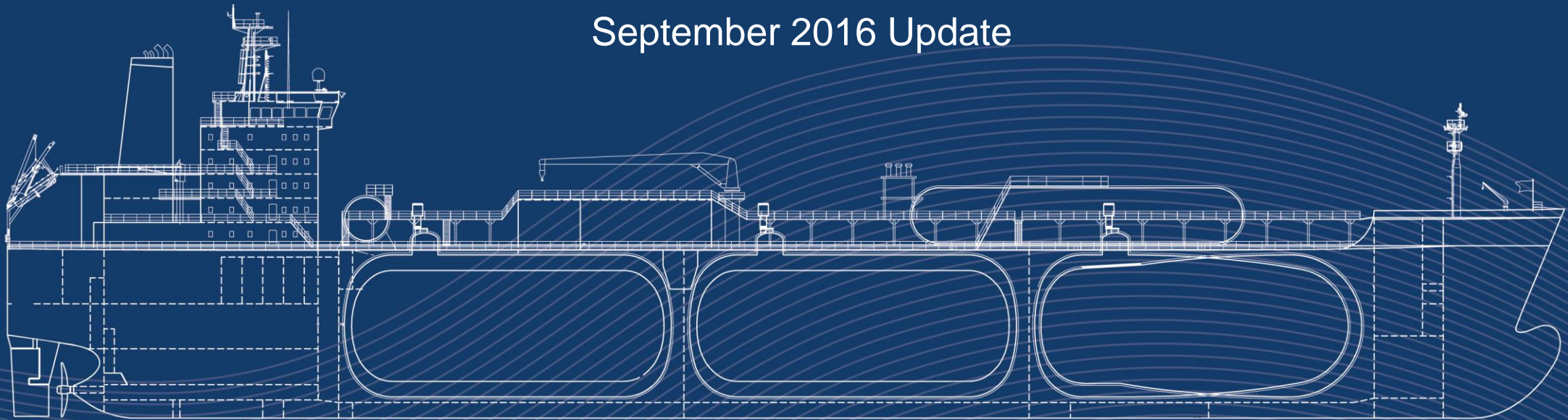


NAVIGATOR GAS



September 2016 Update



Navigator Holdings Ltd. "NVGS"

This presentation contains certain statements that may be deemed to be “forward-looking statements” within the meaning of applicable federal securities laws. Most forward-looking statements contain words that identify them as forward-looking, such as “may”, “plan”, “seek”, “will”, “expect”, “intend”, “estimate”, “anticipate”, “believe”, “project”, “opportunity”, “target”, “goal”, “growing” and “continue” or other words that relate to future events, as opposed to past or current events. All statements, other than statements of historical facts, that address activities, events or developments that Navigator Holdings Ltd. (“Navigator” or the “Company”) expects, projects, believes or anticipates will or may occur in the future, including, without limitation, acquisitions of vessels, the outlook for fleet utilization and shipping rates, general industry conditions, future operating results of the Company’s vessels, capital expenditures, expansion and growth opportunities, business strategy, ability to pay dividends and other such matters, are forward-looking statements. Although the Company believes that its expectations stated in this presentation are based on reasonable assumptions, actual results may differ any expectations or goals expressed in, or implied by, the forward-looking statements included in this presentation, possibly to a material degree.

Navigator cannot assure you that the assumptions made in preparing any of the forward-looking statements will prove accurate or that any long-term financial goals will be realized. All forward-looking statements included in this presentation speak only as of the date made, and Navigator undertakes no obligation to update or revise publicly any such forward-looking statements, whether as a result of new information, future events, or otherwise. In particular, Navigator cautions you not to place undue weight on certain forward-looking statements pertaining to potential growth opportunities or long-term financial goals set forth herein.





Ethylene, Propylene & Butadiene

Increasing Cubic Meter Miles

Maintaining LPG Handy hubs

Fully Refrigerated

Prismatic tanks
Steel thickness = 10mm
Max pressure = 0.2 bar
Typical size = 15,000 - 80,000+ cbm
 (95,000-500,000 barrels)



Semi Refrigerated

Cylindrical Bi Lobe
Steel thickness = 20mm
Max pressure = 5.9 bar
Typical size = 5,000 - 25,000 cbm
 (30,000-150,000 barrels)

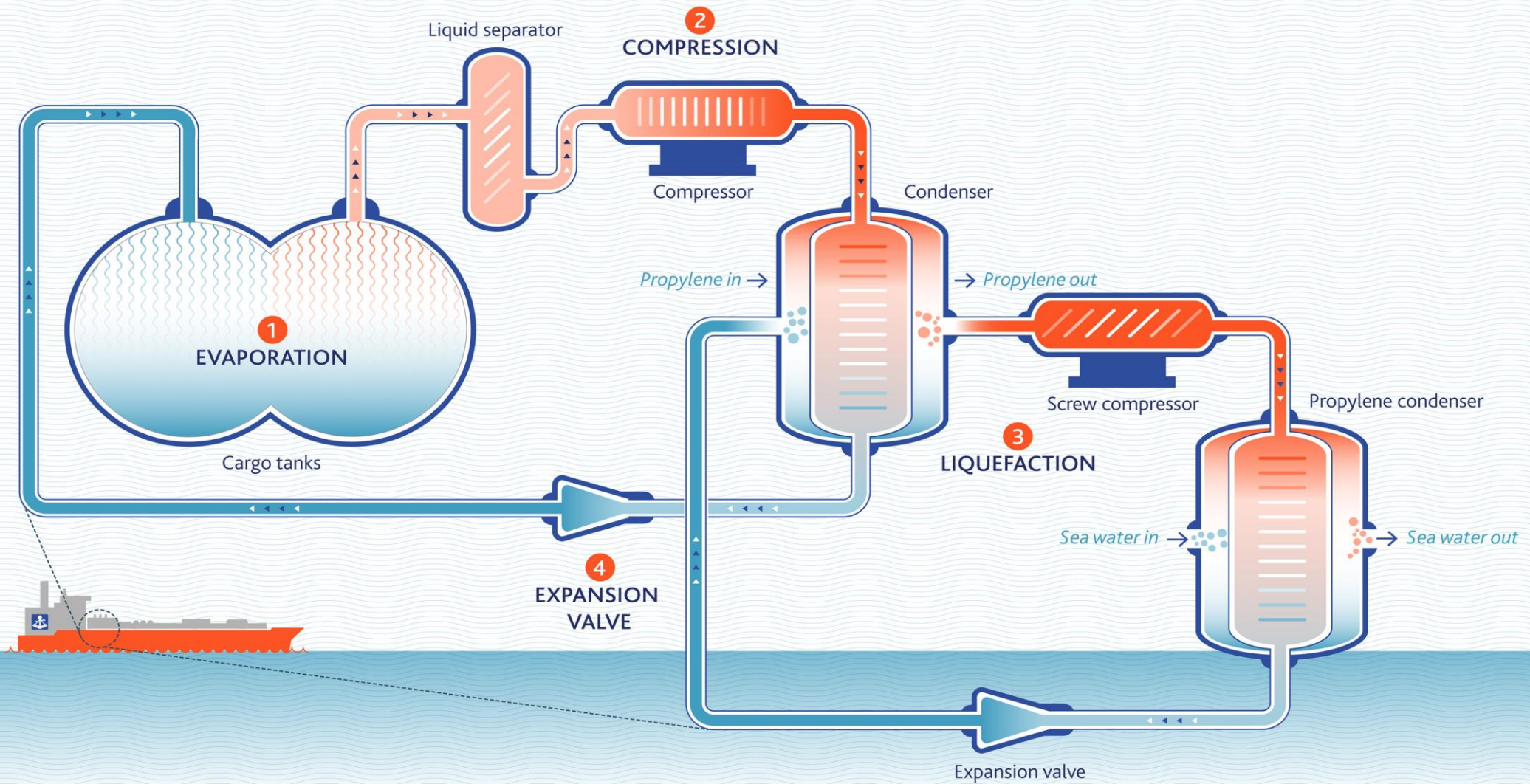


Pressurised

Cylindrical Bottle
Steel thickness = 32mm
Max pressure = 18 bar
Typical size = 500 - 11,500 cbm
 (3,000-7,000 barrels)

