

Investor Presentation

August 2013

Capital Product Partners L.P.



PRODUCT PARTNERS L.P.

www.capitalpplp.com

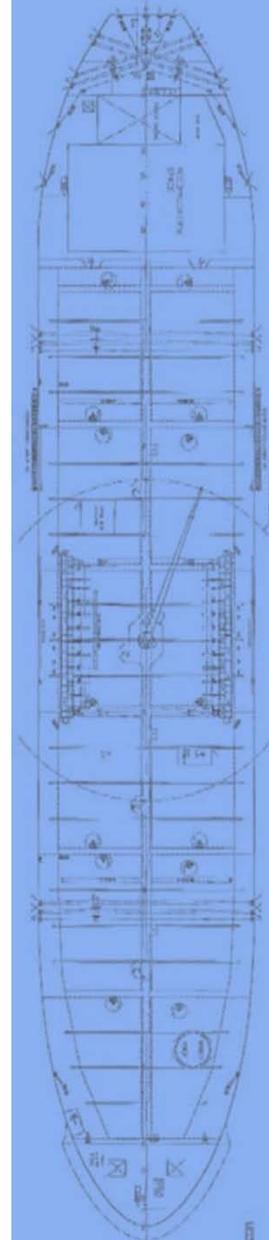
CPLP
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Disclosures

This presentation contains forward-looking statements (as defined in Section 21E of the Securities Exchange Act of 1934, as amended) which reflect CPLP's management's current assumptions and expectations with respect to expected future events and performance. All statements, other than statements of historical facts, including our cash flow outlook, expected acquisitions of vessels, expected employment terms for our vessels and anticipated expiration of our charters, expectations regarding our quarterly distribution, distribution coverage and annual distribution guidance, total fleet day coverage for 2013 and 2014, expected orderbook supply and slippage, fleet growth and demand, changes in expected global oil and oil product demand and changes to refining capacity, the outcome of legal proceedings involving Overseas Shipholding Group ("OSG") and the actions of OSG and other parties, global GDP growth as well as market expectations, are forward-looking statements. Such statements are subject to a number of assumptions, risks and uncertainties, many of which are beyond our control, and undue reliance should not be placed upon them. Many factors could cause forecasted and actual results to differ materially from those anticipated or implied in these forward-looking statements.

For a more comprehensive discussion of the risk factors affecting our business please see our Annual Report on Form 20-F and other reports filed with the U.S. Securities and Exchange Commission, a copy of which can also be found on our website www.capitalpplp.com. Unless required by law, we expressly disclaim any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in our views or expectations, to conform them to actual results or otherwise. Neither we nor any other person assumes responsibility for the accuracy and completeness of the forward-looking statements. We make no prediction or statement about the performance of our units.

For more information about the Partnership, please visit our website: www.capitalpplp.com

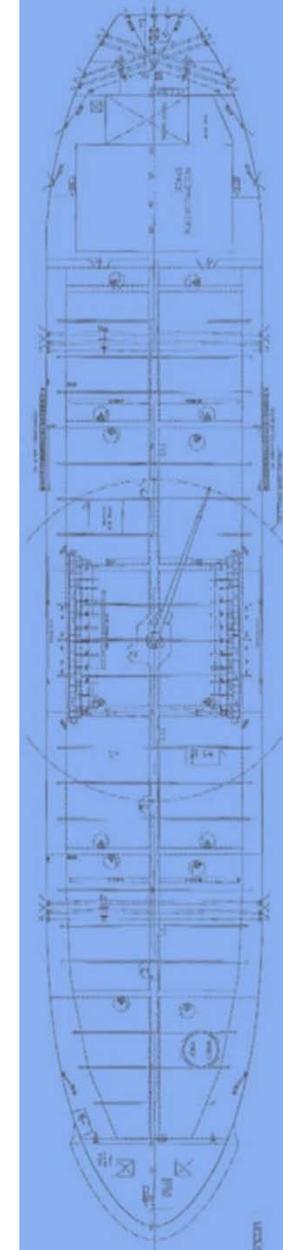


Attractive Entry Point

- **Highly Attractive Entry Yield:**
 - **Cash Distribution: \$0.2325 Per Unit For 2Q2013– Annualized Yield Of ca. 10.2%*. 1.2x Unit Distribution Coverage In 2Q2013.**
 - **Recent Vessels Acquisition Announcements Improve Long Term Visibility To The \$0.93 Annual Distribution Guidance And Build Base On Which To Boost Coverage And Increase Common Unit Distributions.**

- **Sustainable Capital Structure:**
 - **Strong Balance Sheet And Liquidity.**
 - **Pro Forma Net Debt To Capitalization Of 38.6%.**
 - **Partners Capital Represents 55% Of The Balance Sheet.**

- **Charter Expirations Provide Exposure To The Improving Product Tanker Fundamentals As Demand For Product Tanker Tonnage Is Expected To Outpace Supply, As Global Refining Capacity Shifts Drives Ton Mile Demand And U.S. Refined Product Exports Growth Surges Ahead.**

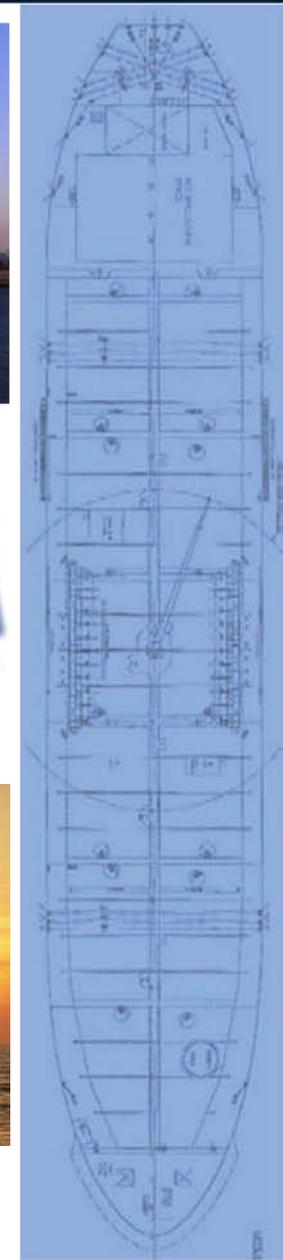


Capital Product Partners At A Glance

Business Overview	
Overview	A Diversified, International Shipping Company
Fleet¹: 30 High Specification Vessels	<ul style="list-style-type: none"> 4 Suezmax Crude Oil Tankers 18 Modern Medium Range Product Tankers 1 Capesize Bulk Carrier 4 Post Panamax Container Vessels (Current Fleet) 3 Post Panamax Container Vessels (PF For Transaction)
DWT / TEU¹	2.1mm DWT 41,115 TEUs
Average Fleet Age¹	5.4 Years (DWT Weighted Average) as of 6/30/13
Market Cap²	\$774mm
Number of Units	Common Units: 85,962,932 / GP Units: 1,754,346 Class B Units: 21,411,110
Charter Policy And Strategy.¹	Focused on Period Employment. Medium To Long-Term Time Or Bareboat Charters With An Average Remaining Term Of 8.7 Years. Certain Product and Crude Tanker Vessels May Be Operated Under Shorter Term Period Charters Subject To Market Conditions Until They Are Fixed Under Appropriate Medium To Long-Term Charters.
Distribution Policy	Distribution Guidance of \$0.93 p.a. per unit
Major Shareholder	Capital Maritime (~21.5%) Fully Diluted For Class B Units
Corporate Structure	Master Limited Partnership (C-Corp For Tax Purposes; Investors Receive 1099s)
Domicile	The Marshall Islands



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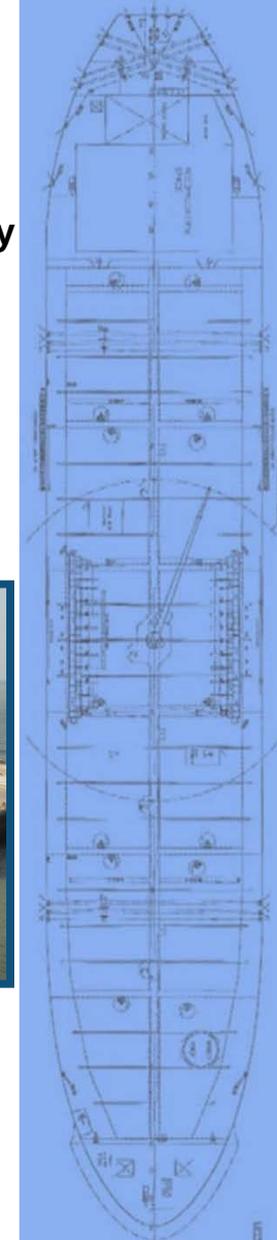


