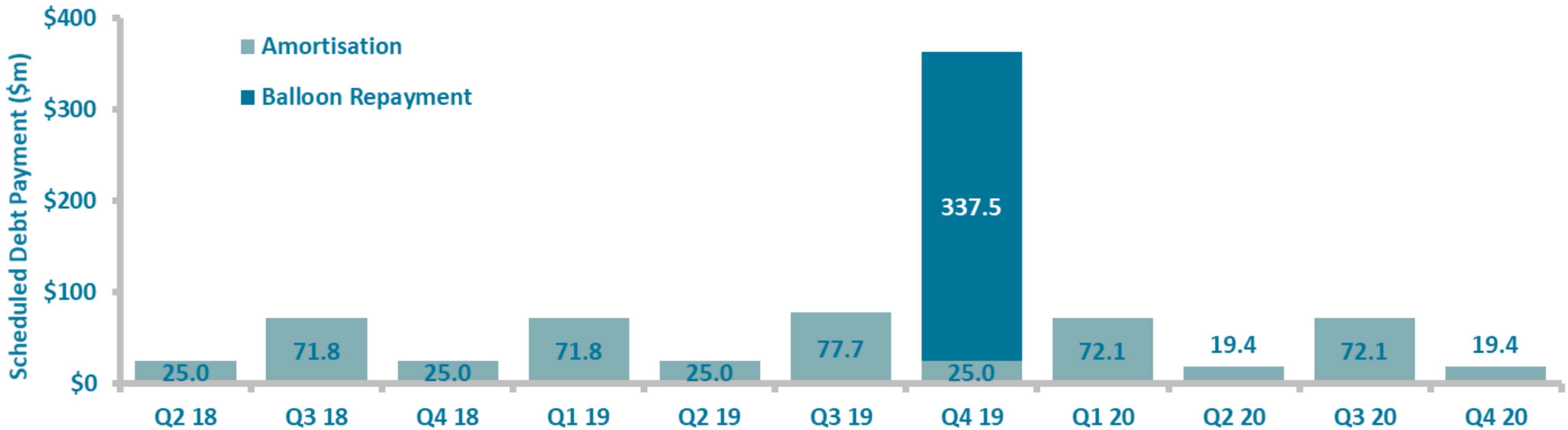
- **Revenues:** Charters of GasLog wholly owned vessels in The Cool Pool
- **Voyage expenses and commissions:** Bunkers and other costs of GasLog wholly owned vessels in The Cool Pool
- **Net pool allocation:** Positive/negative allocation to/from GasLog from/to other Cool Pool members based on net pool results and revenue sharing mechanics

Newbuild CAPEX And Scheduled Debt Amortisation

Newbuild CAPEX Commitments Q2 2018 – Q4 2020



Debt Amortisation Q2 2018 – Q4 2020



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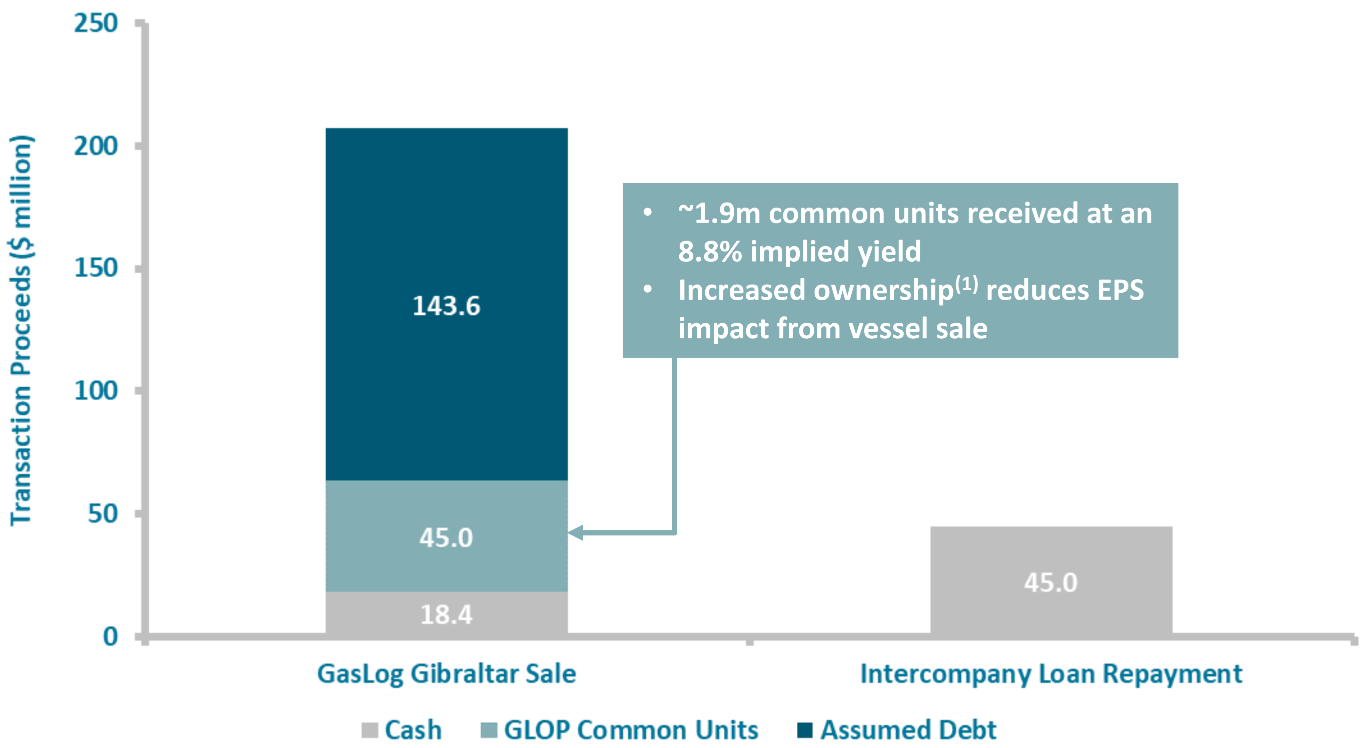
Cash Of $63.4 Millon Recycled From *GasLog Gibraltar* Sale And Loan Repayment

Proceeds Received From *GasLog Gibraltar* Sale And Intercompany Loan Repayment



Each Transaction Improves Our Liquidity To Fund Growth And Shareholder Returns

1. Following the completion of the *GasLog Gibraltar* sale, GasLog Ltd. has a 29.1% (inclusive of General Partner units) interest in GasLog Partners

Strong LNG Demand Growth Underpinning Attractive Long-Term Outlook For LNG Shipping

1. LTM LNG demand growth of 11%(1) in Q1 2018, with consensus demand CAGR forecast of 6% between 2017 and 2025 ✓

2. Over 33 mtpa(2) of incremental capacity expected onstream in 2018, further capacity additions de-risked by incremental off-take agreements ✓

