CAPITAL TANKERS CORP. ANNOUNCES SECOND QUARTER 2026 FINANCIAL RESULTS

ATHENS, GREECE, September 1, 2026 – Capital Tankers Corp. (Euronext Growth Oslo: CAPT) (“Capital Tankers”, “CAPT”, the “Company”, “we” or “us”) today announced its financial results for the second quarter ended June 30, 2026.

Financial Highlights

In millions of United States Dollars (“USD” or “$”), except per share data	**Three-month period ended June 30, 2026**
Total revenues	**148.6**
TCE revenue[1]	**114.0**
Adjusted EBITDA[1]	**104.2**
Net income	**92.9**
Earnings per share – basic and diluted (USD)	**0.70**
Dividend per share (NOK)	**3.0**
Interest-bearing debt	**523.9**
Cash and cash equivalents (including restricted cash of $6.5 million)	**356.7**
Net debt position	**167.2**

[1] *Non-IFRS measure. See "Reconciliation of Non-IFRS Financial Measures" below.*

Quarterly Highlights

- During the second quarter, the Company took delivery of seven vessels, comprising three Suezmax and four Aframax/LR2 tankers. As of June 30, 2026, the weighted average age of the fleet was 2.2 years. Subsequent to quarter-end and through the date of this release, the Company has taken delivery of two further vessels, comprising one Suezmax and one LR2 tanker. The sailing fleet now comprises 15 modern latest generation vessels: one VLCC, six Suezmax, four Aframax and four LR2 tankers. Of these, nine are scrubber-fitted and 12 are LNG dual fuel capable or ready.
- On June 15, 2026, the Company announced the acquisition from Capital Maritime & Trading Corp. (“Capital Maritime”) of three VLCC shipbuilding contracts for vessels under construction at Hengli Shipbuilding (Dalian) Co., Ltd. (“Hengli Shipbuilding”), with deliveries scheduled in 2027.
- Net income of $92.9 million for the second quarter of 2026.
- Fleetwide time charter equivalent (“TCE”) earnings of $116,260 per day.

- Adjusted EBITDA of $104.2 million.
- Total new debt drawn of $308.6 million during the second quarter, with a further $117.5 million drawn subsequent to quarter-end.
- Declared a cash dividend of NOK 3.0 per share for the second quarter of 2026.
- In the third quarter of 2026 to date, approximately 78% of available fleetwide spot days have been booked at an average TCE rate of $115,268 per day, on a discharge-to-discharge basis.

Operational Highlights

Three-month period ended June 30, 2026	VLCC	Suezmax	Aframax / LR2	Fleet
Calendar days[2]	91.0	361.0	550.0	1,002.0
Scheduled off-hire days	0.0	0.0	0.0	0.0
Unscheduled off-hire days	0.0	0.0	21.1	21.1
Available days[4]	91.0	361.0	529.0	981.0
Spot exposure (%)[3]	0%	78%	100%	83%
Time charter rate per day (USD)[5]	97,076	37,021	-	69,358
Spot TCE rate per day (USD)[6]	-	166,754	104,229	126,022
Fleet average TCE				116,260
Daily vessel operating expenses (USD)[7]	9,924	8,852	7,570	8,246
Average number of vessels	1.0	4.0	6.0	11.0

[2] Calendar days are the aggregate number of days in the period in which the vessels are owned by the Company. [3] Expressed as a percentage of total calendar days in the period. [4] Available days are the calendar days less off-hire days. [5] 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. [6] Daily TCE rate for the portion of the fleet operating in the spot market. [7] Operating expenses on a per calendar day basis.

Q3 2026 Booking Update

As of the date of this report	Q3 2026 TCE booked (USD/day)	% days covered	Expected Fleet Days
VLCC	97,450	100%	92
Suezmax*	130,239	71%	512
Aframax / LR2	105,765	82%	700
Fleet	**113,681**	**79%**	**1,304**

** Includes 33 days of time charter employment*

Financial Results for the Three-Month Period Ended June 30, 2026

Revenues for the second quarter of 2026 were $148.6 million. TCE revenue (revenue less voyage expenses) was $114.0 million, representing fleetwide daily TCE earnings of $116,260.

Voyage expenses, including bunker costs, port expenses, brokerage commissions and other voyage-related costs, incurred for the quarter were $34.6 million.

Vessel operating expenses amounted to $8.3 million. Daily vessel operating expenses averaged $8,246 per calendar day.

