GASLOG PARTNERS LP

Q3 2022 results

27 October 2022

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 Partnership 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 distributions, and the impact of changes to cash distributions on the Partnership’s business and growth prospects, plans, strategies 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 liquefied natural gas (“LNG”) shipping market conditions and trends, including spot and multi-year charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, including geopolitical events, technological advancements and opportunities for the profitable operations of LNG carriers;
- fluctuations in charter hire rates, vessel utilization and vessel values;
- our ability to secure new multi-year charters at economically attractive rates;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels which are not operating under multi-year charters, including the risk that certain of our vessels may no longer have the latest technology at such time which may impact our ability to secure employment for such vessels as well as the rate at which we can charter such vessels;
- 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;
- business disruptions resulting from measures taken to reduce the spread of COVID-19, including possible delays due to the quarantine of vessels and crew, as well as government-imposed shutdowns;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- fluctuations in exchange rates, especially the U.S. dollar and Euro;
- our ability to expand our portfolio by acquiring vessels through our drop-down pipeline with GasLog Ltd. (“GasLog”) or by acquiring other assets from third parties;
- our ability to leverage GasLog’s relationships and reputation in the shipping industry and the ability of GasLog to maintain long-term relationships with major energy companies and major LNG producers, marketers and consumers to obtain new charter contracts;
- GasLog’s relationships with its employees and ship crews, its ability to retain key employees and provide services to us, and the availability of skilled labor, ship crews and management;
- changes in the ownership of our charterers;
- our customers’ performance of their obligations under our time charters and other contracts;
- our future operating performance, financial condition, liquidity and cash available for distributions;
- our distribution policy and our ability to make cash distributions on our units or the impact of changes to cash distributions on our financial position;
- our ability to obtain debt and equity financing on acceptable terms 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 ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- risks inherent in ship operation, including the discharge of pollutants;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity event;
- the expected cost of and our ability to comply with environmental and regulatory requirements related to climate change, including with respect to emissions of air pollutants and greenhouse gases, as well as future changes in such requirements or other actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- potential disruption of shipping routes due to accidents, diseases, pandemics, political events, piracy or acts by terrorists;
- potential liability from future litigation; and
- other risks and uncertainties described in the Partnership’s Annual Report on Form 20-F filed with the SEC on March 1, 2022, 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 distributions 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 Marshall Islands law and such other factors as our board of directors may deem relevant.

Q3 2022 REVIEW

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS

KEY TAKEAWAYS FOR Q3 2022

1 **DEMAND FOR ENERGY SECURITY HAS INCREASED DEMAND FOR LNG SUPPLY AND SHIPPING**

- Increased LNG demand in Europe keeps competing with Far East, maintaining high gas prices
- Softness in the Q3 spot market balanced by tight vessel availability and strong term demand
- Newbuilding ordering reached historically high levels for 2025/2026 in the expectation of increased liquefaction capacity

2 **GASLOG HAS CAPITALIZED ON THE SUSTAINED STRENGTH OF THE MARKET AND MATERIALLY DE-RISKED THE FLEET**

- $616 million in contracted revenues as of October 27, 2022
- New charters for the M*ethane Heather Sally*, a Steam LNG carrier and TFDE LNG carriers the *GasLog Solaris and* the *GasLog Shangha*i at attractive rates
- New charters move our spot market exposure towards the seasonally strong period of 2023

3 **EXECUTION OF STRATEGIC PLAN CONTINUES TO INCREASE SHAREHOLDER EQUITY VALUE AND BUILD LIQUIDITY**

- Completed sale of the *Methane Shirley Elisabeth*, increasing liquidity by c.$20 million, net of debt repayment of c.$32 million
- Agreed the sale and lease-back of the *Methane Heather Sally* to an unrelated third-party financial organisation; expected to further increase liquidity by c.$17 million
- Retired c.$37 million and c.$113 million of scheduled debt and lease amortization in Q3 2022 and the last 12 months, respectively, excluding debt prepayments of c.$32 million related to the sale of the *Methane Shirley Elisabeth* in Q3 2022
- Repurchased c.$20 million of preference units in Q3 2022 and c.$39 million since the start of the year

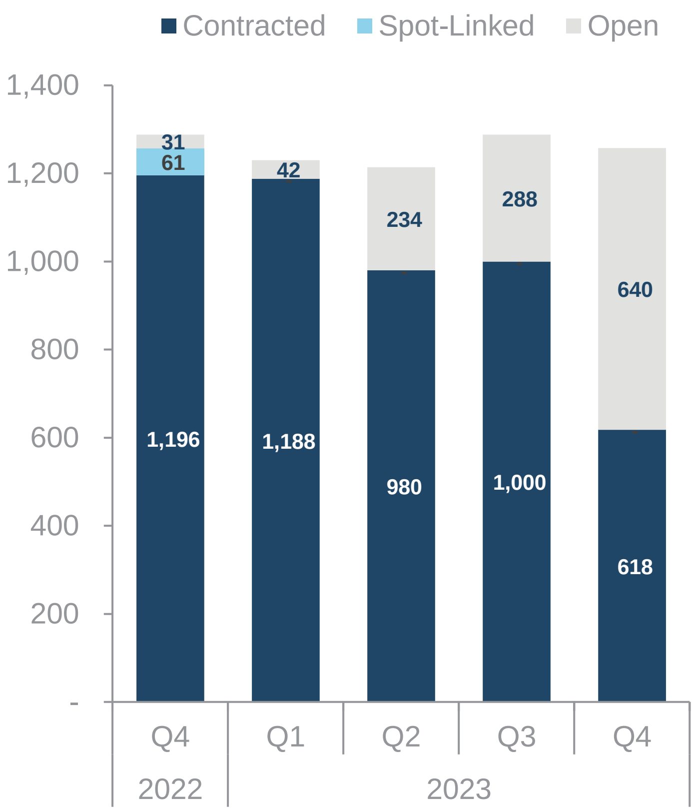
RECENT CHARTERS SIGNED ON ATTRACTIVE TERMS PROVIDE STRONG CASH FLOW VISIBILITY

Vessel Name	*Methane Heather Sally* (Steam)	*Solaris* (TFDE)	*GasLog Shanghai* (TFDE)
Counterparty	SE Asian Charterer	Energy Major	Energy Major
Term	34 months	12 months	24 months
Start Date	August 2022	October 2022	February 2023
End Date	July 2025	October 2023	February 2025
Estimated EBITDA[1]	c.$38 million	c.$47 million	c.$49 million

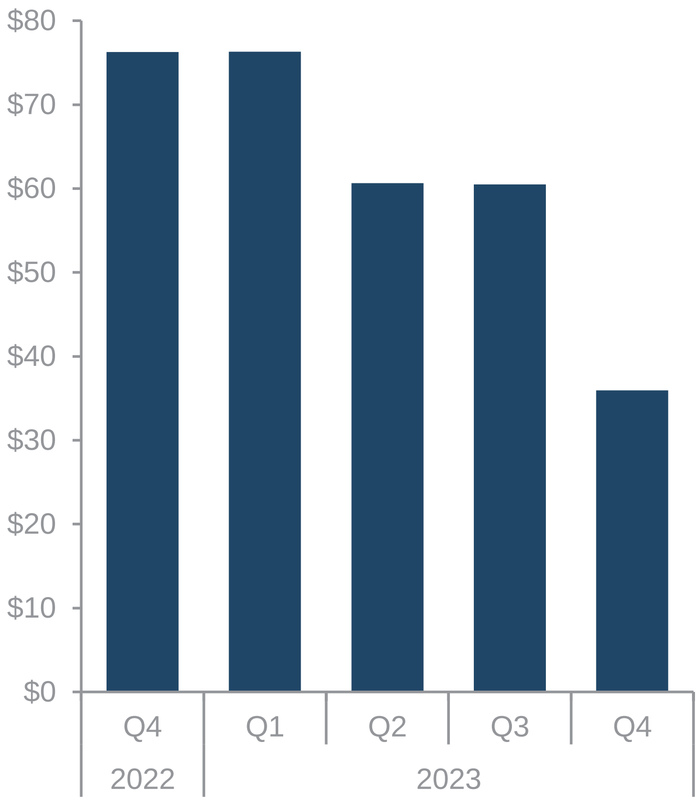
1. EBITDA is a non-GAAP financial measure and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