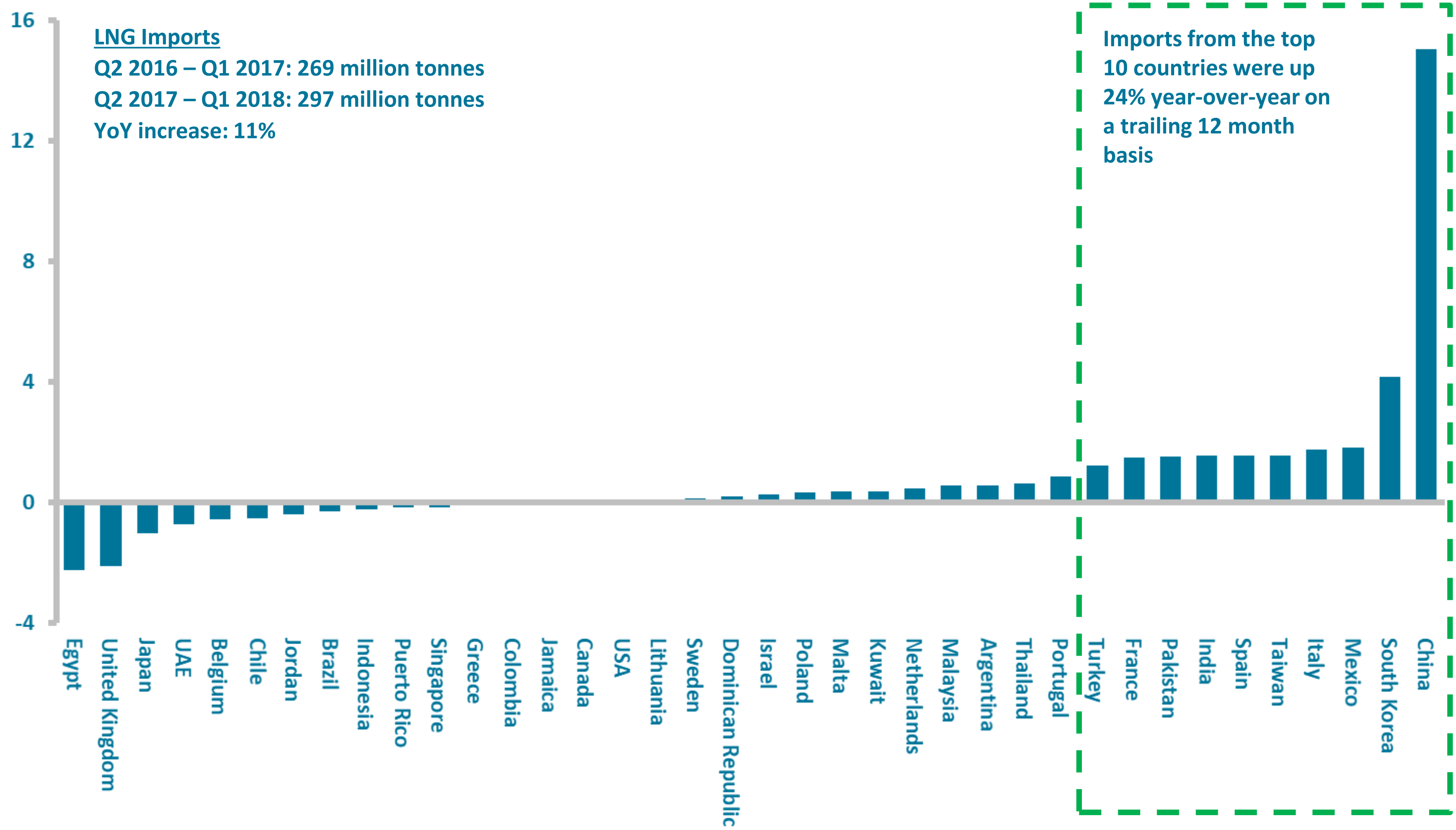
3. Spot rates seasonally weak in recent months, although still significantly ahead of 2017 levels and showing signs of improvement ✓

4. More vessels needed to meet anticipated LNG demand growth from 2020 onwards ✓

1. Poten data
2. Company interpretation of Wood Mackenzie data

LNG Demand Continues To Keep Pace With New Supply

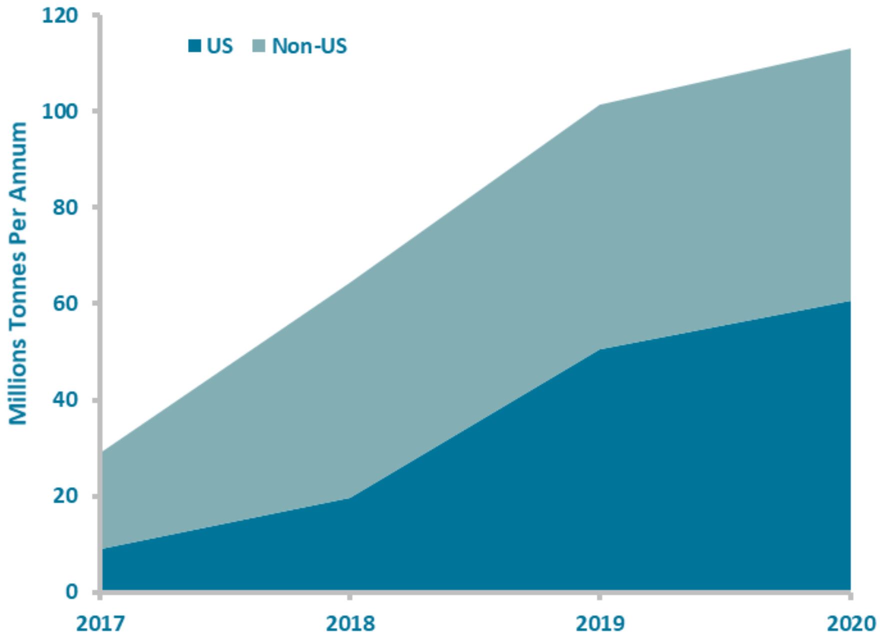
LNG Import Growth (Million Tonnes) By Country On Trailing 12-Month Basis



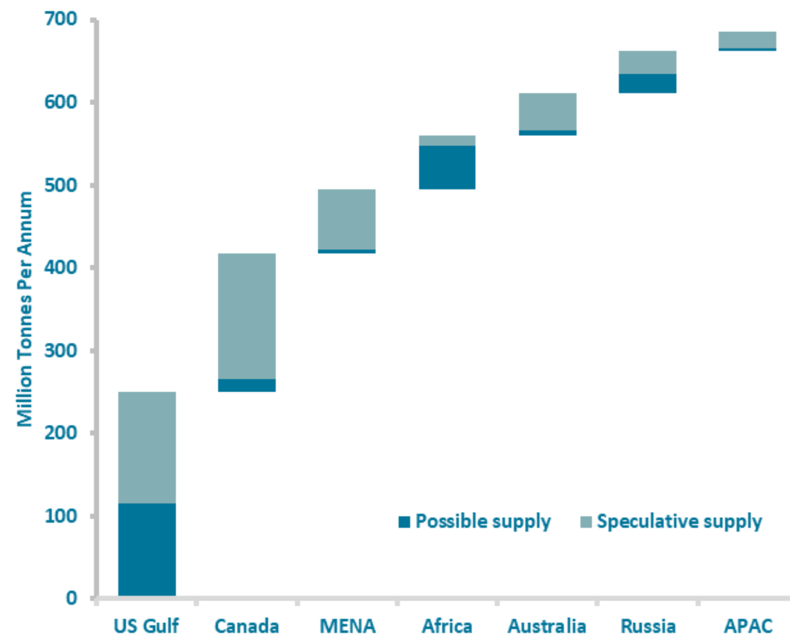
Source: Poten

Visible LNG Supply Growth Through 2020

LNG Capacity Additions 2017-2020



Possible & Speculative Supply Sources



- Over 33 mtpa of new liquefaction capacity expected to enter commercial service in 2018, an increase of 10% over 2017
  - Cove Point began commercial production in April 2018
  - Cameroon LNG and Wheatstone Train 2 expected to start commercial operations later in Q2
- Approximately 700 mtpa of potential supply sources identified by Wood Mackenzie
  - At least 125 mtpa of planned LNG production capacity has a breakeven of <US$10/MMBtu

