

TEN FLEET DATA as of February 5, 2019 (All vessels are Double-Hull)

	Vessel Name	Built	Dwt	Ice-Class	Current Employment	Expiry Date	Terms	Depreciation	
								Daily	Forthcoming Dry-dockings
VLCC									
1	Hercules I	Jan-17	300,000		Time-Charter	Nov-21	\$30,625	9,205	
2	Ulysses	May-16	300,000 600,000		Time-Charter	Oct-19	Rate based on world scale (see notes)	9,131	
SUEZMAX									
1	Lisboa	Mar-17	157,000		Time-Charter	May-25	\$49,000	10,727	
2	Brasil 2014	Apr-13	155,721		Time-Charter	June-28	\$47,000 (see notes)	10,041	
3	Rio 2016	Mar-13	155,709		Time-Charter	May-28	\$47,000 (see notes)	10,011	
4	Eurovision	Jan-13	158,000		Time-Charter	Sep-20	\$12,000 min. 100% to \$29,000. 50% profit share \$29-39,000. 20% if above.	6,013	
5	Euro	Sep-12	158,000		Spot		Market Rate	5,876	
6	Dimitris P	Aug-11	157,740		Time-Charter	Aug-23	\$23,000 min. 100% to \$26,000 plus 50% profit share if above.	7,061	
7	Spyros K	May-11	157,648		Time-Charter	May-22	\$23,000 min. 100% to \$26,000 plus 50% profit share if above.	7,003	
8	Antarctic	Apr-07	163,216	1A	Time-Charter	Apr-20	\$12,000 min. 100% to \$29,000. 50% profit share \$29-39,000. 20% if above.	5,688	
9	Arctic	Jan-07	163,216	1A	Time-Charter	Mar-20	\$12,000 min. 100% to \$25,000 plus 50% profit share if above.	5,624	
10	Alaska	Feb-06	163,250	1A	Time-Charter	Sep-20	\$12,000 min. 100% to \$29,000. 50% profit share \$29-39,000. 20% if above.	4,979	
11	Archangel	Jan-06	163,216	1A	Time-Charter	May-20	\$12,000 min. 100% to \$29,000. 50% profit share \$29-39,000. 20% if above.	4,988	
12	Eurochampion 2004	Apr-05	164,608	1C	Time-Charter	Jan-20	\$12,000 min. 100% to \$29,000. 50% profit share \$29-39,000. 20% if above.	-	
13	Euronike	Sep-05	164,565	1C	Time-Charter	Apr-20	\$12,000 min. 100% to \$29,000. 50% profit share \$29-39,000. 20% if above.	-	
14	Silia T	Jun-02	164,286		Time-Charter	Mar-19	\$41,350	2,485	
15	Pentathlon	Aug-09	158,475		Spot		Market Rate	7,061	
16	Decathlon	Jan-12	158,475 2,563,725		Time-Charter	Apr-20	\$15,000 to \$30,000 100% owners/\$30,000 to \$50,000 50%-50% thereafter 100% charterers	7,267	
AFRAMAX									
1	Bergen TS	Oct-17	112,700		Time-Charter	Oct-22	\$24,151	5,500	
2	Stavanger TS	Jul-17	112,700		Time-Charter	Jul-22	\$24,151	5,599	
3	Oslo TS	May-17	112,700		Time-Charter	May-22	\$24,151	5,637	
4	Sola TS	Apr-17	112,700		Time-Charter	Apr-22	\$23,151	5,572	
5	Marathon TS	Feb-17	112,700		Time-Charter	Feb-22	\$23,500	5,373	
6	Parthenon TS	Nov-16	112,700		Time-Charter	Nov-21	\$22,500	5,322	
7	Leontios H	Oct-16	112,700		Time-Charter	Oct-23	\$22,000	5,354	
8	Thomas Zafiras	Aug-16	112,700		Time-Charter	Aug-23	\$22,000	5,274	
9	Elias Tsakos	Jun-16	112,700		Time-Charter	Jun-23	\$22,000	5,302	
10	Izumo Princess	Mar-07	105,374		Time-Charter	Aug-20	\$15,450	4,922	
11	Sakura Princess	Jun-07	105,365		Spot		Market Rate	6,145	
12	Maria Princess	Oct-08	105,346		Spot		Market Rate	6,271	
13	Nippon Princess	Nov-08	105,392		Spot (COA)		Market Rate	6,263	
14	Ise Princess	Jul-09	105,361		Spot		Market Rate	6,331	
15	Asahi Princess	Sep-09	105,372		Time-Charter	Apr-20	\$14,950	6,353	
