



Scorpio Tankers Inc.
Fourth Quarter and Full Year 2020 Earnings Presentation
February 18, 2020

Disclaimer and Forward-looking Statements

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Risks and uncertainties include, but are not limited to, the failure of counterparties to fully perform their contracts with Scorpio, the strength of world economies and currencies, general market conditions, including fluctuations in charter hire rates and vessel values, changes in demand in the tanker vessel markets, changes in Scorpio’s operating expenses, including bunker prices, drydocking and insurance costs, the fuel efficiency of our vessels, the market for Scorpio’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 and environmental rules and regulations or actions taken by regulatory authorities including those that may limit the commercial useful lives of tankers, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, and other important factors described from time to time in the reports Scorpio files with, or furnishes to, the Securities and Exchange Commission, or the Commission, and the New York Stock Exchange, or NYSE. Scorpio undertakes no obligation to update or revise any forward-looking statements. These forward-looking statements are not guarantees of Scorpio’s future performance, and actual results and future developments may vary materially from those projected in the forward-looking statements

This presentation describes time charter equivalent revenue, or TCE revenue, which is not a measure prepared in accordance with IFRS (i.e. a "Non-IFRS" measure). TCE revenue is presented here because we believe that it provides investors with a means of evaluating and understanding how the Company’s management evaluates the Company’s operating performance. This Non-IFRS measure should not be considered in isolation from, as a substitute for, or superior to financial measures prepared in accordance with IFRS.

The Company believes that the presentation of TCE revenue is useful to investors because it facilitates the comparability and the evaluation of companies in the Company’s industry. In addition, the Company believes that TCE revenue is useful in evaluating its operating performance compared to that of other companies in the Company’s industry. The Company’s definition of TCE revenue may not be the same as reported by other companies in the shipping industry or other industries. See appendix for a reconciliation of TCE revenue to revenue, please see the Appendix of this presentation.

Unless otherwise indicated, information contained in this presentation concerning Scorpio’s industry and the market in which it operates, including its general expectations about its industry, market position, market opportunity and market size, is based on data from various sources including internal data and estimates as well as third party sources widely available to the public such as independent industry publications, government publications, reports by market research firms or other published independent sources. Internal data and estimates are based upon this information as well as information obtained from trade and business organizations and other contacts in the markets in which Scorpio operates and management’s understanding of industry conditions. This information, data and estimates involve a number of assumptions and limitations, are subject to risks and uncertainties, and are subject to change based on various factors, including those discussed above. You are cautioned not to give undue weight to such information, data and estimates. While Scorpio believes the market and industry information included in this presentation to be generally reliable, it has not independently verified any third-party information or verified that more recent information is not available.

Investment Highlights

<p>The Largest & Most Modern Product Tanker Fleet in the World</p>	<ul style="list-style-type: none"> • 135 wholly owned, finance leased or bareboat chartered-in tankers on the water with an average age of 5.2 years • 98 product tanker vessels equipped with exhaust gas scrubbers • Vessels trading within one of the world's largest product tanker platforms with a strong track record
<p>Strong Financial Position & Improving Financial Performance</p>	<ul style="list-style-type: none"> • Net income of \$93.9 million and adjusted EBITDA of \$538.0 million for the trailing 12 months ended December 31, 2020 • Cash and cash equivalents of \$204.1 million as of February 17, 2021 • In addition, the company has \$20.8 million in committed financing and \$61.2 million under discussion for the refinancing of 15 vessels
<p>Limited Capex Going Forward</p>	<ul style="list-style-type: none"> • Since 2018, the Company completed \$410.6 million in capex payments for drydock, ballast water treatment systems and scrubbers • Remaining capex for FY-21 is \$36.2 million • In addition to the above refinancing's, the Company has \$20.0 million of additional liquidity available (after the repayment of existing debt) from previously announced financings that have been committed and are tied to scrubber installations
<p>Dividend & Securities Repurchase Program</p>	<ul style="list-style-type: none"> • Repurchased \$52.3 million face value of its Convertible Notes due 2022 at an average price of \$894.12 per \$1,000 principal amount, or \$46.7 million in 2020 • Repurchased an aggregate of 1,170,000 common shares of the Company at an average price of \$11.18 per share in the open market for total consideration of \$13.1 million in 2020 • Quarterly dividend of \$.10/share
<p>Scorpio Has Significant Operating Leverage</p>	<ul style="list-style-type: none"> • \$1,000/day increase in average daily rates would generate ~\$49 million of incremental annualized cash flow⁽¹⁾ • An increase in average daily rates from \$20,000 to \$25,000 (25%) translates to an increase in annualized cash flow from \$421 million to \$665 million, a 57% increase in net cash flow
<p>Favorable Long Term Supply/Demand Fundamentals</p>	<ul style="list-style-type: none"> • Refinery closures and additions are expected to increase seaborne volumes of refined products and ton miles • Limited newbuilding orders drives lowest orderbook as a percentage of fleet ever recorded • Favorable supply/demand environment with demand to outstrip growth in 2021

