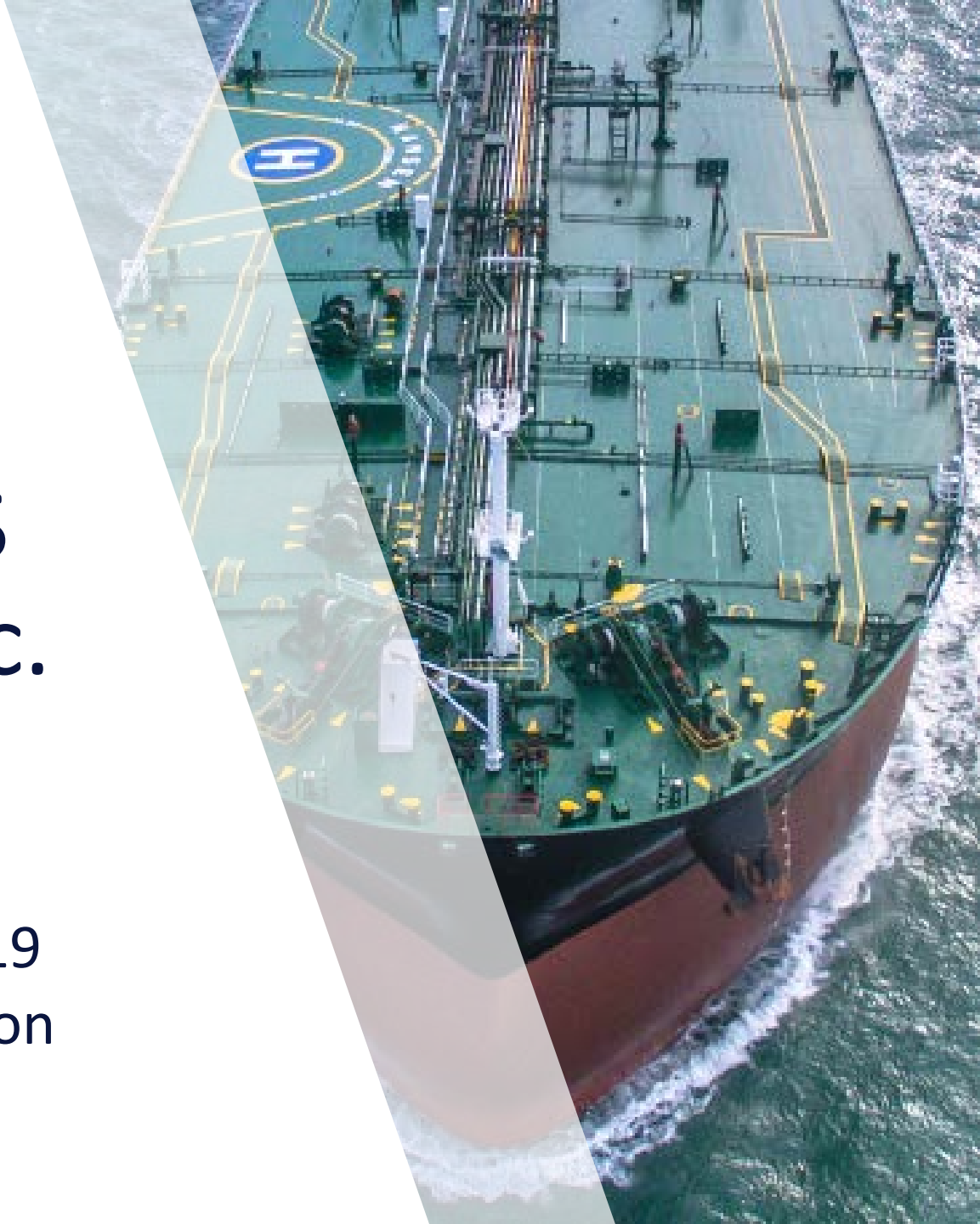




Diamond S Shipping Inc.

Fourth Quarter 2019
Earnings Presentation
March 5, 2020



Disclaimer and Forward-Looking Statements



Matters discussed in this presentation may constitute forward-looking statements. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions. Although management believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond the Company's control, there can be no assurance that the Company will achieve or accomplish these expectations, beliefs or projections.

Some factors that, in the Company's view, could cause actual results or conditions to differ materially from those discussed in the forward-looking statements include unforeseen liabilities; future capital expenditures, revenues, expenses, earnings, synergies, economic performance, indebtedness, financial condition, losses, future prospects, business and management strategies for the management, expansion and growth of the Company's operations; risks relating to the integration of assets or operations of entities that it has or may in the future acquire and the possibility that the anticipated synergies and other benefits of such acquisitions may not be realized within expected timeframes or at all; the failure of counterparties to fully perform their contracts with the Company; the strength of world economies and currencies; the duration and impact of the COVID-19 (coronavirus) outbreak; general market conditions, including fluctuations in charter rates and vessel values; changes in demand for tanker vessel capacity; changes in the Company's operating expenses, including bunker prices, drydocking and insurance costs; the market for the Company's vessels; availability of financing and refinancing; charter counterparty performance; ability to obtain financing and comply with covenants in such financing arrangements; changes in governmental rules and regulations or actions taken by regulatory authorities; potential liability from pending or future litigation; general domestic and international political conditions; potential disruption of shipping routes due to accidents or political events; vessels breakdowns and instances of off-hires; and other factors. Please see the Company's filings with the SEC for a more complete discussion of certain of these and other risks and uncertainties.

The Company undertakes no obligation, and specifically declines any obligation, except as required by law, to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise.



Highlights & Business Overview Craig H Stevenson, Jr., CEO

Highlights & Recent Activity



DAILY STATISTICS FOR FOURTH QUARTER 2019

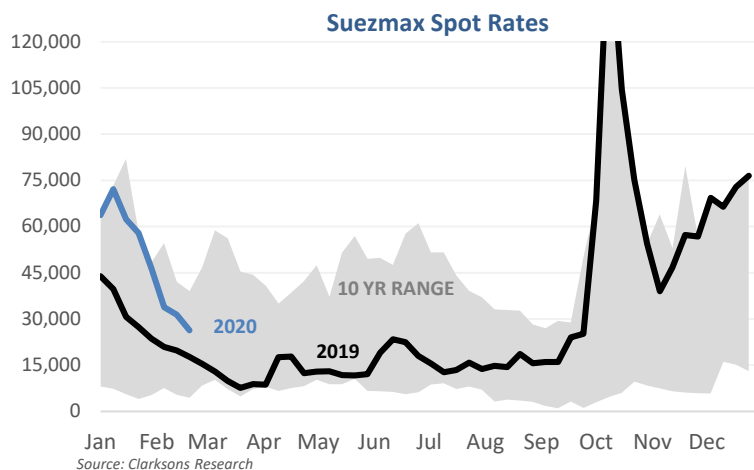
	CRUDE	PRODUCTS
Spot TCE ⁽¹⁾	\$43,703 per day	\$15,677 per day
TCE ⁽¹⁾	40,443 per day	15,322 per day
Vessel expenses ⁽²⁾	7,829 per day	7,092 per day
General & administrative (cash) ⁽³⁾	1,042 per day	1,042 per day
TCE less Vessel expenses less G&A	31,572 per day	7,188 per day