WELL POSITIONED WITH SPOT EXPOSURE IN SEASONALLY STRONG PERIODS IN 2023

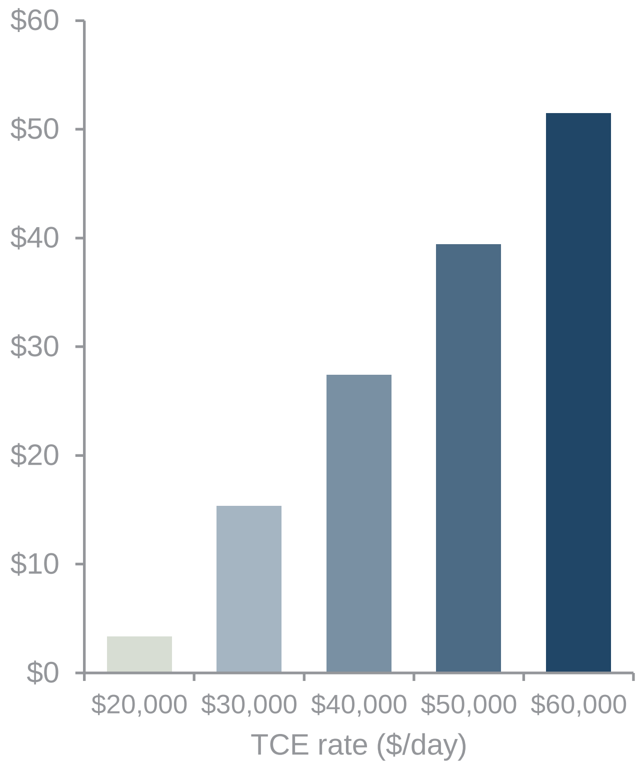
CONTRACTED/OPEN DAYS BY QUARTER[(1)]



QUARTERLY ADJ. CONTRACTED EBITDA ($M)[(1,2)]



2023 OPEN DAYS ADJ. EBITDA SENSITIVITY ($M)[(1,2)]



1. As of September 30, 2022
2. Assumes daily operating expenses average of $14,000 per day and G&A average of approximately $3,250 per day, as well as 3,786 fixed days, 1,204 unfixed days and 0 spot linked days in 2023 as of September 30, 2022

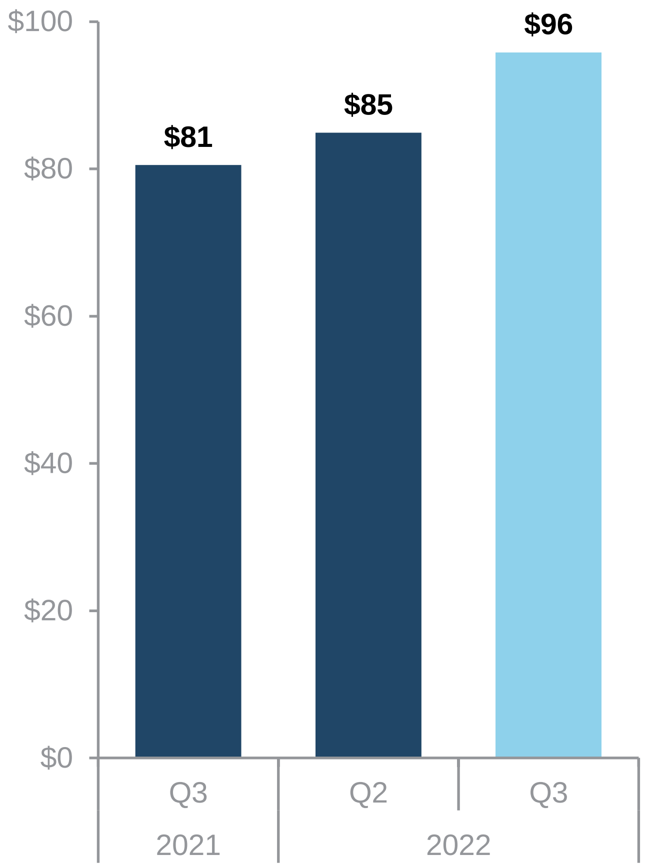
Capitalizing on the 2022 strong market the Partnership significantly increased its cash-flow visibility in 2023

Q3 2022 FINANCIAL REVIEW

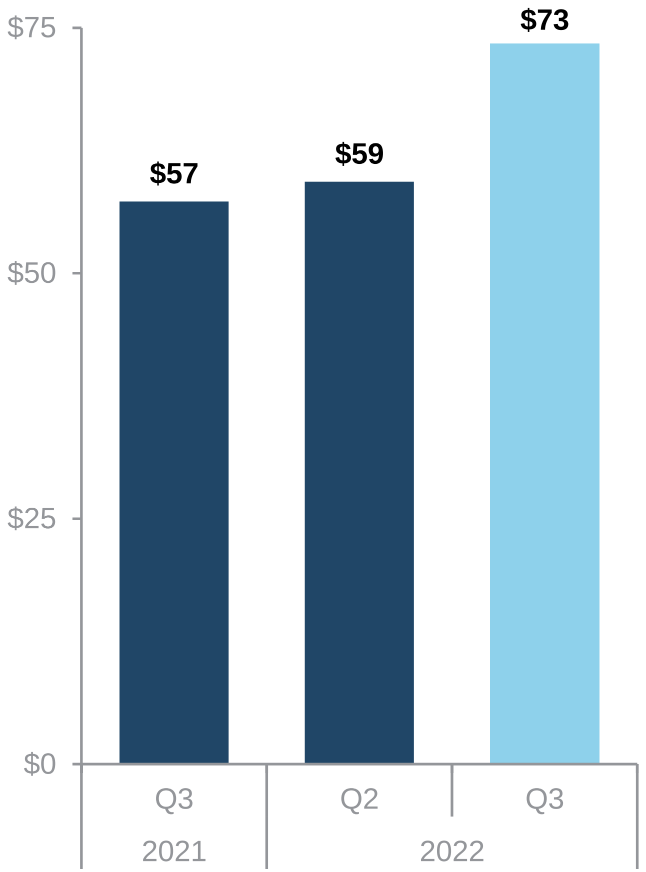
ACHILLEAS TASIOULAS, CHIEF FINANCIAL OFFICER, GASLOG PARTNERS LP

STRONG COMMERCIAL PERFORMANCE DROVE SOLID RESULTS IN THE QUARTER

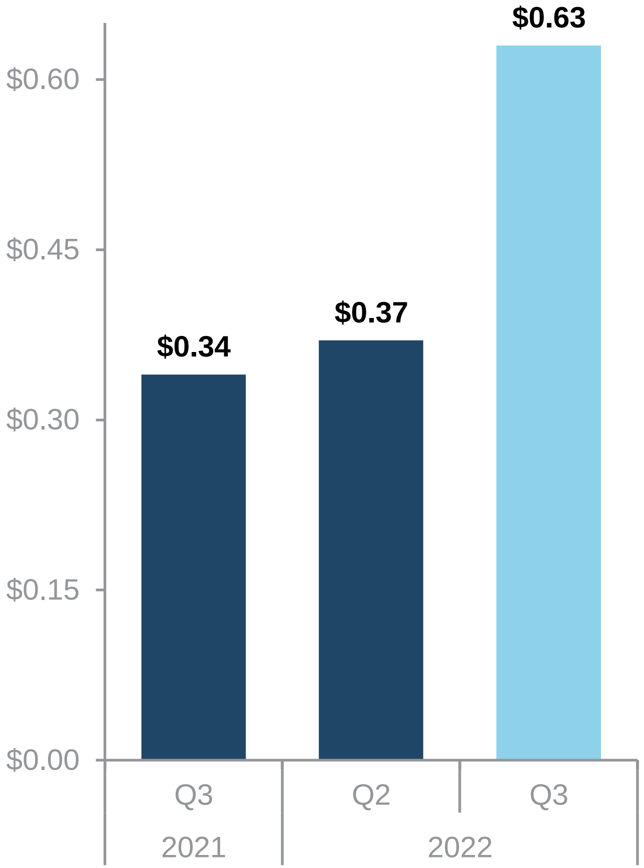
REVENUES ($M)