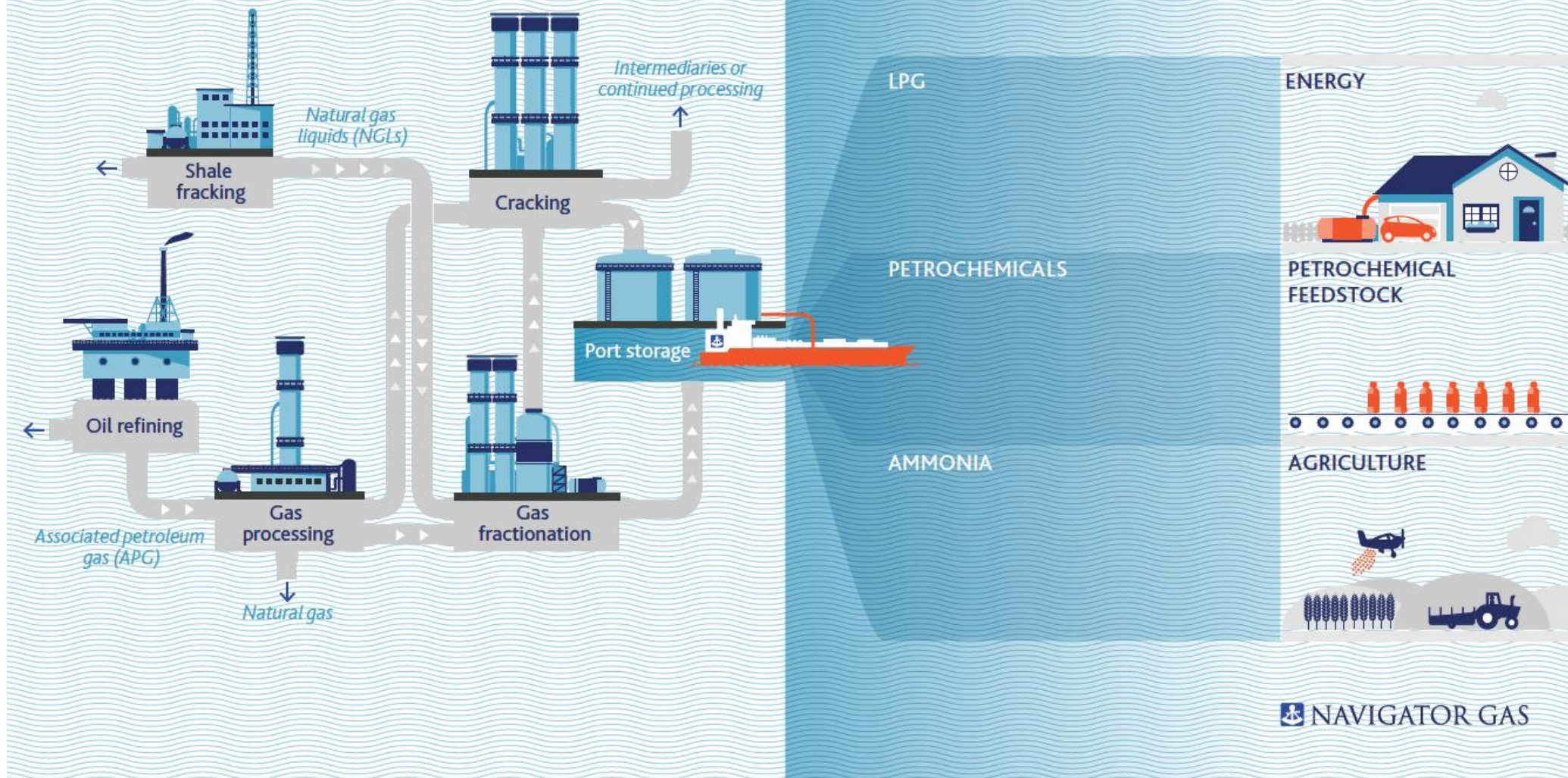


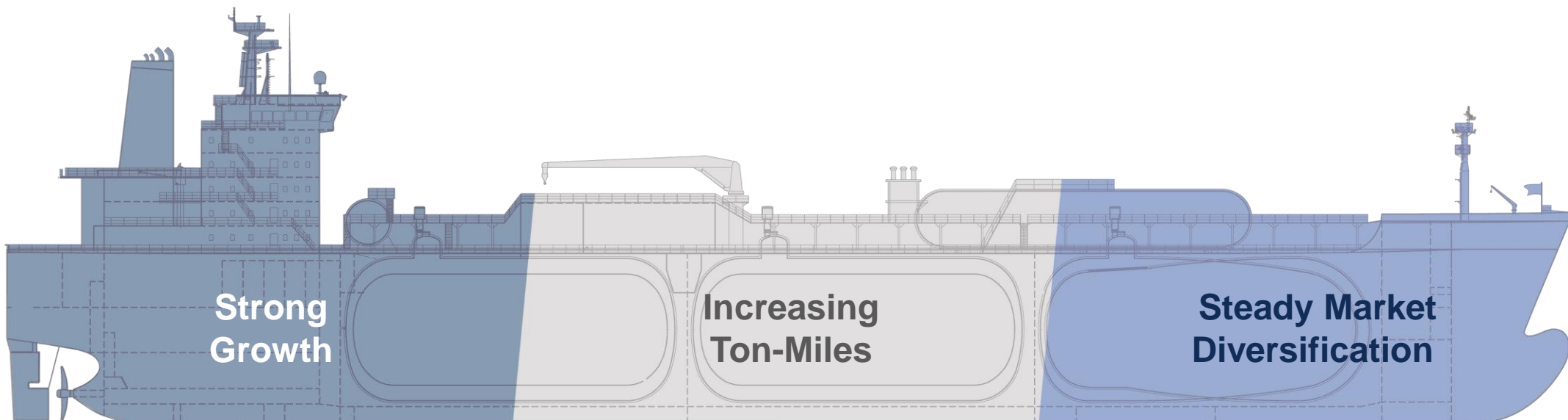
Load Cargo type	Cooled	✓	✓	—
	Pressurized	—	✓	✓
Cargo Capability (Boiling Temp)	Butane (23°F/-5°C)	✓	✓	✓ Ambient
	Ammonia (-27°F/-32°C)	✓	✓	
	Propane (-52°F/-46°C)	✓	✓	✓ Ambient
	Ethane (-128°F/-88°C)	—	✓	—
	Ethylene (-155°F/-103°C)	—	✓	—



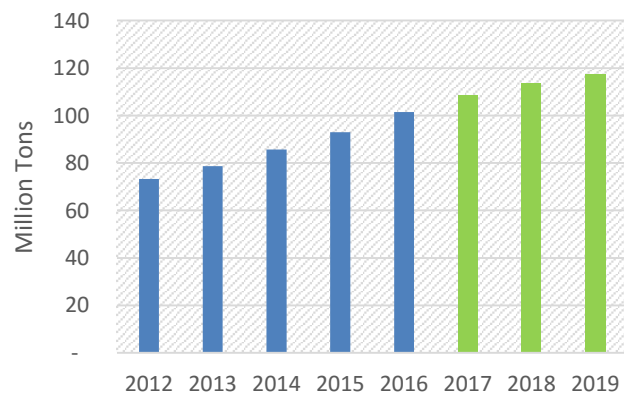
CROSS-SECTOR GAS MARKETS

CONNECTING SUPPLY TO DEMAND

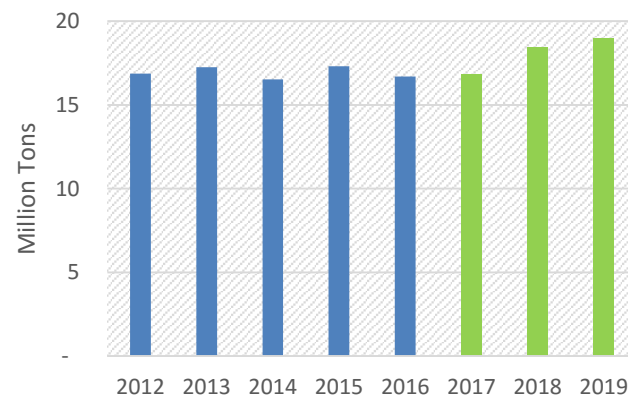




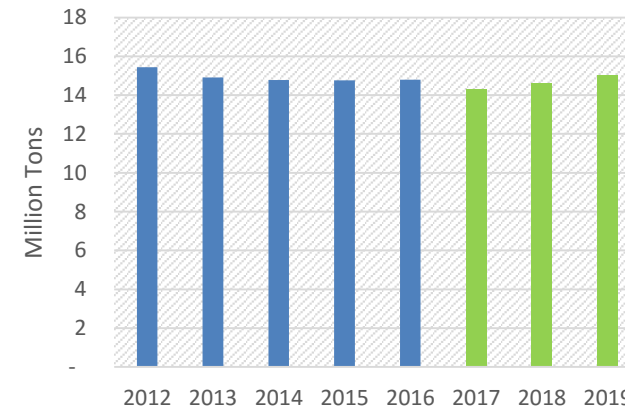
Liquid Petroleum Gas (LPG)



