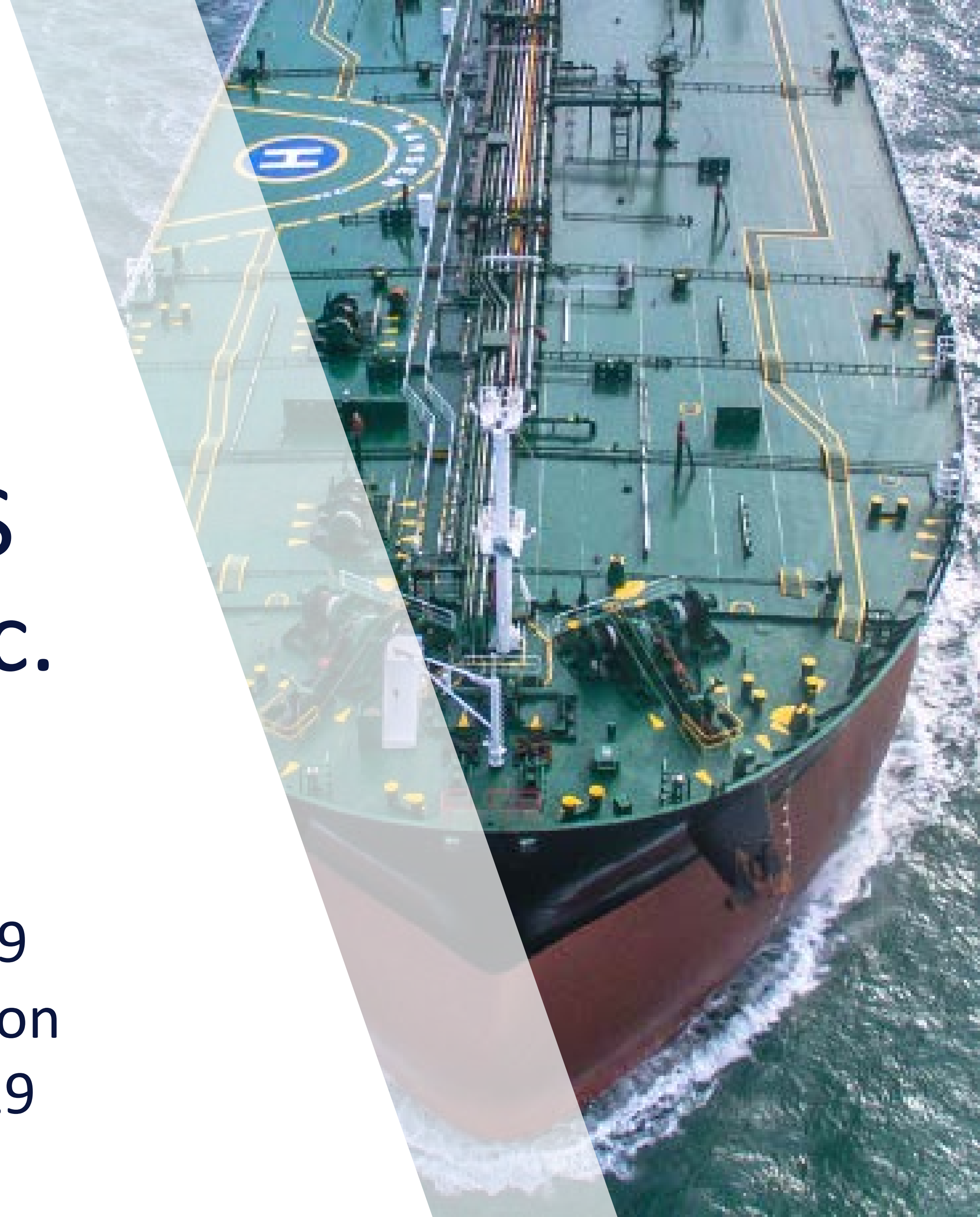
Diamond S Shipping Inc.



Third Quarter 2019
Earnings Presentation
November 13, 2019

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; 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 THIRD QUARTER 2019

	CRUDE	PRODUCTS
Spot TCE[1]	$18,174 per day	$12,714 per day
TCE[1]	18,938 per day	13,139 per day
Vessel expenses[2]	7,139 per day	6,503 per day
General & administrative (cash) [3]	1,012 per day	1,012 per day
TCE less Vessel expenses less G&A	10,787 per day	5,624 per day

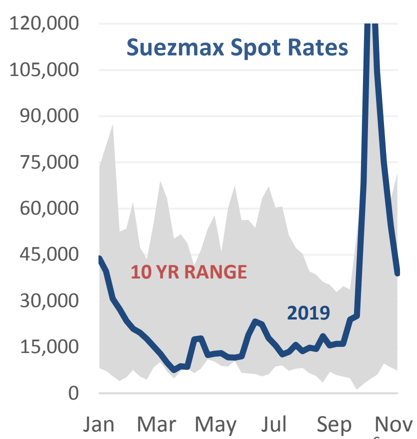
THIRD QUARTER 2019 RESULTS

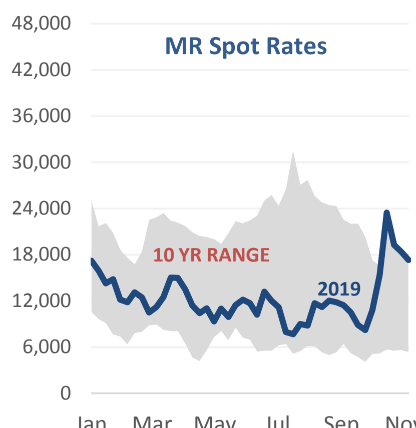
- Excluding loss on sale, net loss of $7.6 million or loss of $0.19 per share
  - A non-cash loss on sale of two 2008-built vessels $18.3 million was recognized in Q3 2019
  - Including loss on sale, net loss is $25.9 million or loss of $0.65 per share
- Adjusted EBITDA of $34.0 million
- Cash and restricted cash: $81.1 million; $5.5 million available on revolvers