Depreciation and amortization were $11.1 million for the second quarter of 2026, reflecting the depreciation of vessels and equipment owned during the relevant period.

General and administrative expenses for the quarter were $1.7 million.

Total other expense, net, was $0.2 million, comprising interest expense on senior secured facilities and other finance costs, net of capitalized interest and other expenses. Capitalized interest in the second quarter, included in vessels' cost, amounted to $3.3 million. The weighted-average interest cost on the Company's interest-bearing debt, which is fully floating, was 3.2% as of June 30, 2026.

As a result of the foregoing, the Company recorded net income for the second quarter of $92.9 million (basic and diluted earnings per share of $0.70).

As of June 30, 2026, the Company's total shareholders' equity amounted to $2,061.3 million, an increase of $451.5 million compared to $1,609.8 million as of March 31, 2026. The increase during the three-month period ended June 30, 2026, reflects net income of $92.9 million, shareholders' contributions in kind of $336.9 million, exercise of the over-allotment option at NOK 134 per share of $37.5 million and amortization associated with the equity incentive plan of $0.6 million, partly offset by dividends declared and paid during the period for a total amount of $16.3 million.

As of June 30, 2026, total cash and cash equivalents amounted to $356.7 million, including restricted cash of $6.5 million representing the minimum liquidity requirement under the Company's financing arrangements. Total interest-bearing debt was $523.9 million.

Net cash from operating activities for the period from January 9, 2026, the Company's date of inception, to June 30, 2026, was $82.8 million. Net cash used in investing activities was $797.8 million, principally relating to the Company's instalments to the shipyards for vessels under construction since its inception.

Net cash from financing activities for the period from January 9, 2026, the Company's date of inception, to June 30, 2026, was $1,065.2 million. This includes $445.6 million of new debt financing, $454.8 million of net IPO proceeds, cash contribution from Capital Maritime of $188.0 million, partially offset by scheduled debt repayments of $4.1 million, loan financing fees paid of $2.7 million, and dividends declared and paid of $16.3 million.

As of June 30, 2026, the Company had 133,692,593 common shares outstanding, following the partial exercise of the over-allotment option in April 2026.

Dividend

The Board of Directors declared a cash dividend of NOK 3.0 per share for the second quarter of 2026. The shares will trade ex-dividend on Euronext Growth Oslo on September 10, 2026, with a record date of September 11, 2026, and payment scheduled for on or about September 18, 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	Q2 2026
Total revenue (IFRS)	148.6
Less: Voyage expenses	34.6
TCE revenue (non-IFRS)	**114.0**
Available days	981.0
Daily TCE rate (USD/day)	**116,260**

Reconciliation of Profit to EBITDA and Adjusted EBITDA

In millions of USD	Three-month period ended June 30, 2026
Net Income for the period (IFRS)	**92.9**
Depreciation and amortization	**11.1**
Amortization of deferred financing fees	**0.1**
Other expense	**0.1**
EBITDA and Adjusted EBITDA	**104.2**

Tanker Market Update and Outlook

The second quarter of 2026 delivered one of the strongest crude tanker markets on record. The escalation of the U.S.–Iran conflict on February 28 triggered attacks on vessels transiting the Strait of Hormuz, effectively closing the waterway, resulting in collapsing Middle East production and exports, and forcing Asian refiners to replace lost barrels from the Atlantic Basin. The resulting surge in long-haul voyages stretched the global fleet, while vessels held inside the Gulf for safety or strategic reasons removed further operating tonnage from the market. Rates responded to this volatility with record quarterly averages including Middle East Gulf trades of approximately $146,000 per day on Suezmax and $108,000 per day on Aframax/LR2 tonnage.

Charter rates saw some correction towards the latter part of the quarter, as trade flows adapted. VLCCs and Suezmax tankers held up best, underpinned by sustained ton-mile demand, while Aframax tankers eased somewhat on newbuilding deliveries and LR2 tonnage switching from clean to dirty trades. Crucially, even after that correction, rates remained far above long-term averages. The June 17 Memorandum of Understanding between the U.S. and Iran proved short-lived, with renewed attacks in early July, deactivating the framework. As Asian crude buyers turned to alternative supply sources, crude tonnage needed to reposition back to the Atlantic Basin — a shift likely to keep volatility elevated, with upward pressure especially on Aframax/LR2 rates and, to a lesser degree, on Suezmax tanker rates.