¹ Pro forma for the acquisition of the 3 new container vessels to be acquired in Q3 2013 with an aggregate fleet value of \$195mm and 15,069 TEU's

² Market data as of 8/16/13

Acquisition Of 3 x 5,023 TEU Container Vessels

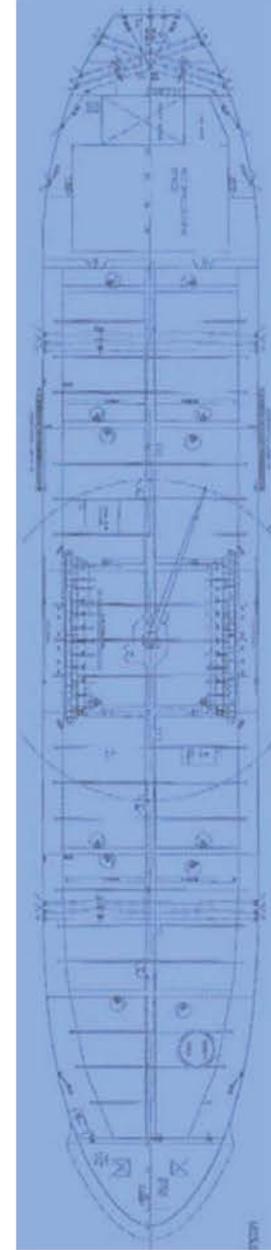
- Partnership Has Agreed To Acquire 3 x 5,023 TEU Eco Type, 2013 Built, Wide Beam, Fuel Efficient Newbuilding Container Vessels For \$195.0 Mil From Capital Maritime & Trading Corp, Its Sponsor.
- All Three Vessels Are Employed With Hyundai Merchant Marine ('HMM') At A Gross Day Rate Of \$29,350 Per Day With A Charter Duration Of 12 Years.
 - HMM Is A Publicly-Listed Global Logistics Company With Approximately 160 Operating Vessels.
- Vessel Specifications:
 - New Generation Eco Type, Wide Beam And Fuel Efficient
 - Builder: Hyundai Heavy Industries
 - Flag: Liberia
 - Capacity: 5,023 TEU
 - Reefer Capacity: 770 Plugs
 - Main Engine: Hyundai-Wartsila 6RT-Flex82T
 - Max. Speed: 21.9 Kn
 - Bunkers Consumption Per TEU (Hom. Intake) Up To ca. 35% Lower vs. 'Older' Designs
- Expected Transaction Completion Date: September 2013



Financing Of Acquisition

Sources And Uses			
Sources		Uses	
	(\$mm)		(\$mm)
New Facility	\$75.0	Acquisition Of New Vessels	\$195.0
Equity Offering	\$126.6	Transaction fees And Expenses	\$6.6
Total Sources	\$201.6	Total Uses	\$201.6

- **Completed Issuance Of 13.7 Mil. New Common Units At \$9.25 Per Unit On August 9, 2013 Raising \$120.7 Million Net Of Transaction Fees And Expenses .**
- **Agreed To Enter Into A Senior Secured Credit Facility Of Up To \$200,000,000 Led By ING Bank N.V, With A Number Of International Banks As Additional Lenders.**
- **Approximately \$75,000,000 Is Immediately Available To Fund The Acquisition Of The Three 5,023 TEU Post Panamax Containers.**
- **The Remaining To Be Available For The Funding Of Up To 50% Of The Charter Free Value Of Modern Product Tankers And Post Panamax Container Vessels.**
- **The Facility Is Expected To Be Non-Amortizing Until March 2016, With A Final Maturity Date In March 2021. It Is Expected To Carry A Rate Of LIBOR + 350 Basis Points And A Commitment Fee Of 100 Basis Points.**



Diversifying Into Containerships Provides A Number Of Benefits

The Acquisition Of Seven Post Panamax Container Vessels Since December 2012 Provides Several Benefits To The Partnership As They:

1

Generate Incremental Distributable Cash Flow

2

Further Diversify CPLP's Counterparties With The Addition Of Maersk Line And HMM

3

Significantly Extend The Average Remaining Charter Duration

4

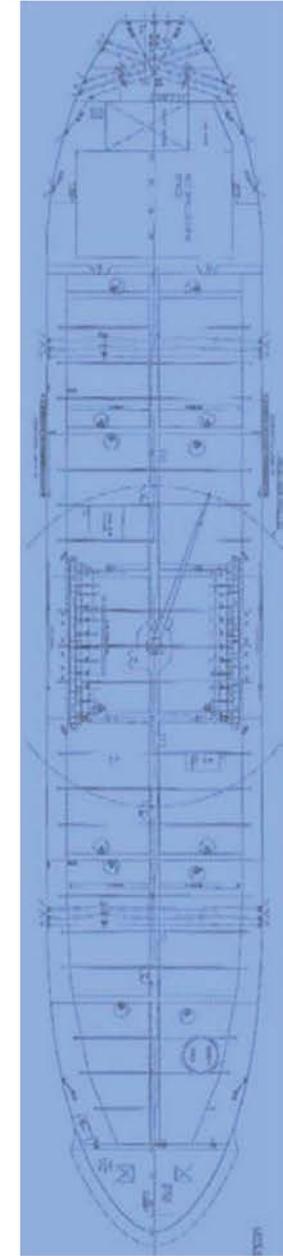
Provide Greater Visibility To The Sustainability And Potential Future Growth Of The Current \$0.93 Per Unit Annual Distribution

5

Further Demonstrate Management's And The Board Of Directors' Commitment To Continue To Grow CPLP

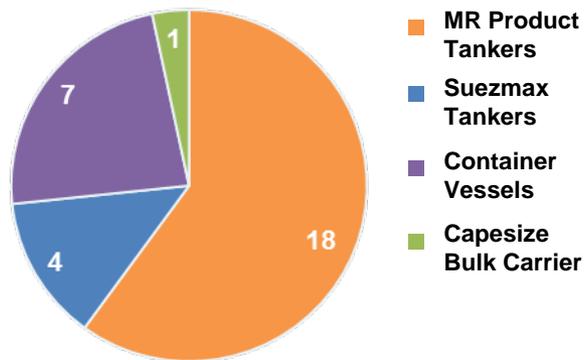
6

Demonstrate Continuous Commitment From Our Sponsor To Invest And Support The Partnership



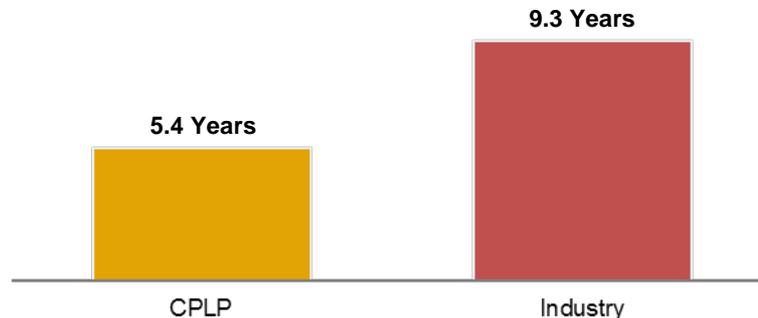
Attractive Fleet Profile

Fleet Profile By Vessel Type¹



2.1mm DWT / 41,115 TEUs^{1,2}

Fleet Age^{1,3}



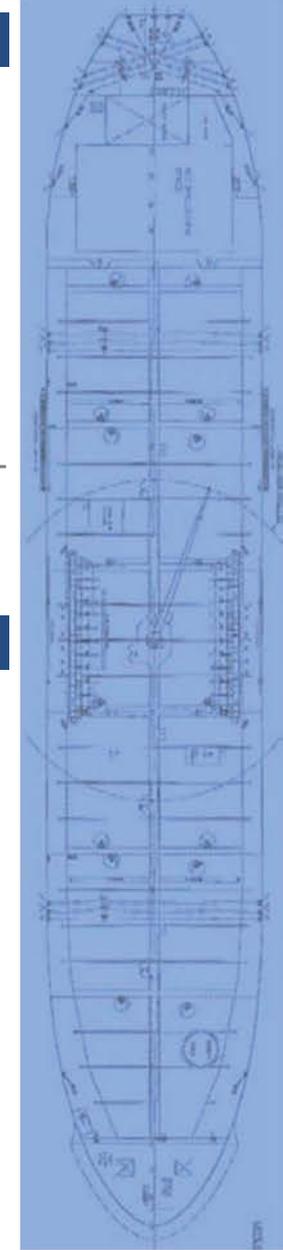
Commentary

- **More Than Tripled Fleet Capacity Since 2007 IPO.**
- **Young, High Specification Fleet Built At Reputable Yards In Japan And Korea.**
 - **Vessels Close To Four Years Younger On Average Than The Industry.**

¹ Includes the impact of the addition of the 3 new container vessels to be acquired in Q3 2013, with an aggregate charter-adjusted fleet value of \$195mm and 15,069 TEU's

² TEUs account for the 4 current container vessels (two 7,943 TEU containers and two 5,023 TEU containers) plus the 3 new container vessels

³ CPLP pro forma for the acquisition of the 3 new container vessels; industry average age data from Clarksons as of July 2013 weighted for the composition of the CPLP fleet.



