



## CAPITAL TANKERS CORP. ANNOUNCES FIRST QUARTER 2026 FINANCIAL RESULTS

ATHENS, GREECE, May 26, 2026 – Capital Tankers Corp. (Euronext Growth Oslo: CAPT) (“Capital Tankers”, “CAPT”, the “Company”, “we” or “us”) today announced its financial results for the first quarter ended March 31, 2026, its first quarterly report since the Company’s admission to trading on Euronext Growth Oslo on March 17, 2026.

### Financial Highlights

In millions of United States Dollars (“USD” or “\$”), except per share data	For the period from January 9, 2026 (date of inception) to March 31, 2026 <i>(the “First Quarter”)</i>	For the period from March 17, 2026, to March 31, 2026 <i>(the “Post-Listing Period”)</i>
Total revenues	<b>34.9</b>	<b>17.1</b>
TCE revenue <sup>1</sup>	<b>27.6</b>	<b>14.6</b>
Adjusted EBITDA <sup>1</sup>	<b>25.7</b>	<b>14.6</b>
<b>Net income</b>	<b>23.1</b>	<b>14.1</b>
Earnings per share – basic and diluted (USD)	<b>0.21</b>	<b>0.11</b>
<i>Dividend per share (NOK)<sup>2</sup></i>	<b>0.50</b>	
Interest-bearing debt	<b>218.4</b>	
Cash and cash equivalents (including restricted cash of \$3.0 million)	<b>407.9</b>	
Net debt	<b>(189.5)</b>	

1. Non-IFRS measure. See “Reconciliation of non-IFRS financial measures” below. 2. Declared in respect of the Post-Listing Period, payable as detailed below. All financial information is presented in U.S. dollars and is unaudited. The financial information for the Post-Listing Period reflects the operating performance of the consolidated group from the listing date of March 17, 2026, to March 31, 2026, and is presented for information purposes only.

### Quarterly Highlights

- On March 17, 2026, the Company completed an initial public offering and was admitted to trading on Euronext Growth Oslo under the ticker “CAPT”, with net proceeds of \$416.6 million (the “IPO”). The stabilisation period and partial exercise of the over-allotment option were completed on April 15, 2026, with the new share capital arising from the over-allotment exercise registered on April 17, 2026. Total net proceeds including the over-allotment amounted to \$454.1 million.
- During the First Quarter, the Company took delivery of six vessels, comprising one VLCC, two Suezmax tankers and three Aframax/LR2 tankers. As of March 31, 2026, the weighted average age of the fleet was 1.4 years. Subsequent to quarter-end and through the date of this release, the Company has taken delivery of six further vessels, bringing the sailing fleet to twelve vessels: one VLCC, four Suezmax and seven Aframax/LR2 tankers.

- The VLCC *M/T Aristotelis II* secured a one-year time charter at \$100,000 per day with a major trader. The remainder of the sailing fleet operates in the spot market.
- Net income of \$23.1 million for the First Quarter, \$14.1 million for the Post-Listing Period.
- Fleetwide time charter equivalent (“TCE”) earnings<sup>1</sup> of \$97,309 per day for First Quarter; \$162,303 per day for the Post-Listing Period.
- Adjusted EBITDA<sup>1</sup> of \$25.7 million for the First Quarter and \$14.6 million for the Post-Listing Period.
- Total new debt drawn of \$137.0 million during the First Quarter, excluding \$82.5 million of debt assumed from Capital Maritime & Trading Corp. (“Capital Maritime”), with a further \$241.0 million drawn subsequent to quarter-end. As of the date of this release, total new debt drawn since inception amounts to \$378.0 million, excluding \$82.5 million of debt assumed from Capital Maritime, and we have \$314.1 million of secured undrawn financing.
- The Board of Directors declared a cash dividend of NOK 0.50 per share for the first quarter of 2026. The ex-dividend date is June 4, the record date is June 5, 2026, and the dividend will be paid on or about June 16, 2026.
- In the second quarter of 2026 to date, approximately 71% of available fleetwide spot days have been booked at an average TCE rate of \$153,059 per day on a discharge-to-discharge basis.