Scorpio Tankers at a Glance

Key Facts

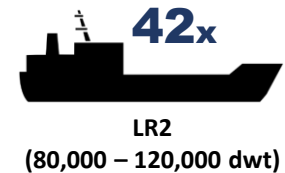
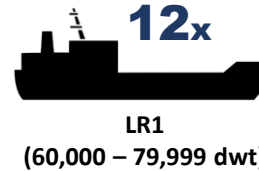
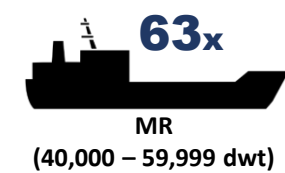
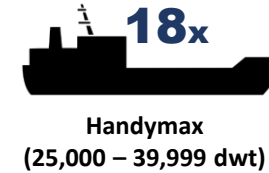
- Scorpio Tankers Inc. (“Scorpio”) is the world’s largest product tanker owner, providing marine transportation of refined petroleum products (gasoline, diesel, jet fuel and naphtha) to a diversified blue-chip customer base
- NYSE-listed with compliant governance
- The Company’s fleet consists of 135 wholly owned, finance leased or bareboat chartered-in tankers
- Vessels employed in well-established Scorpio pools with a strong track record of outperforming the market
- Headquartered in Monaco, Scorpio is incorporated in the Marshall Islands and is not subject to US income tax
- Diversified blue-chip customer base