ADJUSTED EBITDA ($M)(1)



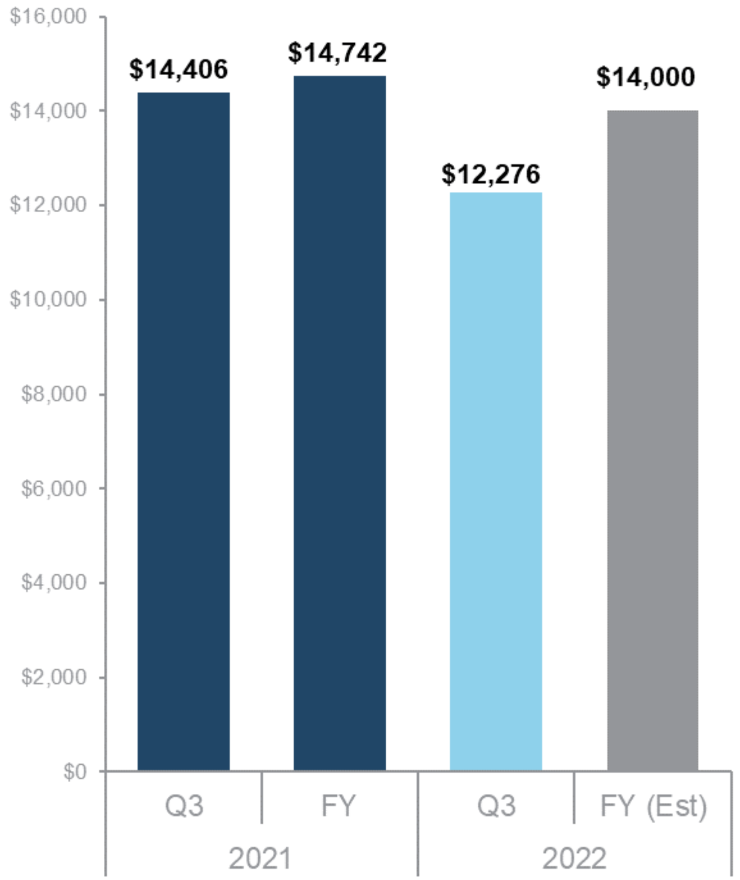
ADJUSTED EPU ($/UNIT)(1)



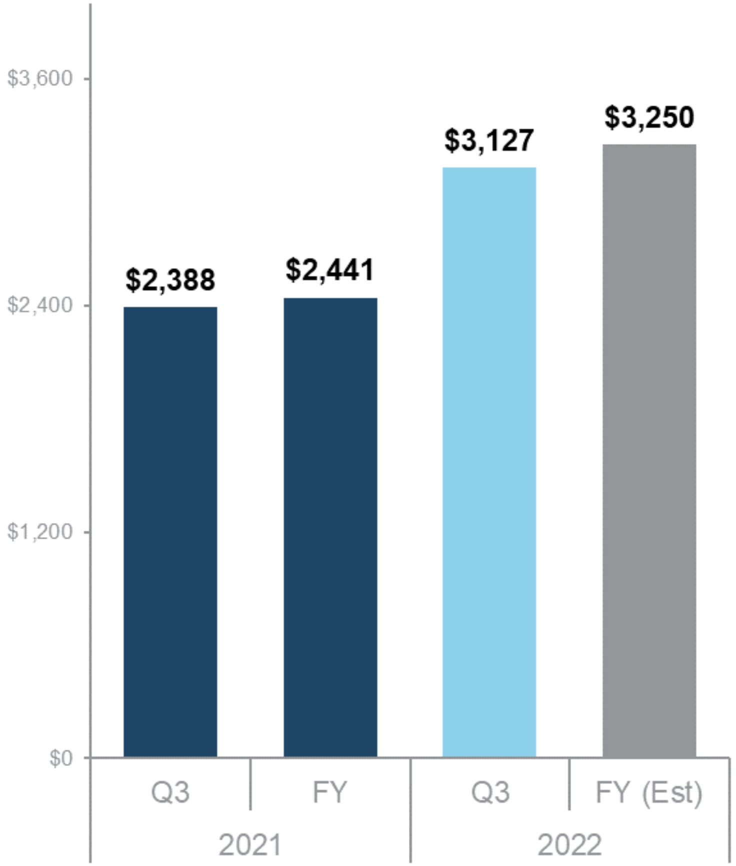
1. Adjusted EBITDA and adjusted earnings per unit ("EPU") are non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions and reconciliations 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.

CONTINUING TO EFFECTIVELY MANAGE COSTS DESPITE EXTERNAL FACTORS

UNIT OPEX ($/DAY)[1]



UNIT G&A ($/DAY)



COMMENTARY

- Decrease in OPEX was primary due to favorable exchange rates fully absorbing inflationary pressures on our costs
- G&A movements affected by the management fee changes effective on Jan 1, 2022, as discussed in previous quarters