## Operational Highlights

First Quarter	VLCC	Suezmax	Aframax / LR2	Fleet
Calendar days <sup>3</sup>	50.0	53.0	180.5	<b>283.5</b>
Scheduled off-hire days	—	—	—	—
Unscheduled off-hire (%) <sup>4</sup>	—	—	—	—
Available days <sup>5</sup>	50.0	53.0	180.5	<b>283.5</b>
Spot exposure (%) <sup>4</sup>	—	100%	100%	<b>82%</b>
Time charter rate per day (USD) <sup>6</sup>	68,487	—	—	<b>68,487</b>
Spot TCE rate per day (USD) <sup>7</sup>	—	161,948	86,315	<b>103,480</b>
Daily vessel operating expenses (USD) <sup>8</sup>	8,979	8,344	8,616	<b>8,634</b>
Average number of vessels	0.61	0.65	2.20	<b>3.46</b>

3. Calendar days are the aggregate number of days in the period in which the vessels are owned by the Company. 4. Expressed as a percentage of total calendar days in the period. 5. Calendar days less off-hire days. 6. Daily TCE rate for the portion of the fleet on time-charter contracts. Includes ballast leg from delivery at the shipyard to the time charter delivery range. 7. Daily TCE rate for the portion of the fleet operating in the spot market, on a discharge-to-discharge basis. 8. Including management fees, on a per calendar day basis.

## Q2 2026 Booking Update

As of the date of this report	First Quarter, achieved TCE (USD/day)	2 <sup>nd</sup> Quarter 2026 TCE booked (USD/day)	% days covered
VLCC	68,487	98,626	100%
Suezmax	161,948	185,280	73%
Aframax / LR2	86,315	130,840	69%
<b>Fleet</b>	<b>97,309</b>	<b>146,336</b>	<b>73%</b>

## Financial Results for the Period from January 9, 2026 (date of inception) to March 31, 2026

Capital Tankers Corp. was admitted to trading on Euronext Growth Oslo on March 17, 2026. The unaudited condensed consolidated financial statements for the period from January 9, 2026, (date of Inception) to March 31, 2026, present the consolidated group on a basis consistent with the Information Document published in connection with the IPO. The discussion below references both the First Quarter and the Post-Listing Period.

Revenues for the First Quarter were \$34.9 million and \$17.1 million for the Post-Listing Period. TCE revenue<sup>1</sup> (revenue less voyage expenses) for the First Quarter was \$27.6 million and \$14.6 million for the Post-Listing Period, representing fleetwide daily TCE earnings of \$97,309 per day and \$162,303 per day for the respective periods.

Voyage expenses (bunker costs, port charges, brokerage commissions and other voyage-related costs incurred) for the First Quarter were \$7.3 million and \$2.5 million for the Post-Listing Period. Voyage expenses will generally vary depending on the actual trading patterns during a period.

Vessel operating expenses for the First Quarter amounted to \$2.4 million, and \$0.6 million for the Post-Listing Period. Daily vessel operating expenses<sup>8</sup> averaged \$8,634 per calendar day for First Quarter.

Depreciation and amortisation were \$3.0 million for the First Quarter and \$0.9 million for the Post-Listing Period, reflecting the depreciation of vessels and equipment owned during the relevant period.

General and administrative expenses for both periods were \$0.2 million. Expenses related to the IPO and listing on Euronext Growth Oslo of \$1.7 million have been recorded against the Company's shareholders' equity.

Other income, net for both periods was \$1.1 million, comprising interest expense on senior secured facilities and other finance costs net of capitalized interest, interest income on cash balances and foreign currency gain. Capitalized interest for the First Quarter, included in vessels cost, amounted to \$1.2 million. The weighted-average interest cost on the Company's interest-bearing debt, which is fully floating, was 4.51% as of March 31, 2026.

As a result of the foregoing, the Company recorded net income for the First Quarter of \$23.1 million (basic and diluted earnings per share of \$0.21) and net income for the Post-Listing Period of \$14.1 million (basic and diluted earnings per share of \$0.11).

Net cash from operating activities for the First Quarter was \$13.1 million. Net cash used in investing activities was \$348.5 million, principally relating to the Company's instalments to the shipyards for vessels under construction since its inception. In addition, Capital Maritime's contribution to the Company in vessels and vessels under construction net of assumed loans amounted to \$982.1 million and is presented in our unaudited condensed consolidated statements of cash flows as a non-cash investing activity. Net cash from financing activities was \$740.3 million, comprising \$417.7 million of net IPO proceeds (excluding expenses that will be paid subsequently of the First Quarter end), cash contribution from Capital Maritime of \$188.0 million and \$137.0 million of new senior secured bank financing, partially offset by scheduled debt repayments of \$1.1 million. Loan financing fees paid amounted to \$1.4 million.

As of March 31, 2026, total cash and cash equivalents amounted to \$407.9 million, including restricted cash of \$3.0 million representing the minimum liquidity requirement under the Company's financing arrangements. Total interest-bearing debt was \$218.4 million and total shareholders' equity was \$1,609.8 million.