The demand backdrop has remained constructive. The IEA expects global oil demand to grow 2.4 mb/d in 2027 assuming the conflict is resolved, with supply growth expected to outpace demand. OPEC+ production is anticipated to recover and non-OPEC+ barrels to expand, led by the Americas and the UAE, with the latter having exited the OPEC+ alliance on May 1, thus no longer bound by relevant production quotas. The combined OECD commercial and strategic inventories are at their lowest in over two decades and point to a structural restocking cycle that is expected to persist.

Supply dynamics are more nuanced than the headline orderbook suggests. Record contracting has lifted the crude tanker orderbook to 27.6% of the total fleet as of August 2026, with deliveries extending into 2030. Against that, the fleet is the oldest in more than 25 years, with an average age of approximately 14 years. Market analysts estimate that more than a fifth of sailing tonnage — approximately 105 million DWT — is already over twenty years of age as of August 2026, and approximately one third of the global tanker fleet is expected to be twenty years or older by early 2029. Much of that older tonnage already trades outside the mainstream market: the dark fleet is estimated at 15-20% of global tanker capacity, including approximately 200 VLCCs — close to a quarter of the segment — that are effectively removed from compliant trades. As sanctioned barrels return to compliant trading and regulatory scrutiny tightens, the dark fleet is expected to witness reduced utilization. Twenty-six sanctioned vessels totalling 2.1 million DWT have already been reported sold for recycling year to date. On this basis, the orderbook is expected to largely represent fleet renewal rather than net supply growth.

Fleet & Financing Update

During the second quarter of 2026, the Company took delivery of seven vessels comprising three Suezmax tankers and four Aframax/LR2 tankers, with an aggregate capacity of 918,678 DWT.

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 into in connection with the IPO. As of June 30, 2026, these vessels carry no debt.

M/T Alkinoos: The Company drew $64.5 million for the *M/T Alkinoos* (155,352 DWT, Dual Fuel LNG capable and scrubber-fitted, built 2025, New Times SB) under a new financing arrangement on April 14, 2026. The financing is 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 2033. The Company had taken delivery of M/T Alkinoos on March 5, 2026.

M/T Aristoklis: The Company took delivery of *M/T Aristoklis* (155,374 DWT, Suezmax, built 2026, LNG capable, scrubber-fitted, New Times SB) on April 14, 2026. The vessel was financed with cash on hand and a new sale and leaseback arrangement of $64.5 million. The facility is repayable in 28 equal quarterly instalments of $0.9 million and a balloon payment of $40.0 million due together with the final quarterly instalment in April 2033.

M/T Ataraktos: The Company took delivery of *M/T Ataraktos* (156,727 DWT, Suezmax, built 2026, scrubber-fitted, HD Hyundai Samho) on April 14, 2026. The vessel was financed with cash on hand and a new debt facility of $62.0 million. The facility is repayable in 20 equal quarterly instalments of $0.9 million and a balloon of $45.0 million due together with the final quarterly instalment in April 2031.

M/T Androklos: The Company took delivery of *M/T Androklos* (111,734 DWT, LR2, built 2026, New Times SB) on May 21, 2026. The vessel was financed with cash on hand and a new senior secured facility of $50.0 million. The 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 in May 2034.

M/T Archelaos: The Company took delivery of *M/T Archelaos* (155,363 DWT, Suezmax, built 2026, scrubber-fitted, New Times SB) on June 8, 2026. The vessel was financed with cash on hand and a new sale and leaseback arrangement of $67.5 million. The facility is repayable in 40 equal quarterly instalments of $0.8 million and a balloon of $33.8 million due with the final quarterly instalment in June 2036.

As of the date of this report, the sailing fleet has increased to 15 vessels with an aggregate capacity of 2,148,473 DWT.