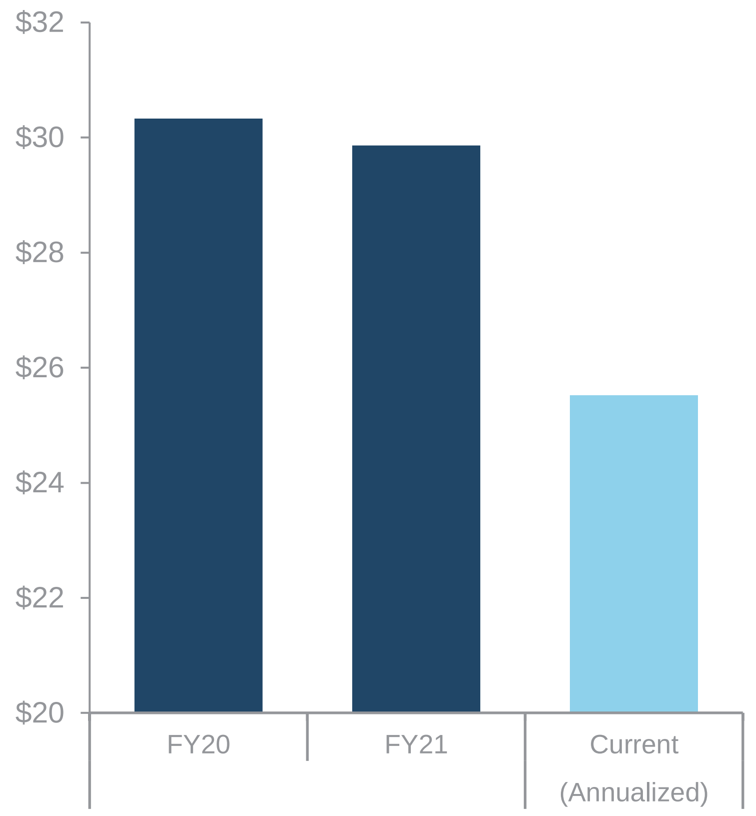
DRY DOCKING

- No dry docking in Q3 2022;
- 4 scheduled drydockings in 2023

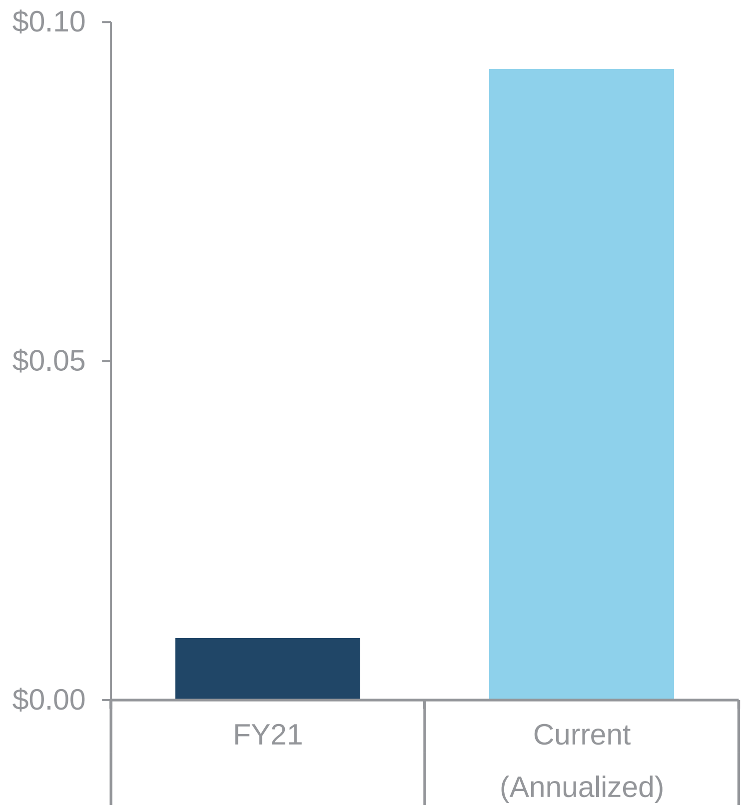
1. Includes dry-docking expense. For FY 2021 and FY 2020, operating expense component of dry-docking costs was approximately $503 and $542 per day, respectively.

PREFERENCE UNIT BUYBACKS IMPROVE FREE CASH FLOW CAPACITY

ANNUAL PREF UNIT DISTRIBUTIONS ($M)



INCREASE IN FREE CASH FLOW ($/UNIT)



PROGRESS ON PLAN

c.$20.0 million
Preference Units repurchased during Q3 2022

c.$57.7 million
Preference units purchased at avg. price of c.$25 per Unit since repurchase program initiated in Aug 2021

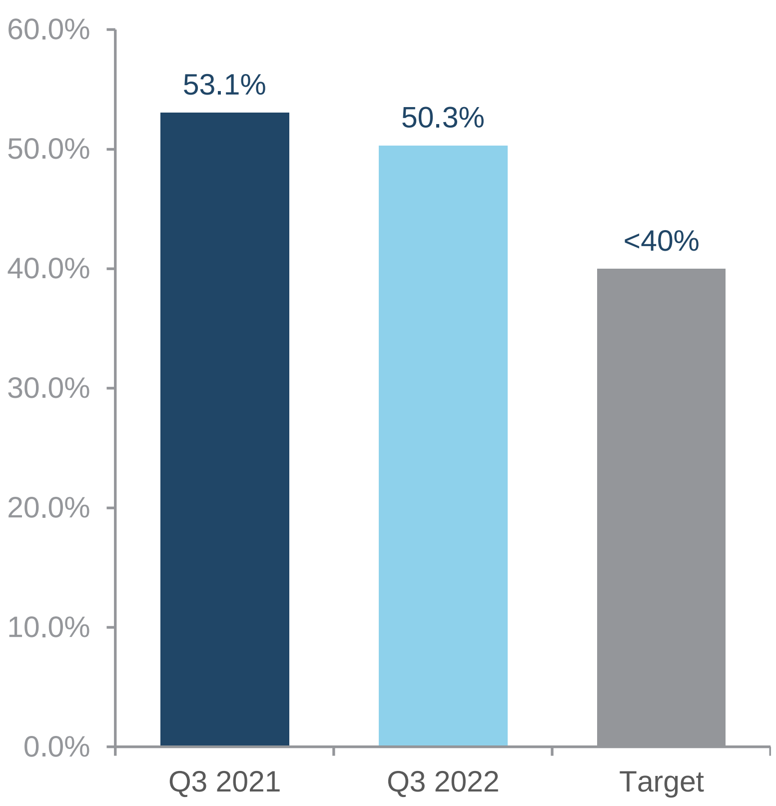
c.$4.8 million
Annualized savings in free cash flow achieved through repurchases

c.$88.7 million
Series B Preference Units callable in March 2023

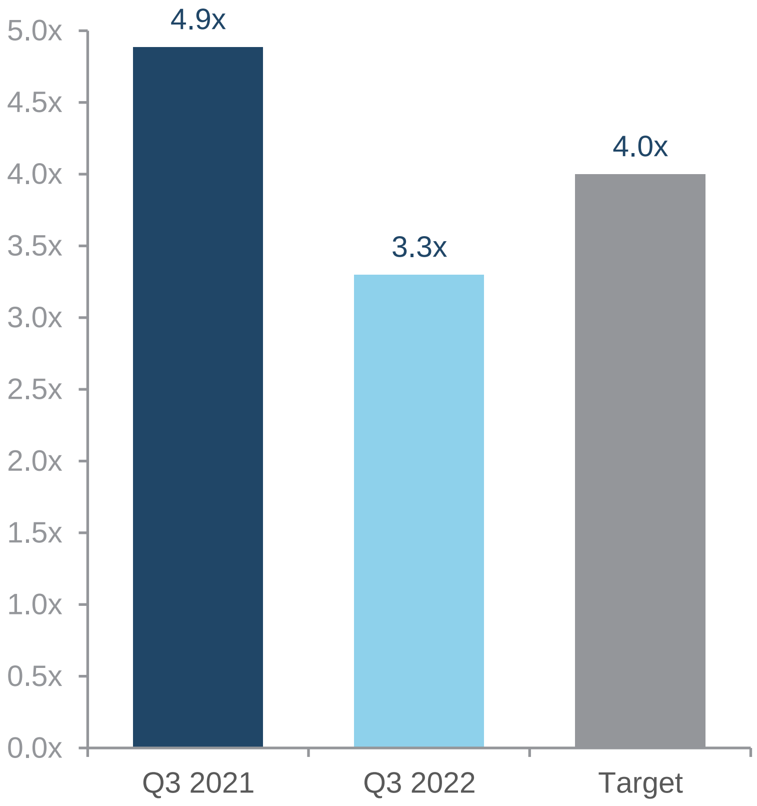
The Partnership will continue to opportunistically repurchase preference units in the open market at or below par

CONTINUED PROGRESS TOWARD LEVERAGE TARGETS

DEBT TO CAPITALIZATION (%)[1]



NET DEBT TO LTM ADJ. EBITDA[1],[2]



LTM PROGRESS

c.$113 million

Debt scheduled amortization during LTM, including lease principal payments (excl. debt prepayment due to vessel sales of c. $32m in Q3 2022)

c.$111 million

NTM scheduled amortization and lease principal payments (2022-23)