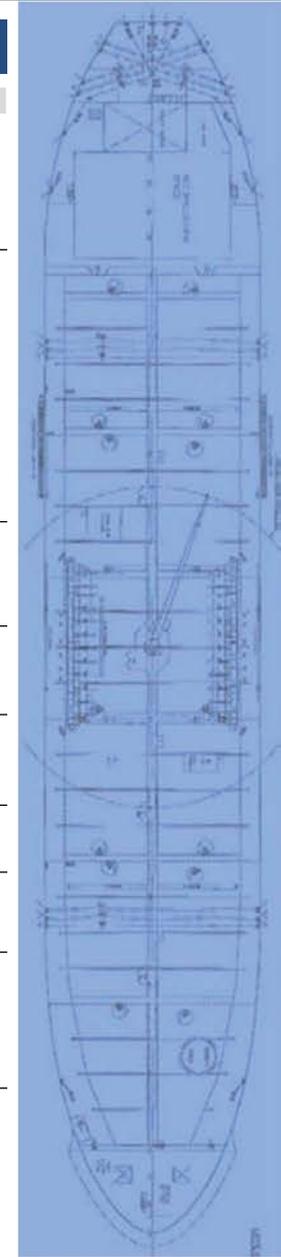
Fleet List

Fleet Profile - As Of June 30, 2013

Vessel Name	Dwt / Teu	Charterer	Year Built	Type Of Vessel
AMORE MIO II	159,982		2001, S. Korea	Crude Oil Suezmax
AYRTON II	51,260		2009, S. Korea	IMO II/III Chem./Prod.
ATLANTAS	36,760		2006, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
AKTORAS	36,759		2006, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
AIOLOS	36,725		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
AIAS	150,393		2008, Japan	Crude Oil Suezmax
AMOUREUX	149,993		2008, Japan	Crude Oil Suezmax
AGAMEMNON II	51,238		2008, S. Korea	IMO II/III Chem./Prod.
AXIOS	47,872		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
AVAX	47,834		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
APOSTOLOS	47,782		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
AKERAIOS	47,781		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
AGISILAOS	36,760		2006, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
ARIONAS	36,725		2006, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
ALKIVIADIS	36,721		2006, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
ALEXANDROS II	51,258		2008, S. Korea	IMO II/III Chem./Prod.
ARISTOTELIS II	51,226		2008, S. Korea	IMO II/III Chem./Prod.
ARIS II	51,218		2008, S. Korea	IMO II/III Chem./Prod.
MILTADIS M II	162,397		2006, S. Korea	Crude Oil Suezmax
ASSOS	47,872		2006, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
ATROTOS	47,786		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
ANEMOS I	47,782		2007, S. Korea	Ice Class 1A IMO II/III Chemical/ Product
CAPE AGAMEMNON	179,221		2010, S. Korea	Capesize Dry Cargo
AGAMEMNON	7,943		2007, S. Korea	Container Carrier
ARCHIMIDIS	7,943		2006, S. Korea	Container Carrier
HYUNDAI PREMIUM	5,023		2013, S. Korea	Container Carrier
HYUNDAI PARAMOUNT	5,023		2013, S. Korea	Container Carrier
HYUNDAI PRIVILEGE	5,023		2013, S. Korea	Container Carrier
CCNI ANGOL	5,023		2013, S. Korea	Container Carrier
HYUNDAI PLATINUM	5,023		2013, S. Korea	Container Carrier

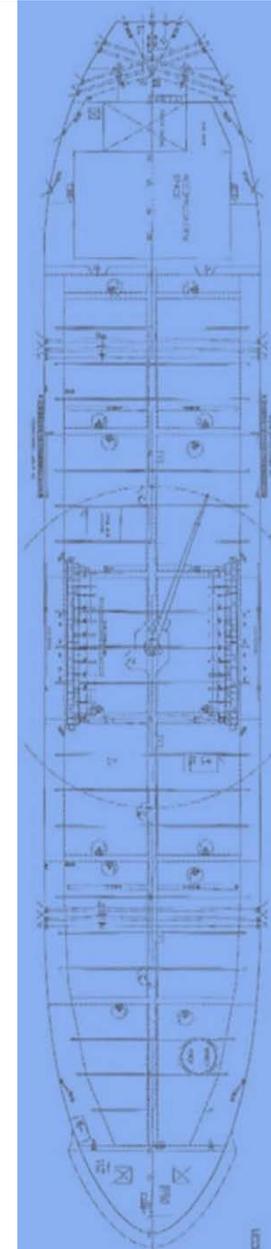
30 Vessels - 2.1mm DWT (~41k TEUs)

5.4 Years Weighted Average Fleet Age¹



¹ As of 06/30/13 Pro Forma. Includes the three new 5,023 TEU Post-Panamax Containers

Period Employment Update



Name	DWT	Built	Time Charter Gross Rate (Per Day)	Charterer	Earliest Charter Expiry
M/T Avax	47,834	2007, Hyundai	\$14,750		April 2014
M/T Axios	47,872	2007, Hyundai	\$14,750		May 2014
M/T Akeraios	47,782	2007, Hyundai	\$14,950		December 2014

- **Reflecting The Firming Product Tanker Market, We Have Re-Chartered Three Vessels At Higher Rates:**
 - **Under New Charter With CMTC M/T ‘Avax’ & M/T ‘Axios’ Will Be Earning A Gross Rate Of \$14,750 Per Day, Which Is \$750 Per Day Higher Than The Previous Employment Rate.**
 - **M/T ‘Akeraios’ Fixed For 18 Months At A Gross Rate Of \$14,950 Per Day, Which Is \$950 Per Day Higher Than The Previous Employment Rate.**

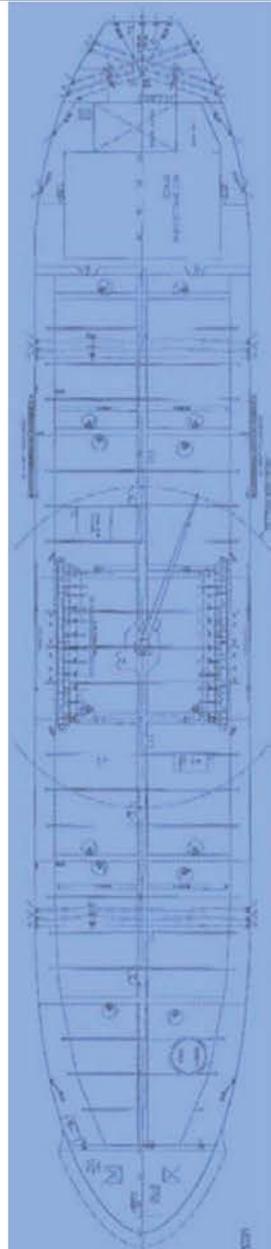
Strong Charter Coverage With Good Rates And Profit Share Arrangements

Charter profile					Rates		Commentary
Expiry of current charters				Gross Rate	Profit Share		
Vessel type		Mar-13	Apr-17	Jun-21	Jul-25		
Product tanker	Alkiviadis		Aug-13			\$13,417	✓
Product tanker	Agisilaos		Sep-13			\$13,500	✓
Product tanker	Anemos I		Oct-13			\$14,700	
Product tanker	Apostolos		Oct-13			\$14,000	✓
Product tanker	Arionas		Nov-13			\$13,800	✓
Product tanker	Avax		Apr-14			\$14,750	
Crude tanker	Amore Mio II		Apr-14			\$17,500	
Product tanker	Agamemnon II		Apr-14			\$14,500	✓
Product tanker	Atlantas		May-14			\$13,500 BB	
Product tanker	Ayrton II		May-14			\$15,000	✓
Product tanker	Axios		May-14			\$14,750	
Product tanker	Assos		Jun-14			\$16,825 BB	
Product tanker	Atrotos		Jun-14			\$16,825 BB	
Product tanker	Aktoras		Aug-14			\$13,500 BB	
Crude tanker	Miltiadis M II		Oct-14			\$23,185	
Crude tanker	Amoureux		Nov-14			\$24,000	✓
Product tanker	Akeraios		Dec-14			\$14,950	
Crude tanker	Aias		Dec-14			\$24,000	✓
Product tanker	Aiolos		Apr-15			\$13,500 BB	
Product tanker	Alexandros II			Feb-18		\$6,250 BB	
Product tanker	Aristotelis II			Jul-18		\$6,250 BB	
Product tanker	Aris II			Sep-18		\$6,250 BB	
Containership	Agamemnon			Jul-19		\$34,000	
Containership	Archimidis			Dec-19		\$34,000	
Dry Bulk	Cape Agamemnon			Aug-20		\$42,200	
Containership	Hyundai Prestige				Feb-25	\$29,350	
Containership	Hyundai Premium				May-25	\$29,350	
Containership	Hyundai Privilege				May-25	\$29,350	
Containership	Hyundai Paramount				Jun-25	\$29,350	
Containership	Hyundai Platinum				Jun-25	\$29,350	