Sailing fleet:

Vessel	Type	Yard	Country	DWT	Built	Delivered to CAPT
Aristotelis II	VLCC	Hengli Shipbuilding	China	306,113	Feb 2026	Feb 10, 2026
Alkinoos	Suezmax	New Times SB	China	155,352	Jul 2025	Mar 5, 2026
Archigos	Suezmax	HD Hyundai Samho	South Korea	156,727	Mar 2026	Mar 5, 2026
Ataraktos	Suezmax	HD Hyundai Samho	South Korea	156,727	Apr 2026	Apr 14, 2026
Aristoklis	Suezmax	New Times SB	China	155,374	Apr 2026	Apr 14, 2026
Alimedon	Aframax	HD Hyundai Samho	South Korea	113,170	Jul 2018	Mar 9, 2026
Andreios	Aframax	HD Hyundai Samho	South Korea	113,226	Oct 2018	Apr 16, 2026
Areios	Aframax	HD Hyundai Samho	South Korea	113,159	Nov 2018	Apr 15, 2026
Ameinon	Aframax	HD Hyundai Samho	South Korea	113,095	Apr 2019	Apr 8, 2026
Aisopos	LR2	New Times SB	China	115,621	Jan 2025	Jan 12, 2026
Aiolos	LR2	New Times SB	China	115,643	Jan 2025	Jan 12, 2026
Androklos	LR2	New Times SB	China	111,734	May 2026	May 21, 2026
Archelaos	Suezmax	New Times SB	China	155,363	Jun 2026	Jun 8, 2026
Athinagoras	LR2	New Times SB	China	111,791	Aug 2026	Aug 6, 2026
Aristodimos	Suezmax	New Times SB	China	155,378	Aug 2026	Aug 13, 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 under Memoranda of Agreement entered into in connection with the Euronext Growth Oslo listing.

Fleet Under Construction:

Vessel	Type	Yard	Country	DWT	Expected Delivery[8]
Ayrton	Suezmax	New Times SB	China	155,500	Sep 28, 2026
Amor	Suezmax	New Times SB	China	155,500	Nov 2, 2026
Alterego II	VLCC	Hanwha Ocean Co., Ltd (“Hanwha Ocean”)	South Korea	320,000	Jan 15, 2027
Alexandros II	VLCC	Hanwha Ocean	South Korea	320,000	Apr 14, 2027
Amfitrion II	VLCC	Dalian Shipbuilding Industry Co., Ltd (“Dalian Shipyard”)	China	307,000	Apr 28, 2027
Apollonas II	VLCC	Hanwha Ocean	South Korea	320,000	May 28, 2027
Alexander The Great II	VLCC	Dalian Shipyard	China	307,000	Jul 20, 2027
Anemos II	VLCC	Dalian Shipyard	China	307,000	Oct 9, 2027
Aspidoforos	VLCC	Hengli Shipbuilding	China	306,000	Oct 27, 2027
Armonikos	VLCC	Hengli Shipbuilding	China	306,000	Oct 27, 2027
Aftarkis	VLCC	Hengli Shipbuilding	China	306,000	Oct 27, 2027
Akadimos	VLCC	Dalian Shipyard	China	307,000	Dec 31, 2027
Akeraios	Suezmax	HD Hyundai Samho	South Korea	157,000	Feb 16, 2028
Arkesios	VLCC	Hengli Shipbuilding	China	306,000	Feb 28, 2028
Alkaios	Suezmax	HD Hyundai Samho	South Korea	157,000	Mar 15, 2028
Amyntas II	VLCC	Dalian Shipyard	China	307,000	Mar 17, 2028
Aktor	VLCC	Hengli Shipbuilding	China	306,000	Apr 30, 2028
Atromitos II	VLCC	Dalian Shipyard	China	307,000	May 20, 2028

[8] *Expected vessel delivery basis latest shipyard schedule.*

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

	Q3 26	Q4 26	Q1 27	Q2 27	Q3 27	Q4 27	Q1 28	Q2 28
VLCC	92	92	166	358	533	835	1,049	1,287
Suezmax	512	704	720	728	736	736	790	910
Aframax/ LR2	700	736	720	728	736	736	728	728
Total	**1,304**	**1,532**	**1,606**	**1,814**	**2,005**	**2,307**	**2,567**	**2,925**

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 fourth quarter of 2027 and the third quarter of 2028. By comparison, the majority of newbuilding slots for comparable vessels are currently being offered in the second half of 2029 and 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 as of August 18, 2026, the aggregate market value of the Optional Fleet exceeds the optional acquisition cost by $253.7 million.