Q3 BALANCE SHEET ITEMS

$164 million

Cash, cash equivalents and short-term cash deposits as of September 30, 2022

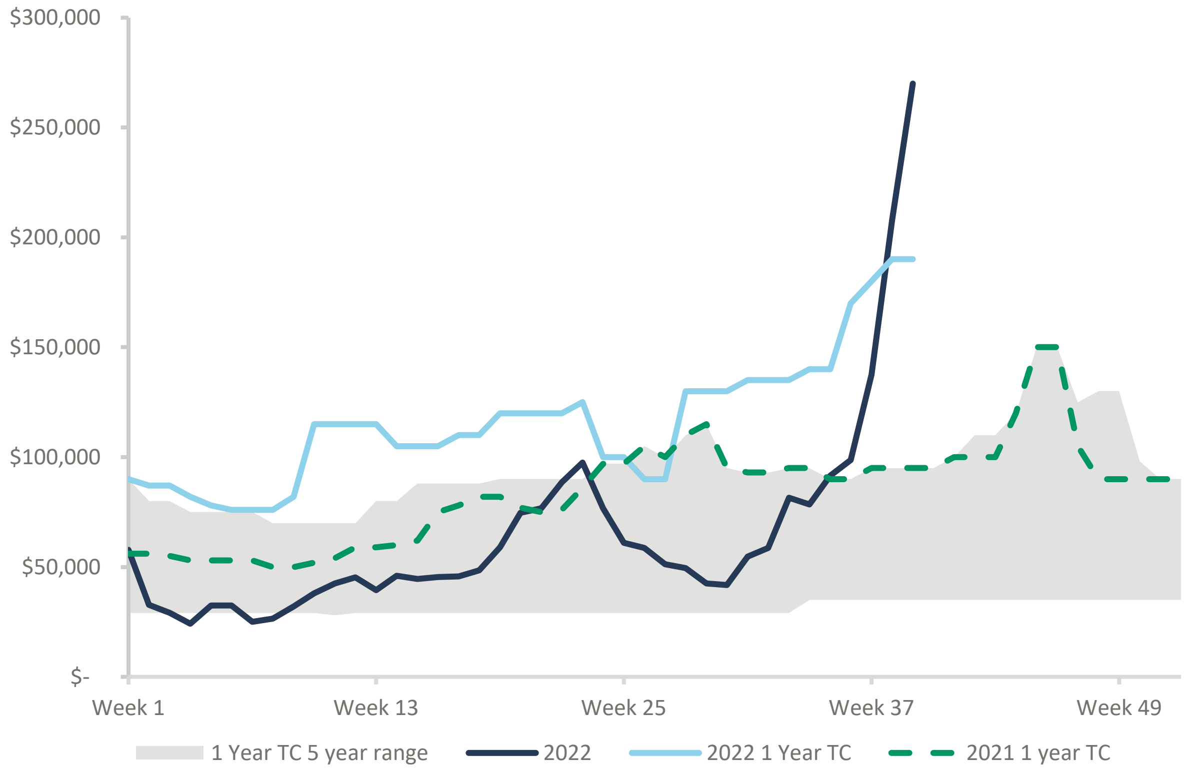
1. Debt figures include lease liabilities and derivatives. Net debt is equal to debt less cash and cash equivalents.
2. Adjusted EBITDA is a non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions and 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.

LNG COMMODITY AND LNG SHIPPING REVIEW AND OUTLOOK

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS LP

STRONG TERM MARKET AS CHARTERERS SEEK COVER AMONGST LIMITED VESSEL AVAILABILITY

TFDE SPOT & 1-YR TC RATES ($/DAY)



Source: Fearnley, Poten, Clarksons, SSY ; as of September 30, 2022

$190,000+ per day

1-year time charter assessments for TFDEs

$270,000 per day

Current headline spot rate assessment for TFDE LNGCs

$100,000 per day

Current headline spot rate assessment for ST LNGCs

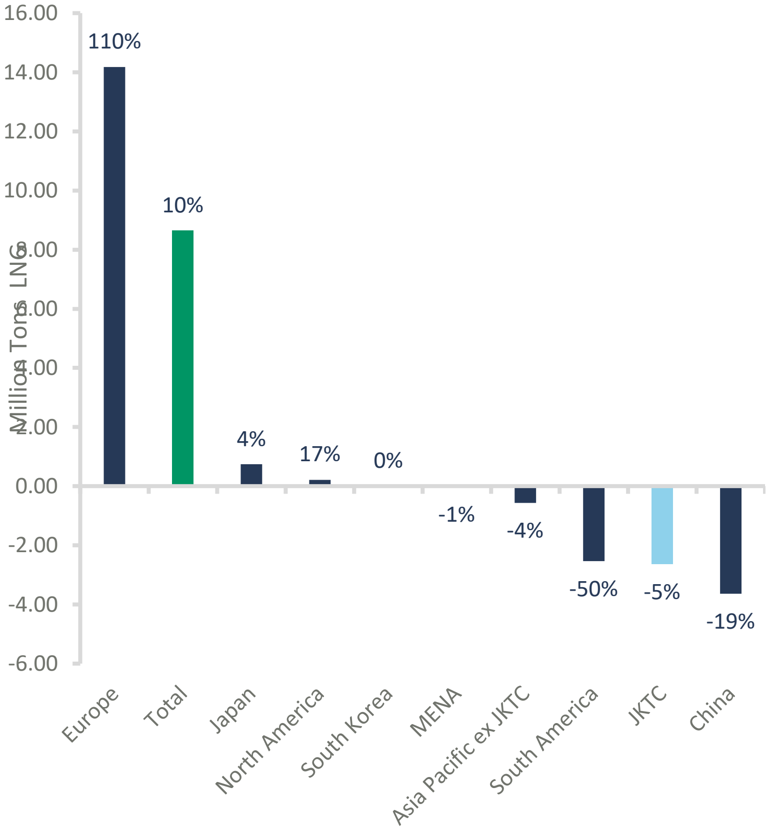
Spot market

Spot liquidity has declined overall driven by sublets as owner show strong preference for period charters. Meanwhile charterers reticent to release vessels from their portfolios.

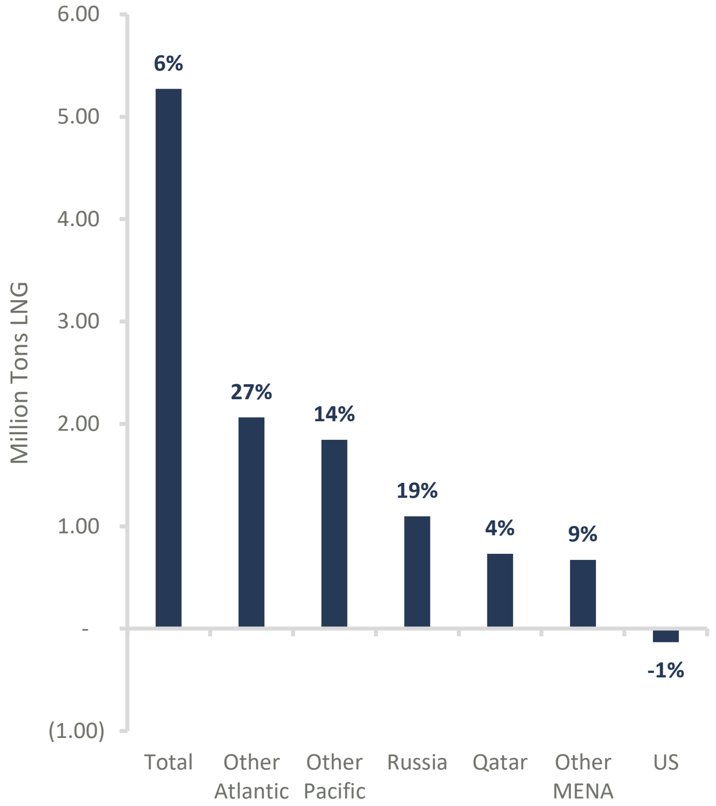
Record demand for period employment as Charterers prefer term coverage in a strong LNG commodity market

