International Seaways Inc.

Second Quarter 2026
Earnings Presentation
August 10, 2026

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NYSE

Disclaimer

Forward-Looking Statements

During the course of this presentation, the Company (International Seaways, Inc. (INSW)) may make forward-looking statements or provide forward-looking information. All statements other than statements of historical facts should be considered forward-looking statements. Some of these statements include words such as ‘‘outlook,’’ ‘‘believe,’’ ‘‘expect,’’ ‘‘potential,’’ ‘‘continue,’’ “guidance,” ‘‘may,’’ ‘‘will,’’ ‘‘should,’’ ‘‘could,’’ ‘‘seek,’’ ‘‘predict,’’ ‘‘intend,’’ ‘‘plan,’’ ‘‘estimate,’’ ‘‘anticipate,’’ ‘‘target,’’ ‘‘project,’’ ‘‘forecast,’’ ‘‘shall,’’ ‘‘contemplate’’ or the negative version of those words or other comparable words. Although they reflect INSW’s current expectations, these statements are not guarantees of future performance, but involve a number of risks, uncertainties, and assumptions which are difficult to predict. Some of the factors that may cause actual outcomes and results to differ materially from those expressed in, or implied by, the forward-looking statements include, but are not necessarily limited to, plans to issue dividends, vessel acquisitions and disposals, general economic conditions, competitive pressures, the nature of the Company’s services and their price movements, and the ability to retain key employees. The Company does not undertake to update any forward-looking statements as a result of future developments, new information or otherwise.

Non-GAAP Financial Measures

Included in this presentation are certain non-GAAP financial measures, including Time Charter Equivalent (“TCE”) revenue, Adjusted Net Income, EBITDA, Adjusted EBITDA and free cash flow, designed to complement the financial information presented in accordance with generally accepted accounting principles in the United States of America because management believes such measures are useful to investors. TCE revenues, which represents shipping revenues less voyage expenses, is a measure to compare revenue generated from a voyage charter to revenue generated from a time charter. Adjusted Net Income consists of Net Income adjusted for the impact of certain items that we do not consider indicative of our ongoing operating performance. EBITDA represents net (loss)/income before interest expense, income taxes and depreciation and amortization expense. Adjusted EBITDA consists of EBITDA adjusted for the impact of certain items that we do not consider indicative of our ongoing operating performance. Free cash flow represents cash flows from operating activities less mandatory repayments of debt (including those under sale and leaseback agreements) less capital expenditures excluding payments made to acquire a vessel or vessels, which the Company believes is useful to investors in understanding the net cash generated from its core business activities after certain mandatory obligations. We present non-GAAP measures when we believe that the additional information is useful and meaningful to investors. Non-GAAP financial measures do not have any standardized meaning and are therefore unlikely to be comparable to similar measures presented by other companies. The presentation of non-GAAP financial measures is not intended to be a substitute for, and should not be considered in isolation from, the financial measures reported in accordance with GAAP. See Appendix for a reconciliation of certain non-GAAP measures to the comparable GAAP measures.

This presentation also contains estimates and other information concerning our industry that are based on industry publications, surveys and forecasts. This information involves a number of assumptions and limitations, and we have not independently verified the accuracy or completeness of the information.

Additional Information

You should carefully consider the risk factors outlined in more detail in the Annual Report on Form 10-K for 2025 for the Company, the Form 10-Q for any subsequent quarters, and in similar sections of other filings made by the Company with the SEC for additional information regarding the Company, its operations and the risks and uncertainties it faces. You may obtain these documents for free by visiting EDGAR on the SEC website at www.sec.gov, or from the Company’s website at www.intlseas.com

Business Review

Lois K. Zabrocky
President & CEO

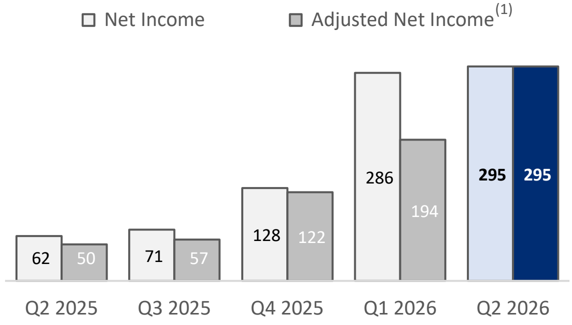
International Seaways, Inc.

Second Quarter 2026 Highlights and Recent Developments

Record Quarterly Earnings & Q3 2026 Fixtures

Quarterly Results

Net Income: 295m, $5.91/sh   Adj. Net Income[1]: 295m, $5.91/sh



Quarterly Spot Fixtures[2]

Q3-26 Blended: 48% Fixed at approximately $61,000 per day

$/day	VLCC	Suez	Afra	LR1	MR
Q3-25	34,800	33,300	28,500	34,600	25,600
Q4-25	75,600	52,800	42,200	62,900	28,500
Q1-26	86,700	68,000	51,400	70,700	37,200
Q2-26	118,900	100,500	69,100	79,200	60,300
Q3-26	118,300	91,800	48,900	37,200	34,700
%	*49%*	*55%*	*60%*	*50%*	*43%*

Record Returns to Shareholders

Declared dividend of $5.05/sh

- Largest quarterly dividend declared in Company history.
- Represents 85% payout ratio of Q2 2026 adjusted net income.
- 3rd consecutive quarter returning 85%+ of adjusted net income.
- 27th consecutive quarterly dividend.

Declared dividends of $12.61 per share LTM

- Represents 21% Yield (LTM)

Strategic Fleet Optimization

Contracted four additional LR1 newbuildings

- Delivery expected in 2H 2028
- Aggregate price of $244 million

Two of original six LR1 newbuilds delivered YTD 2026

- Remaining 2x delivering in Q3 2026
- First 2x delivered in 2H 2025

Consolidated ownership of Tankers International (TI)

- Expanded platform with new Suezmax pool: INSW Suez transitioned during Q2

Contracted Revenue: $240 million *excl. profit share;* **appx. 1.5 yrs avg TC**

Healthy Balance Sheet

Total Liquidity of $935 million

- $409 million in cash (including short term investments).
- $526 million in undrawn revolver capacity.