Vessel	Type	Yard	Country	Cost[9] ($ million)	DWT	Expected Delivery[8]
Aineas	VLCC	Hengli Shipbuilding	China	120.0	306,000	Jan-28
Ainos	VLCC	Hengli Shipbuilding	China	120.0	306,000	Dec-27
Aischinis	VLCC	Hengli Shipbuilding	China	120.0	306,000	Apr-28
Aison	VLCC	Hengli Shipbuilding	China	120.0	306,000	Dec-27
Amphiaraos	VLCC	Hengli Shipbuilding	China	120.0	306,000	Dec-27
Adimantos	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
Agasthenes	VLCC	Hengli Shipbuilding	China	120.0	306,000	Feb-28
Amphiktyon	VLCC	Hengli Shipbuilding	China	120.0	306,000	Apr-28
Allegros	Suezmax	HD Hyundai Samho	South Korea	89.5	157,000	May-28
Aithros	VLCC	Hengli Shipbuilding	China	119.1	306,000	Jun-28
Argonaut II	Suezmax	HD Hyundai Samho	South Korea	89.5	157,000	Sep-28
Antipatros	VLCC	Hengli Shipbuilding	China	119.1	306,000	Aug-28
Antisthenes	VLCC	Hengli Shipbuilding	China	119.1	306,000	Sep-28

[9] Shipbuilding contract cost. M/T Allegros and Argonaut II are offered on an NSF basis.

Newbuilding CAPEX Schedule in millions of USD (as of June 30, 2026)

	Vessel	Q3 26	Q4 26	Q1 27	Q2 27	Q3 27	Q4 27	Q1 28	Q2 28	Total
1	*Aristodimos (Suezmax)*	55.7	—	—	—	—	—	—	—	**55.7**

2	*Athinagoras (LR2)*	45.3	—	—	—	—	—	—	—	**45.3**
3	*Ayrton (Suezmax)*	65.4	—	—	—	—	—	—	—	**65.4**
4	*Amor (Suezmax)*	19.4	55.7	—	—	—	—	—	—	**75.1**
5	*Alterego II (VLCC)*	—	25.0	75.0	—	—	—	—	—	**100.0**
6	*Amfitrion II (VLCC)*	—	13.8	—	75.8	—	—	—	—	**89.6**
7	*Alexandros II (VLCC)*	—	—	25.0	75.0	—	—	—	—	**100.0**
8	*Apollonas II (VLCC)*	12.2	—	30.5	73.1	—	—	—	—	**115.8**
9	*Alexander The Great II (VLCC)*	13.8	—	13.8	—	75.8	—	—	—	**103.4**
10	*Anemos II (VLCC)*	13.8	13.8	—	13.8	—	75.8	—	—	**117.2**
11	*Akadimos (VLCC)*	13.8	—	13.8	—	13.8	75.8	—	—	**117.1**
12	*Amyntas II (VLCC)*	—	13.8	—	13.8	13.8	—	75.8	—	**117.1**
13	*Arkesios (VLCC)*	—	—	—	—	—	—	94.2	—	**94.2**
14	*Akeraios (Suezmax)*	—	—	—	—	—	—	71.6	—	**71.6**
15	*Alkaios (Suezmax)*	—	—	—	—	—	—	71.6	—	**71.6**
16	*Atromitos II (VLCC)*	—	—	13.8	—	13.8	13.8	—	75.8	**117.1**
17	*Aktor (VLCC)*	—	—	—	—	—	—	—	94.2	**94.2**
18	*Aspidoforos (VLCC)*	—	—	—	—	—	85.4	—	—	**85.4**
19	*Armonikos (VLCC)*	—	—	—	—	—	85.4	—	—	**85.4**
20	*Aftarkis (VLCC)*	—	—	—	—	—	85.4	—	—	**85.4**
	Total	**239.4**	**122.1**	**171.9**	**251.5**	**117.1**	**421.5**	**313.1**	**170.0**	**1,806.6**

Subsequent Event Highlights

- **Vessel deliveries**: Subsequent to quarter-end and through the date of this report, the Company took delivery of two newbuilding tankers, the LR2 *M/T Athinagoras* (111,791 DWT, Dual Fuel LNG, built 2026, New Times SB) on August 6, 2026, and the Suezmax *M/T Aristodimos* (155,378 DWT, Dual Fuel LNG, scrubber-fitted, built 2026, New Times SB) on August 13, 2026.
- The *M/T Athinagoras* was partly financed by a senior secured financing arrangement of $50.0 million, repayable in 32 equal quarterly instalments of $0.7 million, and a balloon of $27.6 million together with the last instalment in August 2034.

- The *M/T Aristodimos* was partly financed by a sale and leaseback arrangement of $67.5 million, repayable in 40 quarterly instalments of $0.8 million, and a balloon of $33.8 million together with the last instalment in August 2036.