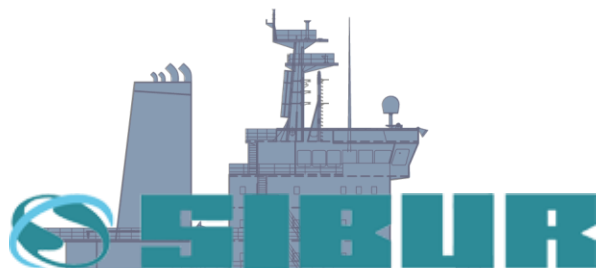
Petrochemicals



Ammonia



Source: Viamar 2016



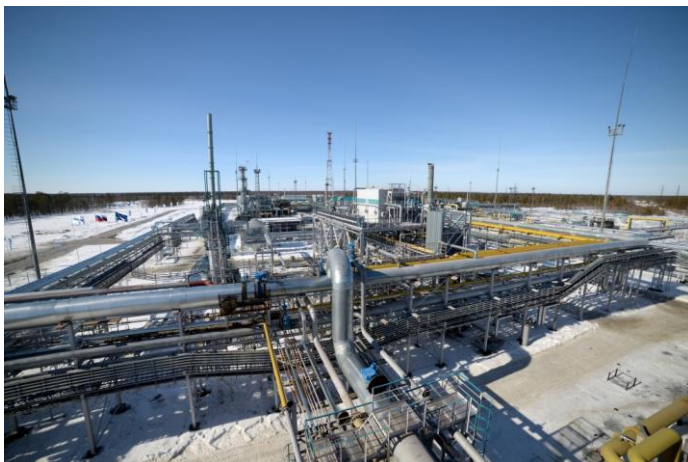
Producer of LPG
4x Ice Class Semi-
Refrigerated vessels on 5-
10 year contracts









Producer of Ethylene
1x Largest Ethane capable
vessel on 10 year contract



Producer of Fertilizers.
1 x New generation Midsize
vessel on 10 year contract



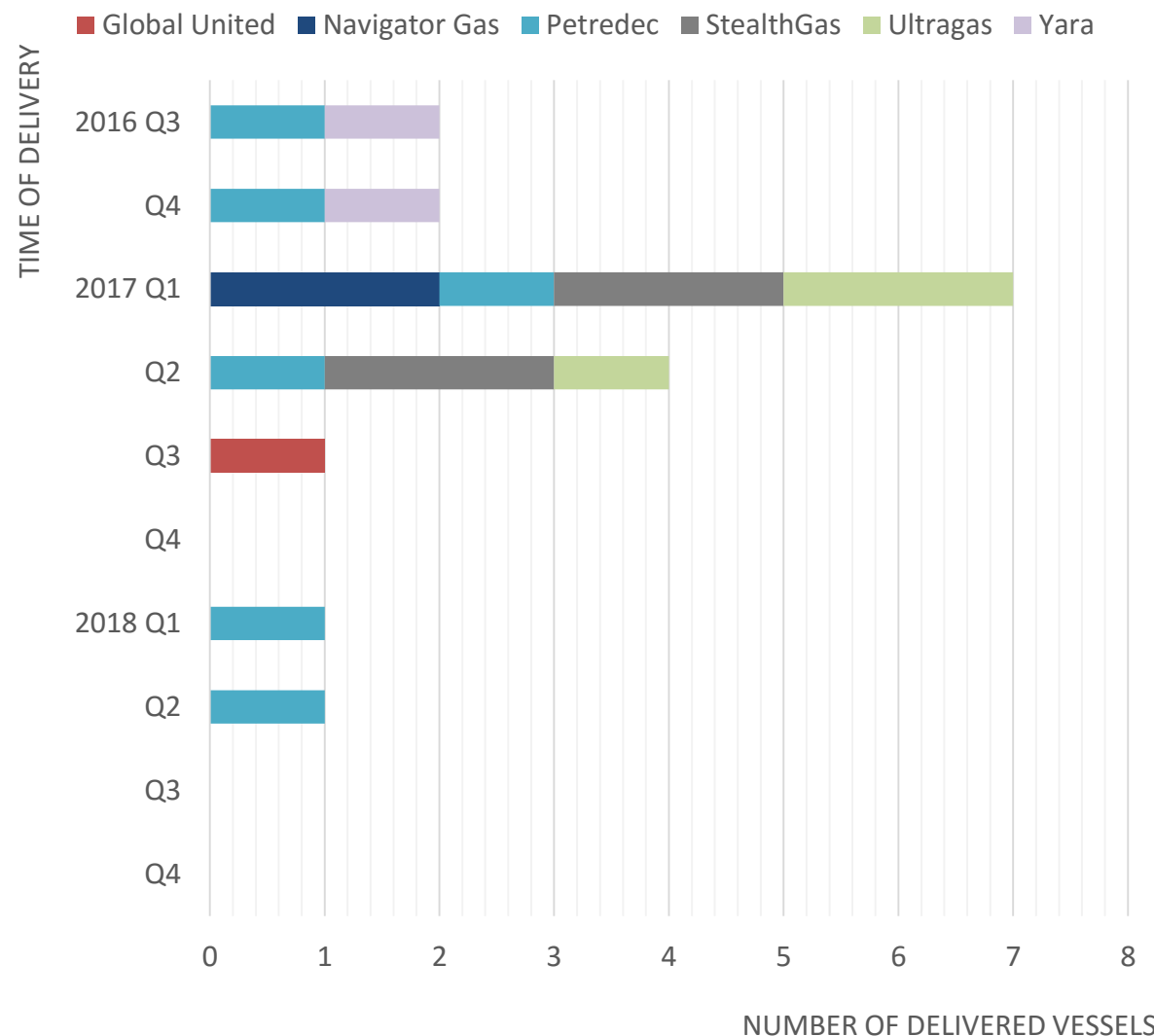
Vessel Type			Existing Number of Vessels	Order Book	
				Vessels on Order	% of Fleet (# vessels)
Very Large Gas Carrier >60,000 cbm	Fully-Refrigerated		236	49	20.8%
Large Gas Carrier 40,000 - 59,999 cbm	Fully-Refrigerated		25	1	4.0%
Medium Gas Carrier 25,000 - 39,999 cbm	Fully-Refrigerated		80	43	53.8%
Handysize Gas Carrier 15,000 - 24,999 cbm	Semi-Refrigerated Fully-Refrigerated		101	32/ *19	32%/ *19%
Small Gas Carrier 5,000 - 14,999 cbm	Semi-Refrigerated Pressurised		330	21	6.4%
Small Gas Carrier <4,999 cbm	Pressurised		640	9	1.4%

* Excluding the 13 vessels contracted at Sinopacific SOE shiyard

Source: Steensland 2016

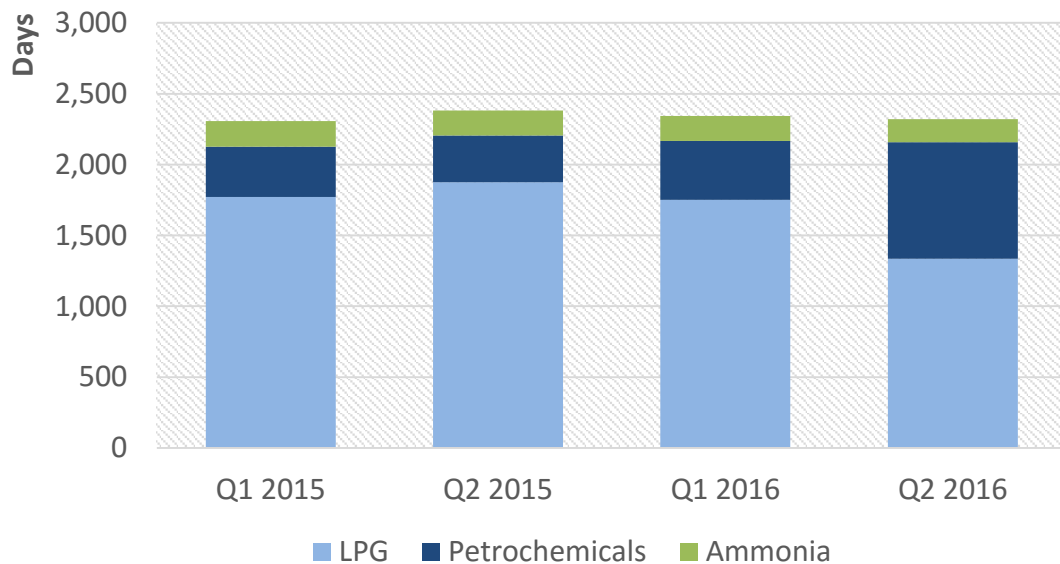
Owner	Existing Fleet	On Order	Total	Ethylene
Navigator Gas	31	2	33	[10]
Ultragas	7	3	10	-
Naftomar	7	-	7	-
Odfjell	-	8	8	[8]
Eletson	1	5	6	[5]
Harpain	5	-	5	[4]
Solvang	4	-	4	[4]
Schulte	4	-	4	-
Petreddec	2	6	8	[4]
Stealth Gas	-	4	4	-
Yara	1	2	3	-
Other	39	2	41	[2]
	101	32	133	[37]