FOURTH QUARTER 2019 RESULTS

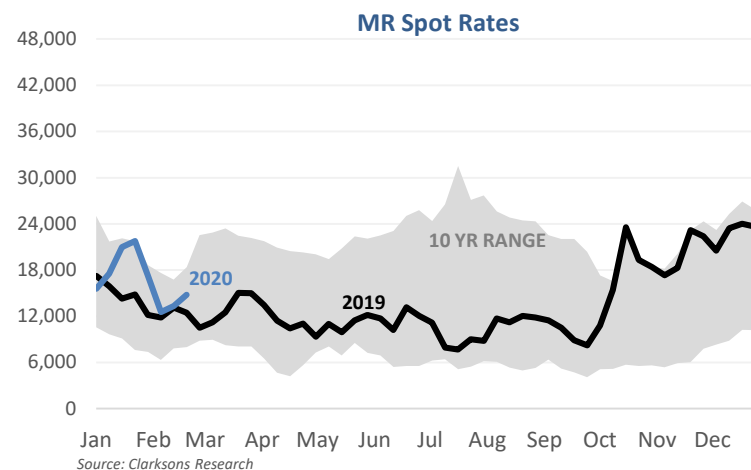
- Net income of \$26.1 million or \$0.65 per share
Includes a loss on extinguishment of debt of \$4.0 million recognized in Q4 2019 due to refinancing of debt facilities
- Adjusted EBITDA of \$69.9 million
- Cash and restricted cash: \$89.2 million; \$15.0 million available on revolvers
- Working capital approximately \$75 mm, up about \$30 mm from Q3 2019

CURRENT MARKET ENVIRONMENT IN Q1 2020

DSSI: 73% fixed = \$47,000/day



DSSI: 80% fixed = \$15,900/day



NOTES

1. TCE rates are a non-GAAP measure. Please refer to non-GAAP measure disclosures at the end of this presentation.
2. The vessel operating expenses we incur primarily consist of crew wages and associated costs, insurance premiums, lubricants and spare parts, and repair and maintenance costs and technical management fees. Excluded in above are nonrecurring costs or benefits. Daily vessel expenses are based on total operating days, which are the number of calendar days in the period of owned vessels.
3. General and administrative expenses (cash) excludes non-cash compensation expenses.

Uncertainty in near term as coronavirus continues to spread, but longer term outlook remains positive.

BEARISH FACTORS IN THE OIL MARKETS

Coronavirus affecting worldwide markets.

Bloomberg commodity index



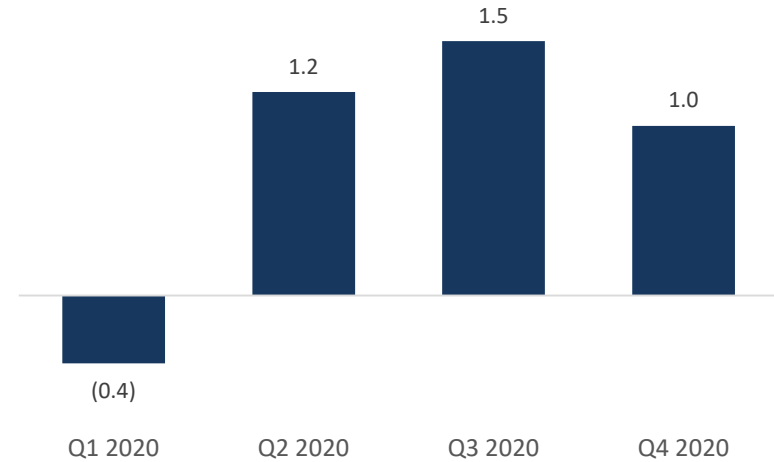
Source: Bloomberg, Feb 2020

Other Factors include:

- Inventories at 60.5 days forward demand near 10 year averages
- OPEC+ has continued limits on production quantities
- Chinese cuts on refinery runs

BULLISH FACTORS IN THE TANKER MARKETS

Oil demand expected to return later in year.



Source: Bloomberg, IEA, Feb 2020

Other Factors include:

- Oil market in contango
- Reemergence of arbitrage opportunities
- Fuel spreads tightening