RECENT MARKET IMPROVEMENTS IN Q4 2019

DSSI: 62% fixed = $43,000/day

DSSI: 63% fixed = $13,500/day



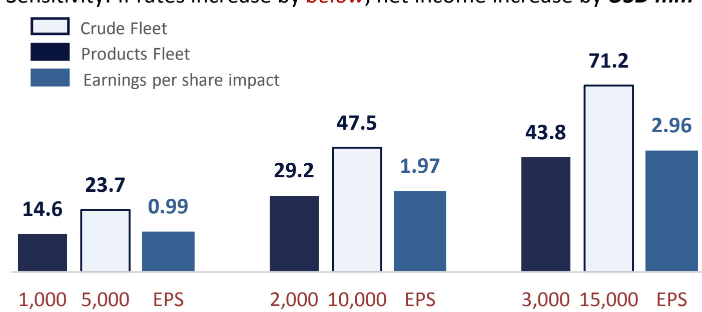


Source: Clarksons Research

DSSI WELL-POSITIONED FOR MARKET STRENGTH

- **Scale:** 66 vessels across Crude & Product asset classes
- **Unit Leverage:** low cash break evens
- **Spot:** 80% vessels employed in Spot market

Sensitivity: if rates increase by *below*, net income increase by ***USD mm***



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) for the quarter 2019 period excludes non-cash compensation expenses.

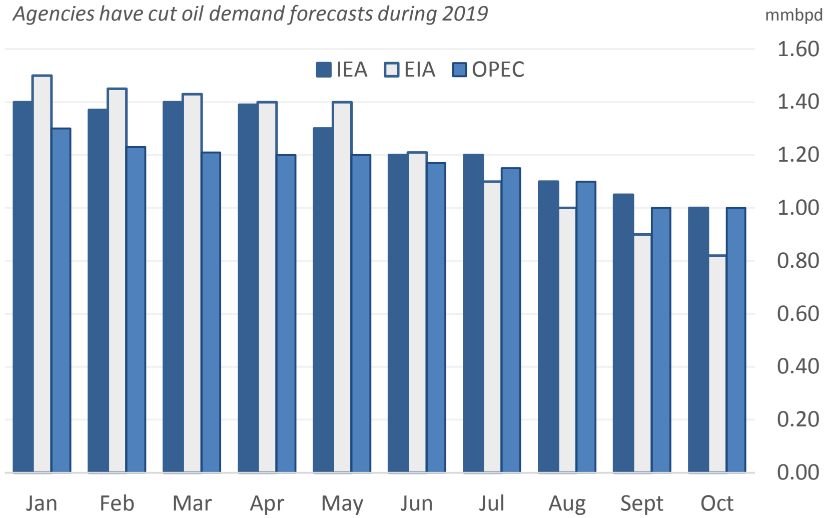
Current Market

Tailwinds for tankers despite mixed signals in oil markets

BEARISH FACTORS IN THE OIL MARKETS

Oil demand growth expected below 1mmbpd in 2019

Agencies have cut oil demand forecasts during 2019



Source: Bloomberg, Oct 2019

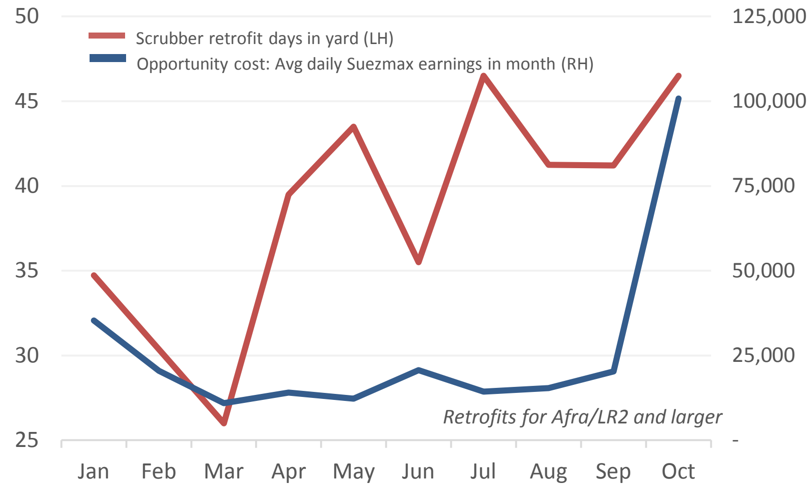
Other Factors include:

- Continued backwardation of oil prices limit arbitrage opportunities
- Inventories at 60.9 days forward demand near 10 year averages
- OPEC+ has continued limits on production quantities
- Higher than average refinery maintenance affects product seaborne transportation

BULLISH FACTORS IN THE TANKER MARKETS

Delays in scrubber retrofits absorbing tonnage

Average days in shipyards increasing (LH) vs. daily Suezmax spot earnings (RH)



Source: Braemar ACM, Oct 2019

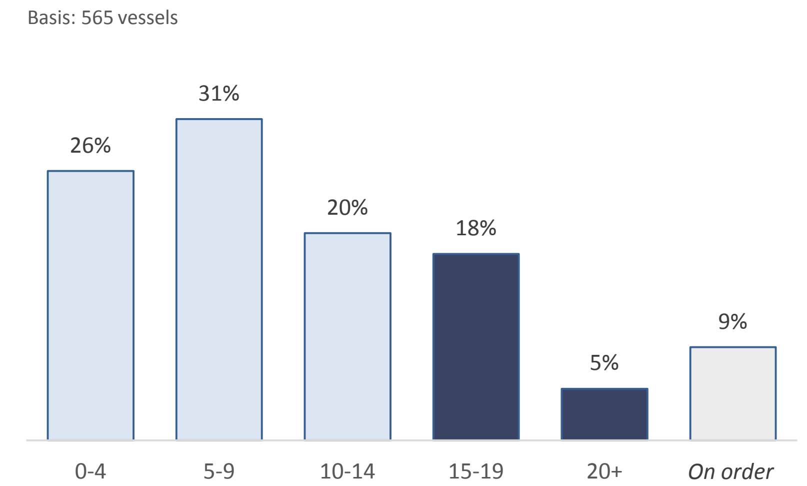
Other Factors include:

- Sanctions can significantly reduce tanker supply
- Swing tonnage increasingly trading dirty
- Reemergence of arbitrage opportunities
- Imminent IMO 2020 compliance expected to create inefficiency of tanker supply