Handysize Delivery Schedule*

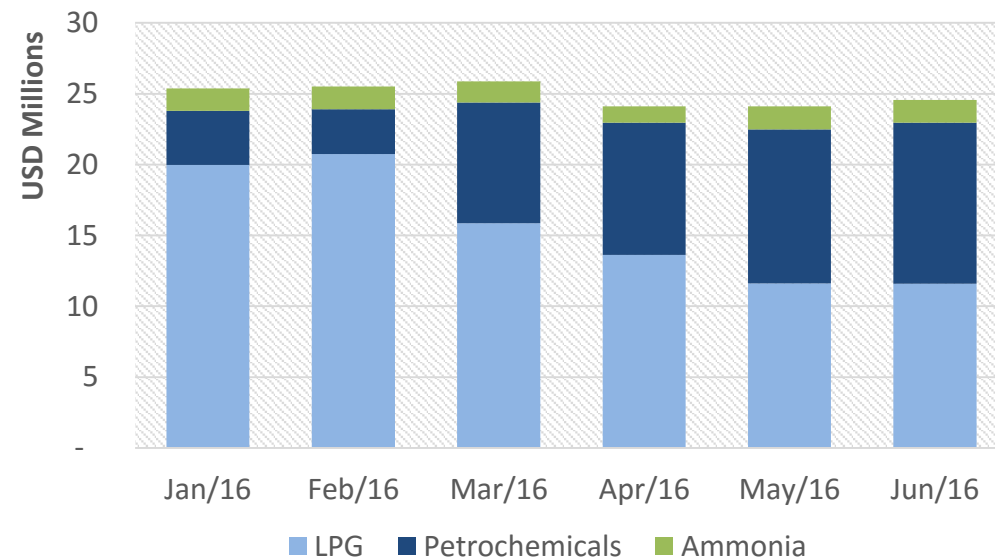


* Excluding the 13 vessels contracted at Sinopacific SOE shiyard

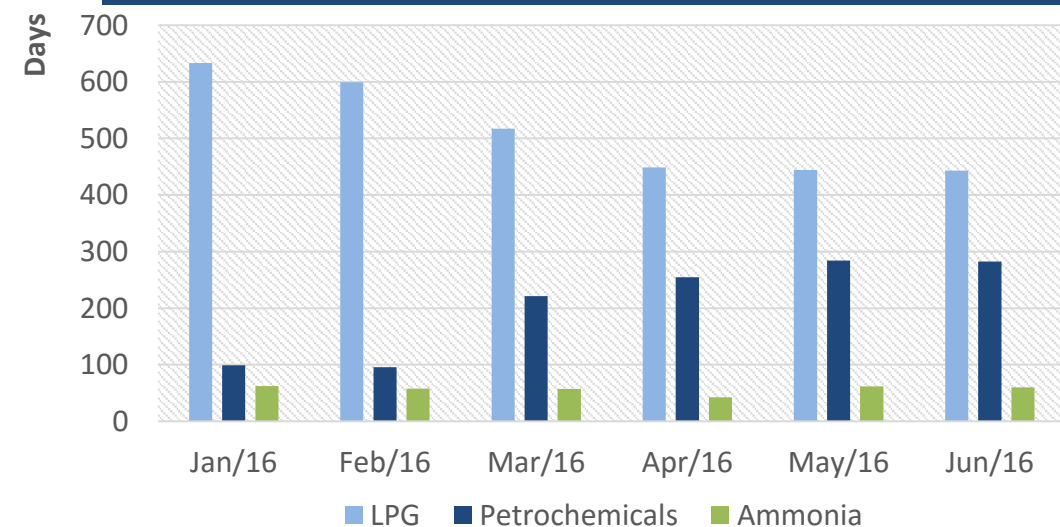
Total Earning Days 2015 vs 2016



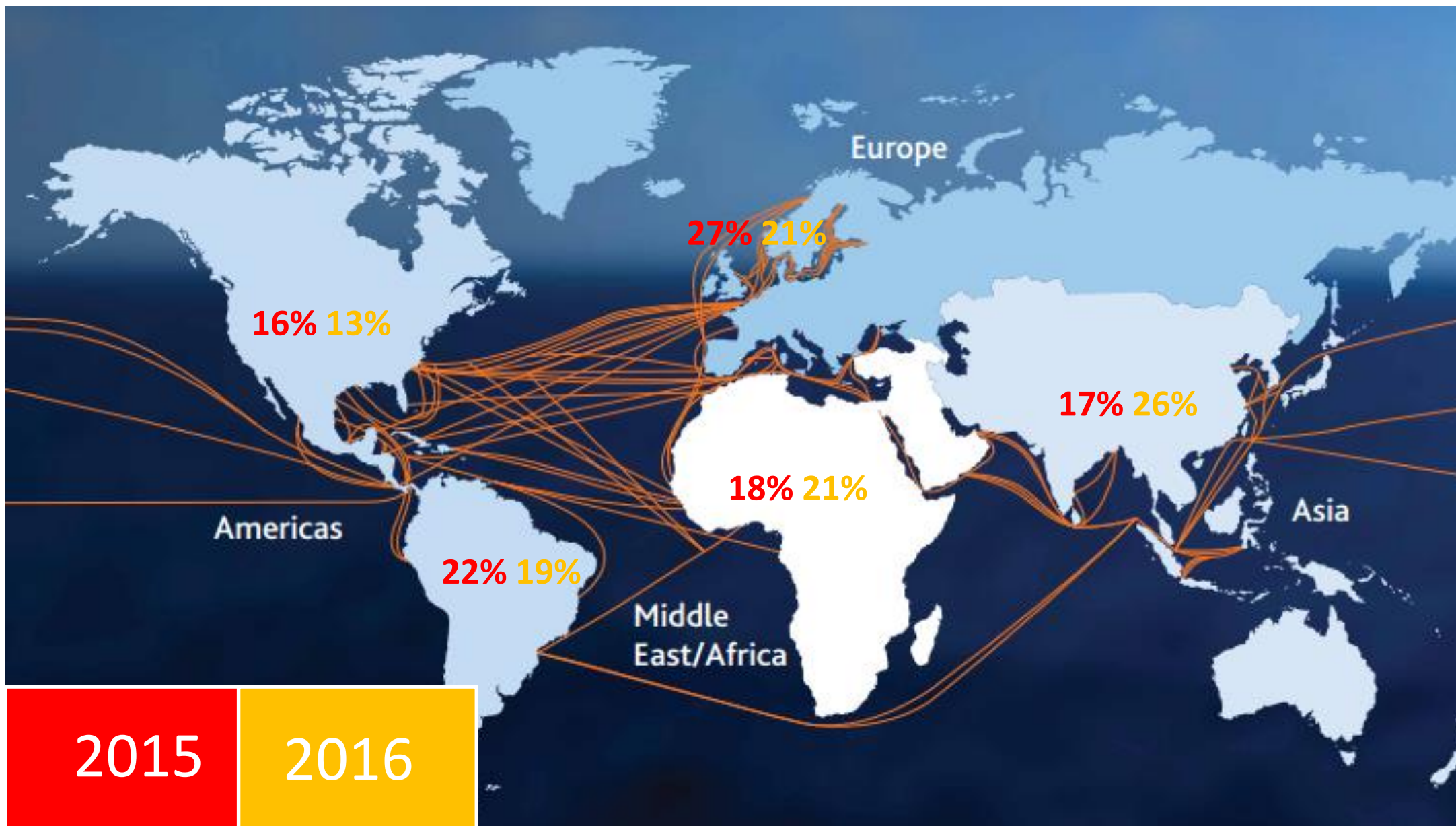
Monthly Revenue by Cargo Type

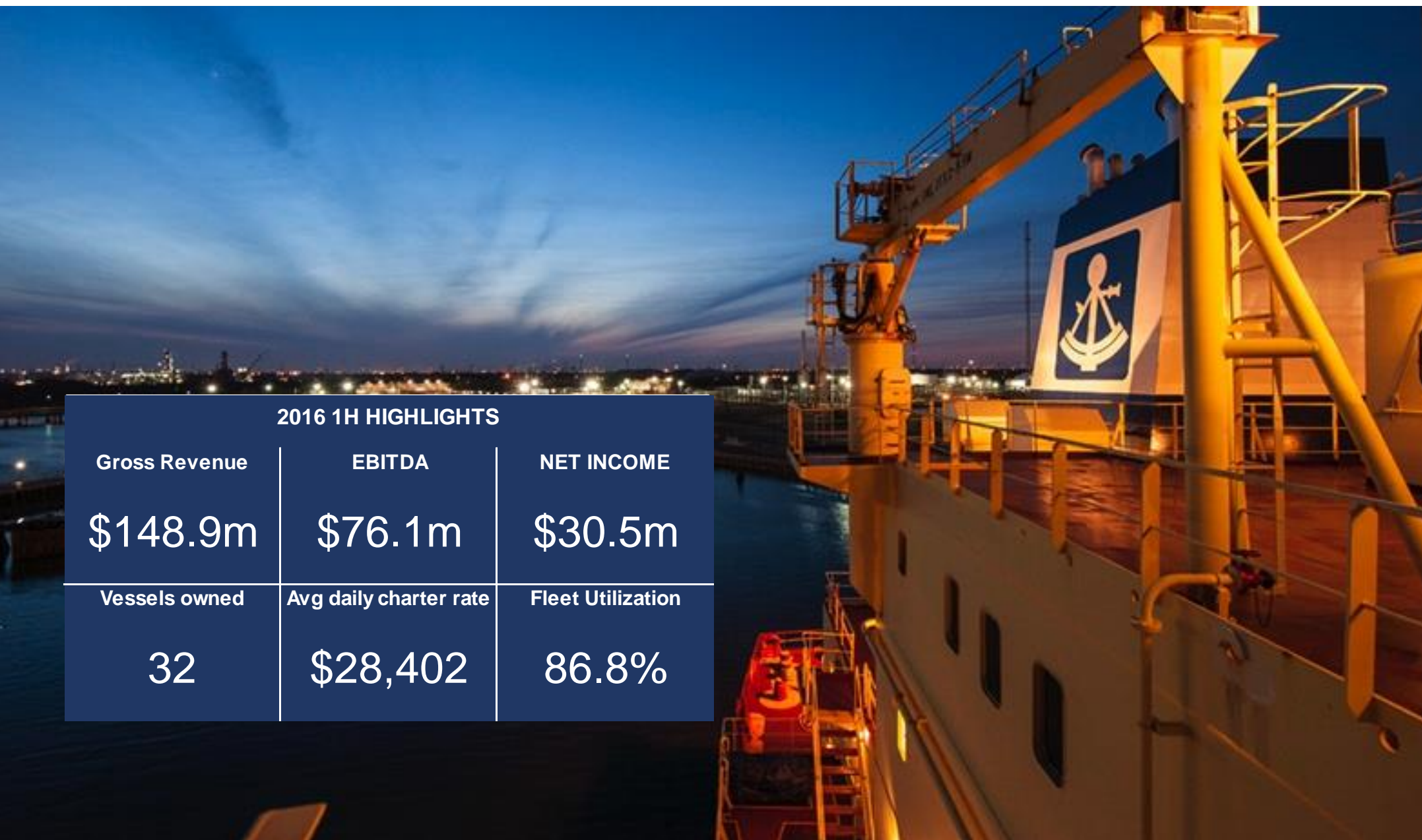


Monthly Earning Days 2016 YTD