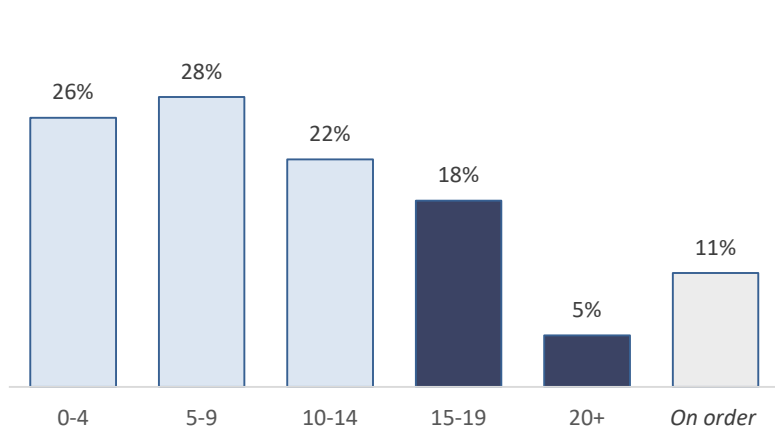
Tanker Fundamentals



Tanker earnings supported by low tanker supply growth and rising demand growth

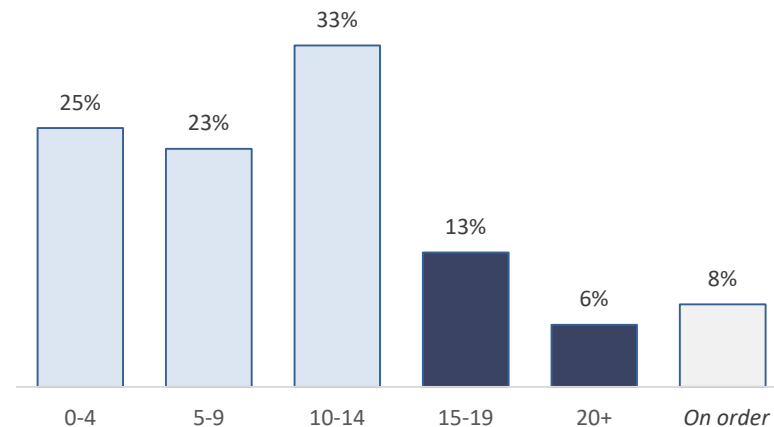
SUEZMAX FLEET PROFILE

Basis: 564 vessels



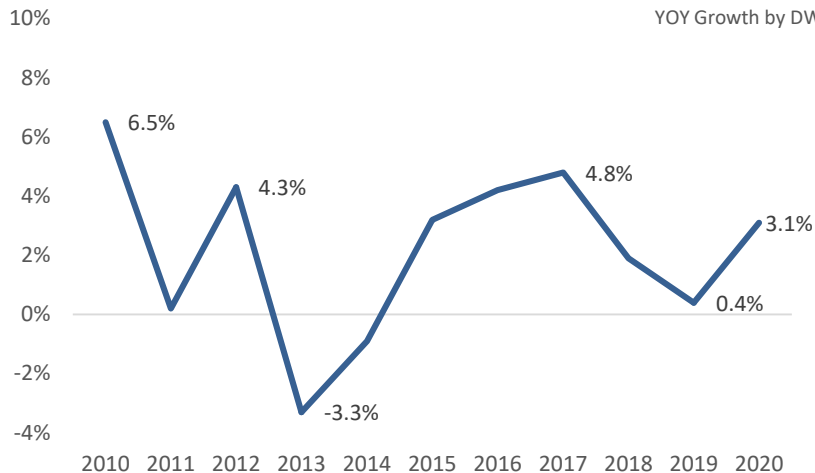
MR FLEET PROFILE

Basis: 1,600 vessels



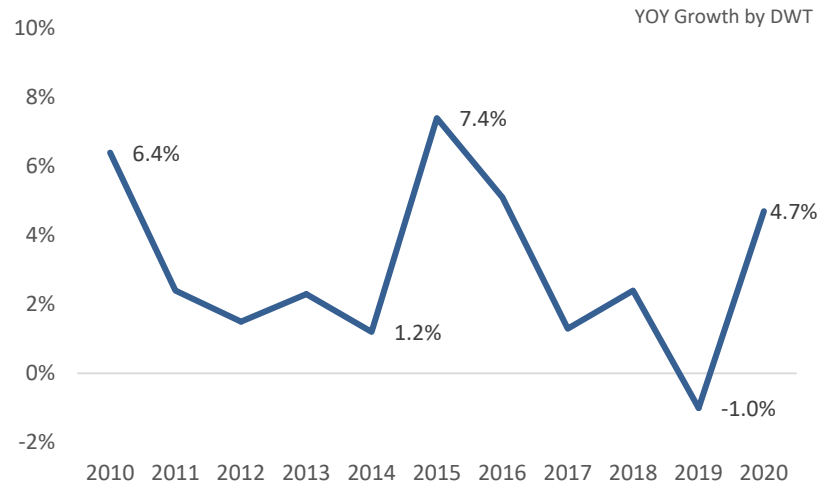
CRUDE TANKER DEMAND GROWTH

YOY Growth by DWT



PRODUCT TANKER DEMAND GROWTH

YOY Growth by DWT

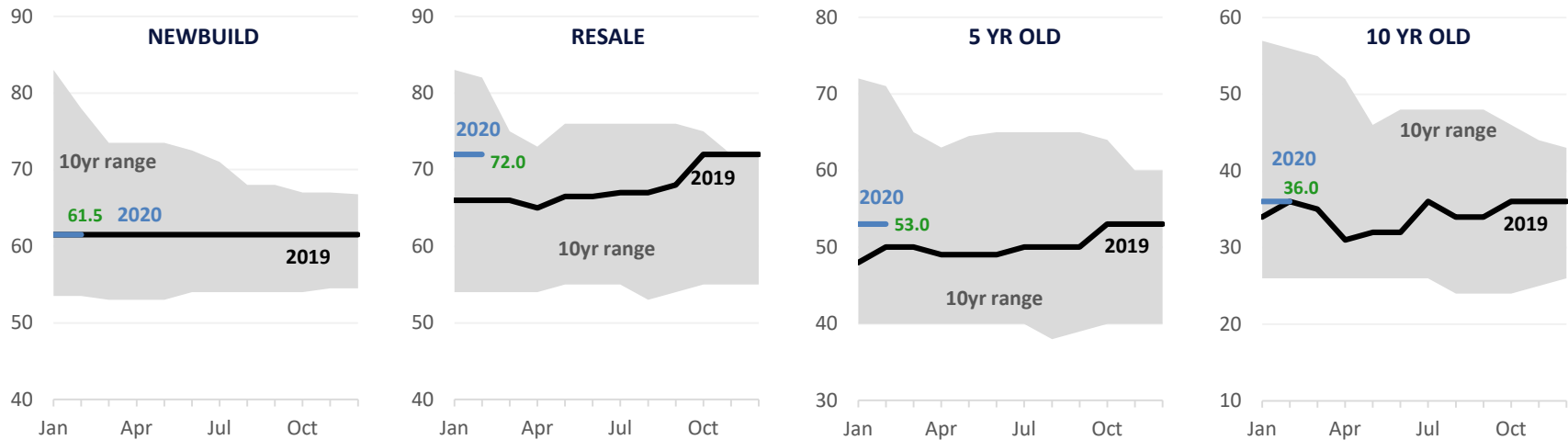


Asset Values

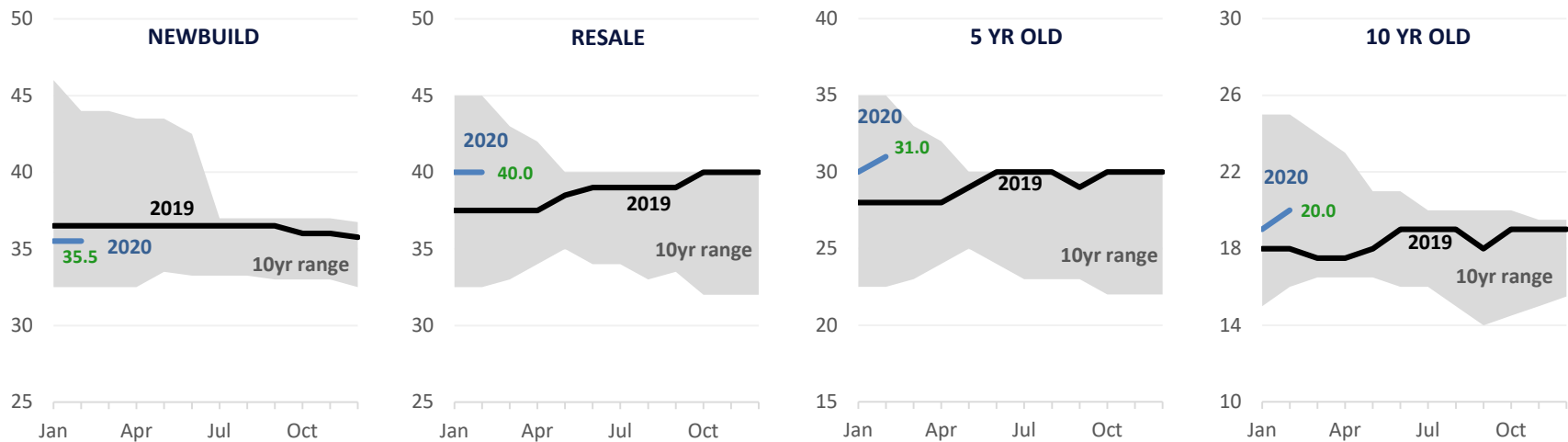


Continued value in secondhand market

SUEZMAX FLEET \$mm



MR FLEET \$mm





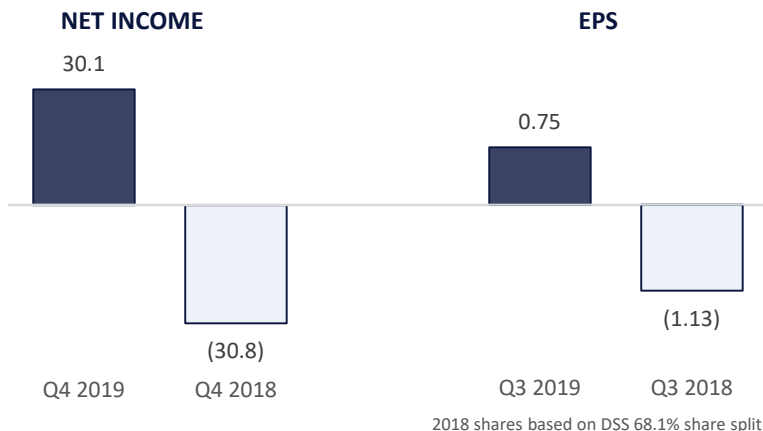
Financial Overview Kevin Kilcullen, CFO

Q4 2019 Performance



ADJUSTED NET INCOME \$mm ADJUSTED EPS \$/share

Adjusted to exclude the loss on extinguishment of debt



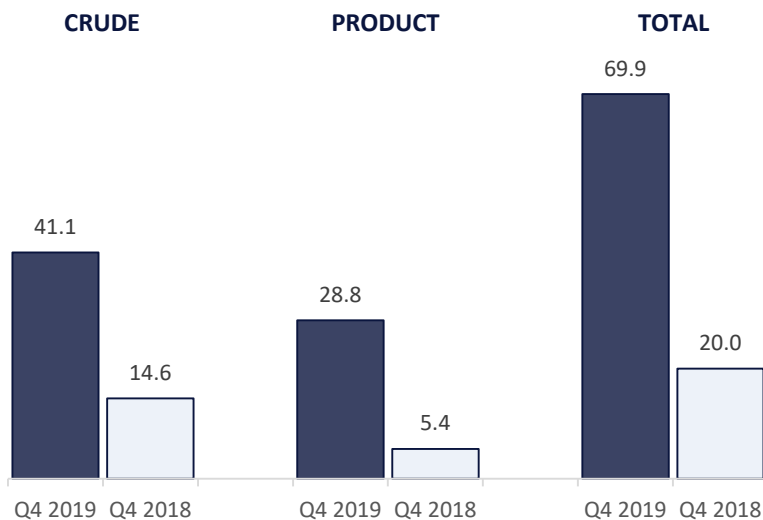
TCE RATES \$mm

	Crude Fleet	Product Fleet
Q4 2019 Spot	\$ 43,703	\$ 15,677