- Current Rate Environment Improving For Product Tanker Market**
 - One- And Three-Year MR Time Charter (TC) Period Rates Currently At \$14,250 And \$15,250 Vs. \$13,250 And \$14,250 A Year Ago
- CPLP Positioned To Capitalize On Improving Product Tanker Rates**
 - Due To Low Rate Environment In Recent Years, CPLP Has Placed Many Of Its Product Vessels On 1-Year Time Charters, In Order To Take Advantage Of The Improving Fundamentals Of The Product Tanker Industry

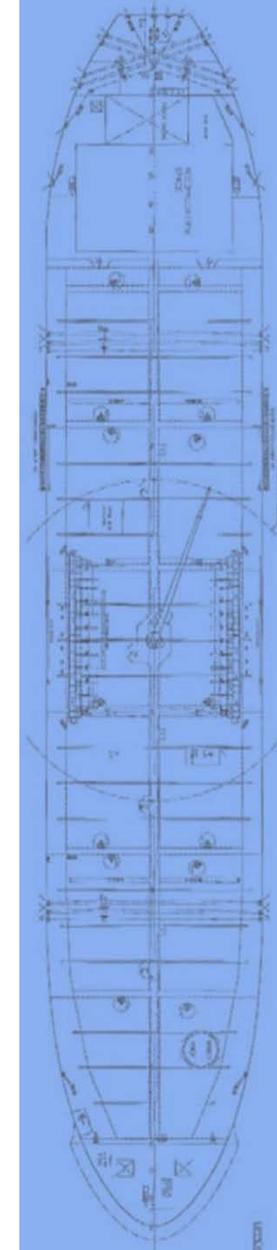
Average Remaining Charter Duration: 8.7 Years¹

¹ Pro-forma for the acquisition of 3 new container vessels in Q3 2013 as of 6/30/13 / BB: Bareboat / Assumes that Capital Maritime extends Suezmax one year options



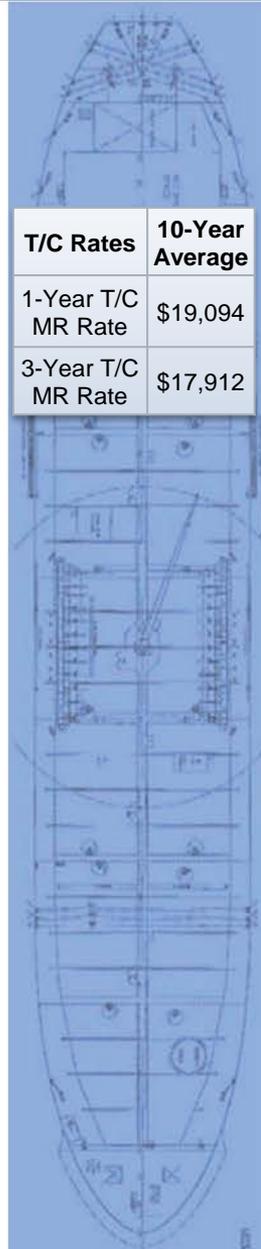
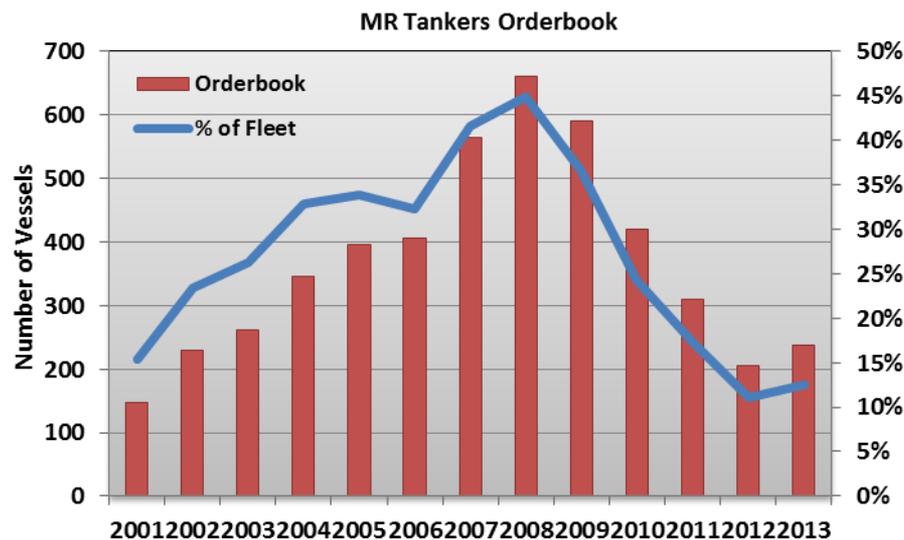
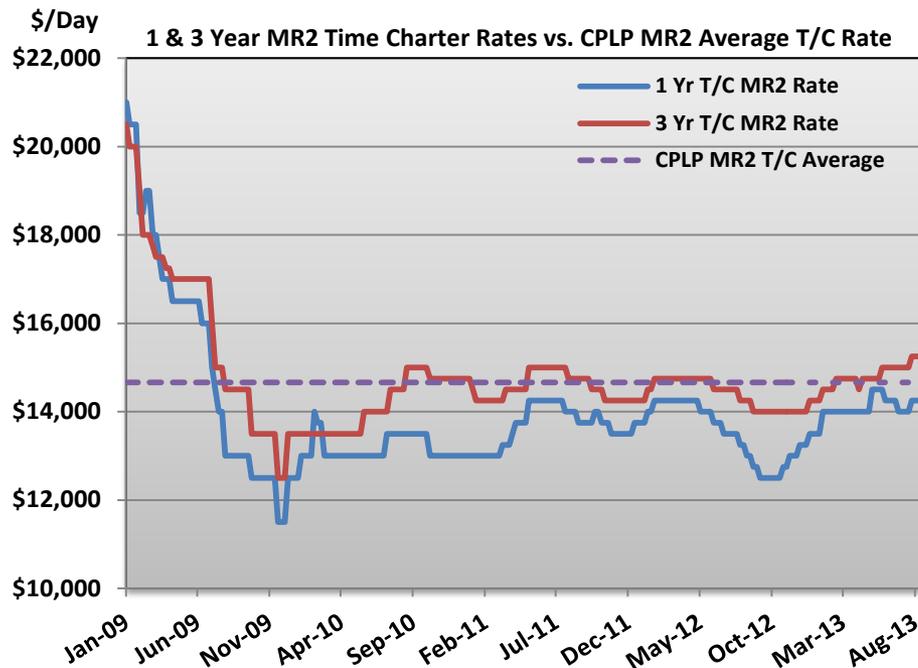
Successfully Assigned OSG Claim

- **CPLP Agreed With OSG To Enter Into New Charters For All Its Three Affected Vessels After OSG's Voluntary Filing For Relief Under Chapter 11. The New Charters Have Subsequently Been Approved By The Bankruptcy Court.**
- **M/T Alexandros II, M/T Aristotelis II and M/T Aris II (51,000dwt IMO II/III Chemical/Product Tankers, built 2008 STX, S. Korea) Entered Into New Charters On Substantially The Same Terms As The Prior Charters But At A Bareboat Rate Of \$6,250 Per Day Vs \$13,000 Per Day As Per The Original Charters.**
- **On May 24, 2013 CPLP Filed Claims For A Total Of \$54.1 Mil Against Each Of The Charterers And Their Respective Guarantors For Damages Resulting From The Rejection Of Each Of The Previous Charters.**
- **On June 25, 2013 CPLP Agreed To Transfer To Deutsche Bank Securities Inc. ('Deutsche Bank') All Of Its Right, Title, Interest, Claims And Causes Of Action Arising Under Or In Connection With The Claims At A Price Of 0.725/\$1.**
- **The Total Proceeds To Be Received By Deutsche Bank, \$32 Mil Of Which Has Been Already Paid, Is Dependent On The Actual Claim Amount Allowed By The Bankruptcy Court. The Partnership May Be Required To Refund A Portion Of The Purchase Price Or May Receive Additional Payment.**