Fleet Overview

Largest Product Tanker Fleet in the World

with 135 Vessels on the Water



Average Age of Fleet:
5.2 Years

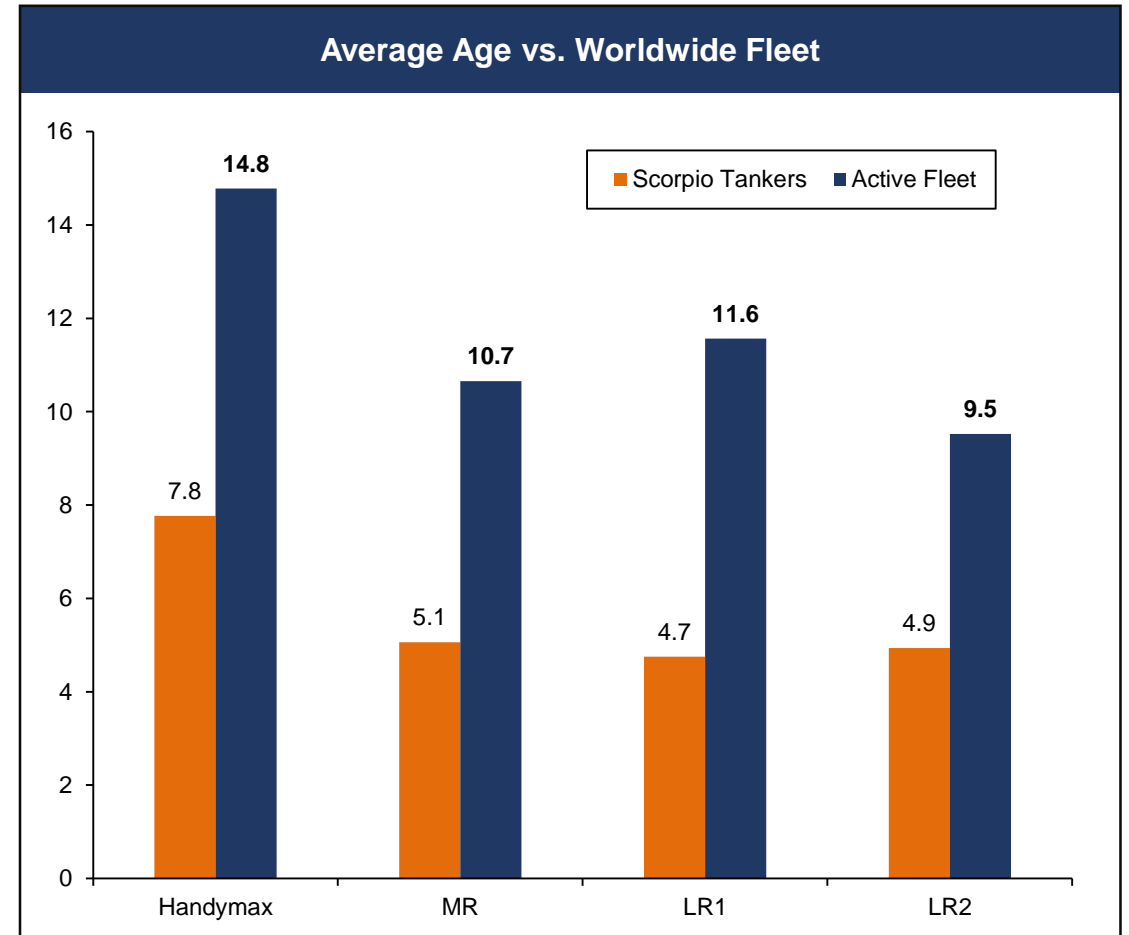
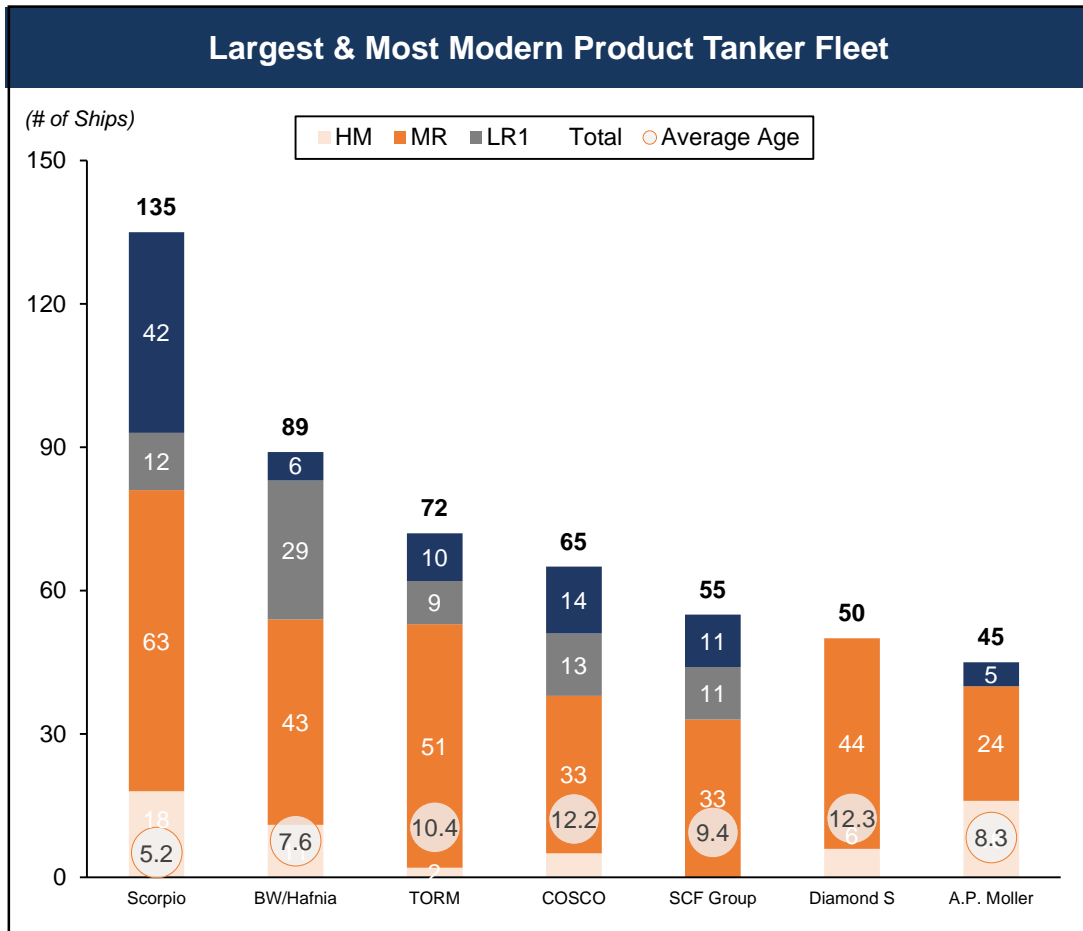
Attractive Mix of
Modern MR and LR Vessels