Net Loan to Value:[3] 6%

2026 Spot Cash Break Even Rate below $14,500 per day[4]

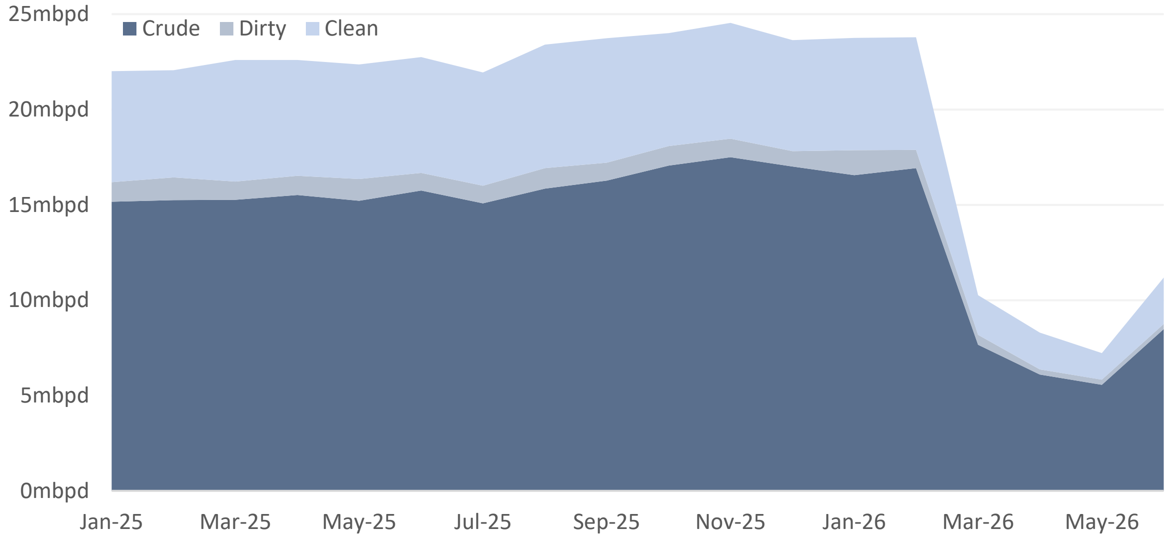
(1) See Appendix for reconciliations to reported results of these non-GAAP measures. (2) As of July 30, 2026. Further details on slide 11 (3) Fleet value from VesselsValue.com as of June 30, 2026. Net loan to value comprised of: senior debt plus all sale leasebacks less cash divided by fleet value less newbuilding capex. (4) Spot cash break even rate for 2026 includes OPEX, G&A, drydock and capex and debt service composed of mandatory principal payments and interest divided by spot revenue days. See slide 11 for further disclosures.

Market Update: Tanker Demand Drivers

- Λ Geopolitical environment uncertainty currently creating disruptions in traditional trade routes and supporting tanker rates
- V Strait of Hormuz closure over long period may impact oil demand, the global economy and tanker demand
- Λ Houthis attempt to control passage through Bab-el-Mandeb
- Λ Non-OPEC production increase of about 1.0 mpbd YOY mostly from Americas
- Λ OECD commercial inventories drawing in near term
- Λ OECD SPR have begun drawing from already low levels
- Λ Refining margins remain significantly above 5-year averages

Transits Through Strait of Hormuz & Bab-el-Mandeb Dramatically Disrupted

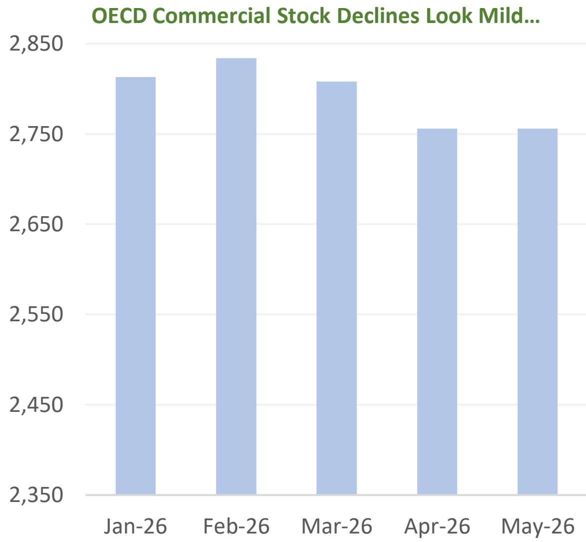
Millions of barrels per day (mbpd)

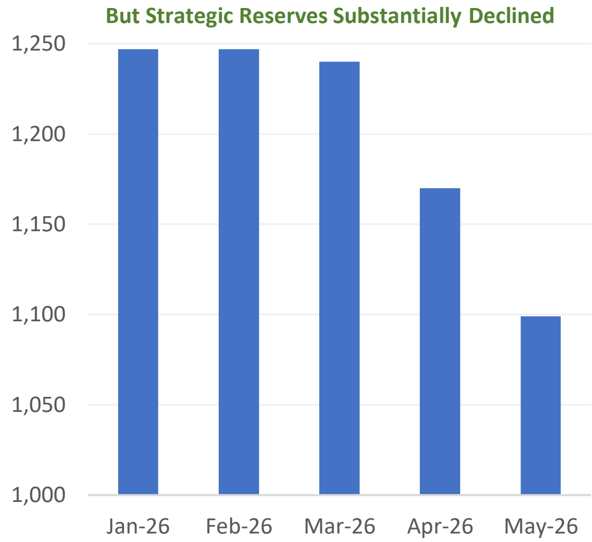


Source: Vortexa

Inventory Draws Supporting Demand…for now

Million Barrels





Source: IEA

Market Update: Tanker Supply Drivers

— Orderbook relative to size of the fleet: 16%, delivering largely over next 3 years

Λ Orderbook not enough to replace over 50% of the fleet that will be over 20 years old by end of delivery schedule

Λ Average age of tanker fleet 14.2 yrs (vs. an average age of 9.9 yrs in April 2016) increasing potential candidates for removal from commercial fleet

— Sanction enforcement needed to ramp effect on tanker market

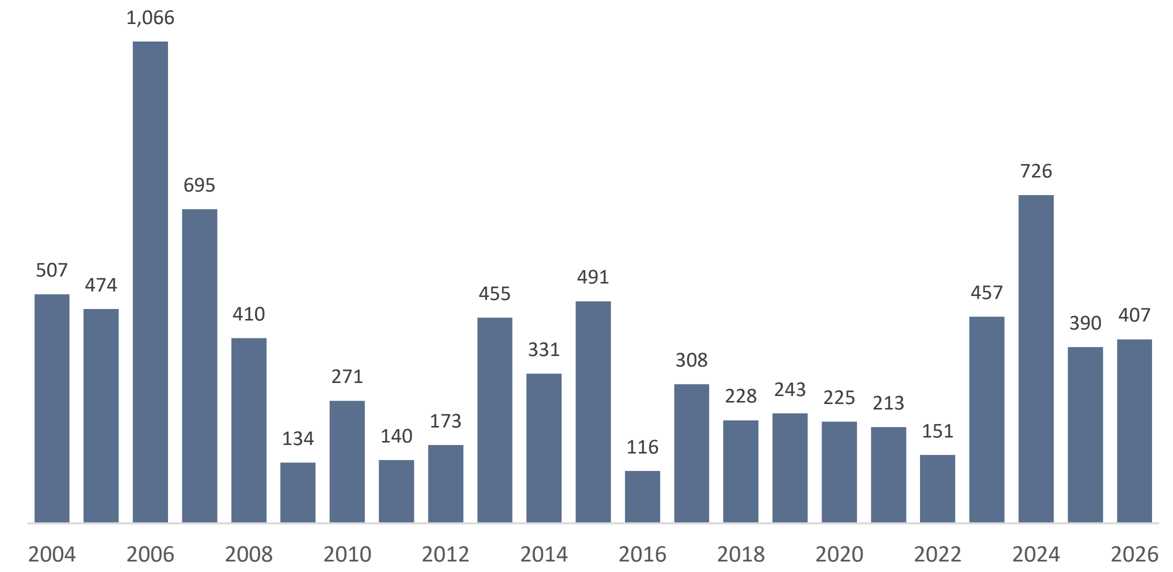
Λ Recycling tanker volumes rose from prior years: 2024: 12x, 0.85*mdwt*; 2025: 53x, 3.92*mdwt;* YTD 2026: 24x, 1.70*mdwt*