As of March 31, 2026, the Company had 131,050,000 common shares outstanding. Following the partial exercise of the over-allotment option on April 15, 2026, and the registration of new share capital on April 17, 2026, the total number of common shares outstanding is 133,692,593.

## Dividend

The Board of Directors declared a cash dividend of NOK 0.50 per share for the first quarter of 2026. The shares will trade ex-dividend on Euronext Growth Oslo on June 4, 2026, with a record date of June 5, 2026 and payment scheduled for on or about June 16, 2026. Dividends will be paid in NOK to shareholders registered in the Euronext VPS.

## Reconciliation of Non-IFRS Financial Measures

*The Company assesses the financial performance of its business using a variety of measures. Certain of these measures are termed "non-IFRS measures" because they exclude amounts that are included in, or include amounts that are excluded from, the most directly comparable measure calculated and presented in accordance with IFRS. These non-IFRS measures include "TCE revenue", "Daily TCE rate", "EBITDA" and "Adjusted EBITDA". The Company believes that these non-IFRS measures provide useful supplemental information for its investors but should not be considered in isolation or as a substitute for analysis of the Company's results as reported under IFRS.*

### Reconciliation of Revenue to TCE Revenue

In millions of USD except number of days and daily TCE rate	First Quarter	Post-Listing Period
<b>Total revenue (IFRS)</b>	<b>34.9</b>	<b>17.1</b>
Less: Voyage expenses	7.3	2.5
<b>TCE revenue (non-IFRS)</b>	<b>27.6</b>	<b>14.6</b>
Available days	283.5	90.0
<b>Daily TCE rate (USD/day)</b>	<b>97,309</b>	<b>162,303</b>

### Reconciliation of Profit to EBITDA and Adjusted EBITDA

In millions of USD	First Quarter	Post-Listing Period
<b>Net Income for the period (IFRS)</b>	<b>23.1</b>	<b>14.1</b>
Net financial income	(0.4)	(0.4)
Depreciation and amortisation	3.0	0.9
<b>EBITDA and Adjusted EBITDA</b>	<b>25.7</b>	<b>14.6</b>

## Tanker Market Update and Outlook

The crude tanker market was dominated during the quarter by the outbreak of hostilities in the Middle East on February 28, 2026. The pre-conflict baseline was already strong — VLCC freight rates had risen to approximately \$170,000 per day by end February 2026 — supported by constructive crude and oil products demand, an ageing and sanction-constrained global tanker fleet, and a compliant fleet increasingly consolidated by a private VLCC aggregator that has further tightened the overall market structure.

The Strait of Hormuz disruption has taken approximately 14 million barrels per day of global oil supply offline. Despite this, freight rates have remained resilient, with Suezmax and Aframax/LR2 tanker rates moving higher. The disconnect reflects the friction created by the disruption itself: approximately 6% of the compliant global crude fleet remains stranded inside the Gulf, and terminal bottlenecks and rerouting have absorbed slack faster than the fleet can reposition. Supply-side discipline is reinforcing the setup through replacement flows (U.S. crude exports at a record approximately 6 mbpd, Yanbu running at 3.7 mbpd) and unusual long-haul routing that is extending ton-miles and supporting earnings.

Contracting of new tankers has been consistently strong year-to-date, with 98 VLCCs, 56 Suezmax tankers and 31 Aframax/LR2 tankers ordered in the four months to end-April 2026 on a net basis. Orderbook-to-fleet ratios across these three sectors stand at 25.9%, 27.8% and 18.3% respectively as of the end of April 2026. While this implies gross fleet growth of approximately 6% annually through 2029, it is offset by an ageing fleet profile; market analysts estimate that over one third of the global tanker fleet will be 20 years or older by January 2029, with sanctioned-fleet exclusions tightening compliant supply further.

Globally depleted inventories, including the IEA's co-ordinated 412 million barrel strategic release, point to a structural restocking cycle that is expected to persist regardless of how the Strait of Hormuz situation resolves, with energy security concerns likely extending replenishment demand into 2027 and 2028. Sanctions dynamics are a second leg: intensified OFAC enforcement, the impact of U.S. intervention in Venezuela on crude shipping flows, and the U.S.–India trade agreement are already migrating volumes from the shadow fleet to compliant tonnage. A future agreement with Iran could be materially additive — 60% of Iran's March 2026 exports moved on vessels aged 20 years or more, and a full shift to compliant trade is estimated to add up to 40 incremental VLCC equivalents of demand, 27 of which would come from the expected retirement of aged Iranian tonnage alone.

Against this backdrop, the Company's strategy of operating a mixed fleet of VLCC, Suezmax and Aframax/LR2 tankers balances exposure to a strong spot market with selective term coverage that reduces volatility and enhances earnings visibility. The Company's delivery schedule remains favourable, with approximately 57% of the Company's fleet expected on the water by the third quarter of 2026, while the Company retains additional optionality through purchase options on 13 further tankers.