Scrubber Fitted Vessels:
98 vessels¹

91% of Fleet Built at
Leading Korean Shipyards²

Largest & Most Modern Product Tanker Fleet

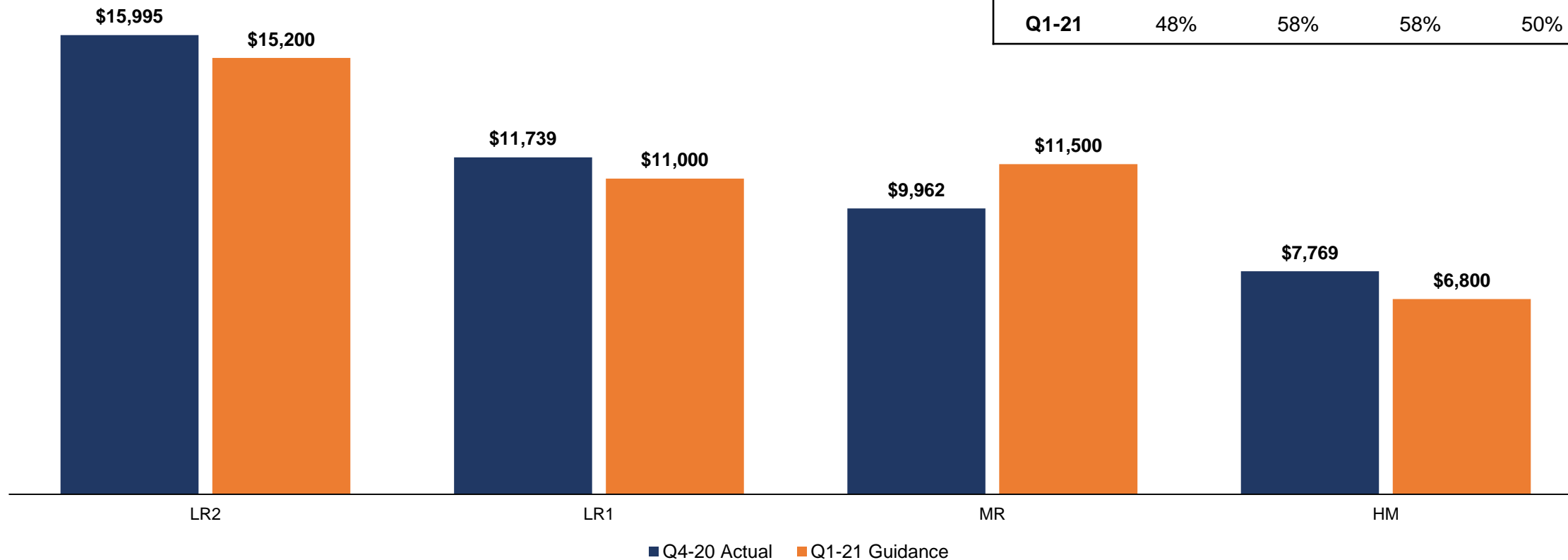
- World's largest and youngest product tanker fleet, including the leading owner in the MR and LR2 product tanker segments
- While a significant portion of the global MR and LR fleets are older than 15 years of age, the Scorpio fleet has an average age of 5.2 years