— Time horizon from order to delivery remains about 3 years (historically about 18 months)

Λ Environmental regulations may increase potential removals from commercial fleet or decrease utilization as vessels slow down to reduce emissions

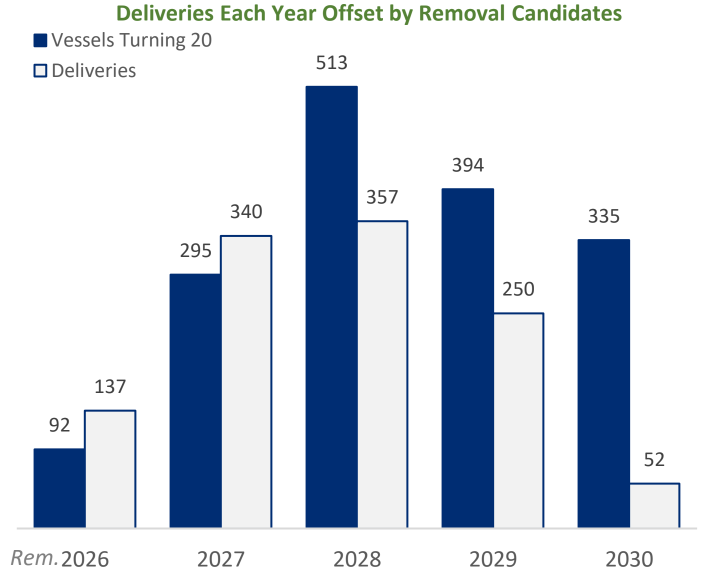
Tanker Orders Appear Sufficient

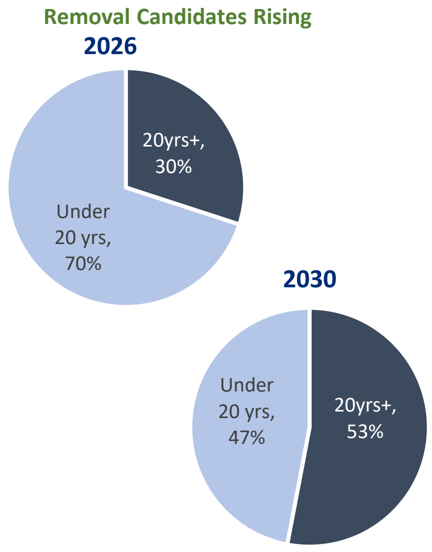
Tanker Contracting: Number of tankers over 10k dwt



Except Removal Candidates Increase Substantially Each Year

Number of vessels over 25dwt





Source: Clarksons Research

Financial Review

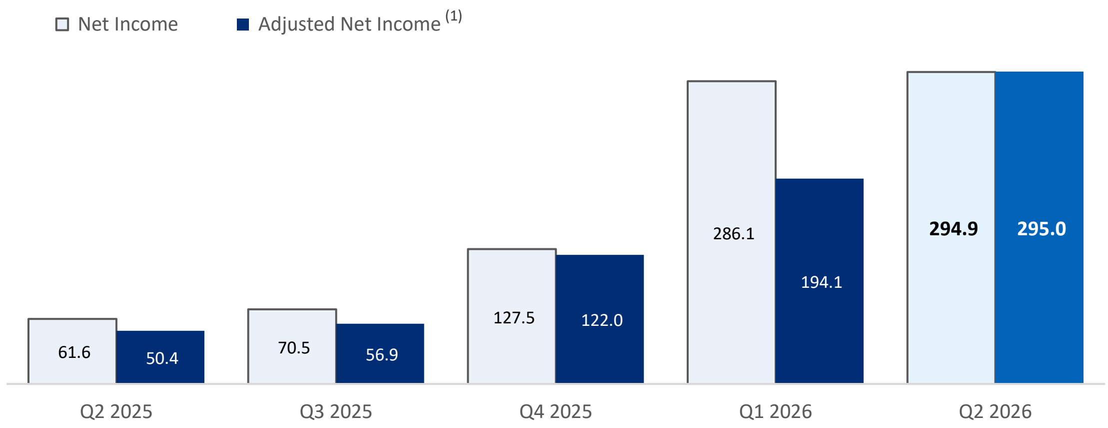
Jeffrey D. Pribor
SVP & CFO

Q2 2026: Record Quarterly Results

For the three months ended

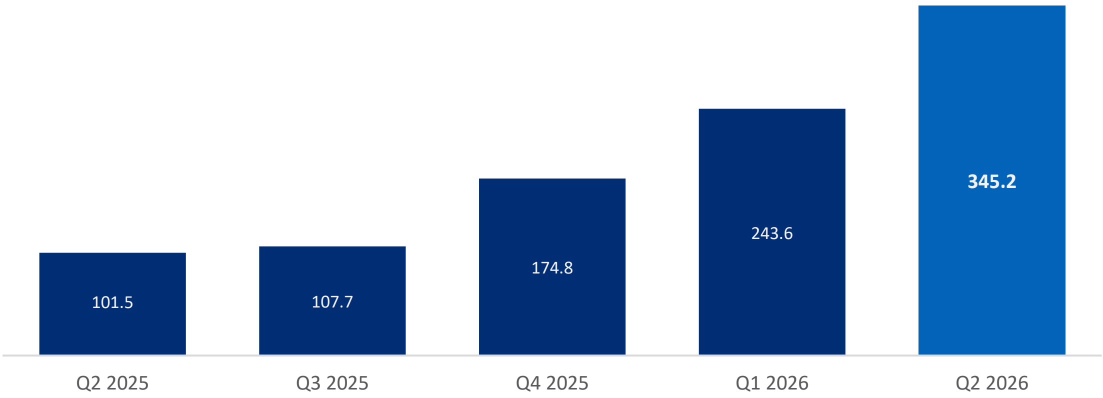
Net Income & Adjusted Net Income(1)