STRONG GROWTH IN EUROPEAN DEMAND DURING Q3 2022 UNDERSCORES GLOBAL NEED FOR LNG AS STABLE ENERGY SOURCE

LNG DEMAND: Q3 22V. Q3 21(MT)



LNG SUPPLY: Q3 22V. Q3 21(MT)



5.4%
Forecast LNG supply growth in 2022

17.32 MT
Total US LNG exports in Q3 2022

c.2.37x
US shipping multiplier in Q3 2022 (Source: SSY)

6.8%
Forecast LNG demand growth in 2022

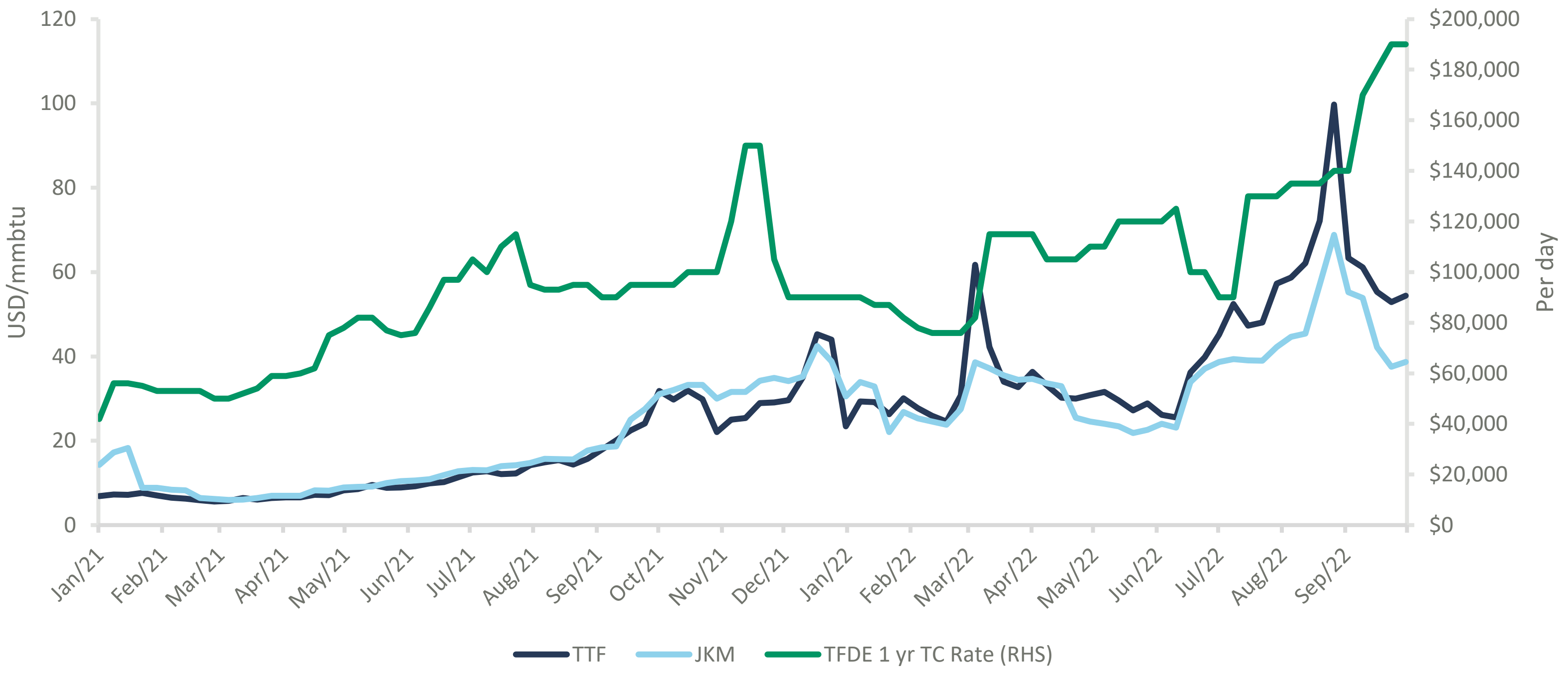
-18%
Forecast demand drop in China in 2022

Source: Wood Mackenzie // JKTC: sum of demand of Japan, South Korea, Taiwan and China. Each region is also shown separately.

LNG supply deficit continues keeping the market on a very volatile and precarious balance

HEALTHY DEMAND FOR VESSELS DESPITE VOLATILE COMMODITY MARKET

LNG MARKET SNAPSHOT



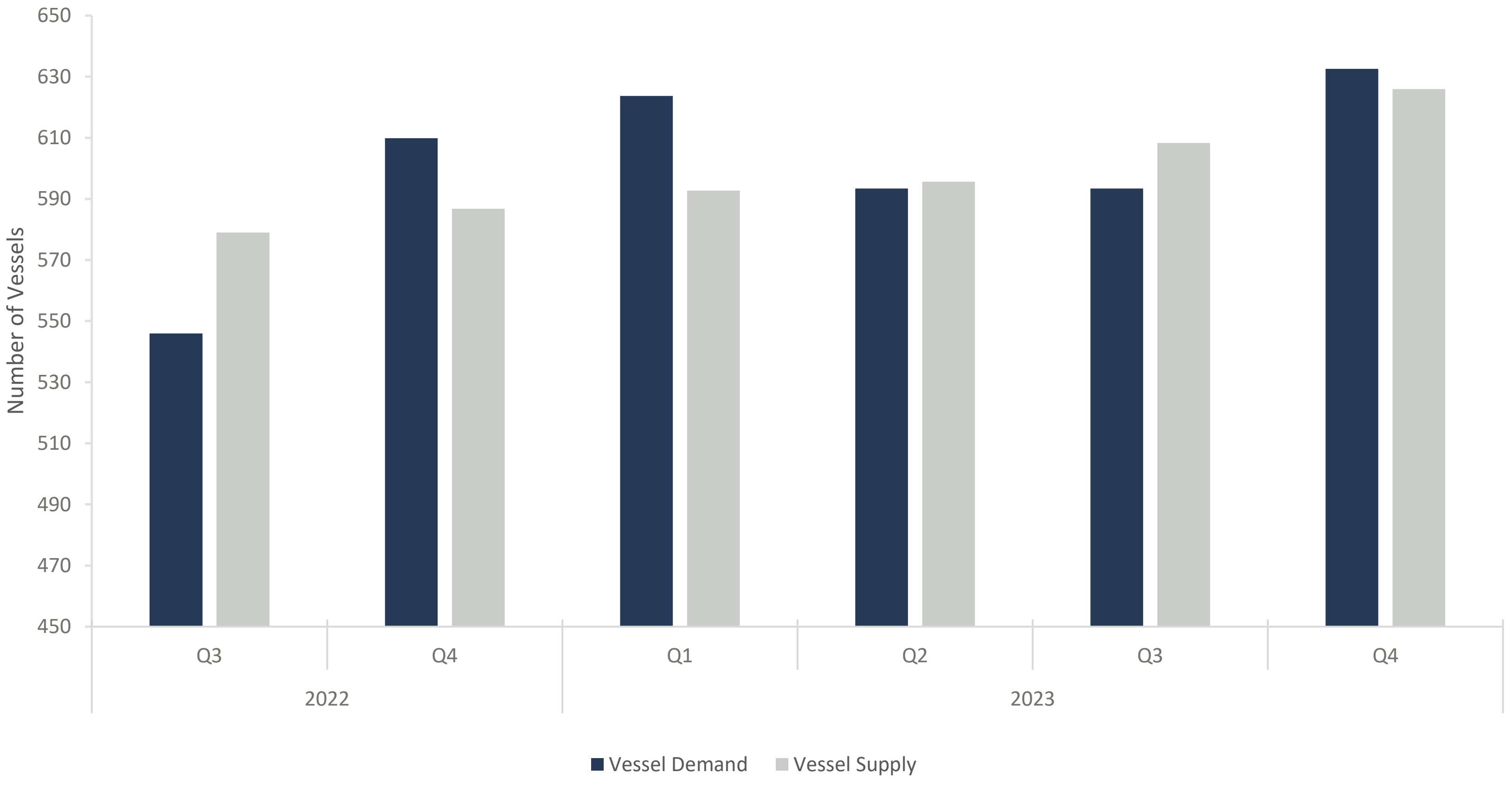
RECENT MARKET DEVELOPMENTS

- Continued supply disruption in Russian flows to Europe means Europe has to rely on continued high LNG flows throughout the winter
- Floating storage surpassed 2020 highs in October (6mcm), particularly in the Atlantic due to congestion and potentially speculative cargos targeting Europe, further tightening vessel availability
- Possibility of cold spells in Far East could increase Asian demand for LNG could jeopardize LNG flows to Europe