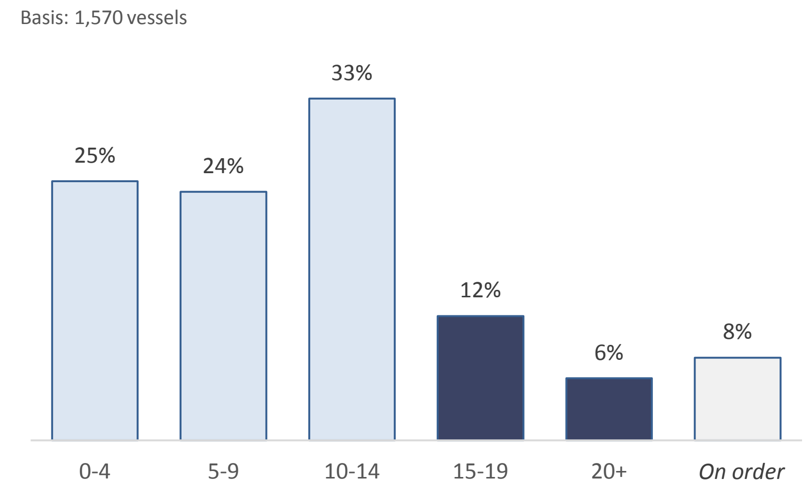
Tanker Fundamentals

Daily earnings expected to increase based on limited tanker supply growth and rising demand growth