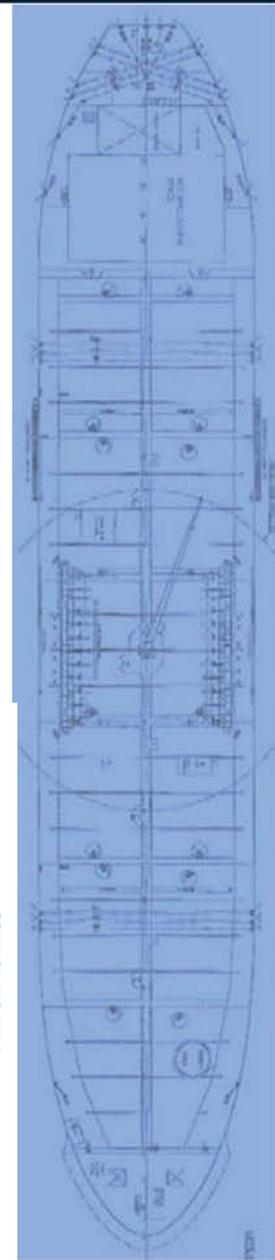
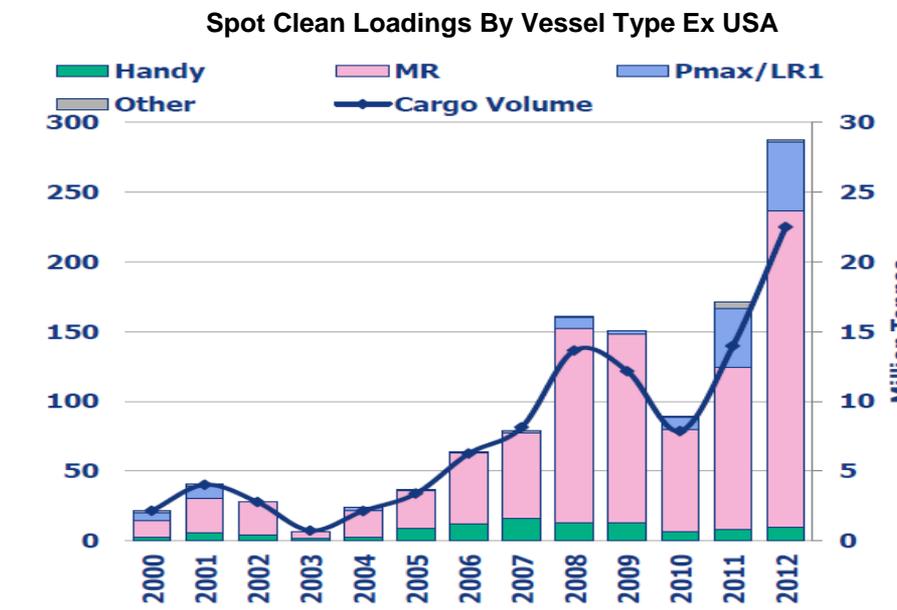
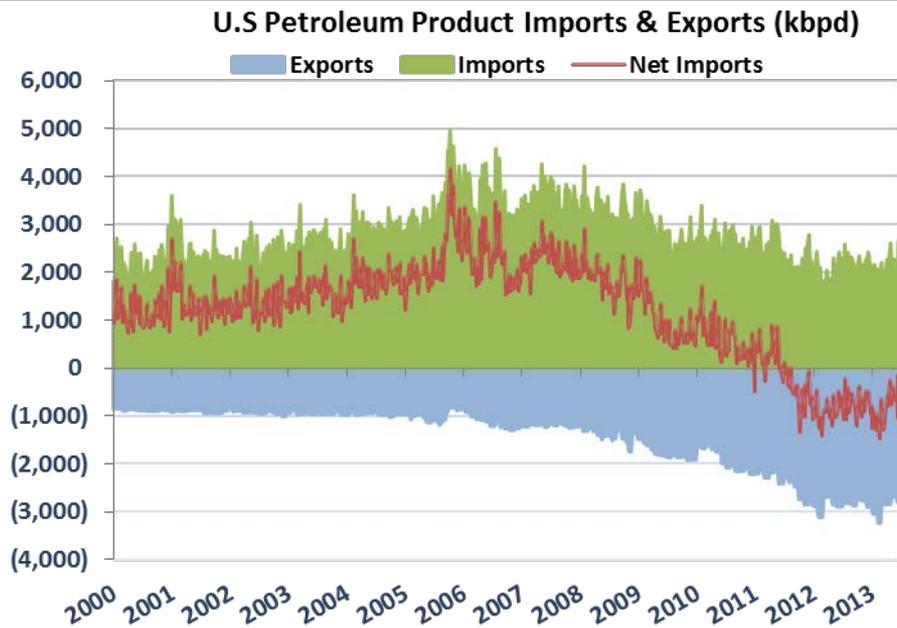
Product Tanker Market Overview

- MR Spot Product Tanker Rates Remained At Solid Levels During The Quarter. 2Q2013 Was The Strongest Second Quarter Since 2Q2008 - On The Back Of:
 - Arbitrage Opportunities In The Transatlantic Trade Early In The Quarter.
 - Strong U.S. Product Exports.
- Robust MR Time Charter Market In 2013 YTD, With Nearly 140 Fixtures Reported.
- Gradual Improvement Of T/C Rates With The 3 Year Time Charter Rates Rising To The Highest Level Since July 2009.
- Product Tanker DWT Demand Is Forecast To Rise By 4.6% in 2013, Surpassing Expected Fleet Growth Of 3.7%.
- Orderbook (2013-2016) For MR Tankers Remains Low At 12.7% Of Total Fleet.
- Slippage Remains At Elevated Levels At 49% (2013 YTD).



Product Tanker Market Benefits From Increased US Oil Product Exports

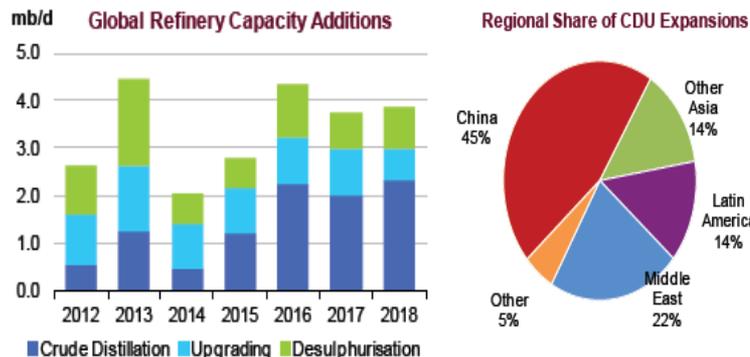
- **U.S. Oil Production Is Projected To Continue Increasing At A Fast Pace, Reaching 11.9 Mbd In 2018 From 9.1 Mbd FY 2012.**
- **Increased Oil & Gas Production And Low Cost Feedstock Lead To Higher US Refinery Margins & Utilization.**
- **As A Result The US Has Turned Net Oil Product Exporter With 2.9 Mbd Oil Product Exports YTD Compared To 1.9 Mbd In 2010.**
- **Main Export Products Are Gasoil And Gasoline To West Africa, Latin America And Europe.**
- **Latin America Is Forecast To Be The Major Export Outlet For Gasoline Due To Its Growing Population, Gasoline Subsidies And Lack Of Investments In Refining.**



Refinery Capacity Dislocation Expected To Increase Product Tanker Tonne Miles

- **Global Refinery Capacity Expanded By 20%, Between 2001 And 2012 To Approximately 96.9 Mbpd.**
- **Growth Driven Primarily By Expansion In The Asia-Pacific (38% To 30.1 Mbpd) And The Middle East (22% To 8.2 Mbpd).**
- **Refinery Capacity In Europe And The FSU Has Declined By 1.2 Mbpd Since 2001 To 23.8 Mbpd. This Trend Has Accelerated In Recent Years, With 750 Kbpd Of Capacity Removed From The Market In 2012 And 2013 YTD.**
- **Global Refinery Capacity Is Set To Rise By 9.5 Mbpd From 2013 To 2018, Reaching 106.7 Mbpd In 2018.**
- **China And Other Asian Countries Expected To Add 5.6 Mbpd Of Capacity.**
- **Middle East Expected To See Capacity Increase By More Than 2.1 Mbpd To 10.5 Mbpd.**
- **The Lopsided Refinery Expansion In Asian And Developed Economies Is Expected To Lead To Longer Trading Distances And Stronger Product Tanker Demand Through Increased Movements Of Petroleum Products From East To The West.**