Continued volatility	103 Mt	c.89.85%
in commodity and shipping markets likely in 2023	Pacific basin LNG deficit in 2022, according to Wood Mackenzie	Current EU LNG storage levels, compared with a 5-year average of 87.44%

LNG SHIPPING SUPPLY AND DEMAND BALANCE IMPLIES HIGH FLEET UTILIZATION OVER THE NEAR-TERM

QUARTERLY LNG SHIPPING DEMAND: Q3 2022 – Q4 2023



Source: Poten, Wood Mackenzie, Kpler, GasLog Estimates

0

Vessel scrapping assumed

79.2 MT

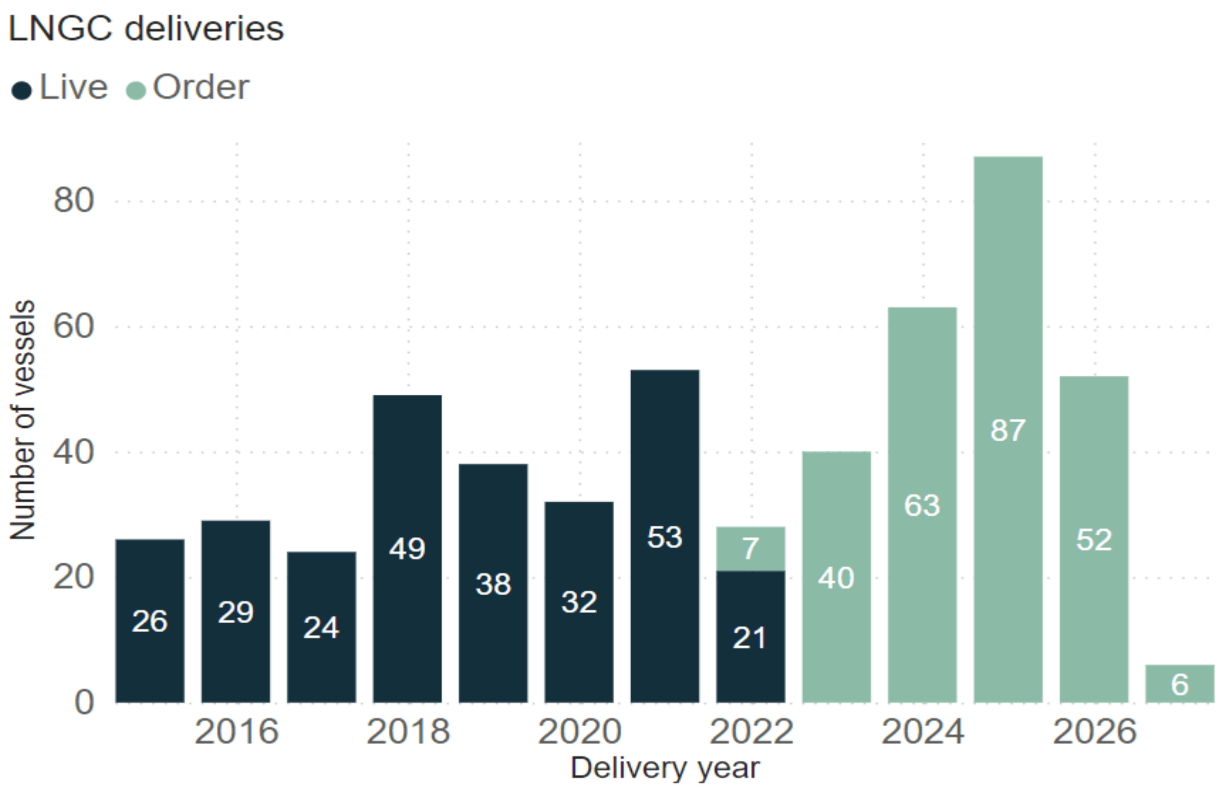
US exports for 2022 as forecast by Wood Mackenzie.

65.5 MT

China imports for 2022 as forecast by Wood Mackenzie, 14.4% lower than 2021

~88% OF THE ORDERBOOK IS COMMITTED ON MULTI-YEAR CHARTERS; ONLY 3 UNCOMMITTED NEWBUILDS DELIVERING THROUGH 2023

NEWBUILD DELIVERY SCHEDULE



Source: Fearnley's

255

Number of vessels in the orderbook as of September 30, 2022

~35%

Growth in LNGC yard capacity between now and 2030, from about 65 to about 100 slots

At current levels of ordering the number of modern vessels is set to more than double by 2026 and account for 46%+ of the fleet, assuming no scrapping.

Earliest delivery date for a newbuild LNGC is now end 2026/2027; prices +$245mn

CLOSING REMARKS

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS LP

STRONG CASH GENERATION AND STRATEGIC EXECUTION AGAINST A FAVORABLE MARKET BACKDROP

1	LNG increasingly recognized as a reliable and flexible source of energy security supporting new export project FID outlook
2	Continued scarcity of independently owned vessels keeps the term market tight but allows for spot volatility driven by relets
3	New charters fix cash flow through the end of 2022 and increase visibility for the majority of 2023 at attractive rates
4	Continued focus on deleveraging and opportunistic repurchase of preference units builds equity value
5	Strengthening our balance sheet and managing residual risk of our fleet will position GasLog Partners to enhance total shareholder returns

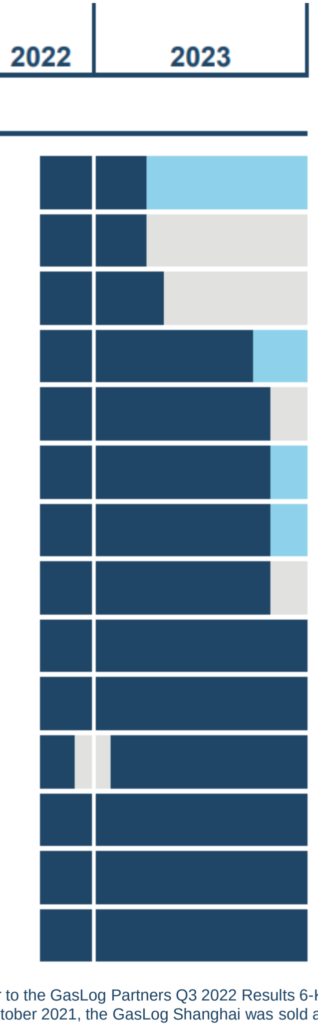
ANALYST Q&A

APPENDIX

INCREASED EXPOSURE IN A TIGHT MARKET ENVIRONMENT

GASLOG PARTNERS LP'S FLEET[1][2]