$ million



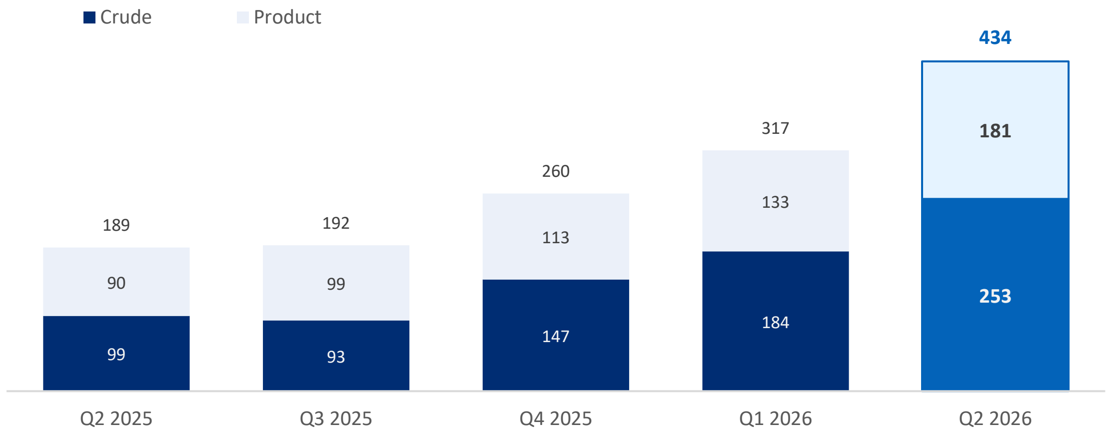
Adjusted EBITDA(1)

$ million



TCE Revenues (1)

$ million

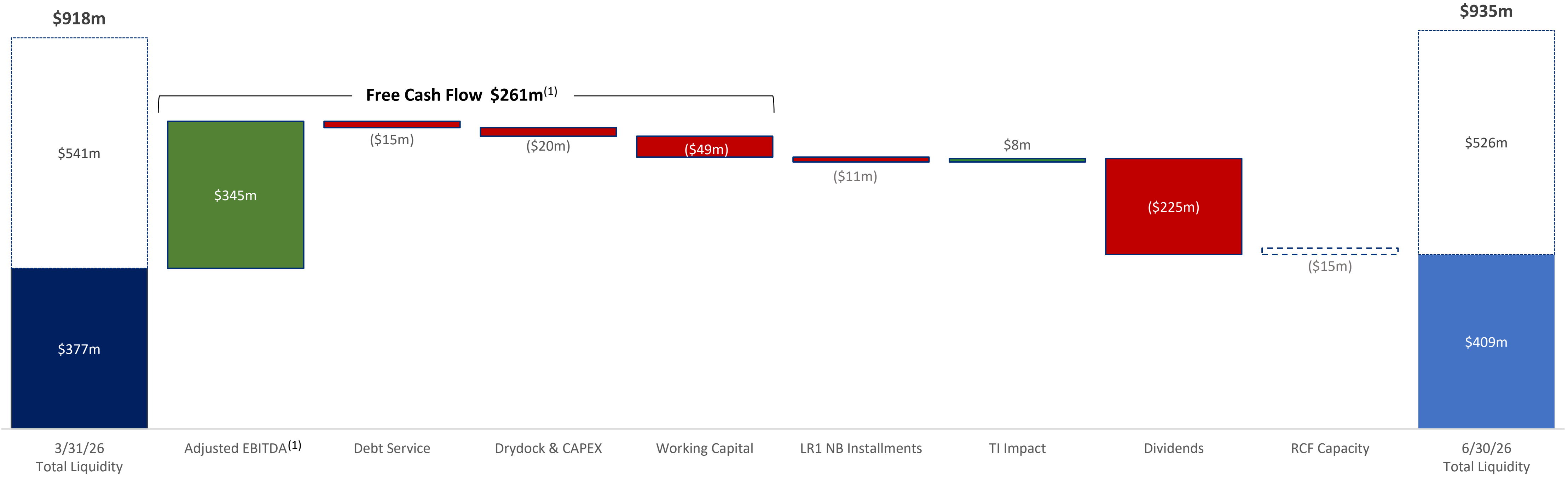


$ per day

Spot Earnings[2]	**Q2 2025**	**Q3 2025**	**Q4 2025**	**Q1 2026**	**Q2 2026**
VLCC	$39,300	$34,800	$75,600	$86,700	$118,900
Suezmax	$36,800	$33,300	$52,800	$68,000	$100,500
Aframax	$30,700	$28,500	$42,200	$51,400	$69,100
LR1	$32,800	$34,600	$62,900	$70,700	$79,200
MR	$18,900	$25,600	$28,500	$37,200	$60,300
Blended Avg Spot Rate	*$27,500*	*$29,400*	*$43,200*	*$55,600*	*$79,000*

(1) See Appendix for reconciliations of these non-GAAP financial measures to reported results.
(2) Figures are rounded for the purposes of this presentation. Please refer to the press release for further details.

Rollforward of Cash & Liquidity



Notes to Captions Above

Debt Service includes $6m of mandatory repayment and $8m of cash interest expense.

Working capital use is expected in periods of rapid strengthening of market conditions as voyage duration lengthens and payment is naturally delayed until voyage completion.

RCF capacity decreases by approximately $15m per quarter.

Cash Flow Highlights

LR1 NB installments are net of proceeds from the ECA facility and fees.

Dividends in Q2 2026 were $4.55 per share.

TI Impact relates to consolidation of Suez pool & its Borrowing Base Facility

(1) See Appendix for reconciliations of these non-GAAP financial measures to reported results.

Strong Financial Position

Seaways maintains a healthy balance sheet to support free cash flow generation and opportunistic growth opportunities.