Q4-20 Actual & Q1-21 Guidance of Company TCE Rates

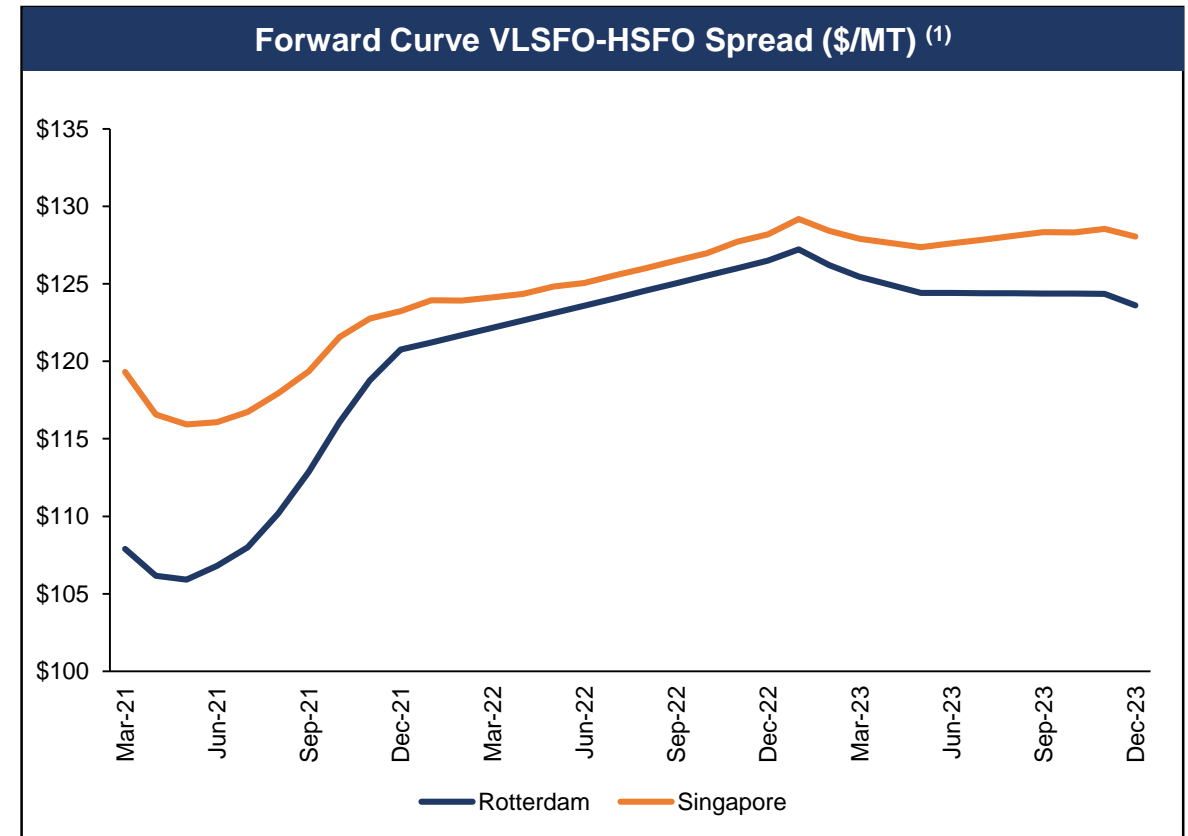
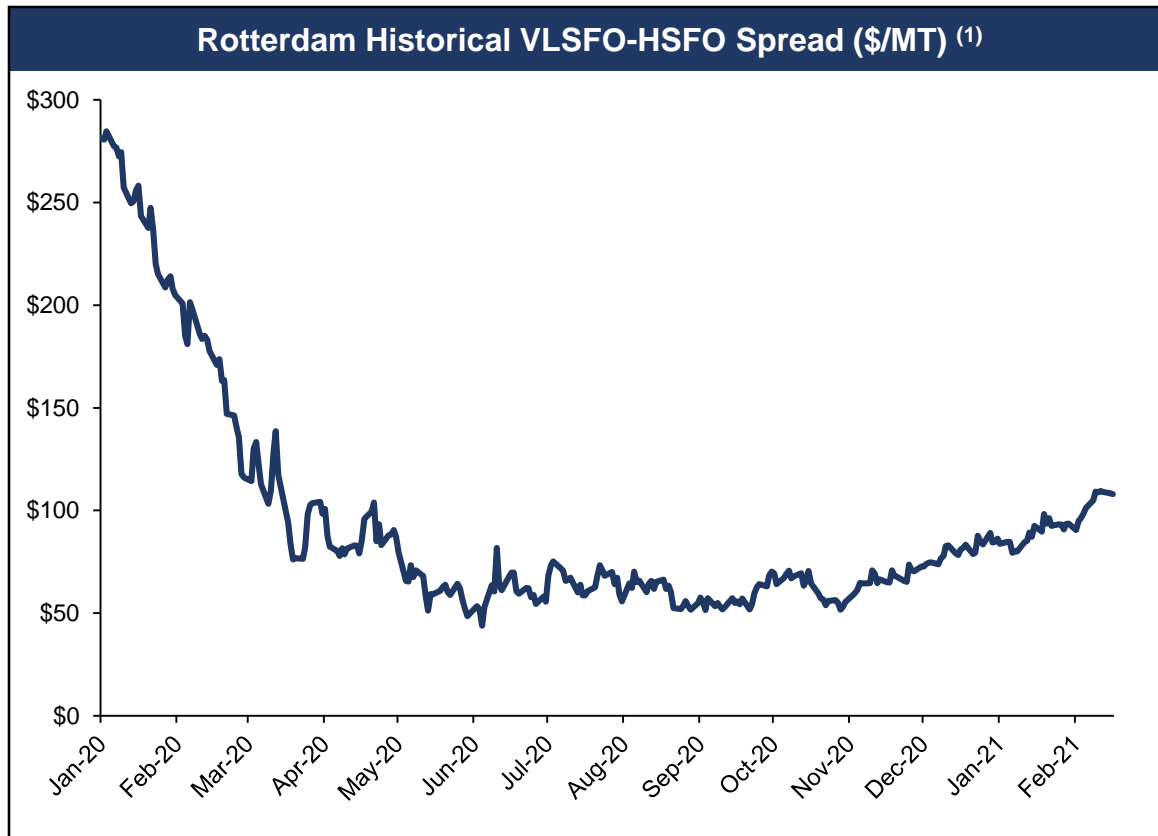
Scorpio Fleet TCE by Segment (\$/day)

% of Q1-21 Days Booked as of February 17, 2021				
	<u>LR2</u>	<u>LR1</u>	<u>MR</u>	<u>HM</u>
Q1-21	48%	58%	58%	50%