16	Sapporo Princess	Apr-10	105,354		Spot		Market rate	6,379	
17	Uruga Princess	Jul-10	105,344 1,857,208		Spot (COA)		Market rate	6,375	
AFRAMAX LR (PRODUCTS)									
1	Proteas	May-06	117,055	1A	Spot		Market Rate	7,307	
2	Promitheas	Aug-06	117,055	1A	Spot		Market rate	7,413	
3	Proponitis	Oct-06	117,055 351,165	1A	Time-Charter	May-19	\$29,900	7,461	
PANAMAX (PRODUCTS)									
1	Sunray	Aug-16	74,200		Time-Charter	Feb-21	\$16,700 min up to \$18,000 60-40% for owners/chtrrs, thereafter 50-50%	4,951	
2	Sunrise	Sep-16	74,200		Time-Charter	Mar-21	\$16,700 min up to \$18,000 60-40% for owners/chtrrs, thereafter 50-50%	4,955	
3	Selecao	Feb-08	74,296		Time-Charter	Jun-21	\$13,000 min - \$23,000 max	5,956	
4	Socrates	Mar-08	74,327		Time-Charter	Jun-21	\$13,000 min - \$23,000 max	5,939	
5	World Harmony	Apr-09	74,200		Time-Charter	Mar-21	\$13,000 min - \$23,000 max	5,673	
6	Chantal	May-09	74,329		Time-Charter	May-21	\$13,000 min - \$23,000 max	5,667	Apr'19
7	Selini	Jan-09	74,296		Time-Charter	Jan-21	\$14,833. See notes.	5,803	Jan'19
8	Salamina	Feb-09	74,251		Time-Charter	Mar-21	\$14,833. See notes.	5,795	Feb'19
9	Andes	Sep-03	68,439		Time-Charter	Sep-19	\$12,000	3,472	
10	Maya (49% owned by FLOPEC)	Jan-03	68,439		Time-Charter	Aug-19	\$12,000	3,425	
11	Inca (49% owned by FLOPEC)	Mar-03	68,439		Time-Charter	Mar-19	\$12,000	3,485	
			799,416						
HANDYMAX (PRODUCTS)									
1	Aris	Apr-05	53,107	1A	Time-Charter	May-20	\$14,350	5,584	
2	Ajax	Mar-05	53,095	1A	Time-Charter	Sep-20	\$13,800	5,635	
3	Afrodite	Aug-05	53,082	1A	Time-Charter	Aug-20	\$13,800	5,494	
4	Artemis	Aug-05	53,039	1A	Time-Charter	Apr-19	\$13,125	5,492	
5	Ariadne	Nov-05	53,021	1A	Time-Charter	Jun-20	\$13,800	5,519	
6	Apollo	May-05	53,149 318,493	1A	Time-Charter	Apr-19	\$12,900	5,584	
HANDYSIZE (PRODUCTS)									
1	Bosporos	Aug-07	37,275	1B	Spot		Market Rate	4,992	
2	Byzantion	May-07	37,275	1B	Spot		Market Rate	4,932	
3	Aegeas	Apr-07	37,061	1A	Spot		Market Rate	3,341	
4	Andromeda	Mar-07	37,061	1A	Spot		Market Rate	3,308	
5	Amphitrite	May-06	37,061	1A	Spot		Market Rate	3,280	
6	Arion	Oct-06	37,061	1A	Spot		Market Rate	3,288	
7	Didimon	Jan-05	37,432 260,226		Time-Charter	Dec-19	\$13,400	2,646	
LNG (LIQUEFIED NATURAL GAS)									
1	Maria Energy	Oct-16	93,600		Time-Charter	Mar-20	\$43,000 (see notes)	15,514	
2	Neo Energy	Feb-07	85,602 179,202		Time-Charter	Apr-19	\$38,000	11,621	
64			6,928,835						
VESSELS UNDER CONSTRUCTION									
Vessel Name	Delivery	Dwt	Price \$m	Extras	Paid to date	Remaining 2019	2020		
1	HN 5036	Q1 2020	115,000	\$1.7	0.0	10.3	10.3	31.1	
2	HN 5033	Q4 2019	115,000	\$1.7	0.0	10.3	41.4	0.0	
2	VESSELS UNDER CONSTRUCTION:		230,000	103.4	0.0	20.6	51.7	31.1	
66	TOTAL FLEET:		7,158,835						

NOTES TO DATA (February 5, 2019):

Except for any historical information included below, the matters indicated below are forward-looking and involve risks and uncertainties that could cause actual amounts to differ materially from those below.
TEIN undertakes no obligation to publicly update any forward-looking statements, whether as a result of new information, future events, or otherwise.