Source: IGU, Wood Mackenzie, Poten

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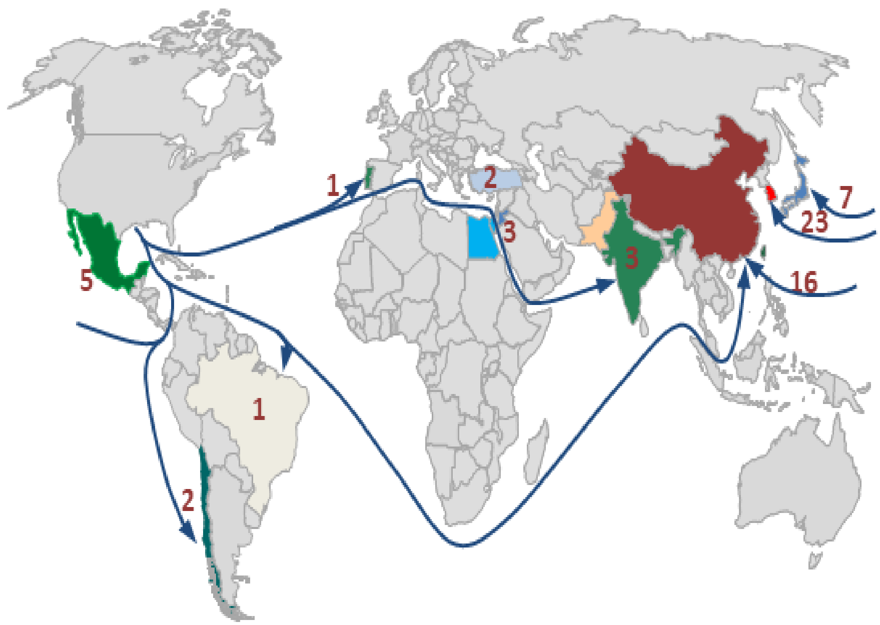
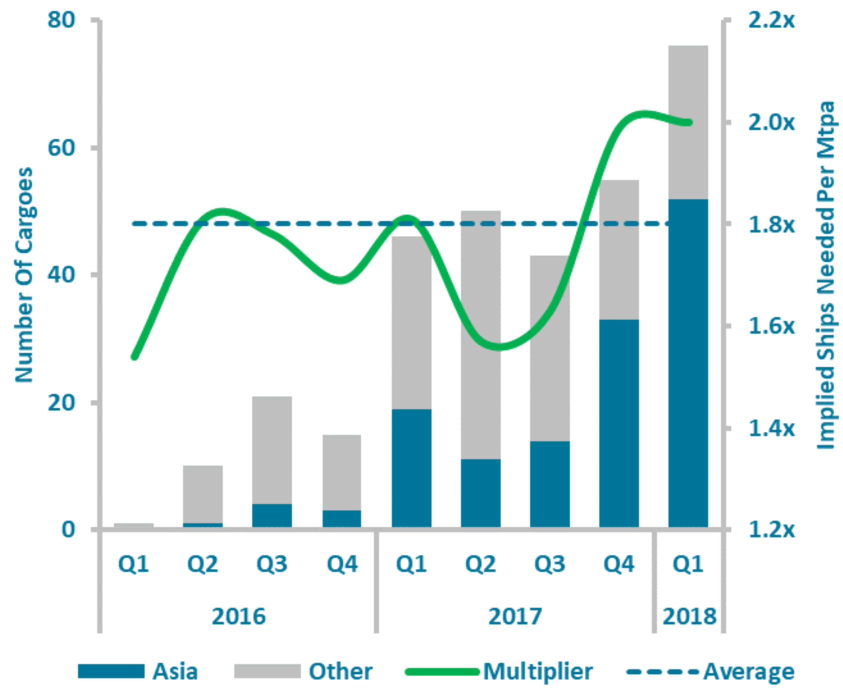
US Exports Of LNG Expand Tonne Miles And Tighten Supply And Demand Balance For LNG Shipping

Q1 2018 Sabine Pass Trade Routes[1]