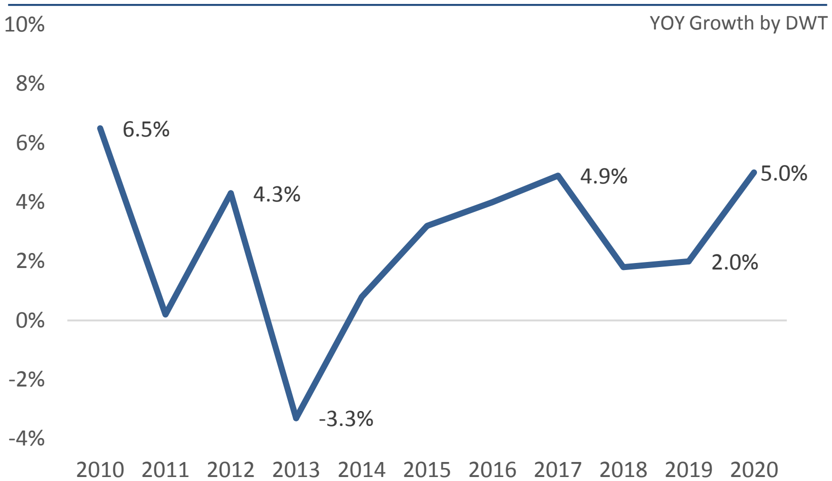
SUEZMAX FLEET PROFILE



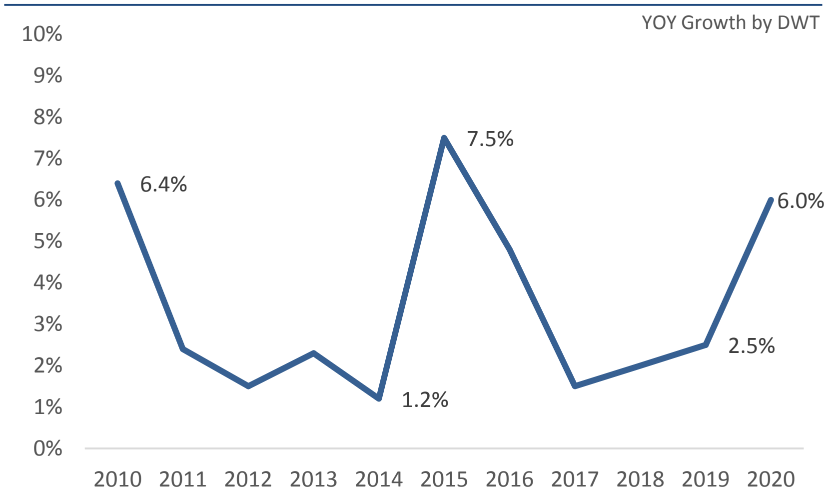
MR FLEET PROFILE



CRUDE TANKER DEMAND GROWTH



PRODUCT TANKER DEMAND GROWTH



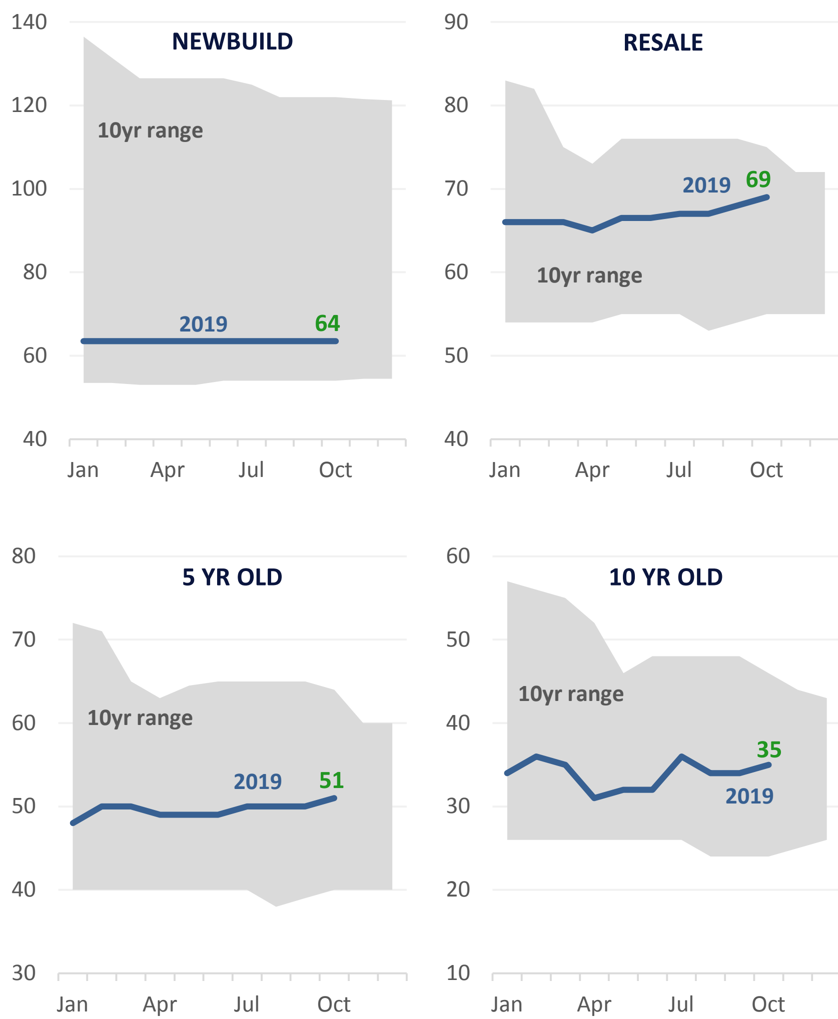
Source: Clarkson Research Oct-19

Suezmax Asset Values

Values in the Crude Fleet have ticked up, but compared to the 10-year range, more value could potentially be unlocked.

ASSET VALUES ACROSS THE FLEET *$mm*

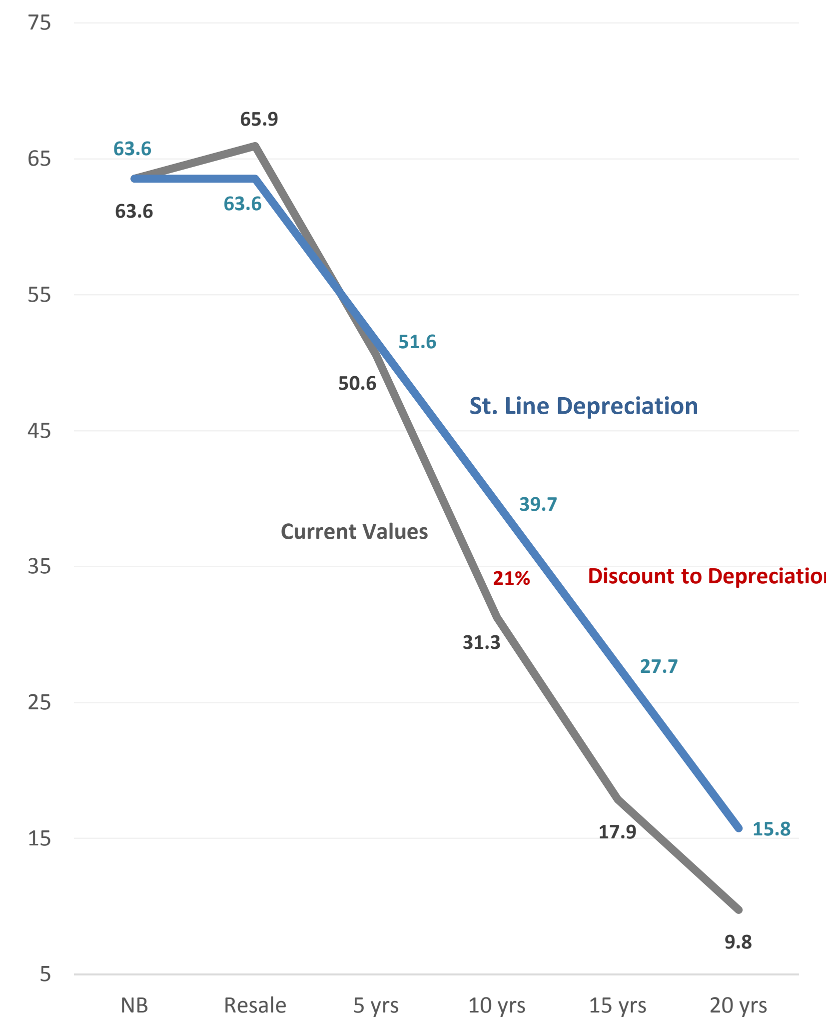
Asset values have improved across all ages.



Source: Clarkson Research Oct-19

NEWBUILD PARITY *$mm*

Older vessels have room to move despite newbuilding prices.