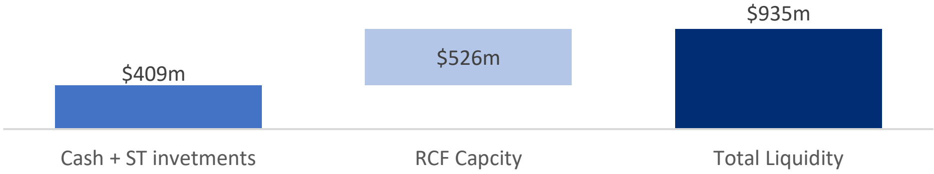
Balance Sheet *$m*

ASSETS	*Dec 31,* **2025**	*Jun 30,* **2026**
Cash and Cash Equivalents *(+ ST Investments)*	$167	$409
Voyage Receivables	$178	$307
Other Current Assets	$22	$67
Total Current Assets	**$367**	**$783**
Vessels	$2,245	$2,188
Right of Use Assets	$7	$5
Pool Working Capital	$33	$22
Other Long-Term Assets	$16	$20
Total Assets	**$2,669**	**$3,019**
LIABILITIES & EQUITY		
AP, Accruals and other current liabilities	$70	$91
Current Portion of Lease Liabilities	$3	$2
Current Portion of Long-Term Debt	$26	$39
Total Current Liabilities	**$99**	**$132**
Long-Term Debt	$541	$606
Long-Term Portion of Lease Liabilities	$6	$6
Other Long-Term Liabilities	$2	$10
Total Equity	$2,020	$2,265
Total Liabilities and Equity	**$2,669**	**$3,019**

83% of Debt Portfolio is fixed or hedged as of June 30

Key Balance Sheet Figures *$m*

Ample Cash & Total Liquidity



$2.2 Billion of Fleet at Cost/$3.9 Billion in Market Value(1)

Quality Debt at 6% of Market Value(1)

Facility Name		Principal	Maturity	Rate	2H 2026 Amort
NOK Bond		250	Sep 2030	7.13%	-
$500m RCF	(a)	-	Jan 2030	SOFR +190 bps	-
$160m RCF	(a)	-	Mar 2029	SOFR +197.5 bps	-
K-SURE ECA		165	Apr 2038	SOFR +110 bps	4.2
BoComm SLB		197	May 2030	4.22%	7.8
Japanese SLBs		38	Apr ‘30 to Dec ‘31	6.00%	3.3
6/30 Debt Balance		651		Weighted Avg Rate (b) 5.54%	

Notes

(a) Combined, the revolving credit capacity of the two facilities reduces by $15.4 million per quarter.

(b) The weighted average interest rate assumes a 3-month SOFR rate of 367 bps.

Debt Summary excludes Borrowing Base Facility associated with T.I.’s Suezmax pool.

(1) Vessel value as of June 30, 2026, net of newbuilding capex outstanding.

Looking Forward

Refer to Forward Looking Statements disclaimer on slide 2

The Company is Positioned to Generate Free Cash Flow[(1)] as our Spot Fixtures are Well Above our Estimated Costs

Q3 2026 Booked to-Date *as of July 30, 2026*

	Spot		Time Charter		Overall	
$ per day	Fixed	TCE	Fixed	TCE	Fixed	TCE
VLCC	49%	$118,300	100%	$88,300	65%	$104,100
Suezmax	55%	$91,800	100%	$40,700	65%	$73,800
Aframax/LR2	60%	$48,900	100%	$39,300	71%	$45,000
LR1	50%	$37,200	0%	$0	50%	$37,200
MR	43%	$34,700	100%	$23,200	48%	$32,800

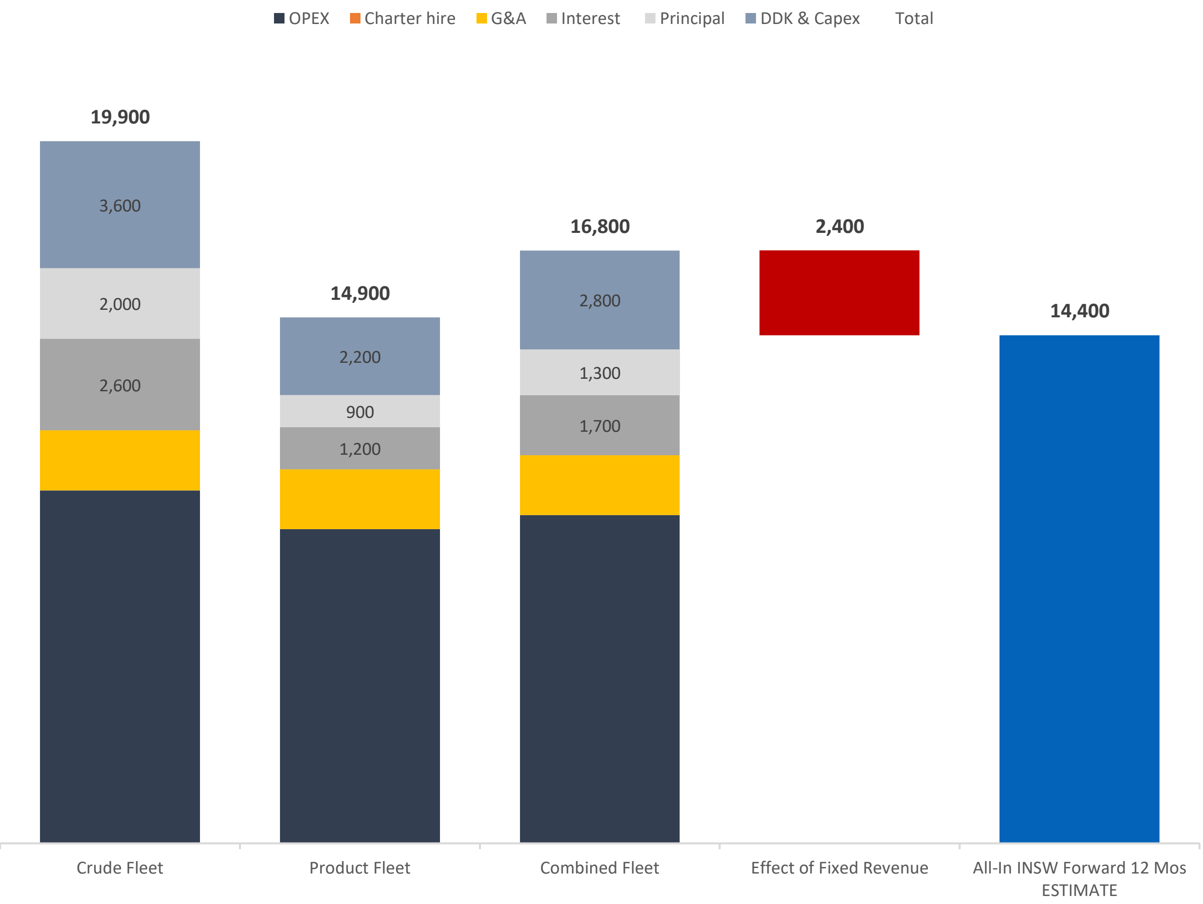
Excludes profit share component on applicable time charters

Q3 2026 TD Blended Avg Spot TCE is $61,000/day on 48% of revenue days

Guidance for Q3 and FY 2026

$ million	Q3 2026	2H 2026
REVENUE:		
Other operating revenues (TI)	2 – 3	4 – 6
Existing contracted TC out revenue (ex-profit share)	31 – 33	56 – 58
EXPENSES:		
Vessel expenses	61 – 66	125 – 135
Charter hire expense (ex-TI Suez participants)	3 -4	6 – 8
G&A, including TI	16 – 17	32 – 34
Interest expense	11 – 12	22 – 25
Depreciation	40 – 42	82 – 84
Scheduled debt repayments (ex-voluntary prepayments of debt)	7 – 9	15 – 18
Capex, including drydock, ex. newbuilding costs	13 - 16	37 – 40

N12M Estimated Spot Break Even [(2)] *$ per day*



(1) Free cash flow is a non-GAAP financial measure. See appendix for reconciliations of non-GAAP financial measures to reported results.