1. Numbers represent the number of cargoes imported to each country

Sabine Pass Exports And Shipping Multiplier Q1 2016 - Q1 2018

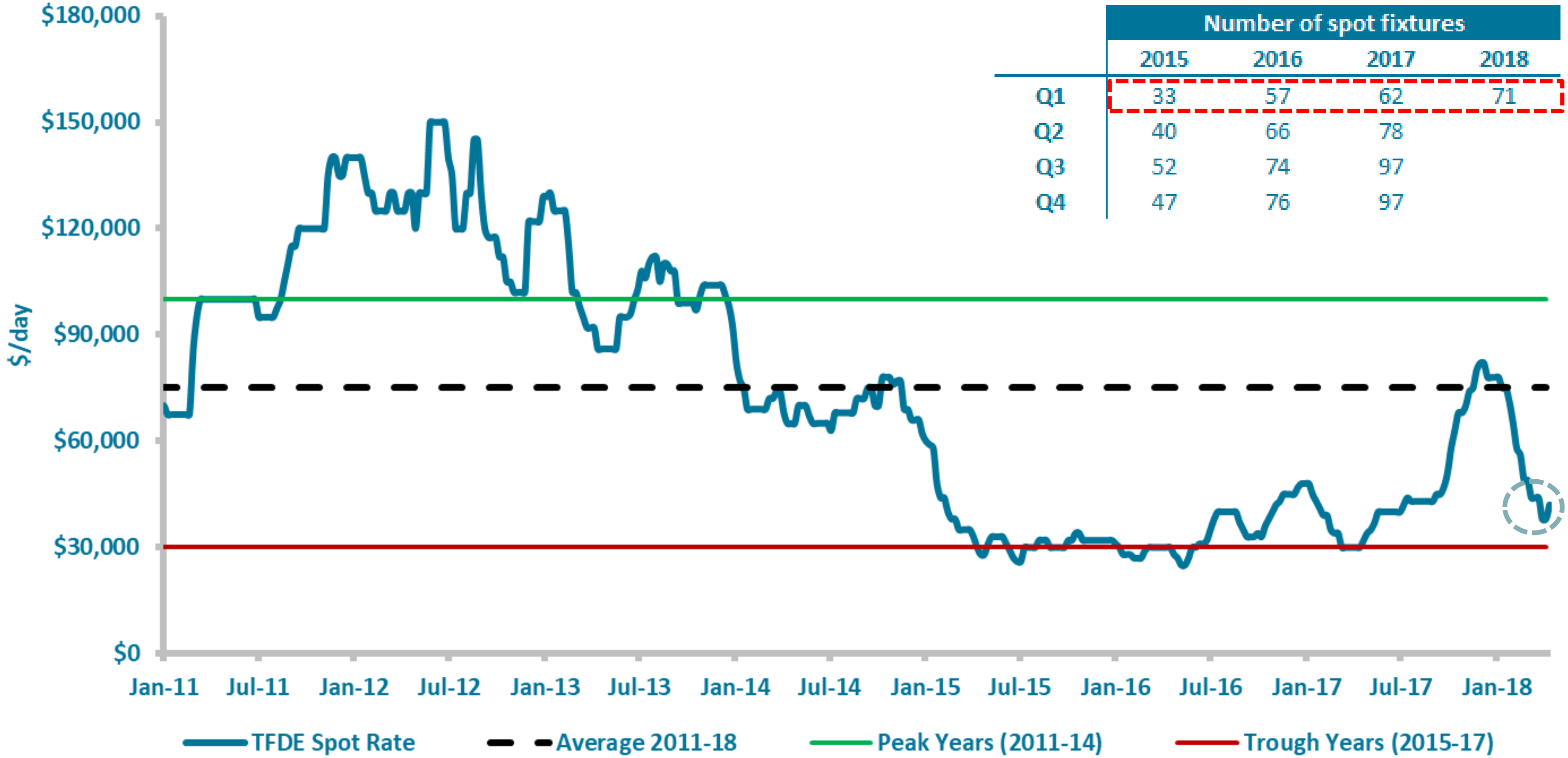


- Sabine Pass shipped 76 cargoes during Q1 2018
  - 68% of cargoes shipped during the quarter were delivered to Asia
  - Second consecutive quarter where at least 2 ships were needed for each 1 mtpa of supply from Sabine Pass
- Since inception of Sabine Pass LNG exports, over 1.8 ships have been needed for each 1 mtpa of supply
  - 43% of cargoes from Sabine Pass have been delivered to Asia since start-up

Source: Poten

Spot Rates Setting Higher Lows And Higher Highs, With Increased Spot Fixture Activity

TFDE Headline Spot Rates (2011-18) And Quarterly Spot Fixtures (2015-2018 YTD)



	Number of spot fixtures			
	2015	2016	2017	2018
Q1	33	57	62	71
Q2	40	66	78	
Q3	52	74	97	
Q4	47	76	97	

Clarksons TFDE Spot Rate Assessment Recently Increased to $42,000/day, First Rise Since December 2017

Source: Clarksons, Poten

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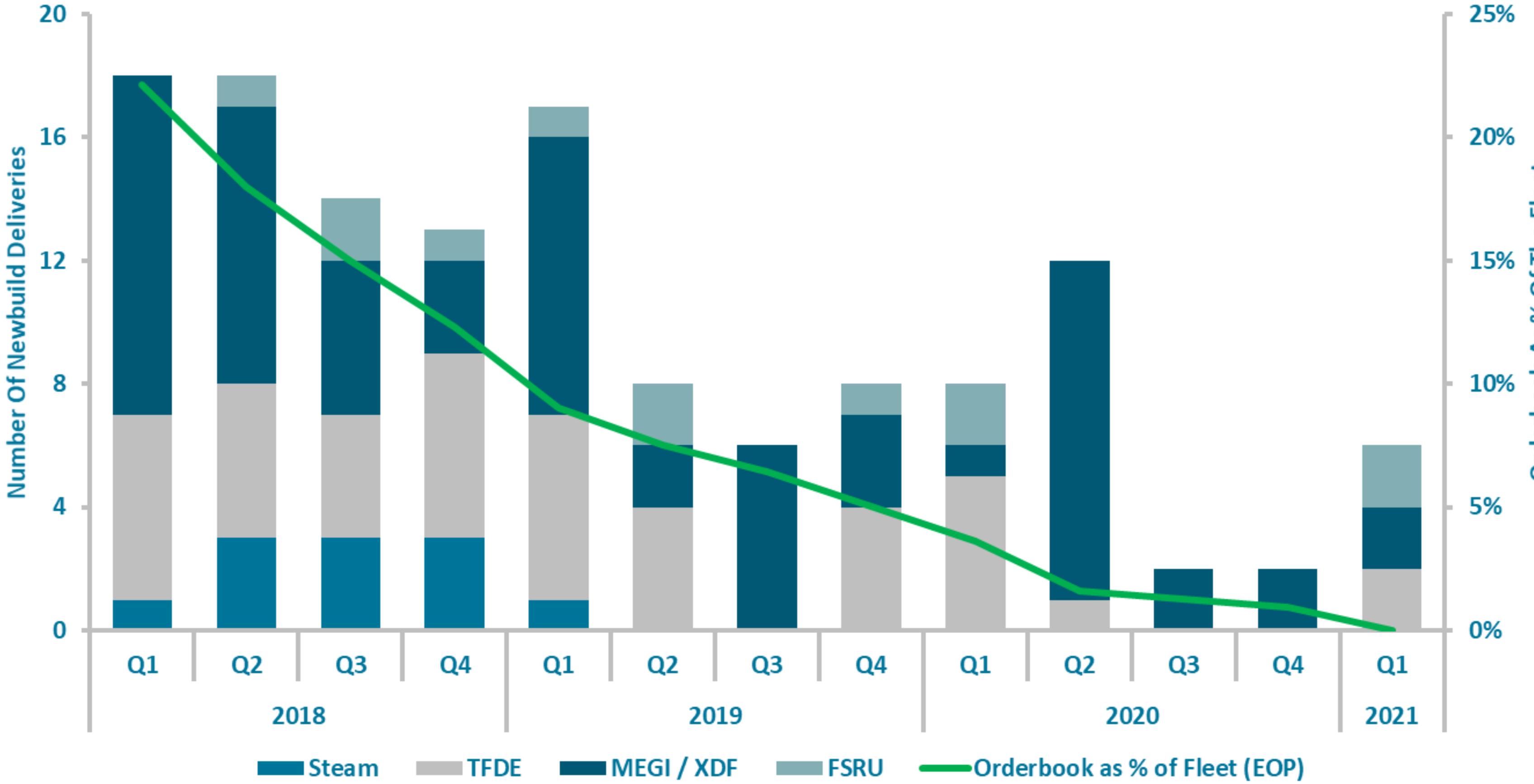
Orderbook Declining As Percentage Of The Global Fleet