Earnings Conference Call and Webcast

On Tuesday, September 1, 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 second quarter of 2026 and will be available to take questions. Participants can access the conference call through an audio webcast:

Slides and Audio Webcast
A live webcast and presentation slides will be available during the call. You can register and view the call through the following link:

Click here to register for slides and 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.

Click here to register for the conference call

Dial-in details will be provided upon registration. 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 can be downloaded from 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 33 latest generation eco vessels — 15 VLCCs, 10 Suezmax, and eight Aframax/LR2 tankers — comprising 15 sailing vessels and 18 newbuildings scheduled for delivery between 2026 and 2028, with options for 13 additional crude tankers. 23 of the 33 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.

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.

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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 three-month period ended June 30, 2026	For the period from January 9, 2026 (date of inception) to June 30, 2026
Revenues	**148,638**	**183,561**
Expenses		
Voyage expenses	34,592	41,924
Vessel operating expenses	7,711	10,002
Vessel operating expenses – related party	551	708
Vessel depreciation and amortization	11,064	14,024
General and administrative expenses	1,698	1,900
Operating income, net	**93,022**	**115,003**
Other (expense) / income, net:		
Interest expense and other finance costs	(90)	(116)
Other (expense) / income, net	(72)	1,075
Total other (expense) / income, net	**(162)**	**959**
Net income for the period	**92,860**	**115,962**
Other comprehensive income	-	-
Total comprehensive income for the period	**92,860**	**115,962**
Earnings per share – basic & diluted	0.70	0.94
Weighted average number of shares – basic & diluted	133,204,288	122,862,685

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

	As of June 30, 2026
Assets	
Non-current assets	
Vessels, net	1,290,050
Vessels under construction	893,335
Deferred charges	24
Restricted cash	6,500
Total non-current assets	**2,189,909**
Current assets	
Inventories	17,430
Trade accounts receivable	44,519
Claims	1,908
Prepayments and other assets	5,347
Cash and cash equivalents	350,205
Total current assets	**419,409**
Total assets	**2,609,318**
Shareholders’ equity and liabilities	
Shareholders’ equity	
Share capital	133
Additional paid-in capital	1,961,489
Retained earnings	99,634
Total shareholders’ equity	**2,061,256**
Non-current liabilities	
Long-term borrowings, net of current portion	493,111
Total non-current liabilities	**493,111**
Current liabilities	
Current portion of long-term borrowings	27,725
Trade accounts payable	15,569
Accrued liabilities	9,646
Due to related parties	2,011
Total current liabilities	**54,951**
Total liabilities	**548,062**
Total shareholders’ equity and liabilities	**2,609,318**

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 June 30, 2026
Cash flows from operating activities:	
Net income for the period	115,962
Adjustments to reconcile net income to net cash provided by operating activities:	
Vessel depreciation and amortization	14,024
Amortization of deferred financing fees	101
Equity compensation expense	555
Interest income	(2,166)
Changes in working capital:	
Trade accounts receivable	(44,519)
Claims	(1,908)
Prepayments and other assets	(5,084)
Inventories	(17,430)
Trade accounts payable	14,819
Accrued liabilities	6,405
Due to related parties	2,011
Net cash provided by operating activities	**82,770**
Cash flows from investing activities:	
Payments for vessel acquisitions, vessels under construction and improvements	(791,427)
Capitalized interest paid	(1,738)
Interest income received	1,902
Increase in restricted cash	(6,500)
Net cash used in investing activities	**(797,763)**
Cash flows from financing activities:	
Proceeds from issuance of long-term borrowings	445,556
Payment of long-term borrowings	(4,095)
Payments of deferred financing fees	(2,746)
Dividends paid	(16,328)
Contributions from shareholders	187,989
Proceeds from common shares issuance	455,723
Expenses paid related to IPO	(901)
Net cash provided by financing activities	**1,065,198**
Net increase in cash and cash equivalents	**350,205**
Cash and cash equivalents at beginning of period	**-**
Cash and cash equivalents at end of period	**350,205**
Supplemental cash flow information	
Contributions in kind – transfer of vessels and vessels under construction net of assumed loans	1,319,025
Expenses related to common shares issuance included in liabilities	769
Deferred financing fees included in liabilities	473
Interest income included in prepayments and other assets	263
Capitalized interest expense included in liabilities	2,749