(2) INSW Daily OPEX excludes DDK deviation bunkers, insurance claims, one-off expenses, as well as newbuildings and newbuilding financing. Break evens are basis Capacity Days on spot vessels, which represents calendar days less an industry standard OH of 4 days per annum. SOFR assumption based on the Bloomberg forward curve is an average of 371 bps over the period.

Investment Highlights

Disciplined Capital Allocator

- Transformed company approximately $0.4bn market cap at time of spin-off in 2016 through today into one of the top 3 US publicly traded tanker companies by DWT with $4.4bn in market cap[(1)]
- Over $1bn in returns to shareholders since the start of 2020
- Total Shareholder Return almost 1,200% since inception; represents more than 30% CAGR[(2)]

Industry Leader in Sustainability

- Majority independent board with varied backgrounds
- Consistently at the top of Webber Research ESG rankings
- Commitment to environment demonstrated by $288m dual-fuel VLCC order
- Sustainability covenants in debt portfolio feature incentives to reduce our carbon footprint and focus on safety

Hybrid Operating Model

- Focused on safety and environmental performance
- Sector leading commercial pools, many with INSW ownership
- Ability to scale up and down quickly with the tanker cycles

Quality Capital Structure

- Liquidity at Q2 2026: $935m
- 6% Net Loan to Asset Value[(3)]
- 25 vessels in the Fleet are unencumbered on a fully delivered basis
- Spot break even rate < $14,500 per day[(4)]

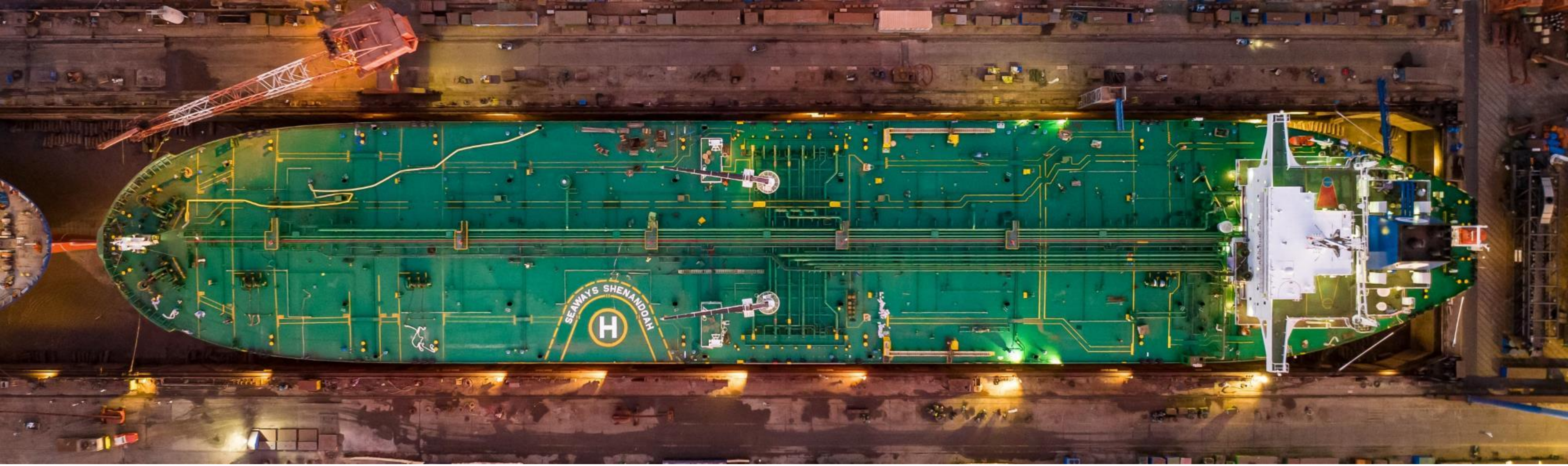
Compelling Tanker Fundamentals

- Oil demand growth steady at historical growth rates
- Regional imbalances of crude production, refineries and end-user consumption continue to widen in distance
- Worldwide inventories remain low: disruptions to local supply creates further demand for tankers
- Fleet growth is limited: 16% of the oil tanker fleet on order significantly less than potential removal candidates (50%)

(1) Average last 30 days. (2) From the period 12/1/2016 to 07/31/26. (3) Fleet value as of June 2026 is net of outstanding newbuilding costs. (4) Spot cash break even rate for 2026 incl. OPEX, G&A, drydock and capex and debt service composed of mandatory principal payments and interest divided by spot revenue days.

Q&A

International Seaways, Inc.



Appendix

Estimated Drydock and CAPEX costs and Out-of-Service Days

($ millions, except days)

	2026 Offhire Days				
	Q1 2026	**Q2 2026**	**Q3 2026**	**Q4 2026**	**FY 2026**
VLCC	28	114	35	55	**231**
Suezmax	13	111	6	39	**169**
Aframax / LR2	4	27	46	43	**120**
LR1	66	92	49	1	**208**
MR	57	48	203	91	**399**
	167	**391**	**339**	**229**	**1,126**

	2026 Drydock Costs				
	Q1 2026	**Q2 2026**	**Q3 2026**	**Q4 2026**	**FY 2026**
VLCC	$5.9	$ 6.4	$5.0	$3.4	**$20.7**
Suezmax	0.9	6.5	-	1.8	**9.2**
Aframax / LR2	-	-	2.6	3.6	**6.2**
LR1	5.2	3.0	-	3.5	**11.7**
MR	1.8	3.6	3.6	9.7	**18.6**
	$13.9	**$19.5**	**$11.2**	**$21.9**	**$66.5**

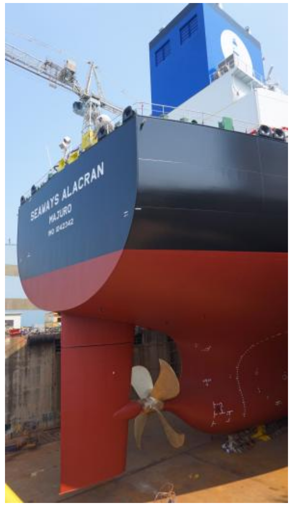
	2026 CAPEX Costs				
	Q1 2026	**Q2 2026**	**Q3 2026**	**Q4 2026**	**FY 2026**
VLCC	$0.1	$0.1	$0.2	$0.1	**$0.5**
Suezmax	0.1	0.1	1.1	0.2	**1.5**
Aframax / LR2	-	-	0.2	0.1	**0.3**
LR1	(0.3)	0.5	0.2	-	**0.4**
MR	0.7	0.4	1.4	0.3	**2.7**
	$0.6	**$1.1**	**$3.1**	**$0.6**	**$5.3**