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
Methane Jane Elizabeth	Steam	2006	145,000	CMI
GasLog Seattle	TFDE	2013	155,000	Major Trading House
GasLog Sydney	TFDE	2013	155,000	
GasLog Geneva	TFDE	2016	174,000	
Methane Rita Andrea	Steam	2006	145,000	Energy Major
Methane Alison Victoria	Steam	2007	145,000	
GasLog Gibraltar	TFDE	2016	174,000	
Solaris	TFDE	2014	155,000	Energy Major
GasLog Santiago	TFDE	2013	155,000	
Methane Becki Anne	TFDE	2010	170,000	
GasLog Shanghai	TFDE	2013	155,000	Woodside
Methane Heather Sally	Steam	2007	145,000	SEA Charterer
GasLog Greece	TFDE	2016	174,000	
GasLog Glasgow	TFDE	2016	174,000	



98%

Charter coverage for remainder of 2022

c.$616 million

Total contracted revenues as of October 27, 2022

1. Refer to the GasLog Partners Q3 2022 Results 6-K filed with the SEC on October 27, 2022 for a detailed description of the charterers and option periods.
2. In October 2021, the GasLog Shanghai was sold and leased back to a wholly-owned subsidiary of China Development Bank Leasing ("CDBL"). In October 2022, the Methane Heather Sally was sold and leased back to an unrelated third party, with the transaction expected to be completed in Q4 2022.

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Non-GAAP Financial Measures:

EBITDA is defined as earnings before financial income and costs, gain/loss on derivatives, taxes, depreciation and amortization. Adjusted EBITDA is defined as EBITDA before impairment loss on vessels, loss on disposal of vessel and restructuring costs. Adjusted Profit represents earnings before (a) non-cash gain/loss on derivatives that includes unrealized gain/loss on derivatives held for trading, (b) write-off and accelerated amortization of unamortized loan fees, (c) impairment loss on vessels, (d) loss on disposal of vessel and (e) restructuring costs. Adjusted EPU, represents Adjusted Profit (as defined above), after deducting preference unit distributions and adding/deducting any difference between the carrying amount of preference units and the fair value of the consideration paid to settle them, divided by the weighted average number of units outstanding during the period. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU, which are non-GAAP financial measures, are used as supplemental financial measures by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Partnership believes that these non-GAAP financial measures assist our management and investors by increasing the comparability of our performance from period to period. The Partnership believes that including EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU 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 units. This increased comparability is achieved by excluding the potentially disparate effects between periods of, in the case of EBITDA and Adjusted EBITDA, financial costs, gain/loss on derivatives, taxes, depreciation and amortization; in the case of Adjusted EBITDA, impairment loss on vessels, loss on disposal of vessel and restructuring costs and, in the case of Adjusted Profit and Adjusted EPU, non-cash gain/loss on derivatives, write-off and accelerated amortization of unamortized loan fees, impairment loss on vessels, loss on disposal of vessel and restructuring costs, which items are affected by various and possibly changing financing methods, financial market conditions, general shipping market conditions, capital structure and historical cost basis and which items may significantly affect results of operations between periods. Restructuring costs are excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because restructuring costs represent charges reflecting specific actions taken by management to improve the Partnership's future profitability and therefore are not considered representative of the underlying operations of the Partnership. Impairment loss is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because impairment loss on vessels represents the excess of their carrying amount over the amount that is expected to be recovered from them in the future and therefore is not considered representative of the underlying operations of the Partnership. Loss on disposal of vessel is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because loss on disposal of vessel represents the excess of its carrying amount over the amount that was recovered through sale and therefore is not considered representative of the underlying operations of the Partnership.

EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU 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 unit 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 often 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 EPU are not adjusted for all non-cash income or expense items that are reflected in our statement of cash flows and other companies in our industry may calculate these measures differently to how we do, limiting their usefulness as comparative measures. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU exclude some, but not all, items that affect profit or loss and these measures may vary among other companies. Therefore, EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU as presented herein may not be comparable to similarly titled measures of other companies. The following tables reconcile EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU to Profit, the most directly comparable IFRS financial measure, for the periods presented.

In evaluating EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU 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 EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU should not be construed as an inference that our future results will be unaffected by the excluded items.

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

(Amounts expressed in thousands of U.S. Dollars)

Reconciliation of Profit to EBITDA and Adjusted EBITDA

	For the three months ended		For the nine months ended	
	September 30, 2021	September 30, 2022	September 30, 2021	September 30, 2022
Profit for the period	26,487	42,651	76,510	78,393
Depreciation	21,281	20,696	62,765	64,907
Financial costs	9,373	13,381	27,904	31,940
Financial income	(9)	(612)	(32)	(872)
Loss/(gain) on derivatives	182	(2,993)	(734)	(9,216)
EBITDA	**57,314**	**73,123**	**166,413**	**165,152**
Impairment loss on vessels	—	—	—	28,027
Loss on disposal of vessel	—	166	—	166
Restructuring costs	—	—	—	168
Adjusted EBITDA	**57,314**	**73,289**	**166,413**	**193,513**

Reconciliation of Profit to Adjusted Profit

	For the three months ended		For the nine months ended	
	September 30, 2021	September 30, 2022	September 30, 2021	September 30, 2022
Profit for the period	26,487	42,651	76,510	78,393
Non-cash gain on derivatives	(1,787)	(3,297)	(7,356)	(12,579)
Write-off of unamortized	—	294	—	294
Impairment loss on vessels	—	—	—	28,027
Loss on disposal of vessel	—	166	—	166
Restructuring costs	—	—	—	168
Adjusted Profit	**24,700**	**39,814**	**69,154**	**94,469**

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

(Amounts expressed in thousands of U.S. Dollars)

Reconciliation of Profit to EPU

	For the three months ended		For the nine months ended	
	September 30, 2021	September 30, 2022	September 30, 2021	September 30, 2022
Profit for the period	**26,487**	**42,651**	**76,510**	**78,393**
Adjustment for:				
Accrued preference unit distributions	(7,329)	(6,491)	(22,493)	(20,299)
Differences on repurchase of preference units	135	(4)	135	(220)
Partnership's profit attributable to:	**19,293**	**36,156**	**54,152**	**57,874**
Common units	18,895	35,416	53,022	56,685
General partner units	398	740	1,130	1,189
Weighted average units outstanding				
Common units	51,132,690	51,683,354	48,950,508	51,332,736
General partner units	1,077,494	1,080,263	1,040,467	1,078,437
EPU (basic)				
Common units	0.37	0.69	1.08	1.10
General partner units	0.37	0.69	1.09	1.10

Reconciliation of Profit to Adjusted EPU

	For the three months ended		For the nine months ended	
	September 30, 2021	September 30, 2022	September 30, 2021	September 30, 2022
Profit for the period	**26,487**	**42,651**	**76,510**	**78,393**
Adjustment for:				
Accrued preference unit distributions	(7,329)	(6,491)	(22,493)	(20,299)
Differences on repurchase of preference units	135	(4)	135	(220)
Partnership's profit used in EPU	**19,293**	**36,156**	**54,152**	**57,874**
Non-cash gain on derivatives	(1,787)	(3,297)	(7,356)	(12,579)
Write-off of unamortized loan fees	—	294	—	294
Impairment loss on vessels	—	—	—	28,027
Loss on disposal of vessel	—	166	—	166
Restructuring costs	—	—	—	168
Adjusted Partnership's profit used in EPU calculation attributable to:	**17,506**	**33,319**	**46,796**	**73,950**
Common units	17,145	32,636	45,820	72,429
General partner units	361	683	976	1,521
Weighted average units outstanding				
Common units	51,132,690	51,683,354	48,950,508	51,332,736
General partner units	1,077,494	1,080,263	1,040,467	1,078,437
Adjusted EPU (basic)				
Common units	0.34	0.63	0.94	1.41
General partner units	0.34	0.63	0.94	1.41