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Q4 spot rates on average higher than previous quarters for crude carriers, due to improved market a drop in fuel prices (which negatively impacted bunker hedge valuations).

19 vessels were on spot, 6 handysize product carriers earning on average 12k daily, 2 panamax vessels earning average 3k, 8 aframax/LR2s earning average 19k, 3 suezmaxes earning average of 25k. 10 suezmaxes on t/c earned profit share, on average doubling their minimum hire.

Off-hire in Q4: 3 vessels in dry-dock.

Maria Princess lost 21 days, *Nippon Princess* 29 days and *Selini* 19 days during Q4 due to dry docking.
Lost days on repositioning voyages: *Silia T*: 12, *Selini*: 14, *Salamina*: 15. Lost days on repairs *Sola TS* 28 days.

Costs incurred which specifically relate to the dry-dock for survey purposes (i.e. they would not otherwise have been incurred) are deferred, i.e. they are capitalized and amortized over the period to the next survey dry-docking. During dry-docking other costs are often incurred which do not relate to the survey. Such costs are expensed immediately. As a consequence, daily operating costs of a vessel during a quarter in which it undertakes a dry-dock are expected to be approx. 30% higher than usual.

Charters with escalation clauses and adjustments:

Neo Energy's charter rate: \$19,450 until November 15, 2018, then renewed for \$38,000 for 5.5 months.

Maria Energy's charter rate: \$43,000 until end of March 2019. At the end, there are one plus one year options, the first at \$68,000 and the second at \$80,000. Charterers exercised the first year option at \$68,000.

Option rates are not taken into account when calculating the fixed period average.

The time-charter rates for the shuttle-tankers *Rio 2016* and *Brasil 2014* are adjusted periodically to take account of rising expenses. By Q4 they had reached approximately \$50,000 and \$51,000 respectively.

Selini & *Salamina* 1st year: minimum \$14,000 pd - maximum \$24,000 per day
2nd year: minimum \$15,000 pd - maximum \$25,000 per day
3rd year: minimum \$15,500 pd - maximum \$25,500 per day

For accounting purposes, minimum revenue is recognised on a straight line basis i.e. \$14,833 pd from delivery of the vessel until the end of charter.

Charters with alternative periods / determinable rates

VLCC Ulysses is chartered at a rate based on a specific formula for which permission for public disclosure has not been given. Actual TCE rate achieved in Q4 2018 was approx. \$27,600.

Profit sharing arrangements:

For vessels on a monthly profit-share arrangement, the profit-share is based on a commonly accessible index and therefore is determinable at any month end.

For vessels on a six-monthly profit-share arrangement, the profit-share is determined on a fixed date, by recalculating the monthly average of the past six monthly actual rates (*Spyros K, Dimitris P*), or as determined by an independent brokers' panel at the end of the six months (*World Harmony, Chantal, Socrates, Seleccion, Andes*).

Until the rate has been determined only the minimum rate is accounted for (minimums are shown on the preceding Fleet Data Sheet).

Determination dates: *Spyros K* and *Dimitris P* -30 June and 31 December. *World Harmony* -23 April and 23 October. *Chantal* -10 June and 10 December. *Socrates*-7 July and 7 January . *Seleccion*-30 July and 30 January. *Andes* -25 May and 12 September.

General and administrative expenses (our overhead costs) include:

Management fees - monthly fees are \$27,500 per vessel, \$36,877 for *Neo Energy* and *Maria Energy*, LNG carriers and \$35,000 each for the three shuttle tankers.

Administrative/office costs - audit/legal fees, director fees/expenses, investor relations costs, office supplies, advertising, project costs, D&O insurance, sundry.

Average total expenditure on Administrative/office costs per quarter is approx. \$1.0m.

Management Incentive award is subject to BOD approval. The amount is amortized throughout the year in which it is determined.

It is expected that an amount of approximately \$200k will be included in G&A expenses.