Newbuild Delivery Schedule 2018 - 2021



80% of Current Orderbook Fixed, Vessels Ordered Today Not Delivered Before 2020

Source: Poten

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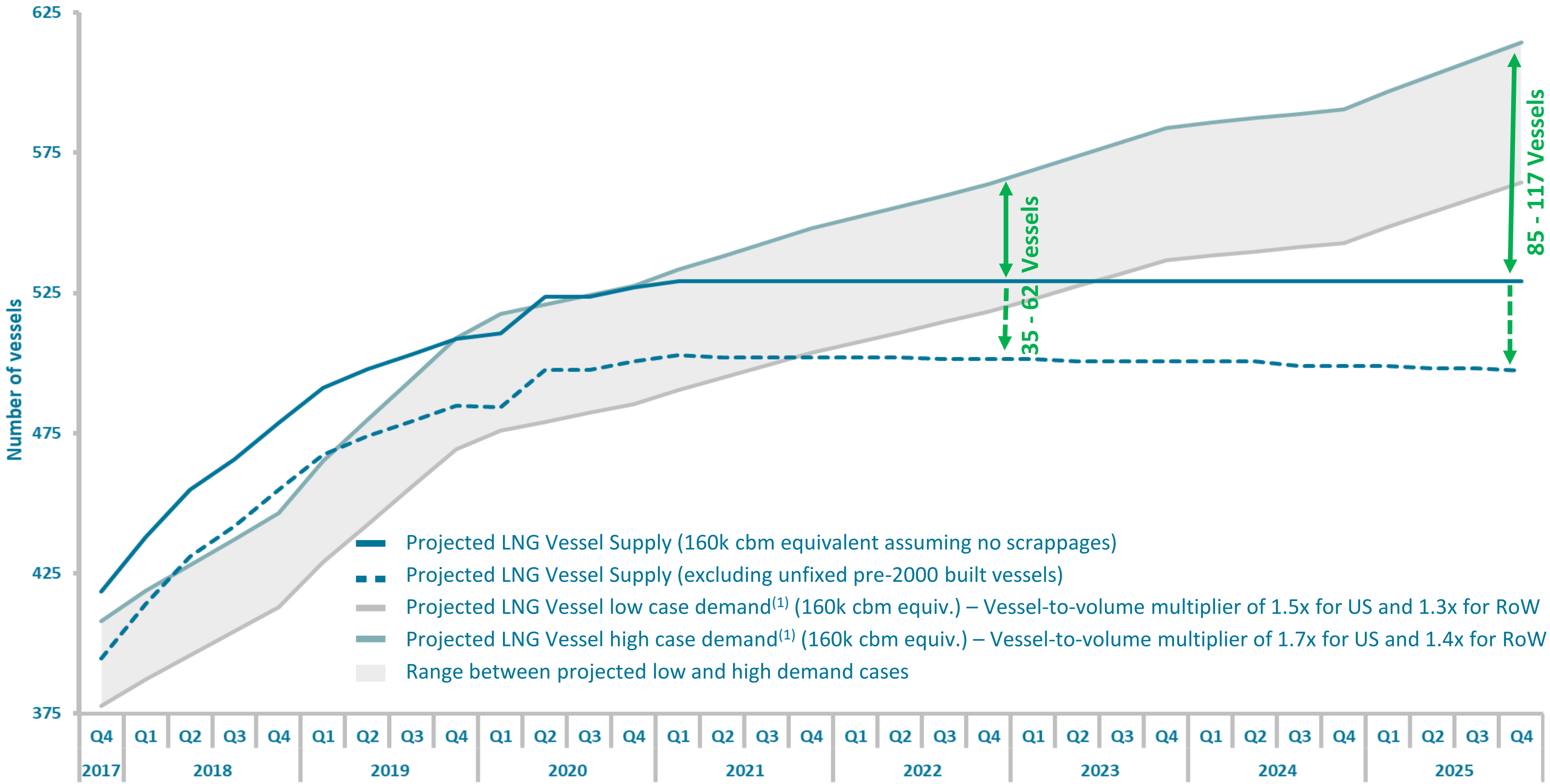
LNG Shipping Market Expected To Tighten Through 2019

Projected LNGC Vessel Supply & Demand Balance



More Ships Required To Meet Expected LNG Demand 2020+

1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG Demand[2][3] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
2. Demand breakdown between US and Rest of World (RoW) is based on Wood Mackenzie supply estimates
3. Annual Wood Mackenzie Demand forecasts assumed to increase quarterly on a linear basis

Source: Wood Mackenzie, Poten

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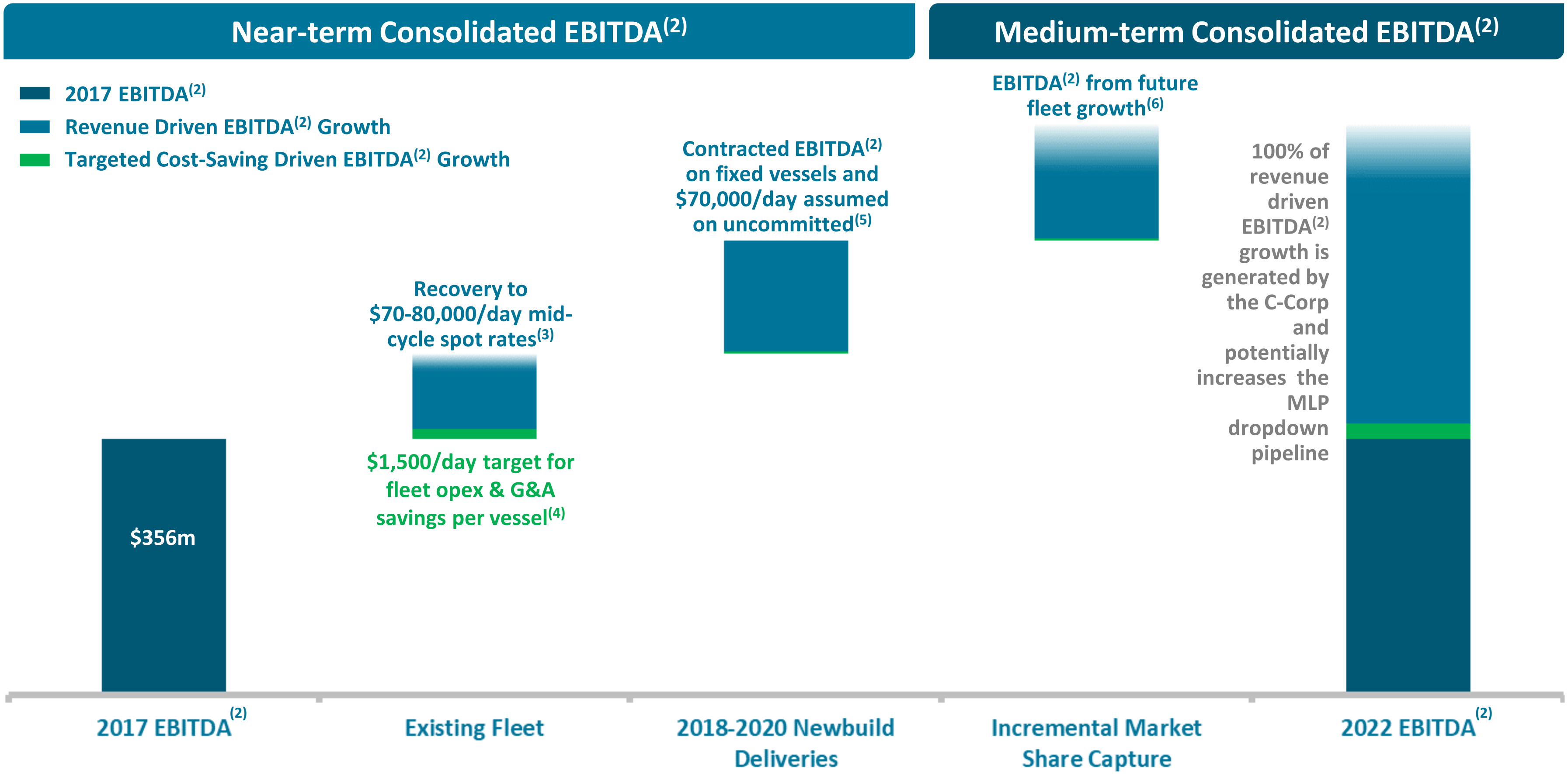
Project Alexandroupolis Update