## Fleet & Financing Update

During the First Quarter, the Company took delivery of six vessels comprising one VLCC, two Suezmax tankers and three Aframax/LR2 tankers, with an aggregate capacity of 962,626 dwt. The weighted average age of the fleet as of March 31, 2026, was 1.4 years. The fleet consists exclusively of "super-eco" vessels, of which five are scrubber-fitted and four are LNG dual-fuel capable.

**M/T Aisopos and M/T Aiolos:** The Company took delivery of the *M/T Aisopos* (115,621 dwt, Dual Fuel LNG capable and scrubber-fitted, built 2025, New Times Shipbuilding Co., Ltd., China ("New Times SB")) and *M/T Aiolos* (115,643 dwt, Dual Fuel LNG capable and scrubber-fitted, built 2025, New Times SB) on January 12, 2026. Existing senior secured debt of \$82.5 million in aggregate, was carried over together with these vessels. The total debt is repayable in quarterly instalments of \$1.1 million and a balloon together with the final instalment of \$43.4 million due in January 2035 for both vessels combined.

**M/T Aristotelis II:** The Company took delivery of *M/T Aristotelis II* (306,113 dwt, scrubber-fitted, super-eco VLCC, built 2026, Hengli Shipbuilding (Dalian) Co., Ltd, China ("Hengli Shipbuilding")) on February 10, 2026. The vessel was financed with cash on hand and a new senior secured facility of \$75.0 million. The facility is repayable in 32 equal quarterly instalments of \$1.1 million and a balloon of \$39.8 million due with the final quarterly instalment in March 2034.

**M/T Archigos:** Under a Memorandum of Agreement with a third party dated January 15, 2026, the Company took delivery on March 5, 2026, of the newbuilding *M/T Archigos* (156,727 dwt, scrubber-fitted, super-eco Suezmax, built 2026, HD Hyundai Samho Industries Co. Ltd., South Korea ("HD Hyundai Samho")). The acquisition was partly

financed with a new senior secured facility of \$62.0 million drawn under the Suezmax financing facility (February 2026).

**M/T Alkinoos and M/T Alimedon:** *M/T Alkinoos* (155,352 dwt Dual Fuel LNG capable and scrubber-fitted, built 2025, New Times SB) and *M/T Alimedon* (113,170 dwt Dual Fuel LNG capable, built 2018, HD Hyundai Samho), the last vessels the Company took delivery of in the First Quarter, carried no debt as of March 31, 2026.

**Suezmax financing facility (February 2026):** On February 27, 2026, the Company entered into a new financing arrangement of \$124.0 million, split in two tranches, in order to part finance the acquisition cost of *M/T Archigos* and *M/T Ataraktos*. Each tranche is repayable in 20 equal quarterly instalments of \$0.9 million and a balloon of \$45.0 million due with the final quarterly instalment.

As of the date of this report, the sailing fleet has increased to 12 vessels with an aggregate capacity of 1,725,941 dwt.

#### Sailing fleet:

Vessel	Type	Yard	Country	DWT	Built	Delivered to CAPT
<i>Aristotelis II</i>	VLCC	Hengli Shipbuilding	China	306,113	Feb 2026	Feb 10, 2026
<i>Alkinoos</i>	Suezmax	New Times SB	China	155,352	Jul 2025	Mar 5, 2026
<i>Archigos</i>	Suezmax	HD Hyundai Samho	South Korea	156,727	Mar 2026	Mar 5, 2026
<i>Ataraktos</i>	Suezmax	HD Hyundai Samho	South Korea	156,727	Apr 2026	Apr 14, 2026
<i>Aristoklis</i>	Suezmax	New Times SB	China	155,374	Apr 2026	Apr 14, 2026
<i>Alimedon</i>	Aframax	HD Hyundai Samho	South Korea	113,170	Jul 2018	Mar 9, 2026
<i>Andreios</i>	Aframax	HD Hyundai Samho	South Korea	113,226	Oct 2018	Apr 16, 2026
<i>Areios</i>	Aframax	HD Hyundai Samho	South Korea	113,159	Nov 2018	Apr 15, 2026
<i>Ameinon</i>	Aframax	HD Hyundai Samho	South Korea	113,095	Apr 2019	Apr 8, 2026
<i>Aisopos</i>	LR2	New Times SB	China	115,621	Jan 2025	Jan 12, 2026
<i>Aiolos</i>	LR2	New Times SB	China	115,643	Jan 2025	Jan 12, 2026
<i>Androklos</i>	LR2	New Times SB	China	111,734	May 2026	May 21, 2026

Note: As of the date of this report. Delivery dates listed under "Delivered to CAPT" reflect transfer of ownership to the listed entity, which in certain cases differs from the original yard delivery date for vessels acquired by Capital Tankers from Capital Maritime & Trading Corp. under Memoranda of Agreement entered into in connection with the Euronext Growth Oslo listing.