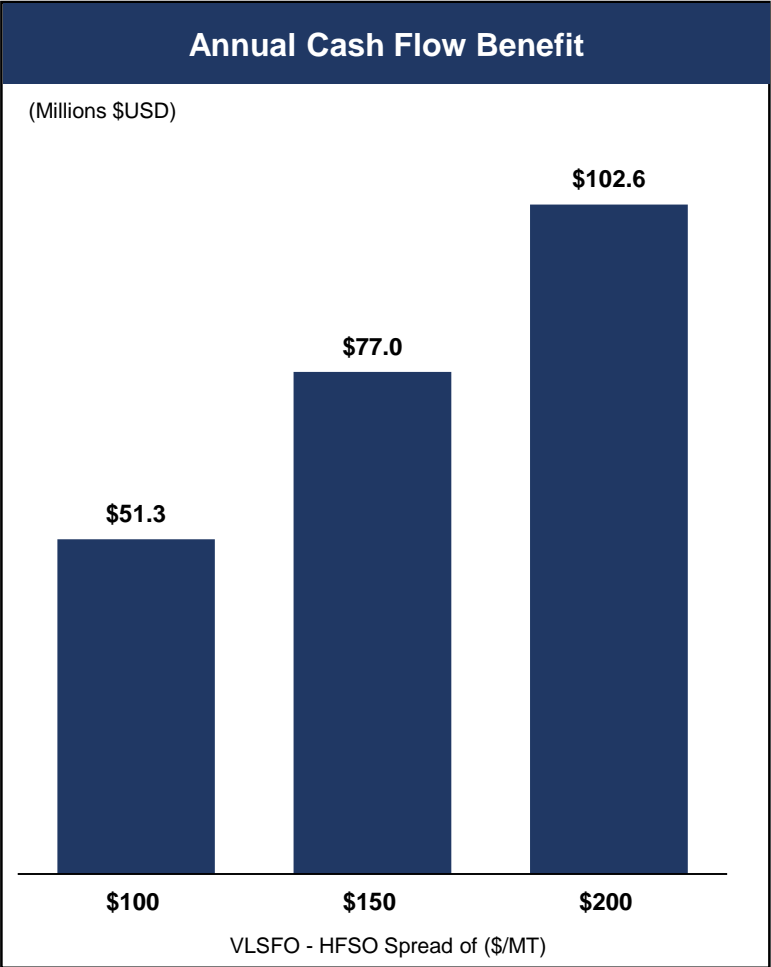
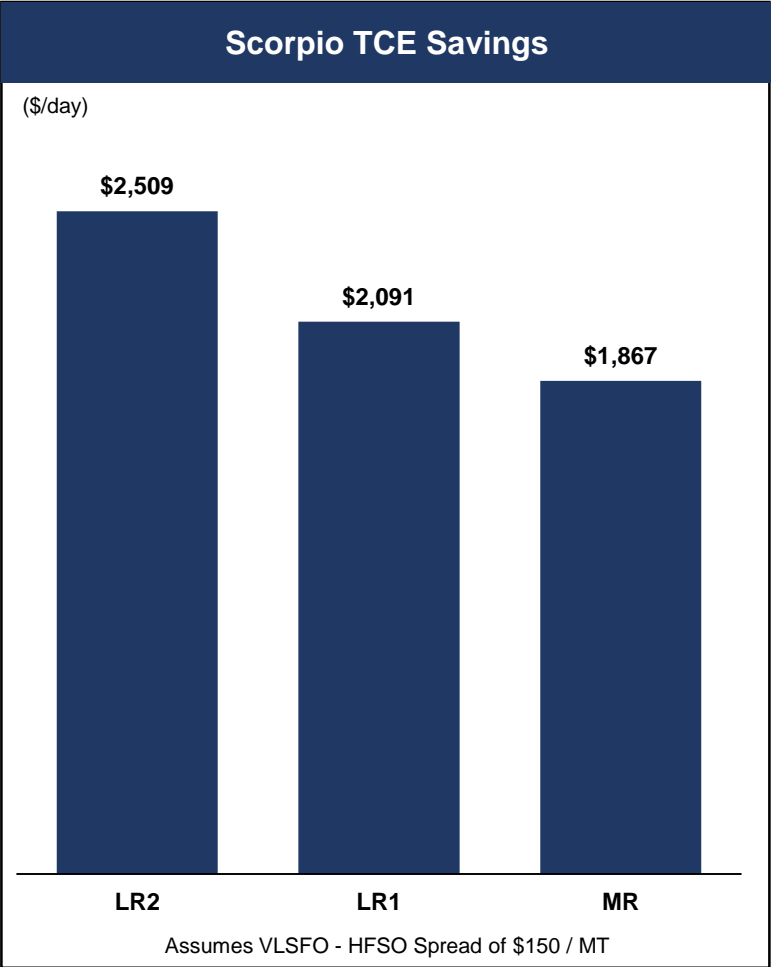