- In February 2018, GasLog signed the Operation and Maintenance agreement for the provision of related services to the Alexandroupolis FSRU
- Post quarter-end, DEPA and Gastrade reached agreement on DEPA's future commitment of capacity from the Alexandroupolis FSRU
- DEPA will also participate in relevant market tests required as part of the EU funding application
- Negotiations between Gastrade, DEPA and Bulgarian Energy Holding (BEH) regarding equity participation are ongoing
- Start-up date being aligned to Interconnector Greece-Bulgaria (IGB) start date, with FID expected in late 2018

5-Year Target[1] To More Than Double Consolidated EBITDA[2]



1. Each growth estimation on this slide is based on numerous assumptions and estimates that are inherently uncertain. Please review the cautionary statements and risk factors referenced in "Forward-Looking Statements" on slide 2 in this presentation. Any of those factors could cause the results of our operations to vary materially from the examples above. The growth estimations on this slide are not fact and should not be relied upon as being necessarily indicative of future results.
2. Consolidated EBITDA is a non-GAAP measure. Please refer to the Appendix of this presentation for a definition of EBITDA.
3. Consolidated EBITDA growth from the Existing Fleet assumes that each vessel currently operating in the spot market achieves mid-cycle TCE rates at an average TCE per day rate of $70,000 – $80,000, less the revenue contribution from those vessels included in the 2017 EBITDA. Vessels coming off charter within the next five years are assumed to be re-chartered at rates in-line with their existing charters. These illustrative potential growth estimates also reflect no adjustment for increases in operating or other expenses.
4. Assumes the full, timely and successful implementation of our cost optimisation programme, which represents a target to reduce per vessel opex and G&A by $1,500/day per vessel within 3 years. LNG carriers are complex and their operations are technically challenging, and we may not be able to successfully implement this programme.
5. Consolidated EBITDA growth from scheduled 2018-2020 Newbuild deliveries assumes that our newbuildings will be delivered on schedule. The illustrative potential growth reflects contracted charter revenues for the newbuildings for which we have secured time charters and an assumed charter rate of $70,000/day on currently unfixed vessels.
6. Consolidated EBITDA growth resulting from hypothetical incremental market share capture by GasLog is derived from the share of projected aggregate LNG carrier demand as at the of end 2022, estimated by us to be captured by GasLog based on the assumption that we maintain our historical market share capture since IPO, as the aggregate LNG carrier fleet increases. This example assumes we will acquire up to 8 vessels between now and the end of 2022. The assumed EBITDA per ship is based on 99.5% utilization, at an average day rate of $70,000/day per vessel and vessel operating expenses of $15,000/day. Future acquisitions of vessels are subject to various risks and uncertainties which include, but are not limited to, general LNG and LNG shipping market conditions and trends; our ability to enter into shipbuilding contracts for newbuildings and our expectations about the availability of existing LNG carriers to purchase, as well as our ability to consummate any such acquisitions; our future financial condition and liquidity; our ability to obtain financing to fund acquisitions, funding by banks of their financial commitments, and our ability to meet our obligations under our credit facilities. The vessels required to be ordered or acquired to meet the hypothetical incremental market share capture as illustrated have not been ordered or acquired, and there are no present plans to enter into agreements with respect to the ordering or acquisition of such vessels.

Source: Company Information and estimates

Summary And Outlook

1	Confidence in our long-term prospects results in 7.1% increase in quarterly dividend
2	Contracted fleet growth expected to be funded from available cash
3	LNG macro fundamentals unchanged – significant incremental capacity additions would be required to meet robust demand forecasts
4	LNG shipping market evolving and expected to tighten from 2019 onwards
5	GasLog is well positioned to capitalise on market tightening and growth
6	5-year target to more than double consolidated EBITDA from LNGC business
7	Project Alex continues to move forward with signing of the O&M agreement and encouraging progress on off-take

APPENDIX

Non-GAAP Reconciliations

Non-GAAP Financial Measures:

EBITDA is defined as earnings before depreciation, amortization, financial income and costs, gain/loss on swaps and taxes. Adjusted EBITDA is defined as EBITDA before foreign exchange gains/losses. Adjusted Profit represents earnings before write-off and accelerated amortization of unamortized loan fees/bond fees and premium, foreign exchange gains/losses and non-cash gain/loss on swaps that includes (if any) (a) unrealized gain/loss on derivative financial instruments held for trading, (b) recycled loss of cash flow hedges reclassified to profit or loss and (c) ineffective portion of cash flow hedges. Adjusted EPS represents earnings attributable to owners of the Group before non-cash gain/loss on swaps as defined above, foreign exchange gains/losses and write-off and accelerated amortization of unamortized loan/bond fees and premium, divided by the weighted average number of shares outstanding. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPS are non-GAAP financial measures that are used as supplemental financial measures by management and external users of financial statements, such as investors, to assess our financial and operating performance. We believe that these non-GAAP financial measures assist our management and investors by increasing the comparability of our performance from period to period. We believe that including EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPS assists our management and investors in (i) understanding and analyzing the results of our operating and business performance, (ii) selecting between investing in us and other investment alternatives and (iii) monitoring our ongoing financial and operational strength in assessing whether to purchase and/or to continue to hold our common shares. This is achieved by excluding the potentially disparate effects between periods of, in the case of EBITDA and Adjusted EBITDA, financial costs, gain/loss on swaps, taxes, depreciation and amortization; in the case of Adjusted EBITDA, foreign exchange gains/losses; and in the case of Adjusted Profit and Adjusted EPS, non-cash gain/loss on swaps, foreign exchange gains/losses and write-off and accelerated amortization of unamortized loan/bond fees and premium, which items are affected by various and possibly changing financing methods, financial market conditions, capital structure and historical cost basis, and which items may significantly affect results of operations between periods.

EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPS have limitations as analytical tools and should not be considered as alternatives to, or as substitutes for, or superior to, profit, profit from operations, earnings per share or any other measure of operating performance presented in accordance with IFRS. Some of these limitations include the fact that they do not reflect (i) our cash expenditures or future requirements for capital expenditures or contractual commitments, (ii) changes in, or cash requirements for, our working capital needs and (iii) the cash requirements necessary to service interest or principal payments on our debt. Although depreciation and amortization are non-cash charges, the assets being depreciated and amortized will have to be replaced in the future, and EBITDA and Adjusted EBITDA do not reflect any cash requirements for such replacements. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPS are not adjusted for all non-cash income or expense items that are reflected in our statements of cash flows and other companies in our industry may calculate these measures differently than we do, limiting their usefulness as a comparative measure.