**Fleet Under Construction:**

Vessel	Type	Yard	Country	DWT	Expected Delivery <sup>9</sup>
<i>Archelaos</i>	Suezmax	New Times SB	China	155,500	Jun 08, 2026
<i>Athinagoras</i>	LR2	New Times SB	China	112,500	Aug 03, 2026
<i>Aristodimos</i>	Suezmax	New Times SB	China	155,500	Aug 21, 2026
<i>Ayrton</i>	Suezmax	New Times SB	China	155,500	Oct 08, 2026
<i>Amor</i>	Suezmax	New Times SB	China	155,500	Nov 18, 2026
<i>Alterego II</i>	VLCC	Hanwha Ocean Co., Ltd ("Hanwha Ocean")	South Korea	320,000	Jan 15, 2027
<i>Amfitrion II</i>	VLCC	Dalian Shipbuilding Industry Co., Ltd ("Dalian Shipyard")	China	307,000	Apr 06, 2027
<i>Alexandros II</i>	VLCC	Hanwha Ocean	South Korea	320,000	Apr 14, 2027
<i>Apollonas II</i>	VLCC	Hanwha Ocean	South Korea	320,000	May 28, 2027
<i>Alexander The Great II</i>	VLCC	Dalian Shipyard	China	307,000	Jun 29, 2027
<i>Anemos II</i>	VLCC	Dalian Shipyard	China	307,000	Sep 20, 2027
<i>Akadimos</i>	VLCC	Dalian Shipyard	China	307,000	Nov 30, 2027
<i>Amyntas II</i>	VLCC	Dalian Shipyard	China	307,000	Jan 21, 2028
<i>Akeraios</i>	Suezmax	HD Hyundai Samho	South Korea	157,000	Feb 16, 2028
<i>Arkesios</i>	VLCC	Hengli Shipbuilding	China	306,000	Feb 26, 2028
<i>Alkaios</i>	Suezmax	HD Hyundai Samho	South Korea	157,000	Mar 09, 2028
<i>Atromitos II</i>	VLCC	Dalian Shipyard	China	307,000	Apr 17, 2028
<i>Aktor</i>	VLCC	Hengli Shipbuilding	China	306,000	Jun 23, 2028

9. Expected vessel delivery basis latest yard schedule

Based on our fleet in the water and the scheduled delivery dates of our newbuilding vessels, expected available days over the next nine quarters are as follows:

	Q2 26	Q3 26	Q4 26	Q1 27	Q2 27	Q3 27	Q4 27	Q1 28	Q2 28
VLCC	91	92	92	166	382	563	676	834	993
Suezmax	361	501	681	720	728	736	736	796	910
Aframax/ LR2	527	703	736	720	728	736	736	728	728
<b>Total</b>	<b>979</b>	<b>1,296</b>	<b>1,509</b>	<b>1,606</b>	<b>1,838</b>	<b>2,035</b>	<b>2,148</b>	<b>2,358</b>	<b>2,631</b>

## Optional Fleet

The Company has secured from Capital Maritime a portfolio of 13 acquisition options at shipbuilding contract price (the "Optional Fleet"), comprising 11 VLCCs under construction at Hengli Shipbuilding and two Suezmax tankers under construction at HD Hyundai Samho. The Optional Fleet has expected deliveries ranging between the first quarter of 2028 and the fourth quarter of 2028. By comparison, the majority of newbuilding slots for comparable vessels are currently being offered in the second half of 2029 onwards. The Company may exercise any option in the Optional Fleet until December 31, 2026, at shipbuilding contract price, after which it retains a right of first refusal in respect of a sale of any of these vessels. Based on third-party vessel appraisals, the aggregate market value of the Optional Fleet exceeds the optional acquisition cost by \$170.4 million.