Earning Days	1H2015	1H2016	Change
Petrochemicals	686	1,237	80%
LPG	3,647	3,086	(15%)
Ammonia	356	342	(4%)





2016 1H HIGHLIGHTS

Gross Revenue

\$148.9m

EBITDA

\$76.1m

NET INCOME

\$30.5m

Vessels owned

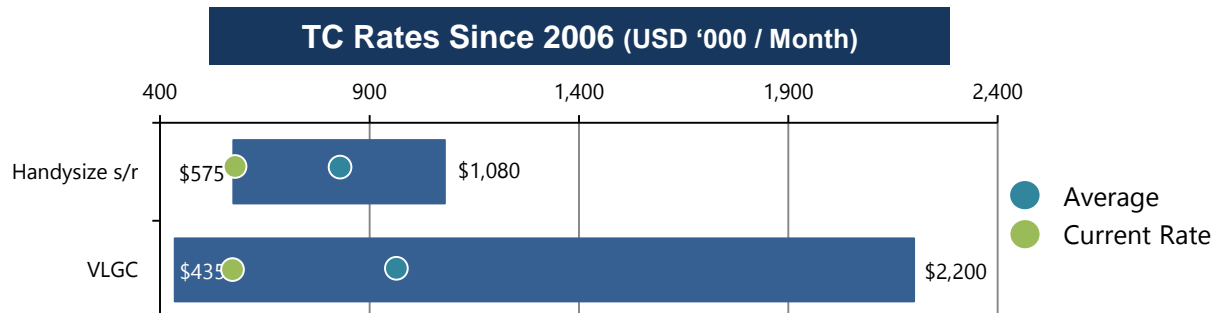
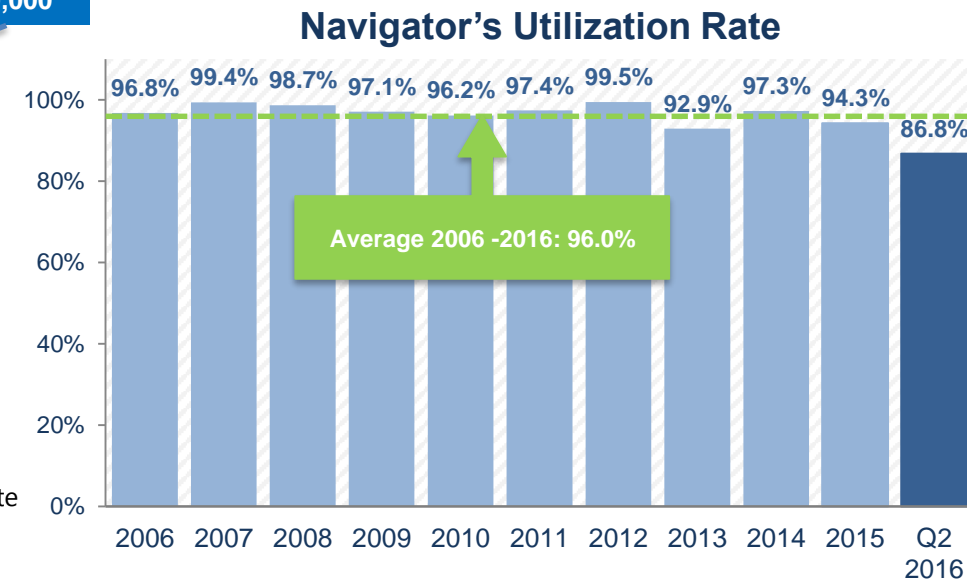
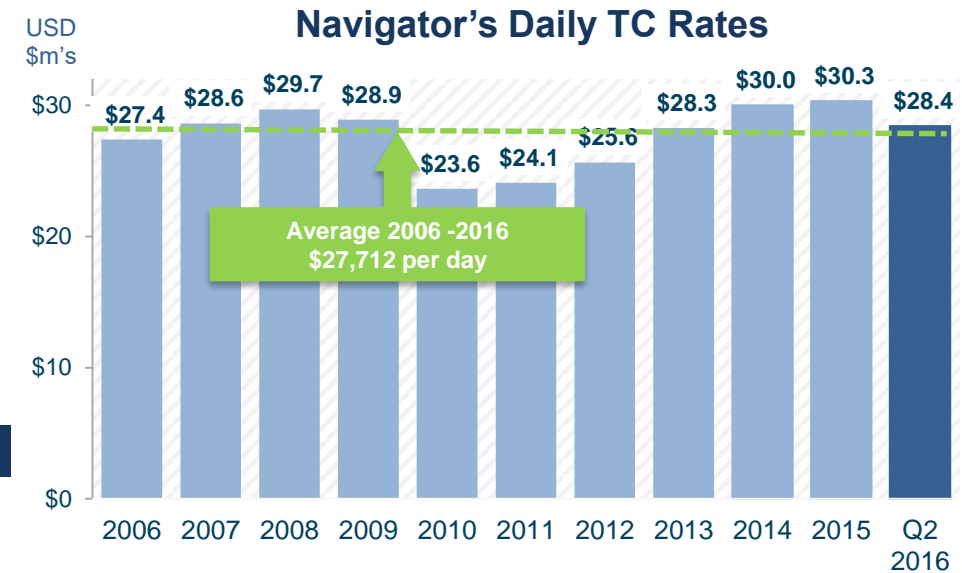
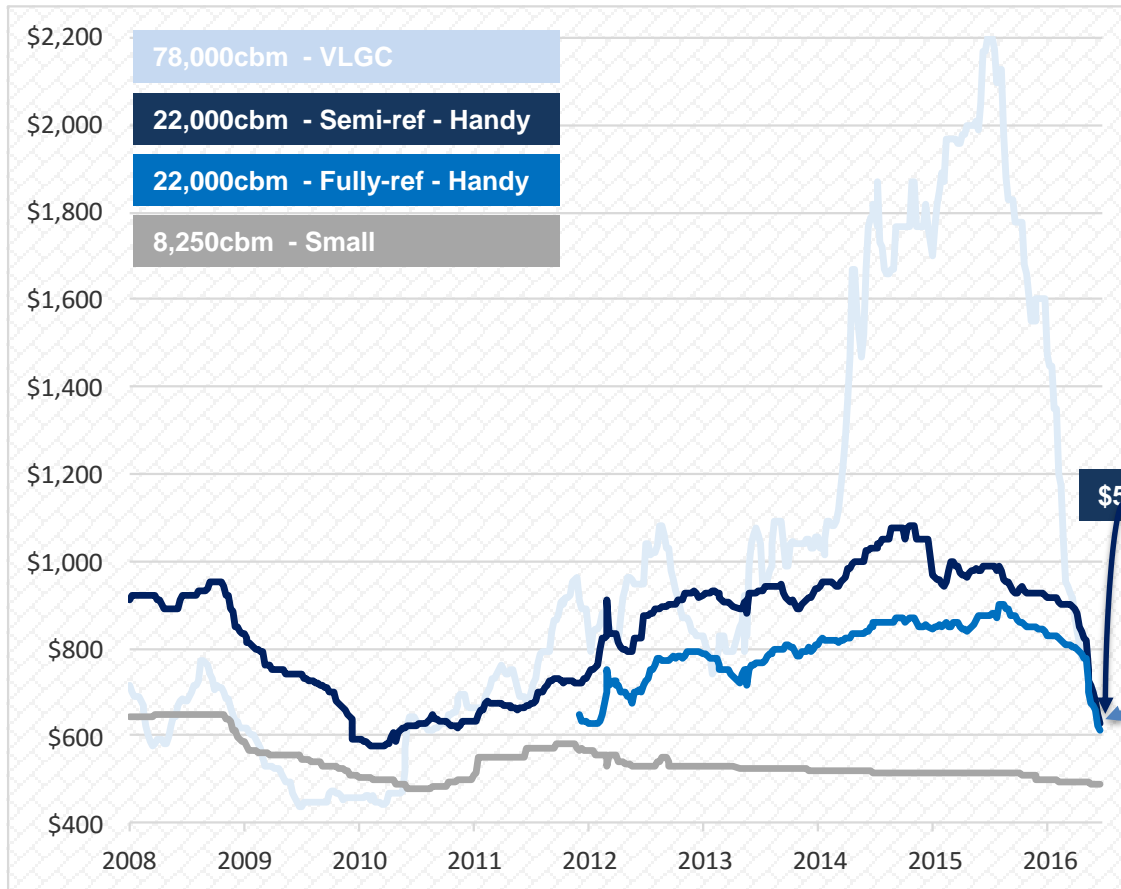
32