In evaluating Adjusted EBITDA, Adjusted Profit and Adjusted EPS, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of Adjusted EBITDA, Adjusted Profit and Adjusted EPS should not be construed as an inference that our future results will be unaffected by the excluded items. Therefore, the non-GAAP financial measures as presented below may not be comparable to similarly titled measures of other companies in the shipping or other industries.

Reconciliations

Reconciliation Of Profit to Earnings Per Share And Adjusted Earnings/(Loss) Per Share

(Amounts expressed in thousands of U.S. Dollars, except share and per share data)	For the three months ended 31-Mar-17	For the three months ended 31-Mar-18
Profit for the period attributable to owners of the Group	$8,752	$19,304
Less:		
Dividend on preference shares	($2,516)	($2,516)
Profit for the period available to owners of the Group used in EPS calculation	**$6,236**	**$16,788**
Weighted average number of shares outstanding, basic	80,561,353	80,715,130
Earnings per share	**$0.08**	**$0.21**
Profit for the period available to owners of the Group used in EPS calculation	$6,236	$16,788
Less:		
Non-cash gain on swaps	($2,315)	($16,898)
Write-off and accelerated amortization of unamortized loan fees	$576	-
Foreign exchange losses/(gains), net	$269	($354)
Adjusted profit/(loss) for the period attributable to owners of the Group	**$4,766**	**($464)**
Weighted average number of shares outstanding, basic	80,561,353	80,715,130
Adjusted earnings/(loss) per share	**$0.06**	**($0.01)**

Reconciliations

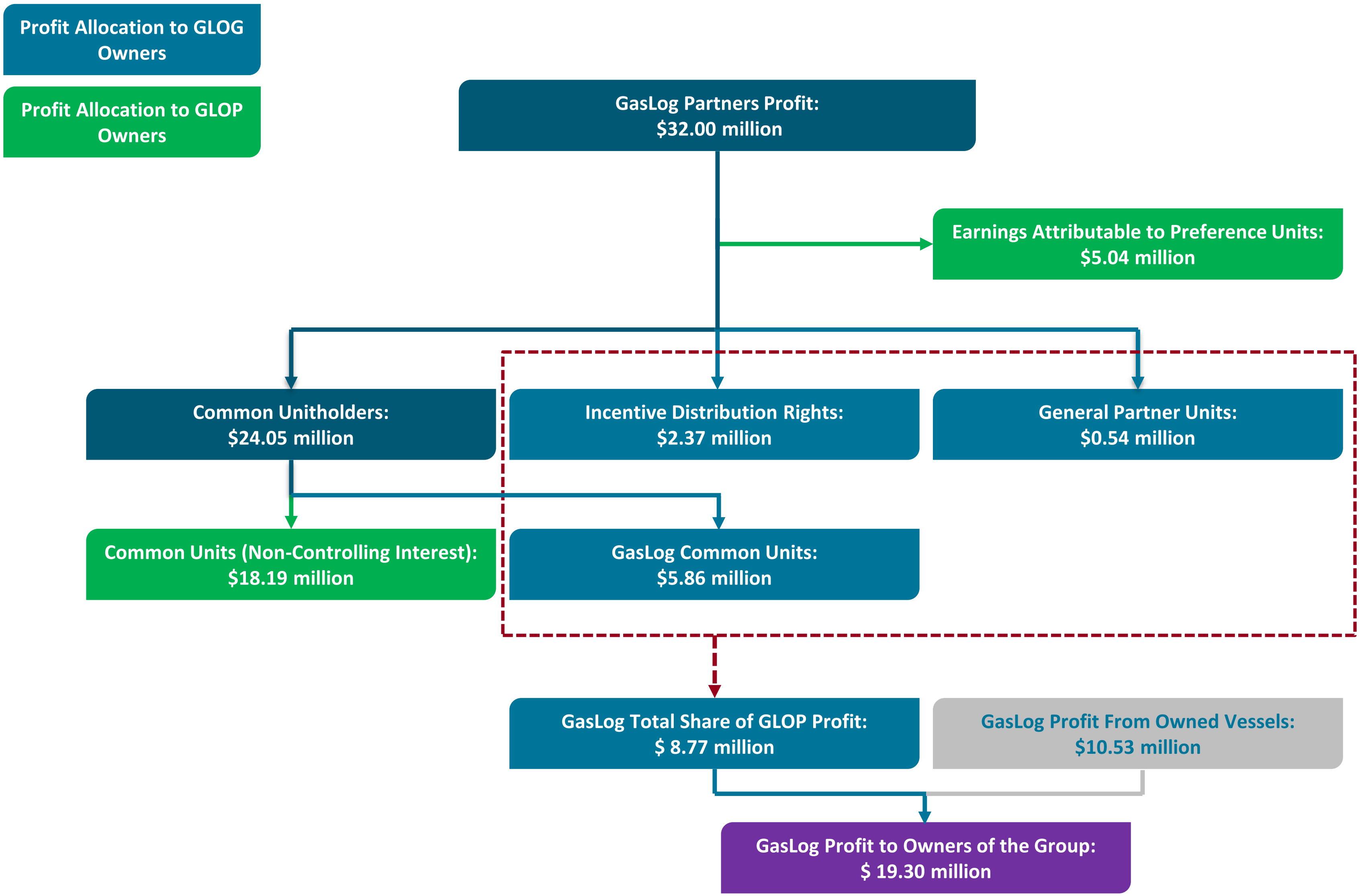
Reconciliation of Profit to EBITDA and Adjusted EBITDA

(Amounts expressed in thousands of U.S. Dollars)	For the three months ended	
	31-Mar-17	**31-Mar-18**
Profit for the period	$23,392	$42,541
Depreciation	$33,708	$35,529
Financial costs	$32,524	$36,597
Financial income	($391)	($1,016)
Gain on swaps	($164)	($17,771)
EBITDA	**$89,069**	**$95,880**
Foreign exchange losses/(gains), net	$269	($354)
Adjusted EBITDA	**$89,338**	**$95,526**

Reconciliation of Profit to Adjusted Profit

(Amounts expressed in thousands of U.S. Dollars)	For the three months ended	
	31-Mar-17	**31-Mar-18**
Profit for the period	$23,392	$42,541
Non-cash gain on swaps	($2,315)	($16,898)
Write-off and accelerated amortization of unamortized loan fees	$576	-
Foreign exchange losses/(gains), net	$269	($354)
Adjusted Profit	**$21,922**	**$25,289**