Vessel	Type	Yard	Country	Cost <sup>10</sup> in million of USD	DWT	Expected Delivery <sup>9</sup>
<i>Aineas</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
<i>Ainos</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
<i>Aischinis</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
<i>Aison</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
<i>Amphiaraos</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
<i>Adimantos</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Mar-28
<i>Agasthenes</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Mar-28
<i>Amphiktyon</i>	VLCC	Hengli Shipbuilding	China	120.0	306,000	Apr-28
<i>Allegros</i>	Suezmax	HD Hyundai Samho	South Korea	89.5	157,000	May-28
<i>Aithros</i>	VLCC	Hengli Shipbuilding	China	119.1	306,000	Aug-28
<i>Argonaut II</i>	Suezmax	HD Hyundai Samho	South Korea	89.5	157,000	Sep-28
<i>Antipatros</i>	VLCC	Hengli Shipbuilding	China	119.1	306,000	Oct-28
<i>Antisthenes</i>	VLCC	Hengli Shipbuilding	China	119.1	306,000	Nov-28

10. M/T *Allegros* and *Argonaut II* are offered on an NSF basis.

## Newbuilding CAPEX Schedule in million of USD (as of March 31, 2026)<sup>9</sup>

	Vessel	Q2 26	Q3 26	Q4 26	Q1 27	Q2 27	Q3 27	Q4 27	Q1 28	Q2 28	Total
1	<i>Aristoklis (Suezmax)</i>	55.7	—	—	—	—	—	—	—	—	55.7
2	<i>Ataraktos (Suezmax)</i>	85.5	—	—	—	—	—	—	—	—	85.5
3	<i>Androklos (LR2)</i>	45.3	—	—	—	—	—	—	—	—	45.3
4	<i>Archelaos (Suezmax)</i>	65.4	—	—	—	—	—	—	—	—	65.4
5	<i>Aristodimos (Suezmax)</i>	19.4	55.7	—	—	—	—	—	—	—	75.1
6	<i>Athinagoras (LR2)</i>	8.0	45.3	—	—	—	—	—	—	—	53.3
7	<i>Ayrton (Suezmax)</i>	9.7	9.7	55.7	—	—	—	—	—	—	75.1
8	<i>Amor (Suezmax)</i>	9.7	9.7	55.7	—	—	—	—	—	—	75.1
9	<i>Alterego II (VLCC)</i>	—	—	25.0	75.0	—	—	—	—	—	100.0
10	<i>Amfitrion II (VLCC)</i>	13.8	—	13.8	—	75.8	—	—	—	—	103.4
11	<i>Alexandros II (VLCC)</i>	12.5	—	—	25.0	75.0	—	—	—	—	112.5
12	<i>Apollonas II (VLCC)</i>	12.2	—	—	30.5	73.1	—	—	—	—	115.7
13	<i>Alexander The Great II (VLCC)</i>	13.8	13.8	—	13.8	75.8	—	—	—	—	117.1
14	<i>Anemos II (VLCC)</i>	—	13.8	13.8	—	13.8	75.8	—	—	—	117.1
15	<i>Akadimos (VLCC)</i>	—	13.8	—	13.8	—	13.8	75.8	—	—	117.1
16	<i>Amyntas II (VLCC)</i>	—	—	13.8	—	13.8	—	13.8	75.8	—	117.1
17	<i>Arkesios (VLCC)</i>	—	—	—	—	—	—	—	94.2	—	94.2
18	<i>Akeraios (Suezmax)</i>	—	—	—	—	—	—	—	71.6	—	71.6
19	<i>Alkaios (Suezmax)</i>	—	—	—	—	—	—	—	71.6	—	71.6
20	<i>Atromitos II (VLCC)</i>	—	—	—	13.8	—	13.8	13.8	—	75.8	117.1
21	<i>Aktor (VLCC)</i>	—	—	—	—	—	—	—	—	94.2	94.2
	<b>Total</b>	<b>351.1</b>	<b>161.8</b>	<b>177.7</b>	<b>171.8</b>	<b>327.2</b>	<b>103.4</b>	<b>103.4</b>	<b>313.2</b>	<b>170.0</b>	<b>1,879.6</b>

## Subsequent Event Highlights

- Vessel deliveries:** Subsequent to quarter-end and through the date of this report, the Company took delivery of two Suezmax newbuildings, *M/T Ataraktos* (156,727 dwt, scrubber-fitted, super-eco Suezmax, built 2026, HD Hyundai Samho) and *M/T Aristoklis* (155,374 DWT, Dual Fuel LNG capable and scrubber-fitted, New Times SB). The Company took delivery of three Aframax tankers, namely *M/T Ameinon* (113,095 dwt Dual Fuel LNG capable built 2019, HD Hyundai Samho), *M/T Areios* (113,159 dwt Dual Fuel LNG capable built 2018, HD Hyundai Samho) and *M/T Andreios* (113,226 dwt Dual Fuel LNG capable built 2018, HD Hyundai Samho), under Memoranda of Agreement entered in connection with the IPO. Lastly, the Company took delivery of *M/T*

*Androklos* (111,734 DWT, Dual Fuel LNG capable, New Times SB). The acquisition was partly funded with a loan of \$50.0 million, drawn under the LR2 financing facility.