Q4 2018	22,951	9,615
Q4 2019 Total	40,443	15,322
Q4 2018	22,951	10,209
Q1 2020 Booked to-date ⁽¹⁾	47,000	15,900
Total TCE	(73% of available days)	(80% of available days)

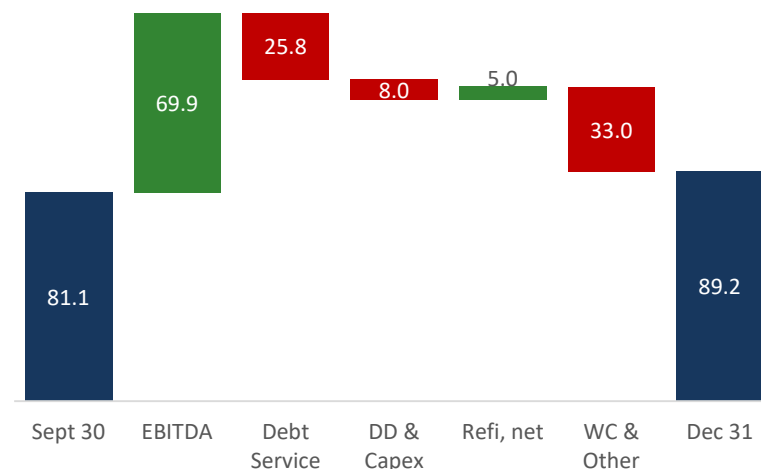
(1) As of February 28 2020

See Non-GAAP Measures at the end of the presentation

ADJUSTED EBITDA \$mm



CASH FLOWS \$mm, includes restricted cash



See non-GAAP measures at the end of the presentation

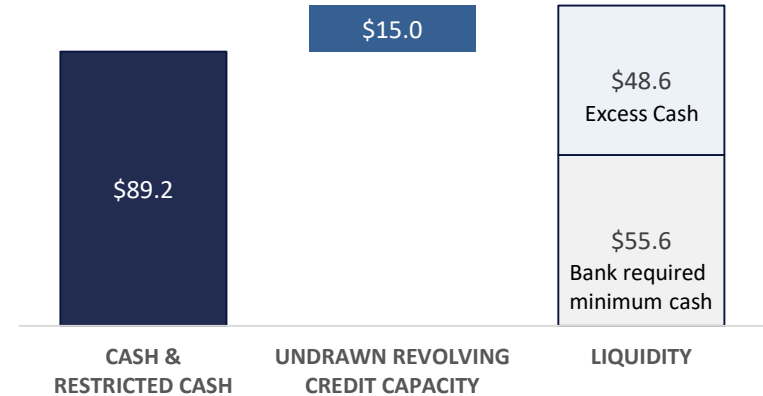
Balance Sheet, Operating Leverage and Liquidity



CONDENSED BALANCE SHEET

Assets	\$mm	Liabilities & Equity	\$mm
Cash and cash equivalents	\$83.6	Current portion of debt	\$134.4
Other current assets	126.0	Other current liabilities	46.0
Current assets	209.6	Current liabilities	180.4
Restricted cash	5.6	Long-term debt	744.1
Vessels, net	1,865.7	Equity	1,169.1
Deferred drydocking	37.3	Noncontrolling interest	34.8
Other noncurrent	10.2		
Total Assets	2,128.4	Total Liabilities & Equity	2,128.4