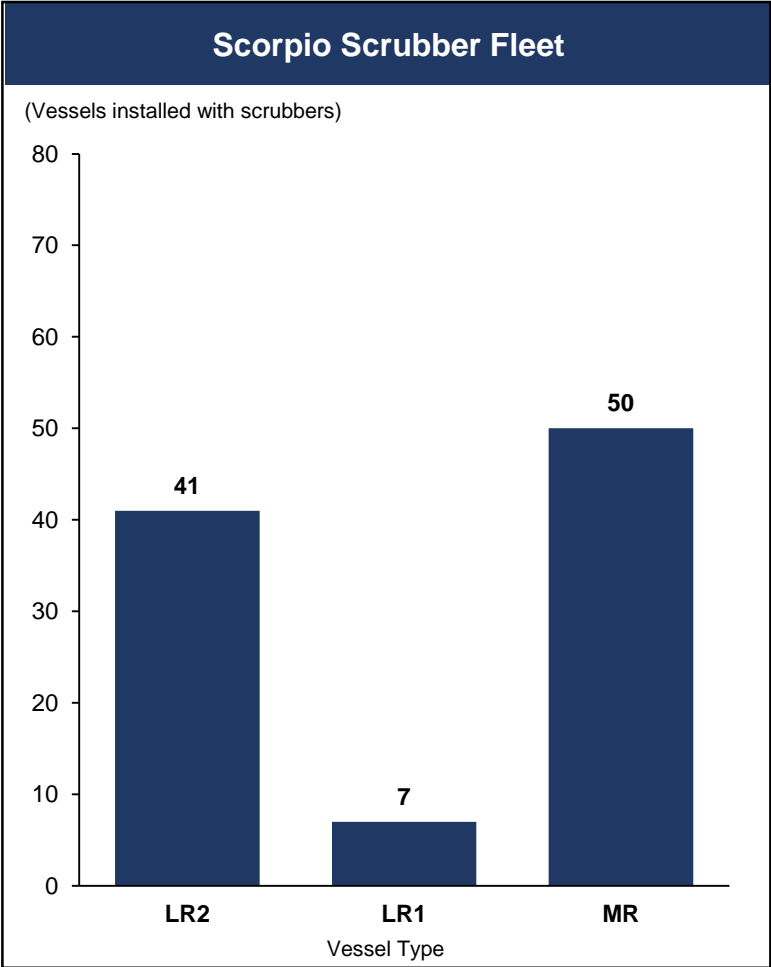
Bunker Prices & Forward Curve