- **Suezmax financing facility (April 2026):** On April 7, 2026, the Company entered into new financing arrangements for each of four Suezmax tankers, namely *M/T Alkinoos*, which was delivered to the Company on March 5, 2026, *M/T Aristoklis* which was delivered to the Company on April 14, 2026, and *M/T Amor* and *M/T Ayrton*. The financing / expected financing amount is \$64.5 million per vessel, repayable in 28 equal quarterly instalments of \$0.9 million and a \$40.0 million balloon payment together with the last quarterly instalment. In April, 2026, the Company drew \$64.5 million for each of *M/T Alkinoos* and *M/T Aristoklis*.
- **LR2 financing facility:** On May 15, 2026, the Company entered new senior secured financing arrangements totalling \$100.0 million for two LR2 tankers, *M/T Androklos* and *M/T Athinagoras*. Each facility is repayable in 32 equal quarterly instalments of \$0.7 million and a balloon of \$27.6 million due with the final quarterly instalment.
- **Suezmax financing facilities (May 2026):** On May 20, 2026, The Company entered into financing arrangements for two Suezmax tankers, (*M/T Archelaos* and *M/T Aristodimos*) totalling \$135.1 million. Each is repayable in 40 instalments of \$0.8 million and a balloon of \$33.8 million.
- **Stabilisation period and over-allotment:** The 30-day stabilisation period in connection with the Euronext Growth Oslo listing ended on April 15, 2026, with the partial exercise of the over-allotment option. The Joint Bookrunners redelivered the borrowed shares on April 20, 2026, and new share capital arising from the over-allotment exercise was registered on April 17, 2026.
- **Dividend to Capital Maritime:** The Company declared a dividend of \$9.0 million payable to Capital Maritime, representing 100% of Net Income of the period between January 9, 2026, (date of inception) and March 16, 2026, being the last day before the Post-Listing Period.

## Earnings Conference Call and Webcast

On Tuesday May 26, 2026, Capital Tankers will host an interactive conference call at 14:30 CET (08:30 U.S. Eastern time), where the Company's management will present the results of the first quarter of 2026 and will be available to take questions. Participants can access the conference call through an audio webcast of a conference call:

### Slides and Audio Webcast

There will be a live webcast and slides which will be available during the call. You can register and view the call through the following link:

[Capital Tankers webcast](#)

A replay will be available on demand through the same link.

### Conference Call

Participants will need to register online prior to the conference call via the link below.

[Capital Tankers conference call](#)

Dial-in details will be available when registered. After registering you'll receive the number to call, plus your personal ID. We advise you to call in 5 minutes before the conference call starts. If you want to ask a question, you can press #5 on your telephone keypad. If you want to retract your question, please press #6.

Information on how to submit questions will be given at the beginning of the session. The presentation material which will be used can be downloaded from [www.capitaltankers.com](http://www.capitaltankers.com)

This information is subject to the disclosure requirements pursuant to section 5-12 of the Norwegian Securities Trading Act.

## **About Capital Tankers Corp.**

Capital Tankers Corp. (Euronext Growth Oslo: CAPT) is a Marshall Islands-incorporated owner of modern crude and product tankers, trading its vessels predominantly in the spot and short-term charter markets. The Company owns a fleet of 30 super-eco vessels — 12 VLCCs, 10 Suezmax tankers, and eight Aframax/LR2s — comprising 12 sailing vessels and 18 newbuildings scheduled for delivery between 2026 and 2028, with options for 13 additional crude tankers. 23 of the 30 vessels are LNG dual-fuel capable, providing the Company with significant potential fuel and regulatory cost advantages. For further information please visit [www.capitaltankers.com](http://www.capitaltankers.com).

## **Forward-Looking Statements**

This press release contains certain forward-looking statements and information relating to the Company that are based on the beliefs of the Company's management as well as assumptions, expectations, projections, intentions and beliefs about future events. When used in this document, words such as "believe", "intend", "anticipate", "estimate", "project", "forecast", "plan", "potential", "will", "may", "should", "strategy" and "expect" and similar expressions are intended to identify forward-looking statements, but are not the exclusive means of identifying such statements. These statements reflect the Company's current views with respect to future events and are based on assumptions and subject to risks and uncertainties.

Given these uncertainties, you should not place undue reliance on these forward-looking statements. These forward-looking statements represent the Company's estimates and assumptions only as of the date of this report and are not intended to give any assurance as to future results. For a detailed discussion of the risk factors that might cause future results to differ, please refer to the Company's Information Document dated 17 March, 2026 and subsequent disclosures. The Company undertakes no obligation to publicly update or revise any forward-looking statements contained in this press release, whether as a result of new information, future events or otherwise, except as required by law.