Avg daily charter rate

\$28,402

Fleet Utilization

86.8%



Source: Clarksons Platou Gas 2016

2H 2016-2019			2019+
Committed Revenue	EBITDA	Average TCE	Committed Revenue
\$408.4M	\$284.6M	\$27,533	\$279.8M

There is a total of \$688.2M committed revenue as at 30/06/2016.

Committed revenue for the Navigator fleet

	2H 2016	2017	2018	2019	Total
Vessel days ¹	5,949	13,416	13,710	13,630	46,705
Committed charter days²	2,546	4,258	4,015	4,015	14,834
Available days	3,403	9,158	9,695	9,615	31,871
Charter coverage	42.8%	31.7%	29.3%	29.5%	31.8%
Committed revenue (USD \$'M)	67.6	117.4	111.6	111.9	408.4⁴
Average committed TC equivalent rate (USD / d)	26,538	27,567	27,794	27,866	27,533
Committed EBITDA³ (USD \$'M)	46.3	81.8	78.1	78.4	284.6

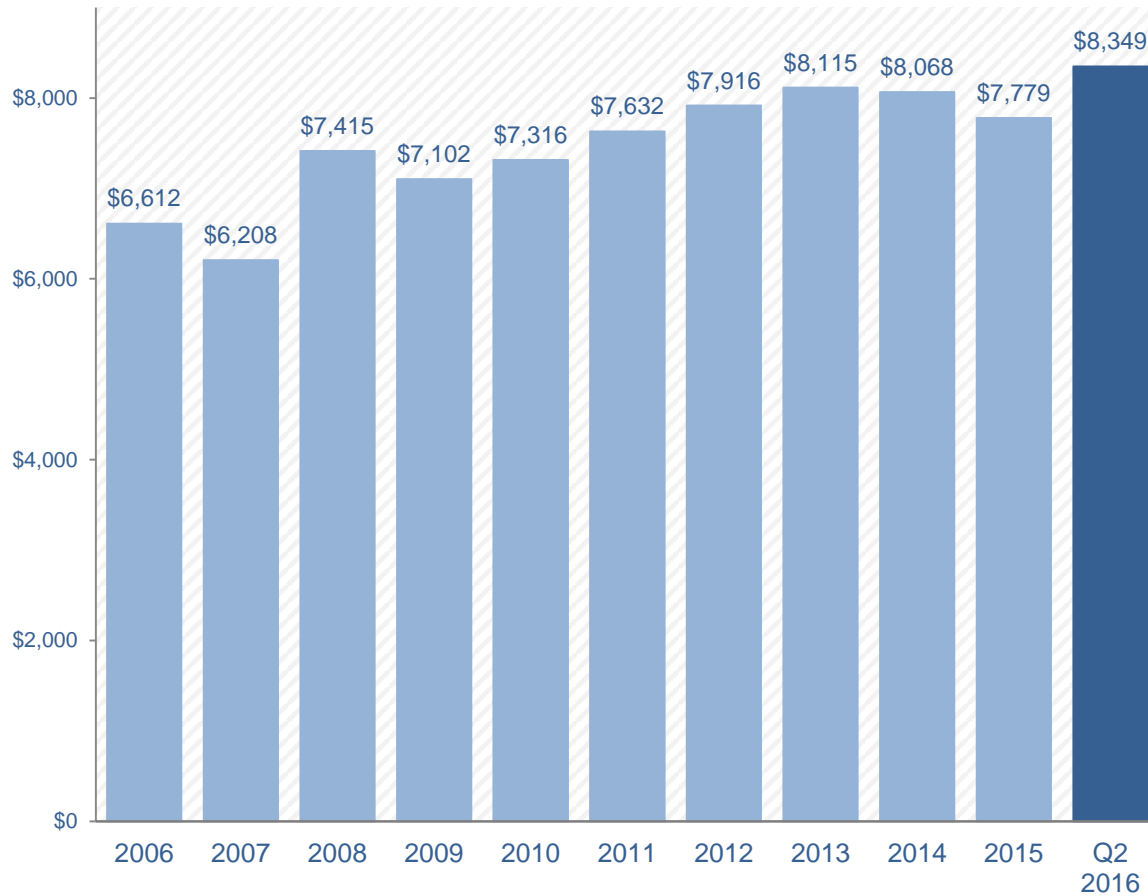
1) Excluding estimated off-hire related to drydocking

2) The committed revenue as at 30/06/2016, including subsequent new charters

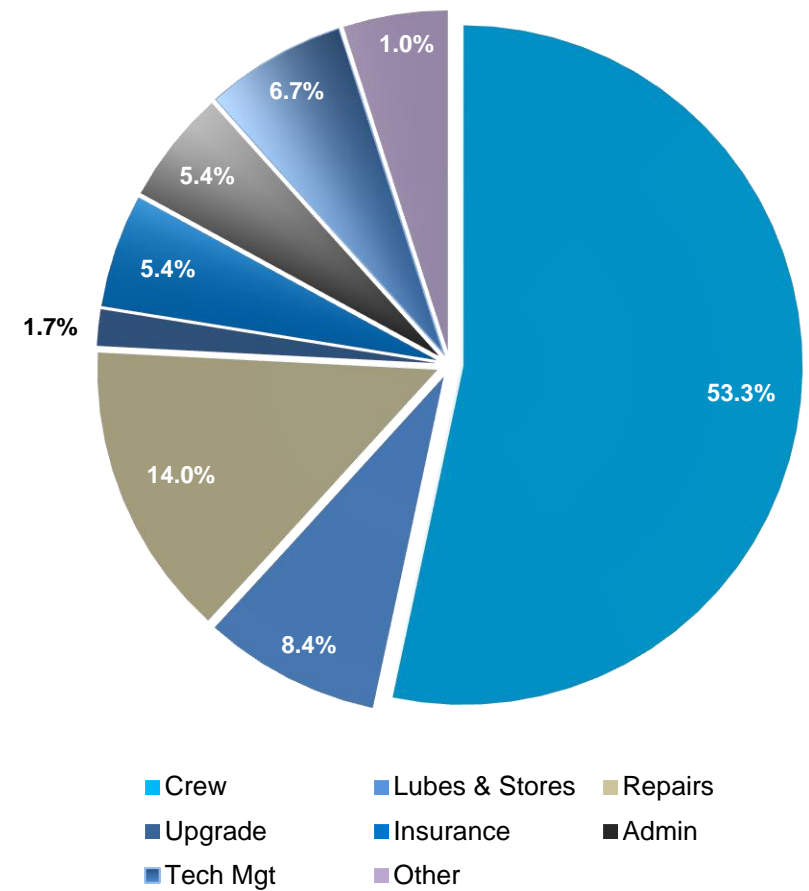
3) Committed EBITDA calculated as contracted revenue less estimated vessel operating expenses based on average for Q2 YTD 2016, excluding estimated broker commissions and other charter-related fees and expenses, any non-charter related costs such as general and administrative costs, drydocking expenses and other costs.