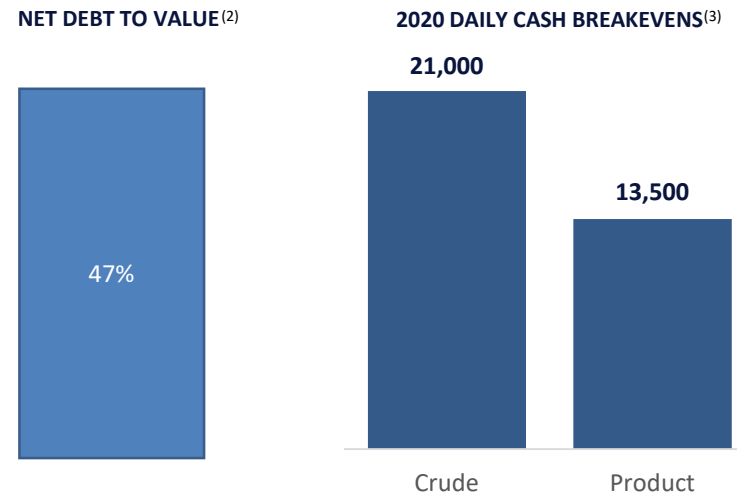
CASH & LIQUIDITY \$mm



DEBT SCHEDULE

Name	# Collateral Vessels	Outstanding 12/31 \$mm	Margin	Quarterly Repayment \$mm	Maturity Date
525mm Facility	36	\$515.0	250 bps	\$18.8	2024
66mm Facility ⁽¹⁾	2	51.8	325 bps	1.1	2021
360mm Facility	28	327.5	265 bps	13.7	2024
Deferred Fees		(15.9)			
Total	66	\$878.4		\$33.6	

OTHER STATISTICS



Note: Data as of December 31, 2019 except cash break even – see note 3.

- This facility relates to a joint venture, in which Diamond S is a 51% owner.
- Loan-to-value is based on brokers in conjunction with debt compliance.
- Cash breakeven is an average estimate in 2020 and includes daily vessel expenses, general & administrative expenses and debt service.
- Debt service costs are based on forward LIBOR curve and mandatory repayments on existing debt.

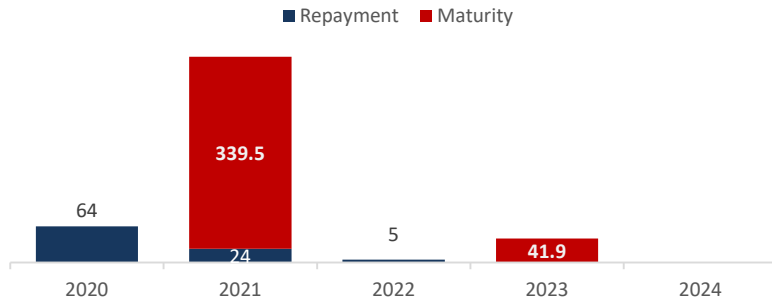
Refinancing



On December 27, 2019, DSSI announced the refinancing of 3 facilities with a \$525 facility, composed of \$375 mm term loan and \$150 mm revolver.

OLD FACILITY & CONSOLIDATED STATISTICS

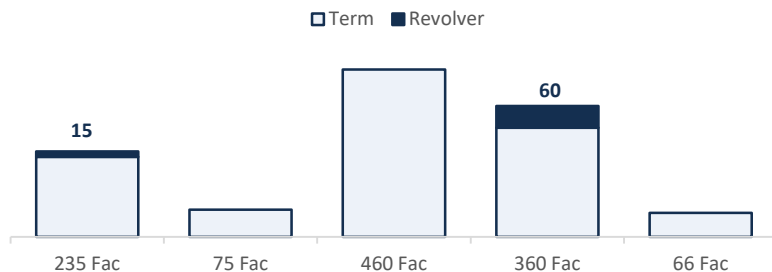
1 Significant 2021 Maturities



2 Margin Reflected PrivateCo Rates

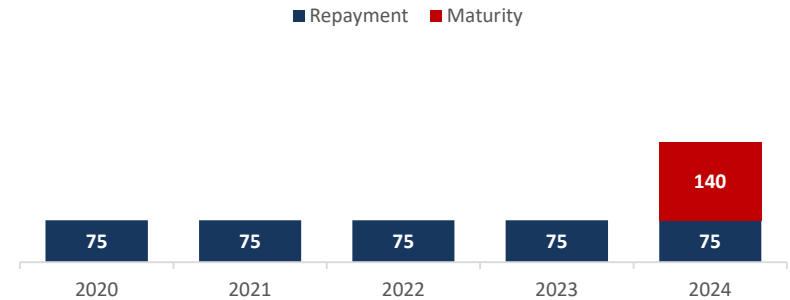
Name	# Collateral Vessels	Outstanding 12/30	Margin
235mm Facility	8	\$180.2	275 bps
75mm Facility	2	58.1	220 bps
460mm Facility	26	262.2	280 bps
Total	36	\$500.5	270 bps