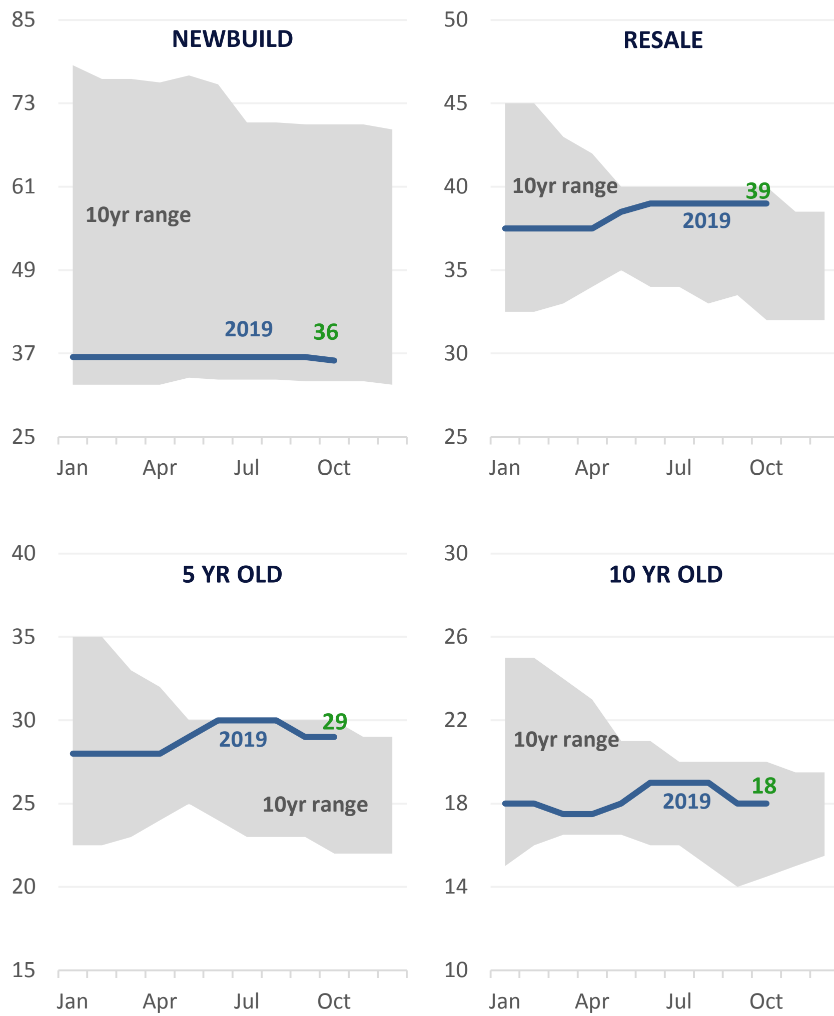
Source: Vessels Value 10/21/19

MR Asset Values

DSSI Product Fleet is in the sweet spot for potential asset appreciation

ASSET VALUES ACROSS THE FLEET *$mm*

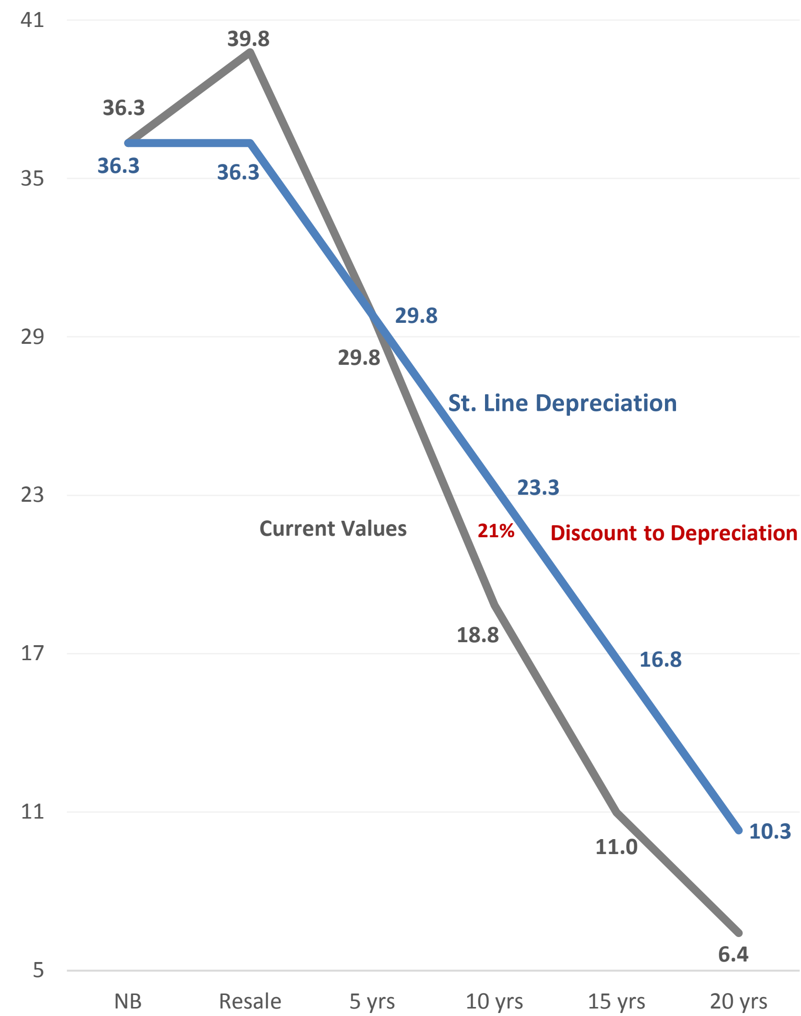
Product tanker values generally flat.



Source: Clarkson Research Oct-19

NEWBUILD PARITY *$mm*

Older vessel values with room to run upwards.



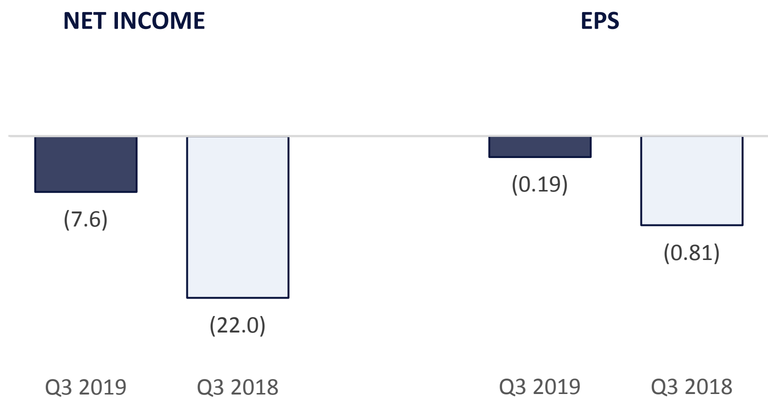
Source: Vessels Value 10/21/19

Financial Overview Kevin Kilcullen, CFO

Q3 2019 Performance

NET INCOME *$mm* EPS *$/share*

2019 excludes loss on sale of vessels



2018 shares based on DSS 68.1% share split

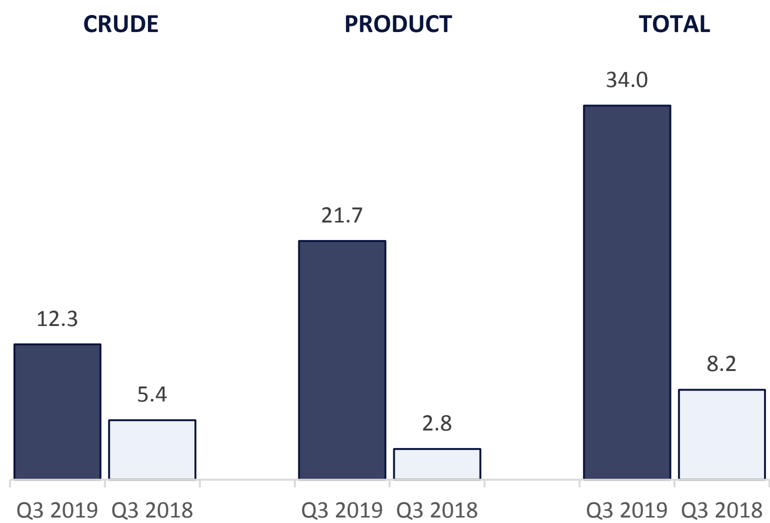
TCE RATES *$mm*

	Crude Fleet	Product Fleet
Q3 2019 Spot	$ 18,174	$ 12,714
Q3 2018	*13,383*	*7,729*
Q3 2019 Total	18,938	13,139
Q3 2018	*13,383*	*8,518*
Q4 2019 Booked to-date[1]	43,000	13,500
Total TCE	*(62% of available days)*	*(63% of available days)*