4) The total committed revenue beyond 2019 of \$279.8 is excluded, represented by 6 vessels on committed time charters which expire by December 2026.

Navigator's Daily Operating Expenses



Analysis of Operating Expenses



- Drydocking every 5 years
- Vessels over 15 years undertake a Condition Assessment every 2.5 years
- Estimated costs of drydocking are approx. \$800k, \$1.2m and \$1.75m for a five, ten and 15 year drydocking respectively. The interim survey at 17.5 years will cost approx. \$1.0m

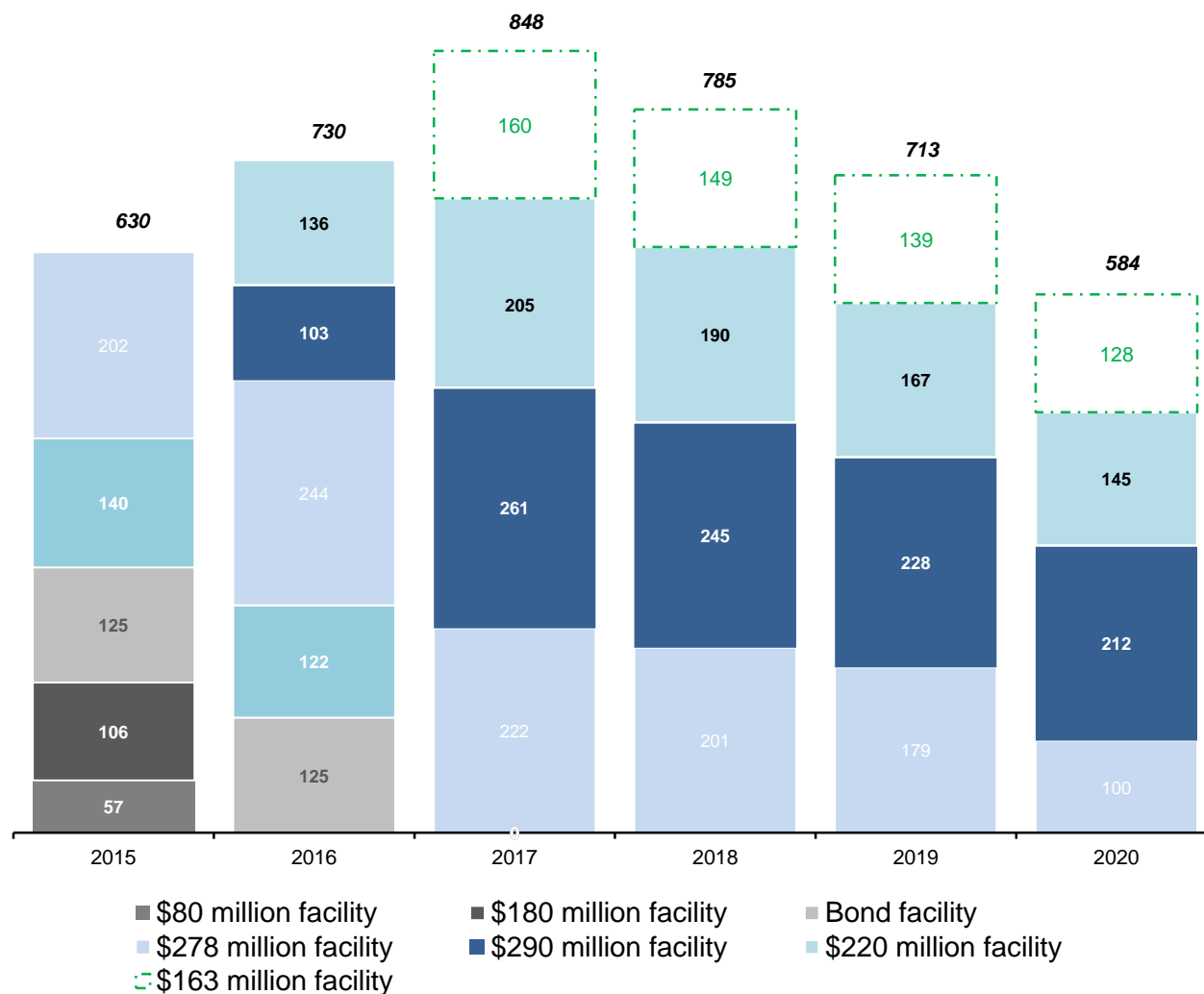


	2015	2016	2017	2018
No of Vessels	8	8	-	8
Drydocking days	238	152	-	196
Drydocking costs	\$11.6 m	\$7.8m	-	\$11.1m

As of June 30, 2016	(\$ millions) Actual
Cash	\$ 66.9
<u>Debt</u>	
Secured term loan facilities	534.9
Unsecured Notes	125.0
Total Debt	659.9
Total Shareholders' equity	941.4
Total capitalization	\$ 1,601.3
Debt / Capitalization	41.2%

Current Lenders	
    	    

Loan Facilities Outstanding - end of year (USDm)



Current Facilities

- \$80 million Secured Term Loan expiring in April 2017
- \$180 million Secured Term Loan expiring in April 2017
- Senior Unsecured Notes placed in December 2012 maturing on December 18, 2017
- \$270 million Secured Term Loan expiring in February 2018
- \$278 million Secured Term Loan expiring in April 2022
- \$290 million Secured Term Loan expiring from December 2022

New Proposed Facilities

- \$220 million Secured Term Loan expiring in January 2024 secured on 9 existing vessels and Navigator Jorf.
- Estimated \$163 million Secured Term Loan secured on 8 vessels, purchased from A.P. Moller Maersk.

Navigator vessels

Vessel	Built	Size (Cbm)	NBV ¹ (USD \$'M)	Outstanding Debt ² USD \$'M	Loan to value
Navigator Leo	2011	20,600	46.8	54.1	40.9%
Navigator Libra	2012	20,600	48.0		
Navigator Saturn	2000	22,085	37.5		
Navigator Mars	2000	22,085	36.6	95.2	32.4%
Navigator Neptune	2000	22,085	36.9		
Navigator Venus	2000	22,085	37.4		
Navigator Gemini	2009	20,750	47.6		
Navigator Taurus	2009	20,750	48.8		
Navigator Pegasus	2009	22,200	43.3		
Navigator Phoenix	2009	22,200	43.6		
Navigator Magellan	1998	20,700	24.9		
Navigator Capricorn	2008	20,750	41.1		
Navigator Scorpio	2009	20,750	43.1		
Navigator Virgo	2009	20,750	43.5	131.2	36.8%
Navigator Glory	2010	22,500	39.8		
Navigator Grace	2010	22,500	39.2		
Navigator Gusto	2011	22,500	42.4		
Navigator Genesis	2011	22,500	41.7		
Navigator Galaxy	2011	22,500	40.4		
Navigator Atlas	2014	21,000	50.4		
Navigator Europa	2014	21,000	49.4	254.4	58.2%
Navigator Oberon	2014	21,000	49.8		
Navigator Triton	2015	21,000	50.9		
Navigator Umbrio	2015	21,000	51.3		
Navigator Centauri	2015	22,000	46.2		
Navigator Ceres	2015	22,000	46.2		
Navigator Ceto	2016	22,000	46.2		
Navigator Copernico	2016	22,000	46.4		
Navigator Aries	2008	22,750	47.6		
Navigator Global	2011	22,500	41.3		
Navigator Pluto	2011	22,085	36.7	0	0%
Total			1,345.0	534.9	39.8%