Q1 2018 Allocation Of Profit Between GLOG And GLOP



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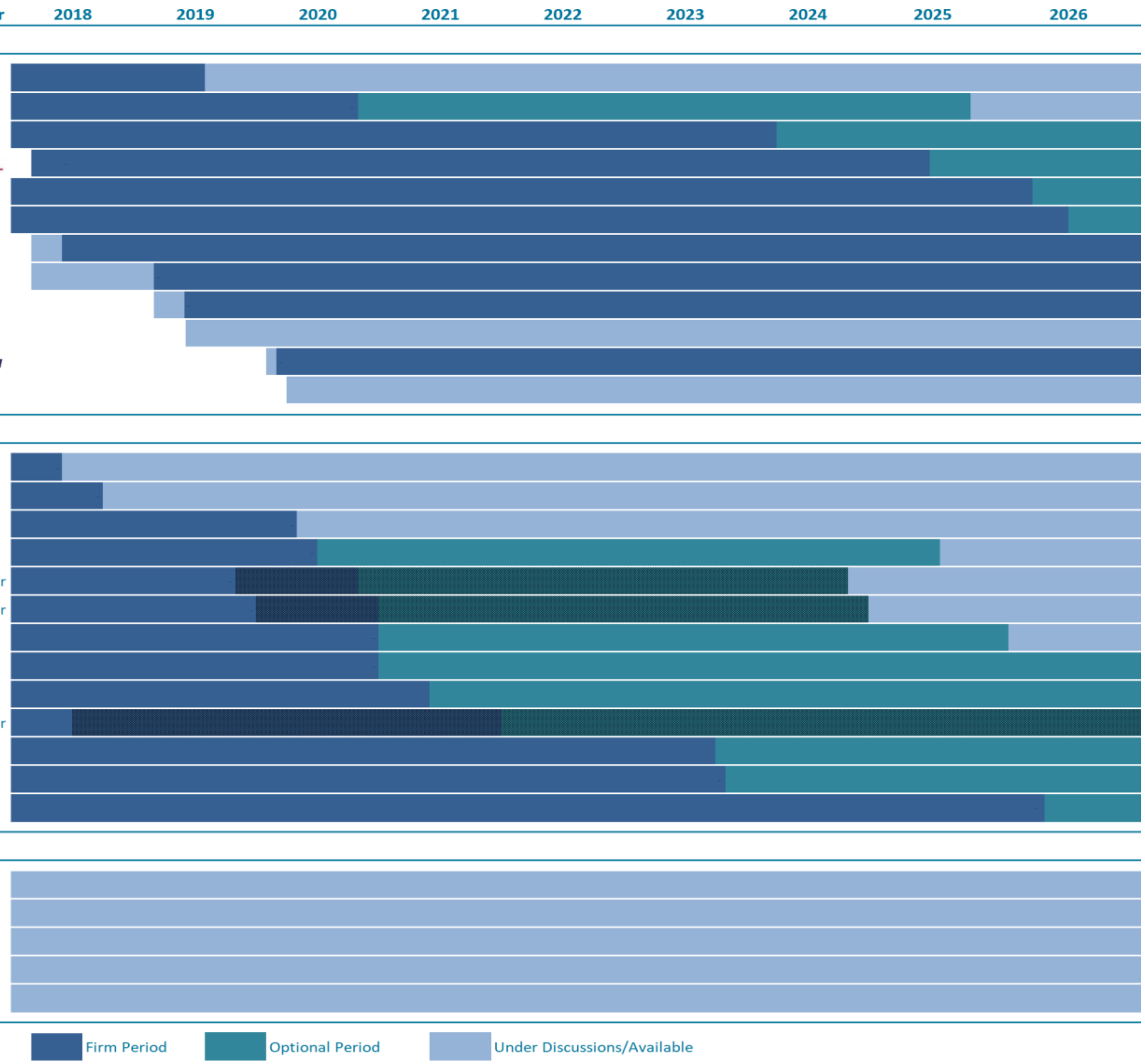
The GasLog Ltd. And GasLog Partners Fleets

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Ltd.				
GasLog Skagen[6]	TFDE	2013	155,000	
Methane Lydon Volney[1]	Steam	2006	145,000	
Methane Becki Anne[1]	TFDE	2010	170,000	
GasLog Hong Kong[1,2]	X-DF	2018	174,000	TOTAL
Methane Julia Louise[1,3]	TFDE	2010	170,000	
GasLog Glasgow[1]	TFDE	2016	174,000	
GasLog Genoa[1]	X-DF	2018	174,000	
GasLog Houston[1,7]	X-DF	2018	174,000	
Hull 2131	X-DF	2019	174,000	
Hull 2212	X-DF	2019	180,000	
Hull 2213	X-DF	2020	180,000	centrica
Hull 2274	X-DF	2020	180,000	
GasLog Partners LP				
GasLog Shanghai	TFDE	2013	155,000	
GasLog Sydney	TFDE	2013	155,000	
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth[1]	Steam	2007	145,000	
Methane Jane Elizabeth[5]	Steam	2006	145,000	/ Other
Methane Alison Victoria[5]	Steam	2007	145,000	/ Other
Methane Heather Sally[1]	Steam	2007	145,000	
GasLog Seattle[1]	TFDE	2013	155,000	
Solaris[1]	TFDE	2014	155,000	
GasLog Santiago[4]	TFDE	2013	155,000	/ Other
GasLog Geneva[1]	TFDE	2016	174,000	
GasLog Gibraltar[1]	TFDE	2016	174,000	
GasLog Greece[1]	TFDE	2016	174,000	
GasLog Ltd. Vessels in The Cool Pool				
GasLog Singapore		2010	155,000	-
GasLog Chelsea		2010	153,600	-
GasLog Savannah		2010	155,000	-
GasLog Saratoga		2014	155,000	-
GasLog Salem[6]		2015	155,000	-



The GasLog Ltd. And GasLog Partners Fleets

1. The period shown reflects the expiration of the minimum optional period and the maximum optional period. The charterers of the GasLog Seattle and the Solaris have unilateral options to extend the term of the time charters for periods ranging from five to ten years, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterers of the Methane Lydon Volney, the Methane Shirley Elisabeth, the Methane Heather Sally, the Methane Becki Anne and the Methane Julia Louise have unilateral options to extend the term of the related time charters for a period of either three or five years at their election, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterer of the GasLog Greece and the GasLog Glasgow has the right to extend the charters for a period of five years at the charterer's option. The charterer of the GasLog Geneva and the GasLog Gibraltar has the right to extend the charter by two additional periods of five and three years, respectively, provided that the charterer provides us with advance notice of declaration. The charterer of the GasLog Houston and the GasLog Genoa has the right to extend the charter by two additional periods of three years, provided that the charterer provides us with advance notices of declaration. The charterer of the GasLog Hong Kong has the right to extend the charter for a period of three years, provided that the charterer provides us with advance notice of declaration.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
3. On February 24, 2016, GasLog completed the sale and leaseback of the *Methane Julia Louise* with Lepta Shipping Co., Ltd., a subsidiary of Mitsui Co., Ltd. GasLog Partners retains its option to purchase the special purpose entity that controls the charter revenues from this vessel.
4. The *GasLog Santiago* will begin her approximately three and a half year charter with a new customer during Q3 2018. The charterer has the option to extend the term of the time charter for a period ranging from one to seven years.
5. A one year time charter to a new customer for either of the *Methane Jane Elizabeth* or *Methane Alison Victoria* will commence during Q4 2019. The charterer has the option to extend the term of the time charter for a period ranging from one to four years.
6. On December 6, 2017, a deed of novation and amendment of the charter party agreement of the *GasLog Skagen* with Shell was signed between GasLog and Shell to substitute the *GasLog Salem* for the *GasLog Skagen* in the execution of the charter party. The substitution will take effect after the completion of the *GasLog Skagen's* drydocking in the third quarter of 2018.
7. The *GasLog Houston* completed a short-term charter to a major LNG producer and is currently available in the spot market until the commencement of her multi-year charter with a subsidiary of Shell, from the end of 2018 until April 2028.