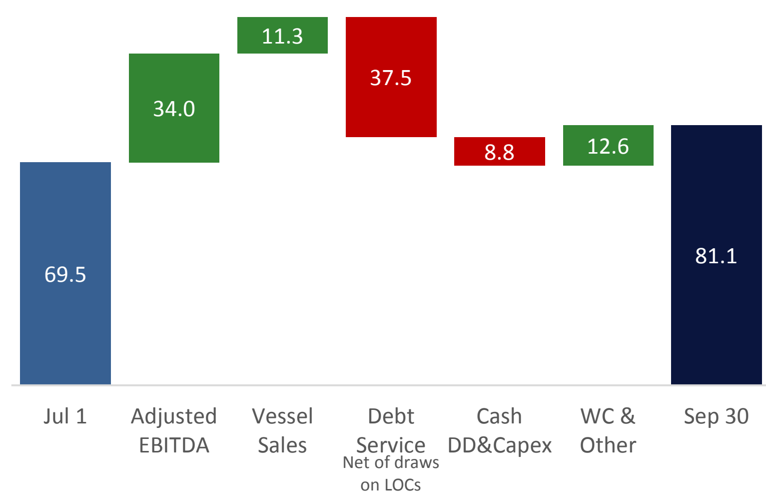
(1) As of Nov 8 2019

See Non-GAAP Measures at the end of the presentation

ADJUSTED EBITDA *$mm*



CASH FLOWS *$mm, includes restricted cash*



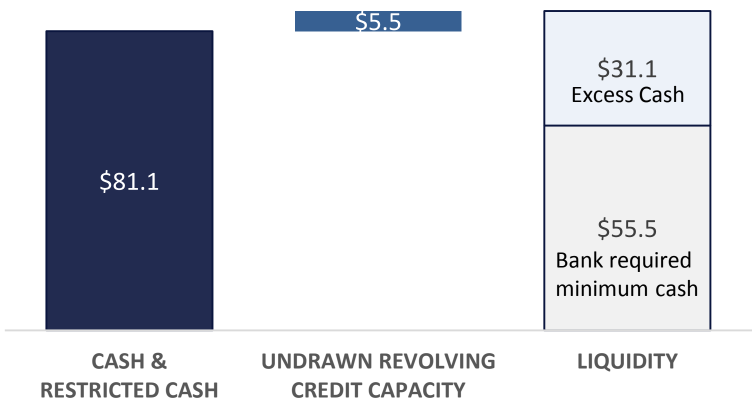
See non-GAAP measures at the end of the presentation

Balance Sheet, Operating Leverage and Liquidity

CONDENSED BALANCE SHEET

Assets	$mm	Liabilities & Equity	$mm
Cash and cash equivalents	$75.6	Current portion of debt	$122.9
Other current assets	98.1	Other current liabilities	55.0
Current assets	**173.7**	**Current liabilities**	**177.9**
Restricted cash	5.5	Long-term debt	760.8
Vessels, net	1,890.4	Derivative & other LT liabs	2.0
Deferred drydocking	37.1	Equity	1,142.5
Other noncurrent	10.7	Noncontrolling interest	34.2
Total Assets	**2,117.4**	**Total Liabilities & Equity**	**2,117.4**

CASH & LIQUIDITY *$mm*

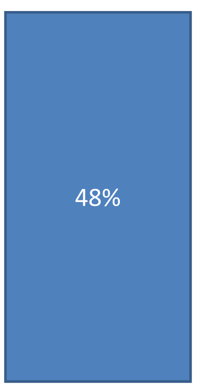


DEBT SCHEDULE

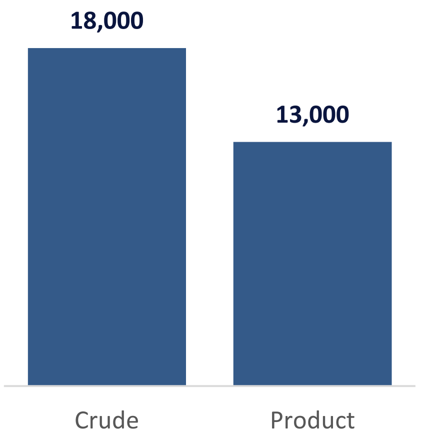
Name	# Collateral Vessels	Outstanding 9/30 *$mm*	Margin	Quarterly Repayment *$mm*	Maturity Date
235mm Facility	8	$180.2	275 bps	$4.2	2021
75mm Facility	2	58.1	220 bps	1.3	2023
66mm Facility [(1)]	2	52.9	325 bps	1.1	2021
460mm Facility	26	262.2	280 bps	10.4	2021
360mm Facility	28	341.3	265 bps	13.8	2024
Deferred Fees		(11.1)			
Total	**66**	**$883.7**		**$30.7**	

OTHER STATISTICS

NET DEBT TO VALUE [(2)]



2019 DAILY CASH BREAKEVENS [(3)]



Note: Data as of September 30, 2019 except cash break even – see note 3.