Navigator New build vessels

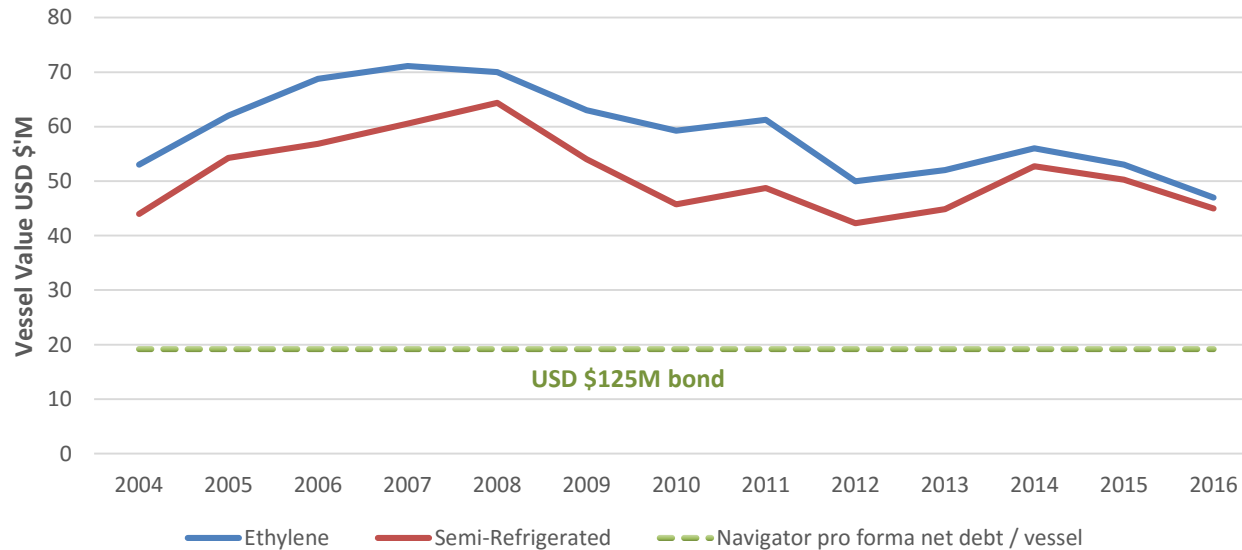
Vessel	Built	Size (Cbm)	Purchase Price ³ USD \$'M	Available Debt USD\$'M	Loan to value
Navigator Aurora	2016	37,500	77.4	290.0	70.0%
Navigator Eclipse	2016	37,500	78.4		
Navigator Nova	2017	37,500	78.4		
Navigator Prominence	2017	37,500	78.4		
Navigator Yauza	2017	22,000	51.0		
Navigator Luga	2017	22,000	51.0		
Navigator Jorf	2017	38,000	50.5	0	0%
Total			465.1	290.0	62.4%

Summary including newbuilds Q2 2016

	# of vessels	Value ³ (USDm)	Debt (USDm)	Pro-forma Loan to value
Navigator vessels NBV	31	1,345	534.9	39.8%
Broker assessment value adjustment		(210)		
Unsecured bond			125.0	
Total	31	1,135	659.9	58.1%
Newbuilds	7	465	290	62.4%
Total	38	1,600	949.9	59.4%

- 1) Net Book Values as at June 30, 2016.
- 2) Outstanding bank debt at 30 June 2016
- 3) New build contracted purchase price agreed with the ship-yard.

Handysize vessel values



Average debt per vessel calculation

	USD \$'M
Gross Bank debt as of Q2 2016	534.9
Less: Cash as of Q2 2016	66.9
Bond issue	125.0
Total debt	593.0
Number of vessels	31
Debt per vessel	19.2

- Values for modern fully-refrigerated handy-size vessels have consistently stayed above USD \$40 M since 2004, despite the market trough in 2009-2012
- Ethylene vessels receive premium market values compared to semi-refrigerated vessels due to increased flexibility from being able to access all cargo types
- The Navigator fleet will consist of 31 semi-refrigerated and 7 fully-refrigerated owned vessels in August 2017, following the delivery of the newbuilds.

Source: Steensland Research



<i>(in USD millions)</i>	2016	2017	2018	Thereafter	Total
Vessels under construction	154.9	160.6	-	-	315.5
Term loan facilities/ bond issue	33.2	175.5	125.4	200.8	534.9
9% bond issue	-	125.0	-	-	125.0
Office leases	0.4	0.6	0.5	1.6	3.1
Drydocking costs	0.9	-	8.3	-	9.2
Total contractual obligations	\$189.4	\$461.7	\$134.2	\$202.4	\$987.7



<i>(in USD millions)</i>	Contract price	Instalments paid at June 30, 2016	Funds available from existing credit facilities	Cash surplus / (deficit)
Navigator Aurora	77.4	23.2	54.7	0.5
Navigator Eclipse	78.4	23.5	54.7	(0.2)
Navigator Nova	78.4	23.5	54.7	(0.2)
Navigator Prominence	78.4	23.5	54.7	(0.2)
Navigator Yauza	51.0	20.4	35.6	5.0
Navigator Luga	51.0	20.4	35.6	5.0
Navigator Jorf	50.5	15.0	0	(35.5)
Total	465.1	149.5	290	(25.6)

Navigator Jorf is expected to be financed for \$35m.

(in \$ millions)	2010	2011	2012	2013	2014	2015	Q2 2016
Assets							
Cash and cash equivalents	\$16.2	\$26.7	\$150.9	\$194.7	\$62.5	\$87.8	\$66.9
Other current assets	15.2	11.2	20.5	31.9	22.0	37.2	45.1
Vessels in operation (net)	418.5	455.3	586.7	1,026.3	1,145.1	1,264.4	1,345.0
Vessels under construction	-	30.2	20.1	60.2	131.4	170.8	162.3
Other fixed assets	0.9	1.4	54.1	12.1	9.5	10.4	0.2
	\$450.8	\$524.8	\$832.3	\$1,325.2	\$1,370.5	\$1,570.6	\$1,619.4
Liabilities and Stockholders' equity							
Current liabilities	\$12.0	\$23.2	\$43.0	\$29.0	\$21.9	\$30.3	\$26.9
Secured term loan facilities	91.9	129.5	216.4	450.5	417.9	505.3	526.1
Senior unsecured bond	0.0	0.0	125.0	125.0	125.0	125.0	125.0
Common Stock - \$0.01 par value; 400 million shares authorized	0.1	0.1	0.1	0.6	0.6	0.6	0.6
Additional paid-in capital	288.9	305.0	352.7	584.0	584.8	586.4	587.2
Accumulated other comprehensive income	-0.1	-0.1	-0.1	-0.1	-0.3	-0.5	-0.5
Retained earnings	58.0	67.1	95.2	136.2	220.6	323.5	354.1
Total stockholders' equity	346.9	372.1	447.9	720.7	805.7	910.0	941.4
	\$450.8	\$524.8	\$832.3	\$1,325.2	\$1,370.5	\$1,570.6	\$1,619.4

FINANCE: INCOME STATEMENT

(in \$ millions)	2011	2012	2013	2014	2015		Q2 2016
Net operating revenue	71.2	118.9	189.0	259.9	281.5		132.5
Operating expenses:							
Address and brokerage commissions	2.7	4.2	5.5	6.7	7.0		3.0
Charter in costs	0.3	11.3	6.8	9.1	-		-
Vessel operating expenses	22.9	32.8	60.3	70.2	78.8		46.1
Depreciation and amortisation	18.7	24.2	36.6	45.8	54.0		29.9
General & administrative expenses	5.4	6.7	9.6	12.6	13.6		7.3
Sale of vessel	0.0	0.0	0.0	0.0	-0.6		-
Total operating expenses	50.0	79.2	118.8	144.4	152.8		86.3
Operating Income	21.2	39.7	70.2	115.5	128.7		46.2
Net interest expense	-2.4	-8.7	-27.5	-26.9	-29.8		-15.3
Income before income and taxes	18.8	31.0	42.7	88.6	98.9		30.9
Income taxes	-0.1	-0.5	-0.5	-0.9	-0.8		-0.4
Net Income	\$18.7	\$30.5	\$42.2	\$87.7	\$98.1		\$30.5
Earnings per share	\$0.6	\$0.8	\$0.9	\$1.5	\$1.8		\$0.55
Avg. number of shares in issue (millions)	31.0	37.3	46.0	55.3	55.4		55.4
EBITDA	\$39.9	\$63.9	\$106.8	\$161.3	\$182.1		\$76.1

(in \$ millions)	2011	2012	2013	2014	2015	Q2 2016
Net Income	18.7	30.5	42.2	87.7	98.1	30.5
Depreciation and amortisation	18.7	24.2	36.6	45.8	53.5	29.9
Drydocking payments	-	-	-2.9	-5.3	-11.6	-7.3
Non cash movements	1.1	1.8	2.9	3.8	5.9	2.0
Change in working capital	6.5	-1.6	1.2	1.1	3.6	-16.0
Net Cash from Operating Activities	45.0	54.9	80.0	133.1	149.5	39.1
Investment in fixed assets	-85.5	-192.8	-467.5	-231.9	-237.8	-89.4
Proceeds from sale of fixed assets	-	-	-	-	32.0	-
Net Cash for Investments	-85.5	-192.8	-467.5	-231.9	-205.8	-89.4
Change in net debt	45.5	217.5	200.3	-33.1	81.6	29.4
Change in equity	5.6	44.5	231.1	-	-	0.0
Other	-0.1	-10.0	10.0	-0.3	-	-
Net Cash from financing	\$51.0	\$252.0	\$441.4	-\$33.4	\$81.6	\$29.4
Change in cash balance	\$10.5	\$114.1	\$53.9	-\$132.2	\$25.3	-\$20.9

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