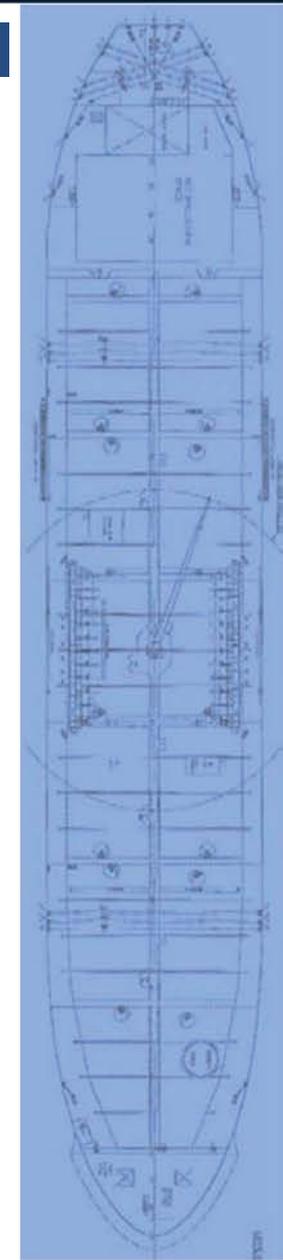
A Global Perspective



Refinery Closures In 2012 And 2013

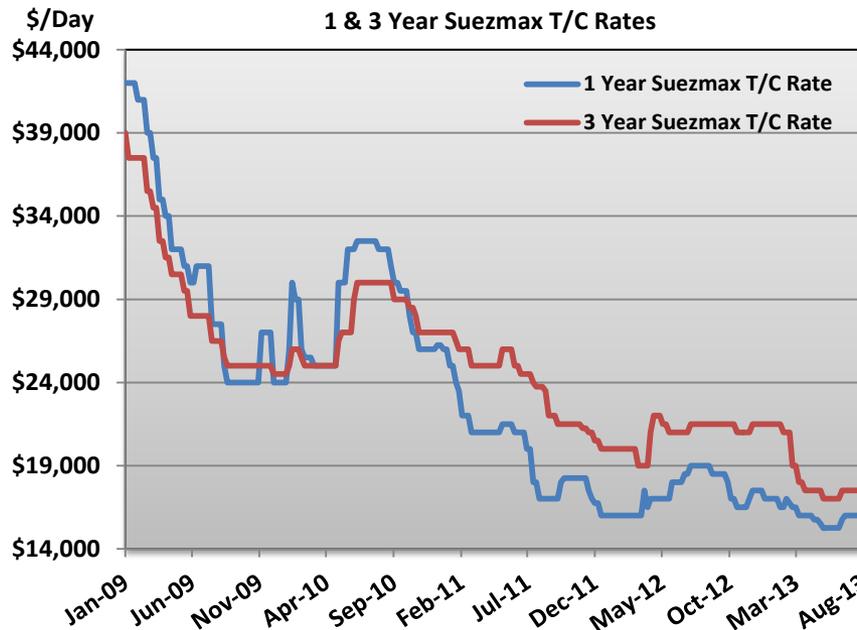
Company	Refinery - Location	Country	Capacity (bpd)
Hess and PDVSA	Hovensa - St Croix	U.S. Virgin islands	350,000
Sunoco	Marcus Hook	U.S. East Coast	178,000
Valero Energy	Aruba	San Nicolas	235,000
Petroplus	Coryton	U.K.	220,000
Petrom	Arpechim	Romania	70,000
ERG-Total	Rome	Italy	86,000
LyondellBasel	Berre l'Etang	France	105,000
Shell	Harburg	Germany	110,000
Shell Australia	Clyde	Australia	75,000
Hess Corp.	Port Reading, N.J.	U.S.	70,000
Petroplus	Petit Couronne	France	162,000
Total			1,661,000

Sources: IEA, BP



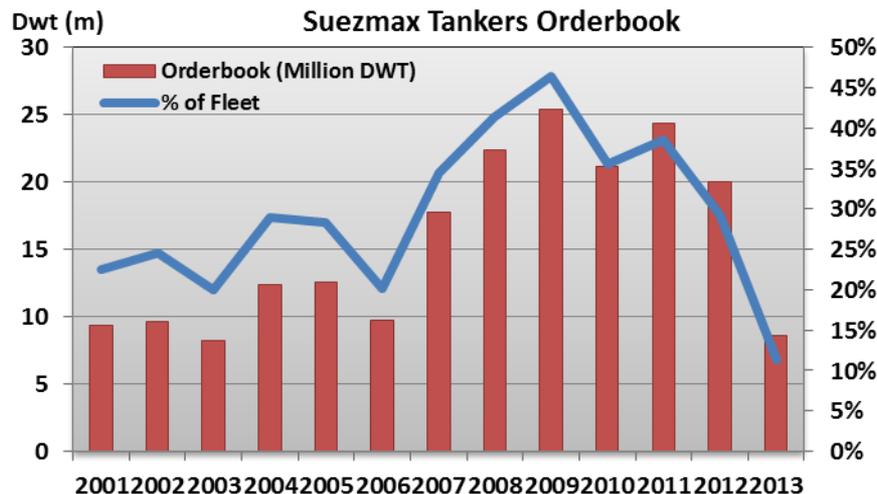
Suezmax Tanker Market Overview

- The Suezmax Spot Market Weakened In 2Q2013 Due To Decreased US Oil Imports And Ample Availability Of Tonnage.
- World Oil Demand Is Projected To Rise By 0.9 Mb/d (1.1%) And 1.1 Mb/d (1.2%) In 2013 And 2014, Respectively, According To The IEA.
- Suezmax DWT Demand Projected To Increase By 3.2% In 2013, With The Shift In European Crude Sourcing Towards West Africa Expected To Support Demand.
- Net Fleet Growth For 2013 Expected At 8.5%. However, Supply Rationalization Continues:
 - 2013 Marks The Last Year Of Substantial Deliveries.
 - No New Ordering.
 - Suezmax Tanker Orderbook Through 2016 Corresponding To 11.3% Of Current Fleet, The Lowest In Percentage Terms Since 1997.
 - Slippage Remains High At 31% (2013 YTD).



Suezmax T/C Rates – 10 Year Average

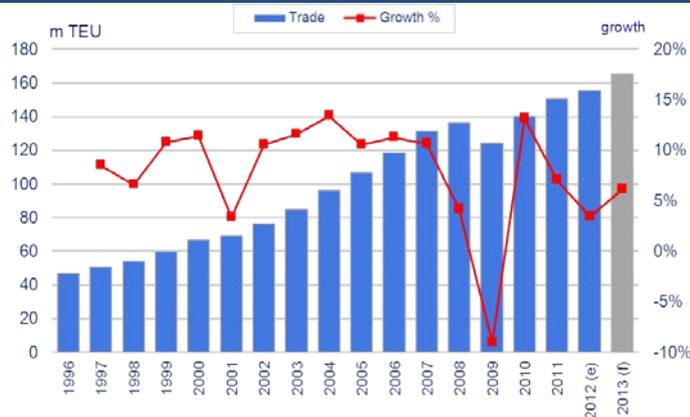
1-Year Rate	\$33,475
3-Year Rate	\$30,607



Container Market Overview

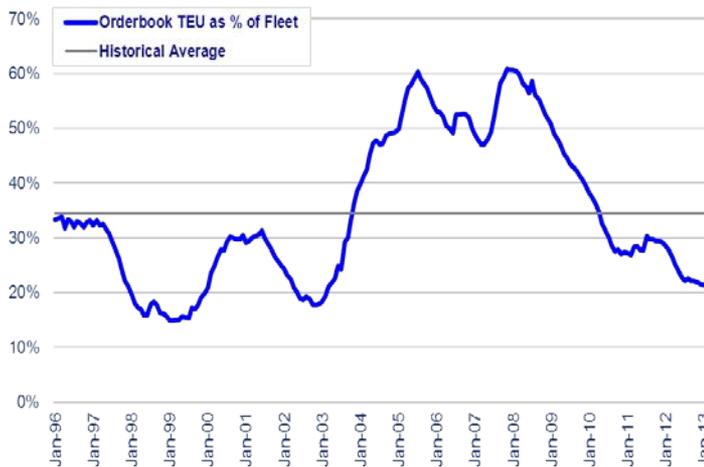
- **Solid Container Demand Growth: 4.7% And 6.5% Forecast For 2013 And 2014 Respectively.**
- **‘Cascading Effect’, The Displacement Of Smaller Tonnage Across All Main Routes By Larger Tonnage, Favours Post Panamax Vessels (>5,000TEU) As Liners Aim To Minimize Cost Per TEU.**
- **All-Time Low Container Orderbook.**
- **Increased Container Demolition Between 2009 And 2012 With YTD Figures Indicating Record Demolition Volume For Full Year.**
- **Idle Fleet Dominated By Outdated Designs Which Are Not Expected To Be Re-Commissioned.**
- **Traditional German KG System (Owners And Banks) Restricted In Their Role As Main Tonnage Provider As They Are Unable To Raise Equity/Finance. Capital Raised In Germany 2007: EUR 3.2 Billion vs 2012: EUR 258 Million.**