1. *This facility relates to a joint venture, in which Diamond S is a 51% owner.*
2. *Loan-to-value is based on brokers in conjunction with debt compliance.*
3. *Cash breakeven is an average estimate in 2019 and includes daily vessel expenses, general & administrative expenses and debt service.*
4. *Debt service costs are based on forward LIBOR curve and mandatory repayments on existing debt.*

Capital Expenditure Program

DRYDOCKING

10 Planned DD for 2019

9 Completed thru Q3 2019

5 Planned DD in 2020

SCRUBBER PROGRAM

5 Scrubber installations planned

2 Scrubber installations in Q3 2019

$3.25 mm expected average cost per scrubber

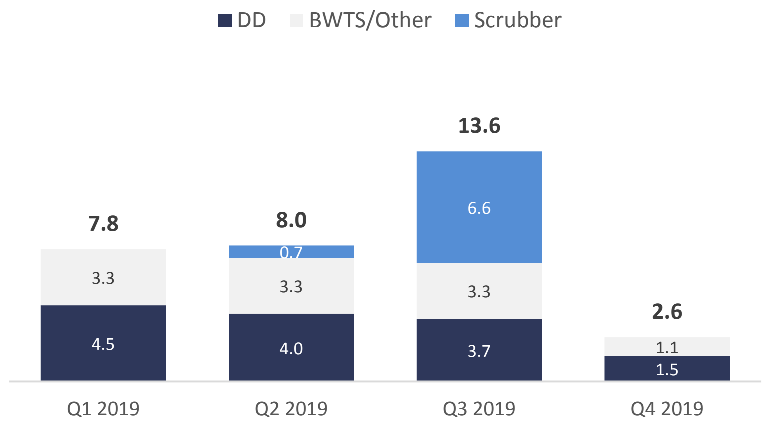
BALLAST WATER TREATMENT PROGRAM

12 BWTS to be installed in 2019/2020
All secured by equipment contracts

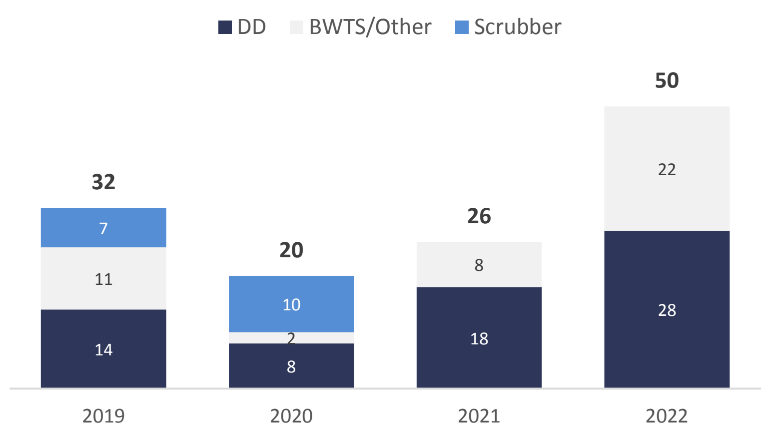
9 Already completed in 2019

$1.1-1.3 mm estimated range of costs

2019 CAPEX SCHEDULE *$mm*



2019 - 2023 CAPEX SCHEDULE *$mm*



2020 Guidance for Investors

The objective of DSSI guidance is to assist in modeling the Company's future performance including TCE rates and the impact of macroeconomic conditions

2020 GUIDANCE

Line Item	Amounts
Operating Expense	➢ $7,500/day Crude Fleet ➢ $7,000/day Products Fleet
Depreciation Expense	➢ $100mm - $110mm per year
Drydock Amortization	➢ $3mm per quarter
G&A Expenses	➢ Cash G&A $1,100/day ➢ $3-5mm in est. stock compensation
Off-Hire Time	➢ 5 Dry Docks, 30-40 days each ➢ 3 Scrubbers, 50-60 days each
Management agreements with CSM	➢ 1.25% commission on freight for 25 vessels ➢ Fees for technical management and other services are included in OPEX ➢ $2mm commercial advisory service included in cash G&A guidance

On the basis of the above assumptions, every $1,000 increase in TCE day rates would translate into approximately $20mm increase in annual revenue & EBITDA

Closing Remarks Craig H Stevenson, Jr., CEO

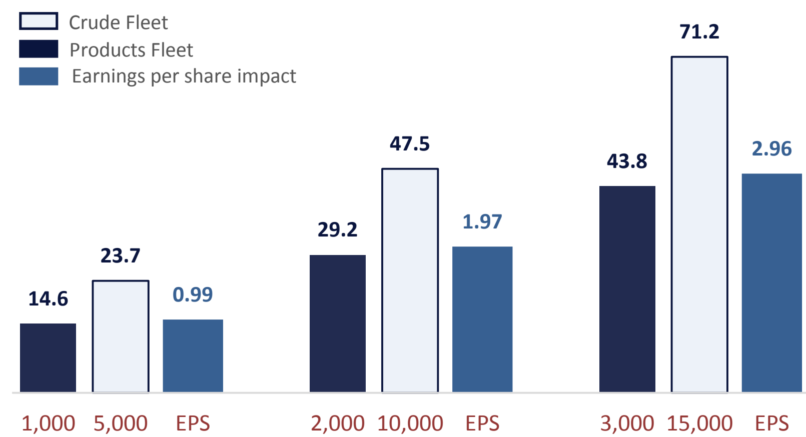
DSSI at a Glance

INVESTMENT HIGHLIGHTS

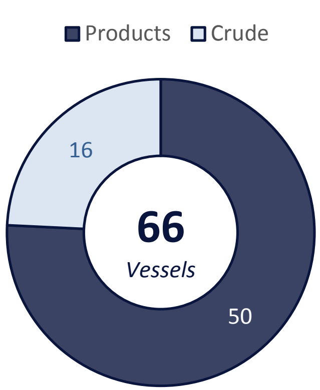
1. **Large, Diversified Tanker Fleet in Crude and Products**
2. **Low Cash Break Even Levels**
3. **Significant Exposure to Spot Market**
4. **Management's Track Record**

….GEARED TO MARKET UPSIDE

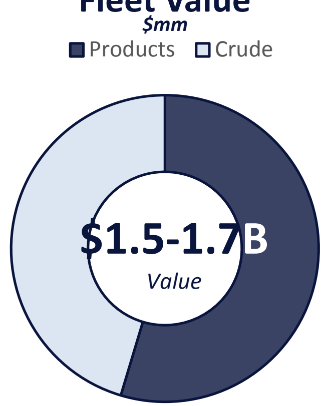
*If rates increase by below per day, net income increases by **USD mm***



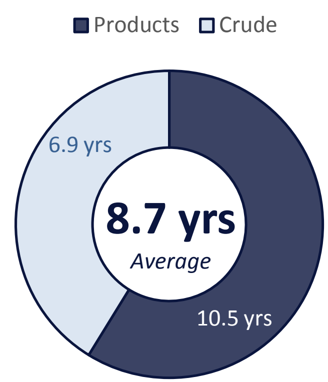
Number of Vessels



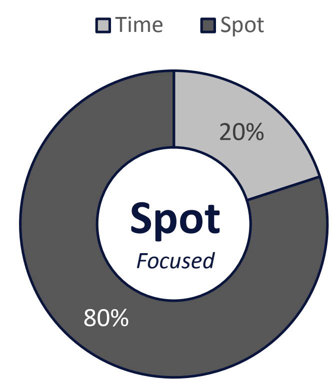
Fleet Value



Fleet Age



Fleet Employment



Note:
1. Weighted by DWT and ownership for the calendar year 2019

Q&A

Appendix

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	Atlantas II	2006	36,760
66	Aiolos	2007	36,725

A complete listing of the DSSI fleet can be found at www.diamondsshipping.com.