3 Limited Revolving Facilities



NEW FACILITY & CONSOLIDATED STATISTICS

1 Extended Maturities to 2024

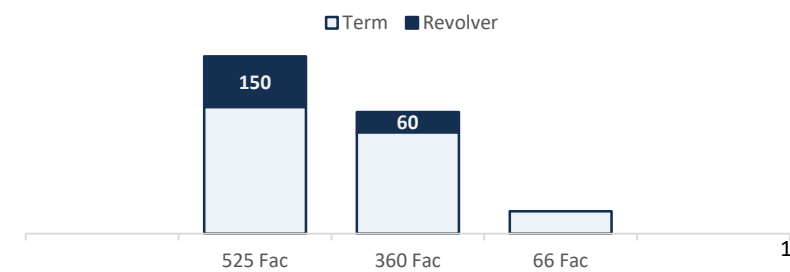


2 Lowered Margin

525 mm Facility: 250 bps

20 bps savings = \$1mm/year
= \$0.03/share

3 Larger Revolver to Support Growth



Capital Expenditure Program



DRYDOCKING

10 Completed in 2019

5 Planned in 2020

\$1.3-1.6 mm estimated range of costs per DD

BALLAST WATER TREATMENT PROGRAM

10 Completed in 2019
All secured by equipment contracts

2 Planned in 2020

\$1.1-1.3 mm estimated range of costs per install

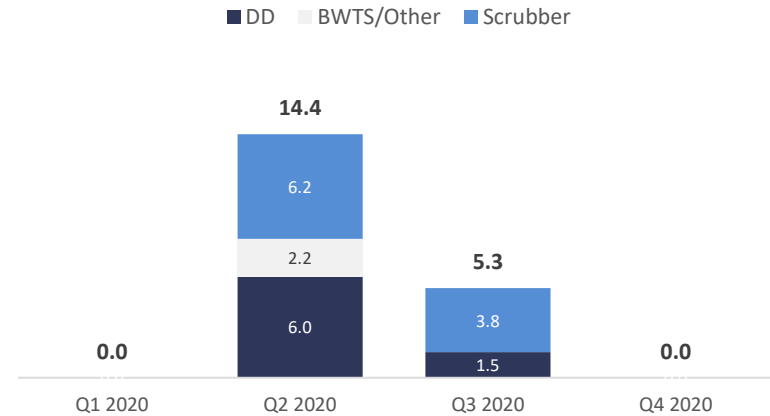
SCRUBBER PROGRAM

2 Completed thru Q4 2019

3 Planned in 2020

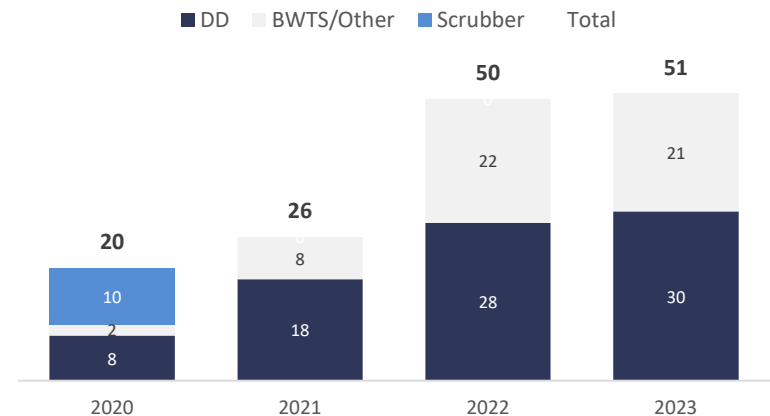
\$3.0-3.5 mm expected average cost per scrubber install

2020 CAPEX SCHEDULE \$mm



2020 - 2023 CAPEX SCHEDULE \$mm

Based on current DSSI Fleet



Capital Allocation



Management expects to have discretionary free cash flow in the coming years given the expected strength of the tanker market. Asset sales may also generate excess cash. While debt covenants allow for restricted payments to consist of 50% of net income, the Company has considered the following:

A Opportunistic Deleveraging

- The Company has \$210mm in revolver capacity (of which currently \$195mm is drawn)
- Higher undrawn revolver capacity allows us to manage future freight rate cycles, protect against working capital swings and move quickly on attractive opportunities
- Target net leverage at this point in the cycle – 40 - 50% Loan-to-value (*net debt/gross assets*)

B Share Repurchase Program

- \$50 million repurchase program allows for flexibility to return value to shareholders
- Monitor share price and relationship to NAV
- Significant accretion in NAV/share and EPS through buying DSSI shares at current levels

C Dividends

- Levered spot bulk shipping assets generally not supportive of fixed dividend structure
- Earnings in this industry are volatile on spot basis
- The Company may look to balance the repurchase program with a dividend policy in the future

D Asset Purchases Growth Capex

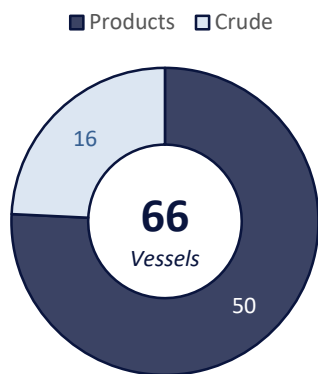
- Purchase additional vessels to build scale and value
- Ability to grow the Diamond S platform with limited incremental overhead
- Reinvestment into growth capex (e.g. scrubbers) may enhance future earnings



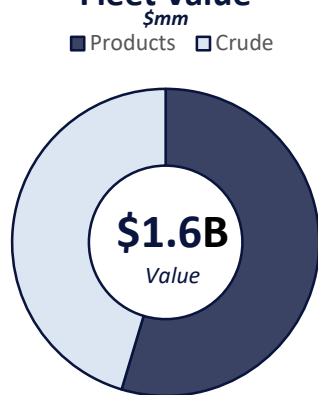
Closing Remarks Craig H Stevenson, Jr., CEO



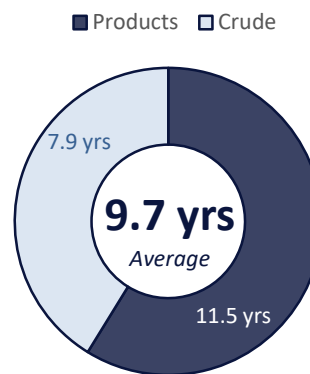
Number of Vessels



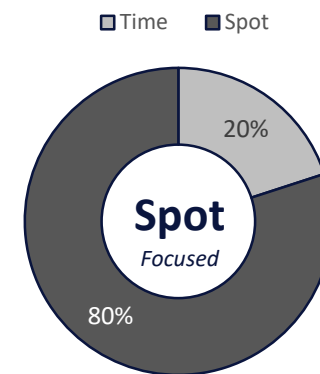
Fleet Value



Fleet Age



Fleet Employment

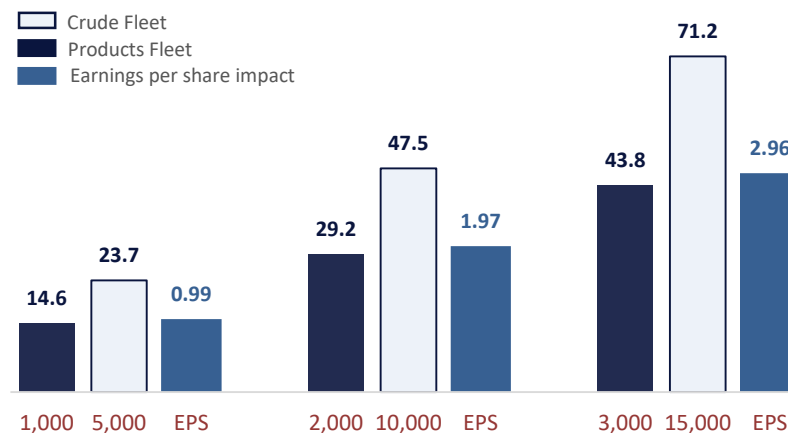


INVESTMENT HIGHLIGHTS

- 1 Large, Diversified Tanker Fleet in Crude and Products
- 2 Low Cash Break Even Levels
- 3 Significant Exposure to Spot Market
- 4 Management's Track Record

...GEARED TO MARKET UPSIDE

If rates increase by *below* per day, net income increases by **USD mm**



Note:

1. Weighted by DWT and ownership for the calendar year 2020





Fleet List



CRUDE FLEET

Aframax

Vessel Name	Built	DWT
1 Aristaios	2017	113,689

Suezmax

Vessel Name	Built	DWT
2 Miltiadis M II	2006	162,397
3 Aias	2008	150,393
4 Amoureux	2008	149,993
5 Brazos	2012	158,537
6 Colorado	2012	158,615
7 Frio	2012	159,000
8 Pecos	2012	158,465
9 Red	2012	159,068
10 Rio Grande	2012	159,056
11 Sabine	2012	158,493
12 San Saba	2012	159,018
13 Loire	2016	157,463
14 Namsen	2016	157,543
15 San Jacinto	2016	158,658
16 Trinity	2016	158,734

PRODUCT FLEET

MR

Vessel Name	Built	DWT
17 Assos	2006	47,872
18 Akeraios	2007	47,781
19 Anemos I	2007	47,782
20 Apostolos	2007	47,782
21 Atlantic Breeze	2007	49,999
22 Atlantic Frontier	2007	49,999
23 Atrotos	2007	47,786
24 Avax	2007	47,834
25 Axios	2007	47,872
26 Citron	2007	49,999
27 Alexandros II	2008	51,258
28 Alpine Madeleine	2008	49,999
29 Alpine Mathilde	2008	49,999
30 Alpine Mia	2008	49,999
31 Aris II	2008	51,218
32 Aristotelis II	2008	51,226
33 Atlantic Gemini	2008	49,999
34 Atlantic Grace	2008	49,999
35 Atlantic Lily	2008	49,999
36 Atlantic Olive	2008	49,999
37 Atlantic Rose	2008	49,999
38 Atlantic Star	2008	49,999
39 Atlantic Titan	2008	49,999
40 Citrus	2008	49,995
41 High Jupiter	2008	51,603
42 High Mars	2008	51,542
43 High Mercury	2008	51,501
44 High Saturn	2008	51,527
45 Adriatic Wave	2009	51,549
46 Aegean Wave	2009	51,510
47 Alpine Moment	2009	49,999
48 Alpine Mystery	2009	49,999

MR (cont'd)

Vessel Name	Built	DWT
49 Atlantic Mirage	2009	51,476
50 Atlantic Muse	2009	51,498
51 Atlantic Pisces	2009	49,999
52 Atlantic Polaris	2009	49,999
53 Ayrton II	2009	51,260
54 Pacific Jewel	2009	48,012
55 Alpine Maya	2010	51,501
56 Alpine Melina	2010	51,483
57 Active	2015	50,136
58 Amadeus	2015	50,108
59 Amor	2015	49,999
60 Anikitos	2016	50,082

Handysize

Vessel Name	Built	DWT
61 Agisilaos	2006	36,760
62 Aktoras	2006	36,759
63 Alkiviadis	2006	36,721
64 Arionas	2006	36,725
65 Atlantias II	2006	36,760
66 Aiolos	2007	36,725

Non-GAAP Financial Measures



This presentation includes certain non-GAAP financial measures, including Time Charter Equivalent (“TCE”) revenue, EBITDA and Adjusted EBITDA. Management believes these measures are useful to investors and are designed to complement the financial information presented in accordance with generally accepted accounting principles of the United States of America. TCE is used to compare a voyage charter, where the owner earns revenues and pays related voyage expenses, to a time charter, where the owner is paid a fixed amount each day by the customer. TCE represents voyage revenues, which commence at the time a vessel departs its last discharge port and end at the time the discharge of cargo at the next discharge port is complete, less voyage expenses incurred over such time. TCE rates assists the Company’s management in making decisions regarding the deployment and use of its vessels. 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. Management uses EBITDA and Adjusted EBITDA to monitor ongoing operating results and evaluate trends over comparable periods. 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 publication.

The historical consolidated financial statements of DSS LP and all of its directly owned subsidiaries for periods prior to the Merger (as defined herein) are considered to be the predecessor financial statements of the Company. In January 2019, DSS LP’s Board of Directors approved changing the Company’s fiscal year end to December 31 of each calendar year from March 31. Both the three month period ending December 31, 2018 and twelve month period ending December 31, 2018 are unaudited consolidated financial statements and are included herein to provide historical comparative financial results. The twelve month period ended December 31, 2018 reflects the addition of the audited nine months ended December 31, 2018 (available in our registration statement on Form 10 that was filed with the SEC on December 21, 2018, as thereafter amended) and the unaudited three months ended March 31, 2018 (available in our quarterly report on Form 10-Q filed with the SEC on May 15, 2019).

Time Charter Equivalent Rates and Vessel Expenses *\$/per day*



The following table represents a detailed breakdown by fleet of time charter equivalent (“TCE”) daily rates and related revenue and operating days for the three months and nine month ended September 30, 2019 and 2018. TCE represents shipping revenues, which commence at the time a vessel departs its last discharge port and end at the time the discharge of cargo at the next discharge port is complete, less voyage expenses incurred over such time. TCE rates are a non-GAAP measure, generally used in the shipping industry, used to compare revenue generated from voyage charters to revenue generated from time charters. TCE rates assists the Company’s management in making decisions regarding the deployment and use of its vessels and in evaluating the financial performance of vessels under commercial management.

	For the Three Months Ended December 31,				For the Twelve Months Ended December 31,			
	2019		2018		2019		2018	
	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet
Time Charter TCE per day ⁽¹⁾	\$ 26,335	\$ 14,153	\$ -	\$ 16,179	\$ 26,242	\$ 14,347	\$ -	\$ 16,213
Spot TCE per day ⁽²⁾	43,703	15,677	22,951	9,615	24,339	13,860	15,313	9,841
Total TCE per day⁽²⁾	\$ 40,443	\$ 15,322	\$ 22,951	\$ 10,209	\$ 24,517	\$ 13,969	\$ 15,313	\$ 10,434
Vessel expenses per day ⁽³⁾	\$ 7,829	\$ 7,092	\$ 7,322	\$ 7,237	\$ 7,316	\$ 6,632	\$ 7,262	\$ 6,758
Revenue days ⁽⁴⁾	1,471	4,534	1,104	2,991	5,324	16,378	4,336	11,686
Operating days ⁽⁴⁾	1,472	4,600	1,104	3,036	5,496	16,957	4,380	12,045

(1) Time charter equivalent (“TCE”) revenue represents voyage revenues, which commence at the time a vessel departs its last discharge port and end at the time the discharge of cargo at the next discharge port is complete, less voyage expenses incurred over such time. TCE rates are a non-GAAP measure, generally used in the shipping industry, used to compare revenue generated from voyage charters to revenue generated from time charters. TCE rates assist the Company’s management in making decisions regarding the deployment and use of its vessels and in evaluating the financial performance of vessels under commercial management. See Non-GAAP Measures below

(2) Revenues are derived on a discharge-to-discharge basis less voyage expenses which primarily consist of fuel costs and port charges incurred over the same period. Voyage revenues, as presented in the income statement, are reported under a load-to-discharge basis under U.S. GAAP. A reconciliation is provided in the Non-GAAP Measures section below.