Global Box Trade 1996 – 2013



Source : Clarkson Research Services

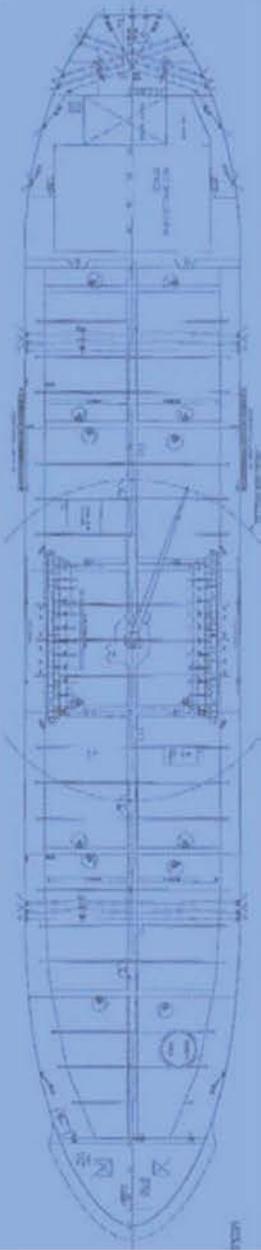
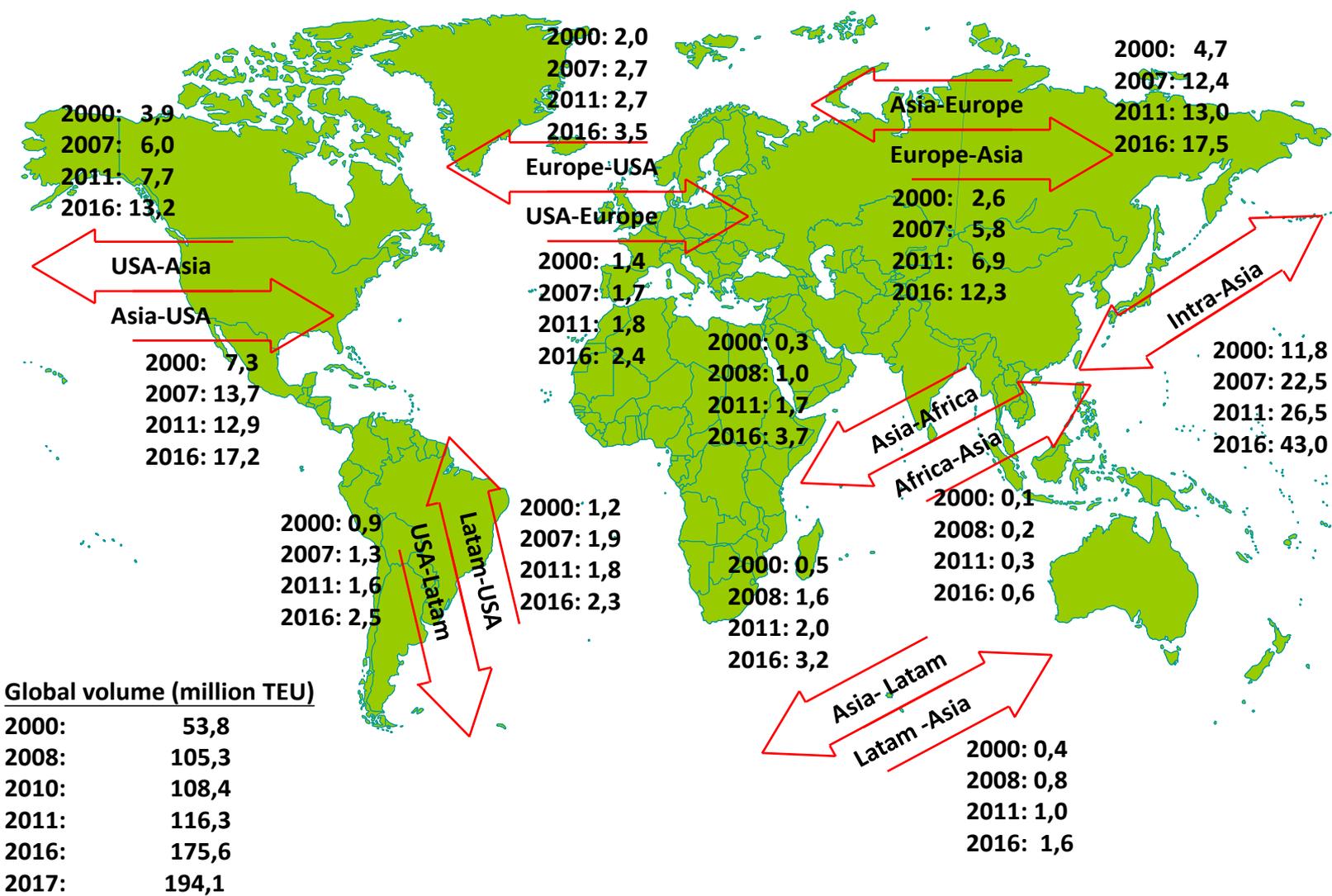
Relative Orderbook Size



Source : Clarkson Research Services



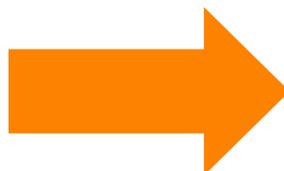
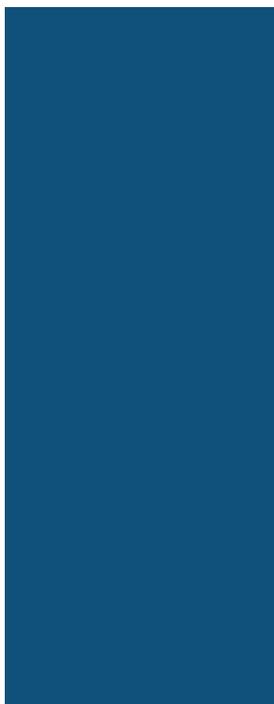
Container Development In Trade Patterns (In Million TEU)



Common Unit Distribution Coverage

Second Quarter 2013
Total Unit Coverage

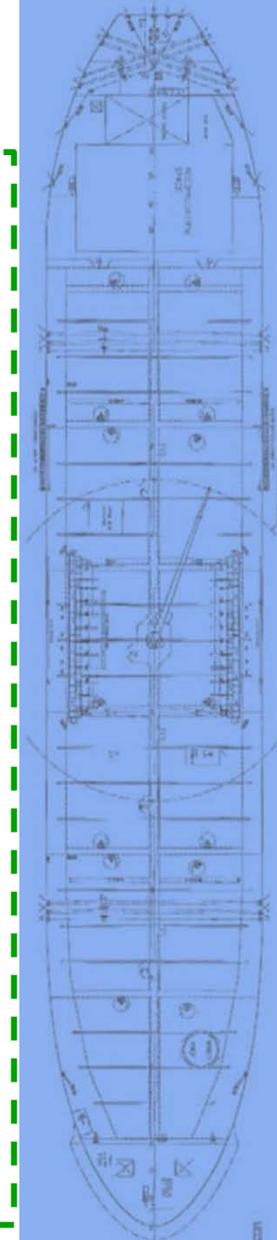
1.2x



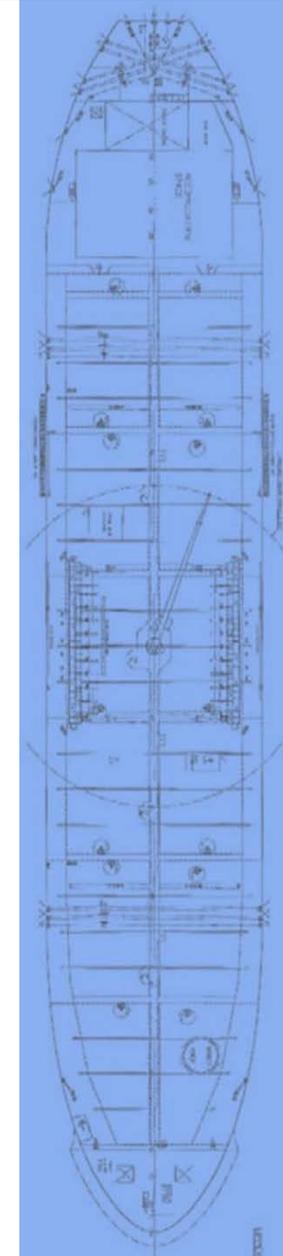
6/30/13 Total Unit Coverage

Common Unit Distribution Coverage
Ahead Will Be Supported By:

1. Long Remaining Charter Duration.
2. Acquisition Of 3 Container Vessels In 3Q2013.
3. Improving Product Tanker Fundamentals Due To Refinery Dislocation And Increased US Oil Products Exports.
4. Potential For Increased Cash Flow Through Improving Tanker Market & Profit Sharing.
5. All CPLP Vessels, Whose Charters Expire In Remainder Of 2013 Are Product Tankers, Whose Market Is Improving.
6. Potential For Growth Through Accretive Acquisitions In The Product And Container Market.
7. Strong Balance Sheet.