** Estimates are preliminary, please refer to forward looking statement on pg. 2.*
*** Capex excludes vessel purchases and newbuildings*

LR1 Newbuilding Schedule

	Seaways Delgada (Hull 1814)	Seaways Magellan (Hull 1815)	Amount Due Per Ship ($M)	Hull 1816	Hull 1817	Amount Due Per Ship ($M)	Hull 1818	Hull 1819	Amount Due Per Ship ($M)
Signing	APR-24	APR-24		MAY-26	MAY-26		JUL-26	JUL-26	
First Payment Due	OCT-24	OCT-24	3.040	NOV-26	NOV-26	6.080	DEC-26	DEC-26	6.120
Payment after steel cutting	SEP-25	SEP-25	3.040	AUG-27	OCT-27	6.080	OCT-27	NOV-27	6.120
Payment after keel laying	JAN-26	JAN-26	12.160	DEC-27	FEB-28	6.080	FEB-28	MAR-28	6.120
Payment after launching	MAY-26	MAY-26	6.080	APR-28	JUN-28	6.080	JUN-28	JUL-28	6.120
Payment upon delivery	AUG-26	SEP-26	36.480	JUL-28	OCT-28	36.480	SEP-28	NOV-28	36.720
			60.800			**60.800**			**61.200**

$m	Q3 2026	Q4 2026	Q1 2027	Q2 2027	Q3 2027	Q4 2027	Q1 2028	Q2 2028	Q3 2028	Q4 2028
Contracted outflows	73.0	24.4	-	-	6.1	24.4	18.3	18.3	79.3	73.2
K-Sure ECA drawdown	(73.0)									



TCE Revenue and Free Cash Flow Reconciliation

TCE Revenue *$000s*	**Q2 2025**	**Q3 2025**	**Q4 2025**	**Q1 2026**	**Q2 2026**
Shipping revenues	195,641	196,388	267,879	325,476	467,287
Less: Voyage expenses	(6,819)	(3,920)	(7,897)	(8,231)	(33,100)
Time charter equivalent revenues	**188,822**	**192,468**	**259,982**	**317,245**	**434,187**

Free Cash Flow *$000s*	**Q2 2025**	**Q3 2025**	**Q4 2025**	**Q1 2026**	**Q2 2026**
Net cash provided by operating activities (1)	85,779	78,325	146,001	141,061	267,679
Repayments of nonrevolving credit facility debt (1)	-	-	-	(1,019)	(1,018)
Payments on sale and leaseback financing and finance leases (1)	(12,397)	(12,742)	(8,616)	(5,293)	(5,372)
Expenditures for vessels, vessel improvements, vessels under construction (1)	(17,905)	(87,668)	(151,934)	(70,655)	(52,218)
Expenditures for other property (1)	(177)	(74)	(814)	(319)	(67)
Less: payments for vessels under construction and vessel purchases (2)	15,617	85,543	150,771	69,449	51,650
Free cash flow	**70,917**	**63,384**	**135,408**	**133,224**	**260,654**

1) Reflects current period balance on the face of the Consolidated Statement of Cash Flows less the prior quarter's balance on the face of the Consolidated Statement of Cash Flows.
2) Payments for vessels under construction represent the contractual payments for the LR1 newbuildings. The Company also purchased 1x VLCC during the periods above.

Adjusted EBITDA and Net Income Reconciliation

Adjusted EBITDA *$000s*	Q2 2025	Q3 2025	Q4 2025	Q1 2026	Q2 2026
Net income	61,646	70,546	127,504	286,143	294,925
Income tax benefit	-	-	(411)	-	(1)
Interest expense	9,761	9,623	11,868	8,959	10,561
Depreciation and amortization	41,349	41,170	41,362	40,567	39,689
EBITDA	**112,756**	**121,339**	**180,323**	**335,669**	**345,174**
Write-off of deferred financing costs	-	-	1,761	-	-
Loss on extinguishment of debt	-	-	315	-	-
(Gain)/loss on disposal of vessels, net	(11,229)	(13,658)	(7,629)	(88,171)	43
Holding gain on previously held equity interest	-	-	-	(3,919)	-
Adjusted EBITDA	**101,527**	**107,681**	**174,770**	**243,579**	**345,217**

Adjusted Net Income *$000s*	Q2 2025	Q3 2025	Q4 2025	Q1 2026	Q2 2026
Net income	61,646	70,546	127,504	286,143	294,925
Write-off of deferred financing costs	-	-	1,761	-	-
Loss on extinguishment of debt	-	-	315	-	-
(Gain)/loss on disposal of vessels, net	(11,229)	(13,658)	(7,629)	(88,171)	43
Holding gain on previously held equity interest	-	-	-	(3,919)	-
Adjusted Net Income	**50,417**	**56,888**	**121,951**	**194,053**	**294,968**

Chartered In/Out Fleet

Please refer to Forward Looking Statements disclaimer on slide 2

Time Charter-Out *($m)*:

Vessel	Rate	Charter Expiry	2026	2027	2028	2029	2030	Total
2011-Built MR	$22,500	JUL-26	0.2					**0.2**
2017-Built Suezmax	$34,750	JUL-26	0.3					**0.3**
2009-Built MR	$21,500	JUL-26	0.7					**0.7**
2009-Built MR	$21,500	AUG-26	0.7					**0.7**
2017-Built Aframax	$40,000	SEP-26	3.3					**3.3**
2012-Built Suezmax	$40,000	OCT-26	4.1					**4.1**
2009-Built MR	$23,500	JAN-27	4.3	0.6				**4.9**
2009-Built MR	$23,500	FEB-27	4.3	0.9				**5.2**
2014-Built LR2	$40,000	APR-27	7.3	4.0				**11.3**
2012-Built Suezmax	$40,250	JAN-29	7.4	14.7	14.7	1.1		**37.9**
2017-Built Suezmax	$43,450	MAY-29	7.6	15.9	15.9	6.0		**45.4**
2023-Built DF VLCC *	$31,000	FEB-30	5.7	11.3	11.3	11.4	1.2	**40.9**
2023-Built DF VLCC *	$31,000	MAR-30	5.7	11.3	11.3	11.3	2.3	**42.0**
2023-Built DF VLCC *	$31,000	APR-30	5.7	11.3	11.4	11.3	3.6	**43.2**
			57.4	**70.0**	**64.7**	**41.1**	**7.1**	**240.2**

Differences in annual or yearly totals may be due to rounding

** Excludes 50/50 profit share, if applicable*

Lightering:

5 workboats that redeliver between August 2026 and July 2028 – Charter Hire expense for Q3 2026 : $3.3 million