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.

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 September 30,				For the Nine Months Ended September 30,			
	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]	$ 26,134	$ 14,409	$ -	$ 16,228	$ 26,127	$ 14,510	$ -	$ 16,224
Spot TCE per day[2]	18,174	12,714	13,383	7,729	17,966	13,356	12,704	9,919
Total TCE per day[2]	**$ 18,938**	**$ 13,139**	**$ 13,383**	**$ 8,518**	**$ 18,439**	**$ 13,610**	**$ 12,704**	**$ 10,511**
Vessel expenses per day[3]	$ 7,139	$ 6,503	$ 6,898	$ 6,394	$ 6,889	$ 6,537	$ 7,242	$ 6,617
Revenue days[4]	1,337	4,445	1,099	2,961	3,854	11,706	3,232	8,695
Operating days[4]	1,472	4,751	1,104	3,036	4,024	12,719	3,276	9,009

(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 Reconciliation of Voyage Revenue to TCE

(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.

(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 September 30,				For the Nine Months Ended September 30,			
	2019		2018		2019		2018	
	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet	Crude Fleet	Product Fleet
Voyage revenue	$ 46,222	$ 95,304	$ 29,547	$ 58,575	$ 133,105	$ 260,372	$ 90,196	$ 180,890
Voyage expense	(22,919)	(37,049)	(14,845)	(33,694)	(64,383)	(103,058)	(49,272)	(90,771)
Amortization of time charter contracts acquired	581	179	-	61	1,181	449	-	181
Off-hire bunkers in voyage expenses	408	622	-	281	619	1,278	137	1,092
Load-to-discharge/Discharge-to-discharge	1,037	(648)	-	-	536	295	-	-
Revenue from sold vessels	-	(5)	-	-	-	(25)	-	-
TCE Revenue *(000s)*	**$ 25,329**	**$ 58,403**	**$ 14,702**	**$ 25,223**	**$ 71,058**	**$ 159,310**	**$ 41,061**	**$ 91,392**
Operating days (1)	1,472	4,751	1,104	3,036	4,024	12,719	3,276	9,009
Off-hire/Dry Docking days	135	306	5	75	170	1,014	44	314
Revenue days (1)	1,337	4,445	1,099	2,961	3,854	11,706	3,232	8,695
TCE per day	**$ 18,938**	**$ 13,139**	**$ 13,383**	**$ 8,518**	**$ 18,439**	**$ 13,610**	**$ 12,704**	**$ 10,511**

(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 September 30,		For the Nine Months Ended September 30,	
	2019	**2018**	**2019**	**2018**
Net loss	$ (27,443)	$ (22,285)	$ (36,840)	$ (56,341)
Interest expense, net	12,529	8,868	34,420	25,854
Operating income	(14,914)	(13,417)	(2,420)	(30,487)
Depreciation and amortization	28,763	22,273	79,962	66,385
Noncontrolling interest	631	(694)	(1,395)	(1,806)
EBITDA	**14,480**	**8,162**	**76,147**	**34,092**
Fair value of TC amortization	760	61	1,632	180
Nonrecurring corporate expenses	387	(52)	2,057	168
Loss on sale of vessels	18,344	-	18,344	-
Adjusted EBITDA	**$ 33,971**	**$ 8,171**	**$ 98,180**	**$ 34,440**

Segment Results

(in thousands)	For the Three Months Ended September 30, Crude Fleet	For the Three Months Ended September 30, Products	For the Nine Months Ended September 30, Crude Fleet	For the Nine Months Ended September 30, Products
Voyage revenue	$ 46,222	$ 95,304	$ 133,105	$ 260,372
Voyage expenses	22,919	37,049	64,383	103,058
Vessel expenses	10,554	31,245	27,729	81,247
Depreciation and amortization	9,898	18,865	27,806	52,156
Loss on sale of vessels		18,344		18,344
General, administrative and management fees	1,781	5,785	4,982	16,192
Income from Operations	**$ 1,070**	**$ (15,984)**	**$ 8,205**	**$ (10,625)**
Reconcilation to Adjusted EBITDA				
Income from operations	1,070	(15,984)	8,205	(10,625)
Depreciation and amortization	9,898	18,865	27,806	52,156
Amortization of time charter contracts	581	179	1,181	451
Nonrecurring corporate expenses	91	296	352	1,705
Loss on sale of vessels	-	18,344	-	18,344
Noncontrolling interest	631	-	(1,395)	-
Adjusted EBITDA	**$ 12,271**	**$ 21,700**	**$ 36,149**	**$ 62,031**

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	Jul-20	13,250
3	Aktoras	Handysize	2006	36,759	Jan-20	12,275
4	Alkiviadis	Handysize	2006	36,721	Mar-20	12,500
5	Ayrton II	MR	2009	51,260	Aug-20	14,700
6	Alexandros II	MR	2008	51,258	Sep-20	14,700
7	Amadeus	MR	2015	50,108	Nov-19	14,750
8	Anikitos	MR	2016	50,082	Jun-20	15,300
9	Aris II	MR	2008	51,218	Oct-20	14,700
10	Aristotelis II	MR	2008	51,226	Jul-20	14,700
11	Assos	MR	2006	47,872	Jul-20	13,850
12	Avax	MR	2007	47,834	Aug-20	13,850
13	Axios	MR	2007	47,872	Aug-20	13,850
14	Loire	Suezmax	2016	157,463	Nov-22	26,950
15	Namsen	Suezmax	2016	157,543	Nov-22	26,950