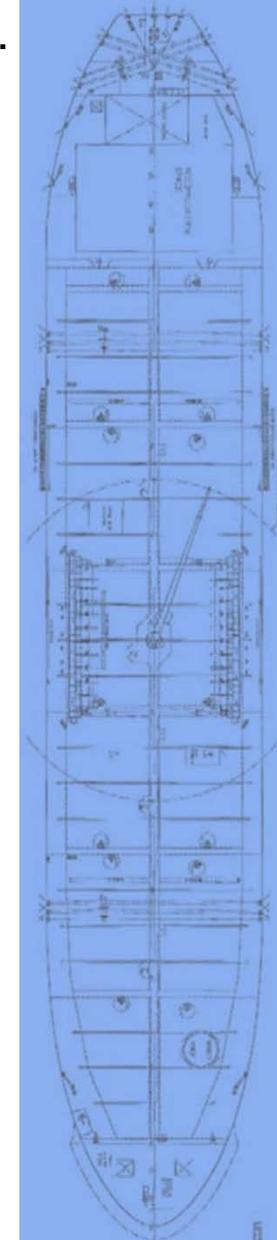


APPENDIX



Second Quarter 2013 Results Highlights

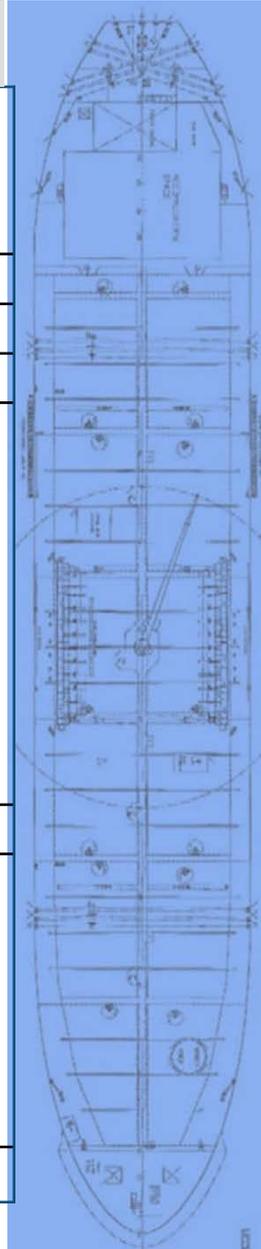
- Cash Distribution Maintained For 2Q2013: \$0.2325 Per Common Unit And \$0.21375 Per Class B Unit.
- Net Income For 2Q2013: \$39.3 Mil Including \$32 Mil Gain Related To Sale of The Partnership's Claim Against Overseas Shipholding Group Inc. ("OSG Claim").
- Partnership's Operating Surplus: \$56.6 Mil Or \$19.3 Mil Adjusted For Class B Unit Distribution And Excluding The \$32 Mil Proceeds Related To The Sale Of The OSG Claim.
- 1.2x Common Unit Coverage (Excluding \$32 Mil Proceeds From Sale Of OSG Claim).
- Reflecting The Firming Product Tanker Market, We Have Re-Chartered Three Vessels At Higher Rates:
 - M/T 'Avax' and M/T 'Axios' Fixed For 12 Months (+/- 30 Days) To Capital Maritime & Trading Corp. ('CMTC') At An Increased Rate Of \$14,750 Per Day (Previously At \$14,000 Per Day).
 - M/T 'Akeraios' Fixed To CMTC For 18 Months (+/- 30 Days) At Increased Rate of \$14,950 Per Day (Previously At \$14,000 Per Day).
- Average Remaining Charter Duration 6.9 Years With 90% Charter Coverage Of The 2013 Remaining Available Fleet Days.
- Reiterate \$0.93 Per Unit Annual Distribution Guidance.



Income Statement

(\$ In Thousands)

	For the Three- Month Period Ended June 30, 2013	For the Three- Month Period Ended June 30, 2012
Revenues	\$27,215	\$20,124
Revenues – related party	14,554	17,724
Total Revenues	41,769	37,848
Expenses:		
Voyage expenses	1,110	437
Voyage expenses – related party	80	143
Vessel operating expenses – related party	4,199	6,133
Vessel operating expenses	9,223	5,038
General and administrative expenses	3,383	2,259
Gain on sale of vessel to third parties	-	(341)
Depreciation & amortization	12,813	12,025
Operating income	10,961	12,154
Non operating income (expense), net		
Interest expense and finance cost	(3,642)	(10,101)
Gain on sale of claim	32,000	-
Gain on interest rate swap agreement	-	808
Interest and other income	-	509
Total other income / (expense), net	28,358	(8,784)
Partnership's net income	\$39,319	\$3,370

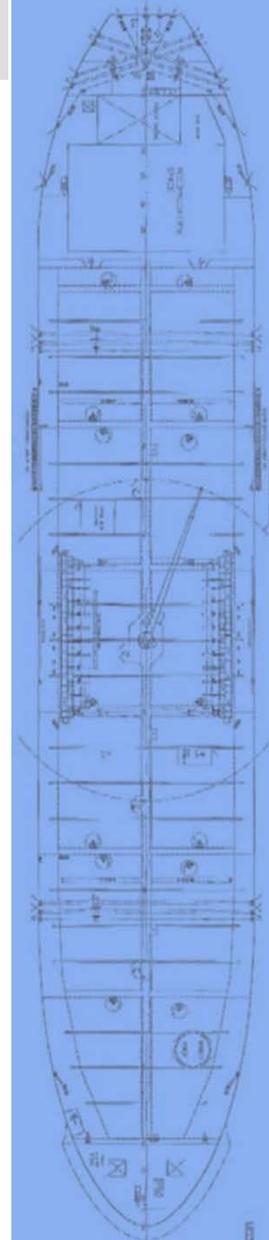


Operating Surplus For Calculation Of Unit Distribution

(\$ In Thousands)

	For the Three-Month Period Ended June 30, 2013		For the Three-Month Period Ended March 31, 2013	
Net income / (loss)		\$39,319		\$25,013
Adjustments to net income				
Depreciation and amortization	14,472		13,119	
Deferred revenue	2,837		1,910	
Gain from bargain purchase	-		(17,475)	
OPERATING SURPLUS PRIOR TO CLASS B PREFERRED UNITS DISTRIBUTION		\$56,628		\$22,567
Class B preferred units distribution		(5,270)		(5,270)
ADJUSTED OPERATING SURPLUS		\$51,358		\$17,297
(Increase) on recommended reserves		(34,900)		(839)
AVAILABLE CASH		\$16,458		\$16,458

Common Unit Coverage: 1.2x*



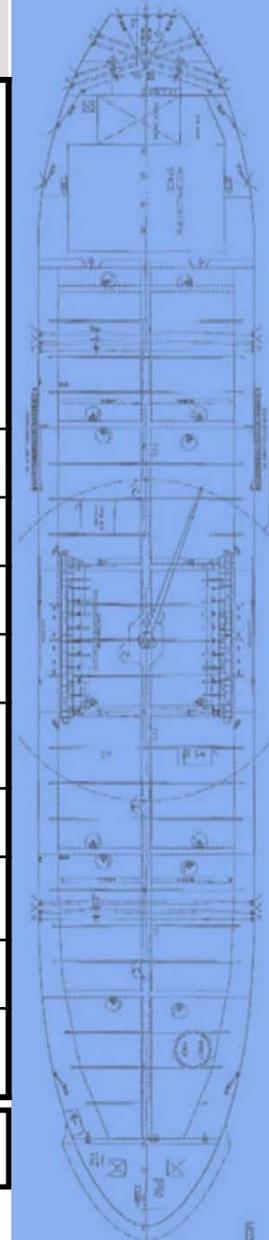
* Excluding \$32 Million Proceeds Related To The Sale Of The OSG Claim.

Balance Sheet

(\$ In Thousands)

	<u>As Of June 30, 2013</u>	<u>As Of December 31, 2012</u>
Assets		
Total Current Assets	\$83,145	\$49,489
Total Fixed Assets	1,042,900	959,550
Other Non-Current Assets	\$96,504	61,089
Total Assets	\$1,222,549	\$1,070,128
Liabilities and Partners' Capital		
Total Current Liabilities	\$42,988	\$35,773
Total Long-Term Liabilities	507,176	460,527
Total Partners' Capital	672,385	573,828
Total Liabilities and Partners' Capital	\$1,222,549	\$1,070,128

Net Debt/Capitalization 38.6%



Capital Product Partners L.P.