(3) The vessel operating expenses primarily consist of crew wages and associated costs, insurance premiums, lubricants and spare parts, technical management fees and repair and maintenance costs and excludes nonrecurring items.

(4) Operating days include the calendar days in the period of owned vessels. Revenue days represent operating days less technical off-hire and drydocking.

Reconciliation of Voyage Revenue to TCE \$/per day



The following table represents a detailed breakdown by fleet of time charter equivalent (“TCE”) daily rates and related revenue and operating days for the three months and nine months ended September 30, 2019 and 2018. TCE represents shipping revenues, which commence at the time a vessel departs its last discharge port and end at the time the discharge of cargo at the next discharge port is complete, less voyage expenses incurred over such time. TCE rates are a non-GAAP measure, generally used in the shipping industry, used to compare revenue generated from voyage charters to revenue generated from time charters. TCE rates assists the Company’s management in making decisions regarding the deployment and use of its vessels and in evaluating the financial performance of vessels under commercial management.

	For the Three Months Ended December 31,				For the Twelve Months Ended December 31,			
	2019		2018		2019		2018	
	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet
Voyage revenue	\$ 79,684	\$106,623	\$ 33,946	\$ 63,585	\$ 212,788	\$366,996	\$124,141	\$244,476
Voyage expense	(24,055)	(39,179)	(8,608)	(33,858)	(88,438)	(142,237)	(57,880)	(124,629)
Amortization of time charter contracts acquired	581	176	-	60	1,762	627	-	240
Off-hire bunkers in voyage expenses	6	262	-	751	625	1,539	137	1,842
Load-to-discharge/Discharge-to-discharge	3,265	1,514	-	-	3,800	1,809	-	-
Revenue from sold vessels	-	77	-	-	-	50	-	-
TCE Revenue (000s)	\$ 59,481	\$ 69,473	\$ 25,338	\$ 30,538	\$ 130,537	\$228,784	\$ 66,398	\$121,929
Operating days ⁽¹⁾	1,472	4,600	1,104	3,036	5,496	16,957	4,380	12,045
Off-hire/Dry Docking days	1	66	-	45	172	579	44	359
Revenue days ⁽¹⁾	1,471	4,534	1,104	2,991	5,324	16,378	4,336	11,686
TCE per day	\$ 40,443	\$ 15,322	\$ 22,951	\$ 10,209	\$ 24,517	\$ 13,969	\$ 15,313	\$ 10,434

(1) Operating days include the calendar days in the period of owned vessels. Revenue days represent operating days less technical off-hire and drydocking.

Reconciliations



Reconciliation of net income/(loss) to Adjusted EBITDA

EBITDA represents net income/(loss) 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. EBITDA and Adjusted EBITDA are presented to provide investors with meaningful additional information that management uses to monitor ongoing operating results and evaluate trends over comparative periods. EBITDA and Adjusted EBITDA do not represent, and should not be considered a substitute for, net income/(loss) or cash flows from operations determined in accordance with GAAP. EBITDA and Adjusted EBITDA have limitations as analytical tools, and should not be considered in isolation, or as a substitute for analysis of our results reported under GAAP. Some limitations are:

- EBITDA and Adjusted EBITDA do not reflect our cash expenditures, or future requirements for capital expenditures or contractual commitments;
- EBITDA and Adjusted EBITDA do not reflect changes in, or cash requirements for, our working capital needs; and
- EBITDA and Adjusted EBITDA do not reflect the significant interest expense, or the cash requirements necessary to service interest or principal payments, on our debt.

While EBITDA and Adjusted EBITDA are frequently used by companies as a measure of operating results and performance, neither of those items as prepared by the Company is necessarily comparable to other similarly titled captions of other companies due to differences in methods of calculation. The following table reconciles net income/(loss), as reflected in the consolidated statements of operations, to EBITDA and Adjusted EBITDA:

(in thousands)	For the Three Months Ended		For the Twelve Months	
	December 31,		Ended December 31,	
	2019	2018	2019	2018
Net Income/(Loss)	\$ 26,758	\$ (30,236)	\$ (10,082)	\$ (86,577)
Interest expense, net	14,611	9,251	49,031	35,105
Operating income	41,369	(20,985)	38,949	(51,472)
Depreciation and amortization	28,741	21,770	108,703	88,155
Noncontrolling interest	(1,541)	(1,491)	(2,936)	(3,297)
EBITDA	68,569	(706)	144,716	33,386
Fair value of TC amortization	757	60	2,389	240
Nonrecurring corporate expenses	594	674	2,657	842
Loss on sale of vessels	-	19,970	18,344	19,970
Adjusted EBITDA	\$ 69,920	\$ 19,998	\$ 168,106	\$ 54,438

Segment Results



<i>(in thousands)</i>	For the Three Months Ended December 31, 2019		For the Twelve Months Ended December 31, 2019	
	Crude Fleet	Products	Crude Fleet	Products
Voyage revenue	\$ 79,684	\$ 106,623	\$ 212,788	\$ 366,996
Voyage expenses	24,055	39,179	88,438	142,237
Vessel expenses	11,648	33,038	39,378	114,284
Depreciation and amortization	9,950	18,790	37,756	70,947
Loss on sale of vessels	-	-	-	18,344
General, administrative and management fees	2,007	6,271	6,930	22,521
Income from Operations	\$ 32,024	\$ 9,345	\$ 40,286	\$ (1,337)
Reconciliation to Adjusted EBITDA				
Income from operations	32,024	9,345	40,286	(1,337)
Depreciation and amortization	9,950	18,790	37,756	70,947
Amortization of time charter contracts	581	176	1,762	627
Nonrecurring corporate expenses	144	450	625	2,032
Loss on sale of vessels	-	-	-	18,344
Noncontrolling interest	(1,540)	-	(2,936)	-
Adjusted EBITDA	\$ 41,159	\$ 28,761	\$ 77,493	\$ 90,613

Time Charter Detail Overview



No	Vessel Name	Vessel Type	Built	DWT	Charter Expiry	Charter Rate
1	Aristaios	Aframax	2017	113,689	Nov-21	26,400
2	Aiolos	Handysize	2007	36,725	Mar-21	13,250
3	Alkiviadis	Handysize	2006	36,721	Apr-20	12,500
4	Ayrton II	MR	2009	51,260	Aug-20	14,700
5	Alexandros II	MR	2008	51,258	Sep-20	14,700
6	Anikitos	MR	2016	50,082	Jun-20	15,300
7	Aris II	MR	2008	51,218	Oct-20	14,700
8	Aristotelis II	MR	2008	51,226	Jul-20	14,700
9	Assos	MR	2006	47,872	Jul-20	13,850
10	Avax	MR	2007	47,834	Aug-20	13,850
10	Axios	MR	2007	47,872	Aug-20	13,850
11	Loire	Suezmax	2016	157,463	Nov-22	26,950
12	Namsen	Suezmax	2016	157,543	Nov-22	26,950