This information is subject to the disclosure requirements pursuant to Section 5-12 of the Norwegian Securities Trading Act.

## **Contact**

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**Capital Tankers Corp.****Unaudited Condensed Consolidated Statement of profit or loss and other comprehensive income**  
(In thousands of United States Dollars, except for number of shares and earnings per share)**For the period from  
January 9, 2026 (date of  
inception) to March 31,  
2026**

<b>Revenues</b>	<b>34,923</b>
<b>Expenses</b>	
Voyage expenses	7,332
Operating expenses	2,448
Depreciation and amortization	2,960
General and administrative expenses	202
<b>Operating income</b>	<b>21,981</b>
<b>Other (expenses)/ income, net:</b>	
Interest expense and other finance costs	(26)
Interest income	386
Foreign currency gain, net	761
<b>Total other income, net</b>	<b>1,121</b>
<b>Net income</b>	<b>23,102</b>
Other comprehensive income	-
<b>Total comprehensive income</b>	<b>23,102</b>
Earnings per share – basic & diluted	0.21
Weighted average number of shares – basic & diluted	111,359,756

**Capital Tankers Corp.**  
**Unaudited Condensed Consolidated Statement of financial position**  
(In thousands of United States Dollars)

As of  
March 31, 2026

<b>Assets</b>	
<b>Non-current assets</b>	
Vessels, net	614,125
Vessels under construction	794,292
Deferred charges	48
Restricted cash	3,000
<b>Total non-current assets</b>	<b>1,411,465</b>
<b>Current assets</b>	
Inventories	7,005
Trade accounts receivable	17,864
Prepayments and other assets	1,127
Cash and cash equivalents	404,925
<b>Total current assets</b>	<b>430,921</b>
<b>Total assets</b>	<b>1,842,386</b>
<b>Shareholders' equity and liabilities</b>	
<b>Shareholders' equity</b>	
Share capital	-
Additional paid-in capital	1,586,665
Retained earnings	23,102
<b>Total shareholders' equity</b>	<b>1,609,767</b>
<b>Non-current liabilities</b>	
Long-term borrowings, net of current portion	205,123
<b>Total non-current liabilities</b>	<b>205,123</b>
<b>Current liabilities</b>	
Current portion of long-term borrowings	11,893
Trade accounts payable	6,514
Accrued liabilities	3,423
Deferred income	2,966
Due to related parties	2,700
<b>Total current liabilities</b>	<b>27,496</b>
<b>Total liabilities</b>	<b>232,619</b>
<b>Total shareholder's equity and liabilities</b>	<b>1,842,386</b>

**Capital Tankers Corp.**  
**Unaudited Condensed Consolidated Statement of Cash Flows**  
(In thousands of United States Dollars)

	For the period from January 9, 2026, (date of inception) to March 31, 2026
<b>Cash flows from operating activities:</b>	
Net income for the period	23,102
<b>Adjustments to reconcile profit to net cash provided by operating activities:</b>	
Depreciation and amortization	2,960
Amortization of loan financing fees	24
Interest income	(386)
<b>Changes in working capital:</b>	
Trade accounts receivable	(17,864)
Prepayments and other assets	(1,127)
Inventories	(7,005)
Trade accounts payable	5,564
Accrued liabilities	2,188
Due to related parties	2,700
Deferred income	2,966
<b>Net cash provided by operating activities</b>	<b>13,122</b>
<b>Cash flows from investing activities:</b>	
Payments for vessel acquisitions, vessels under construction and improvements	(345,601)
Capitalized interest paid	(237)
Interest income received	386
Increase in restricted cash	(3,000)
<b>Net cash used in investing activities</b>	<b>(348,452)</b>
<b>Cash flows from financing activities</b>	
Proceeds from issuance of debt	137,000
Payment of long-term debt	(1,071)
Loan financing fees paid	(1,411)
Contributions from shareholders	187,989
Proceeds from IPO	418,221
Expenses paid related to IPO	(473)
<b>Net cash provided by financing activities</b>	<b>740,255</b>
Net increase in cash and cash equivalents	<b>404,925</b>
Cash and cash equivalents at beginning of period	-
<b>Cash and cash equivalents at end of period</b>	<b>404,925</b>
<b>Non-Cash Investing and Financing Activities</b>	
Contributions in kind – transfer of vessels and vessels under construction net of assumed loans	982,125
IPO expenses included in liabilities	1,197
Deferred loan fees included in liabilities	43