Finance costs: In Q4 expected finance costs are as follows:

	\$m estimate
Loan Interest	18.5
Interest payable/(receivable) in Q4 on all interest rate swaps	-0.3
Loan expense amortization, bank charges, other finance costs expensed	1.0
Capitalized interest (2 vessels under construction)	-0.1
Bunker hedges (non-hedging criteria) valuation movements (negative)	11.3
Bunker hedges cash receivable (positive)	-3.7
Total expected finance costs	<u>26.7</u>

Interest and investment income: Interest earned on bank deposits is expected to amount to \$0.8m in Q4.

New deliveries:

TEN has contracts for the building of two aframax tankers at a cost of \$51.7m each. They will be chartered to US oil major upon delivery. Debt financing, including pre-delivery financing, of \$82.7 million has been agreed for both vessels. \$10.3 million has been drawn to date.

Liquidity:

As at December 31, 2018, TEN had approximately \$220m in cash and other liquid assets.

Loan movements in Q4:	\$m
Outstanding debt at September 30, 2018	1,634.8
Scheduled repayments	-37.8
Drawdowns	97.8
Prepayments	<u>-87.7</u>
Expected outstanding debt at December 31, 2018	<u>1,607.1</u>

Expected annual loan amortization, based on the current schedule, including recent refinancings and prepayments (in US\$ millions):

	2019	2020	2021	2022
Scheduled repayments	149	163	132	106
Balloons	<u>80</u>	<u>73</u>	<u>155</u>	<u>121</u>
	<u>229</u>	<u>236</u>	<u>287</u>	<u>227</u>

It is expected that all balloons will be refinanced. Balloon amounting to \$80million for 2019 has been refinanced.

In Q3, time-chartered vessels generated enough cash to cover all expenses, as follows:

	\$m
Revenue generated by vessels on time-charter	81.1
Operating Expenses	44.5
Commission Expenses	4.5
Charter-in hire	2.7
Finance Expenses, cash net interest income	16.9
Overhead expenses	<u>6.1</u>
Total expenses	<u>74.7</u>
Surplus	6.4
Revenue generated by spot vessels after bunker and port expenses	<u>16.2</u>
Total cash generation after expenses	<u>22.6</u>

This is not an indication of what we might expect for Q4, although we do expect that the pattern of time-charter revenue cover over cash expenses will be a comfortable improvement over Q3.

A dividend of \$0.05 per common share was paid on December 6, 2018.

Preferred and Common Dividends are subject to declaration by the Company's Board of Directors.

Dividends on the 8.0% Series B Preferred Shares and the 8 7/8% Series C Preferred Shares are paid quarterly in arrears on the 30th day of January, April, July and October.

Dividends on the 8.75% Series D Preferred Shares are paid quarterly in arrears on the 28th day of February, May, August and November of each year.

Dividends on the 9.25% Series E Preferred Shares are paid quarterly in arrears on the 28th day of August, November, February and May of each year.

Dividends on the 9.50% Series F Preferred Shares are paid quarterly in arrears on the 30th day of October, January, April and July of each year.

Preferred dividends, like common stock dividends, do not impact the income statement. However, preferred dividends are included in the calculation of eps. For Q4 therefore, it is expected that an amount of \$10.2m (payments and accruals) will be included in the numerator when calculating eps.

Vessel values: We regularly perform cash flow tests to assess whether the estimated future cash flow to be generated by each of our vessels is in excess of the net book value of those vessels.

Given current remaining life potential scenarios for vessels, we may incur impairment charges relating to certain vessels in our fleet in Q4.

Minority interest. Amount due from the non-controlling interest in Q4 is expected to be \$0.1m, being net loss attributable to the non-controlling interest which owns 49% of *Maya* and *Inca*.

Leases - charter-in hire \$2.7m per quarter, per vessel.

As part of the December 21, 2017 sale and leaseback arrangement, TEN has sold the suezmaxes, *Eurochampion 2004* and *Euronike*, to a third party and chartered them back on a bare-boat charter for 5 years at \$14,825 per day, per vessel.

There are no repurchase options or purchase obligations and therefore these charters are accounted for as operating leases. These are the only chartered-in vessels in the fleet. There are no other charters considered as capital or finance leases.

The implementation of a new accounting standard in 2019 may change the accounting treatment currently used.

Cargo: Although the LR2s and LR1s are designated product carriers, much of their activity during Q4 is for the transportation of crude or fuel oil.