INSW Fleet Overview as of August 1, 2026

Name	Class	Owned	Built	DWT	Shipyard
SEAWAYS ENDEAVOR(1)	VLCC	BB-In	2023	299,365	DSME
SEAWAYS ENTERPRISE(1)	VLCC	BB-In	2023	299,568	DSME
SEAWAYS EXCELSIOR(1)	VLCC	BB-In	2023	299,468	DSME
SEAWAYS GIBBS HILL	VLCC	OWNED	2020	299,942	Hyundai Samho
SEAWAYS LIBERTY	VLCC	OWNED	2016	300,973	Shanghai Waigaoqiao
SEAWAYS TRITON	VLCC	OWNED	2016	300,933	Shanghai Waigaoqiao
SEAWAYS CAPE HENRY	VLCC	OWNED	2016	300,932	Shanghai Waigaoqiao
SEAWAYS DIAMOND HEAD	VLCC	OWNED	2016	300,781	Shanghai Waigaoqiao
SEAWAYS HENDRICKS	VLCC	OWNED	2016	300,757	Shanghai Waigaoqiao
SEAWAYS TYBEE	VLCC	OWNED	2015	300,703	Shanghai Waigaoqiao
SEAWAYS HATTERAS	Suezmax	OWNED	2017	158,432	Hyundai Samho HI
SEAWAYS MONTAUK(1)	Suezmax	OWNED	2017	158,432	Hyundai Samho HI
SEAWAYS TRINITY	Suezmax	OWNED	2016	158,734	Hyundai Heavy
SEAWAYS SAN JACINTO	Suezmax	OWNED	2016	158,658	Hyundai Heavy
LOIRE	Suezmax	OWNED	2016	157,463	New Times
SEAWAYS RED	Suezmax	OWNED	2012	159,068	Hyundai Heavy
SEAWAYS RIO GRANDE(1)	Suezmax	OWNED	2012	159,056	Hyundai Heavy
SEAWAYS SAN SABA	Suezmax	OWNED	2012	159,018	Hyundai Heavy
SEAWAYS FRIO	Suezmax	OWNED	2012	159,000	Hyundai Heavy
SEAWAYS COLORADO(1)	Suezmax	OWNED	2012	158,615	Samsung
SEAWAYS BRAZOS	Suezmax	OWNED	2012	158,537	Samsung
SEAWAYS SABINE	Suezmax	OWNED	2012	158,493	Samsung
SEAWAYS PECOS	Suezmax	OWNED	2012	158,465	Samsung
SEAWAYS REYES(1)	Aframax	OWNED	2017	113,689	Daehan
SEAWAYS REDWOOD	Aframax	OWNED	2013	112,792	SPP
SEAWAYS YELLOWSTONE	Aframax	OWNED	2009	112,989	New Times
SEAWAYS YOSEMITE	Aframax	OWNED	2009	112,905	New Times
SEAWAYS SHENANDOAH(1)	LR2	OWNED	2014	112,691	SPP
SEAWAYS ALACRAN	LR1	OWNED	2025	74,382	K Shipbuilding
SEAWAYS BALBOA	LR1	OWNED	2025	74,305	K Shipbuilding
SEAWAYS BONITA	LR1	OWNED	2026	74,400	K Shipbuilding
SEAWAYS CRISTOBAL	LR1	OWNED	2026	74,400	K Shipbuilding
SEAWAYS DELGADA (HULL S-1814)	LR1	OWNED	2026	74,400	K Shipbuilding
SEAWAYS MAGELLAN (HULL S-1815)	LR1	OWNED	2026	74,400	K Shipbuilding
HULL S- 1816	LR1	TBD	2028	74,400	K Shipbuilding

Name	Class	Owned	Built	DWT	Shipyard
HULL S- 1817	LR1	TBD	2028	74,400	K Shipbuilding
HULL S- 1818	LR1	TBD	2028	74,400	K Shipbuilding
HULL S- 1819	LR1	TBD	2028	74,400	K Shipbuilding
SEAWAYS EAGLE	LR1	OWNED	2011	74,997	Sundong
SEAWAYS LEYTE	LR1	OWNED	2011	73,944	SPP
SEAWAYS SAMAR	LR1	OWNED	2011	73,920	SPP
SEAWAYS GUAYAQUIL	LR1	OWNED	2009	74,999	Hyundai Mipo
SEAWAYS KENOSHA	MR	OWNED	2016	50,082	Samsung (Ningbo)
SEAWAYS LOOKOUT	MR	OWNED	2015	50,136	Samsung (Ningbo)
SEAWAYS KOLBERG	MR	OWNED	2015	50,108	Samsung (Ningbo)
SEAWAYS JEJU	MR	OWNED	2015	49,999	Samsung (Ningbo)
SEAWAYS CASTLE HILL	MR	OWNED	2015	49,990	SPP
SEAWAYS LOMA	MR	OWNED	2015	49,990	SPP
SEAWAYS STAMFORD	MR	OWNED	2015	49,990	SPP
SEAWAYS CAPE MAY	MR	OWNED	2015	49,990	SPP
SEAWAYS WHEAT	MR	OWNED	2015	49,990	SPP
SEAWAYS WATCH HILL	MR	OWNED	2015	49,990	SPP
SEAWAYS WARWICK	MR	OWNED	2015	49,990	SPP
SEAWAYS LONSDALE	MR	OWNED	2014	49,990	SPP
SEAWAYS DWARKA	MR	OWNED	2014	49,990	SPP
SEAWAYS ATHENS	MR	BB-In	2012	50,342	SPP
SEAWAYS MILOS	MR	BB-In	2011	50,378	SPP
SEAWAYS KYTHNOS	MR	BB-In	2010	50,284	SPP
SEAWAYS MELINA	MR	BB-In	2010	51,483	STX
SEAWAYS WAVE(1)	MR	OWNED	2009	51,549	STX
SEAWAYS CREST(1)	MR	OWNED	2009	51,510	STX
SEAWAYS MUSE(1)	MR	OWNED	2009	51,498	STX
SEAWAYS MIRAGE(1)	MR	OWNED	2009	51,476	STX
SEAWAYS OAK	MR	OWNED	2009	51,260	STX
SEAWAYS SKOPELOS	MR	OWNED	2009	50,221	SPP
SEAWAYS MOMENT	MR	OWNED	2009	49,999	Hyundai Mipo
SEAWAYS MYSTERY	MR	OWNED	2009	49,999	Hyundai Mipo
SEAWAYS POLARIS	MR	OWNED	2009	49,999	Hyundai Mipo
SEAWAYS SPIRIT	MR	OWNED	2008	49,999	Hyundai Mipo
SEAWAYS LILY	MR	OWNED	2008	49,999	Hyundai Mipo

(1) Vessel is currently time charter (out).
The Company excludes TC-In vessels from fleet count when the time charter expires within one year at inception.