- The VLSFO-HSFO spread reached \$300/MT in January 2020 as the International Maritime Organization (IMO) regulatory fuel changes were implemented, requiring non scrubber fitted vessels to consume marine fuel with 0.5% sulfur content
- In Q2-209 the oil demand shock caused by COVID-19 resulted in a sharp decline in crude oil and refined product prices, narrowing the VLSFO-HSFO spread
- However, the VLSFO-HSFO spread has continued to increase since October and the forward curve suggests it will continue



Scrubber Fuel Savings

- As of February 17, 2021 the Company has 98 vessels currently installed with exhaust gas cleaning systems (“scrubbers”)



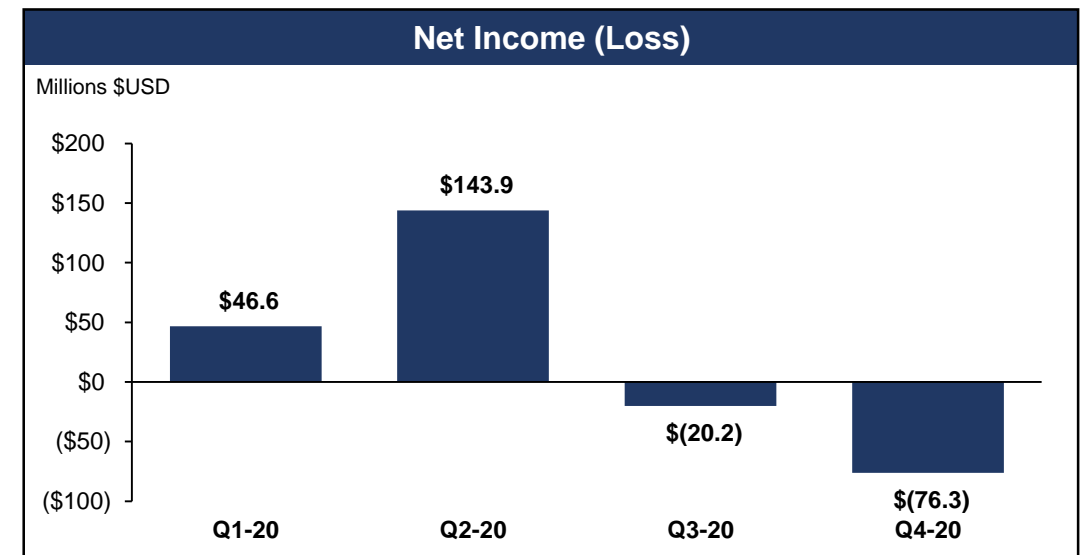
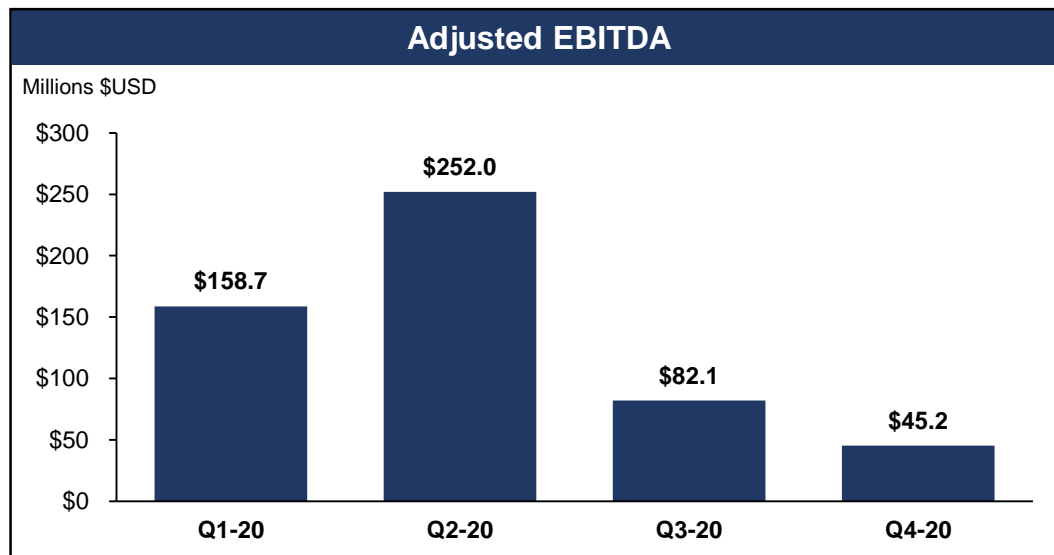
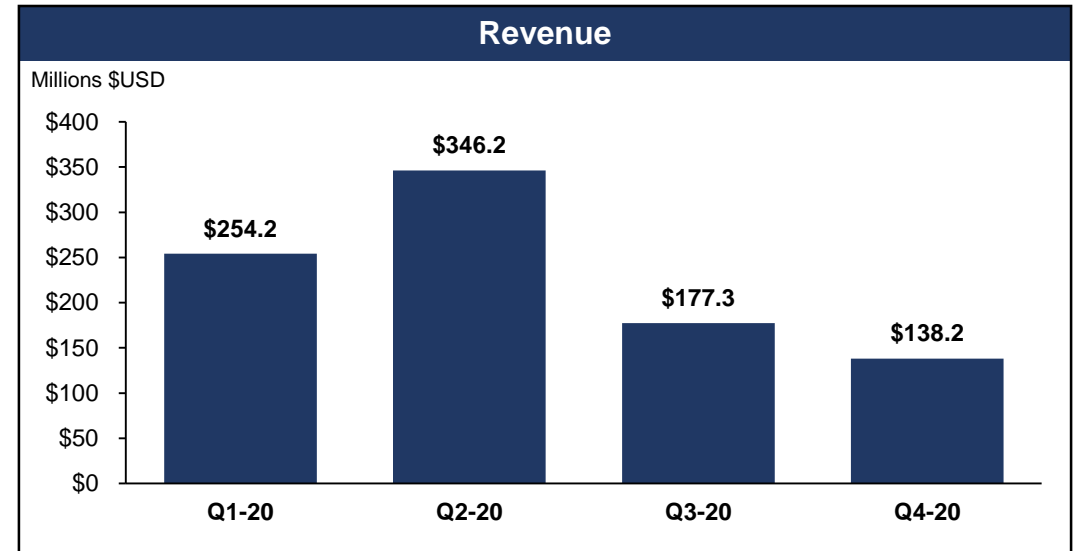
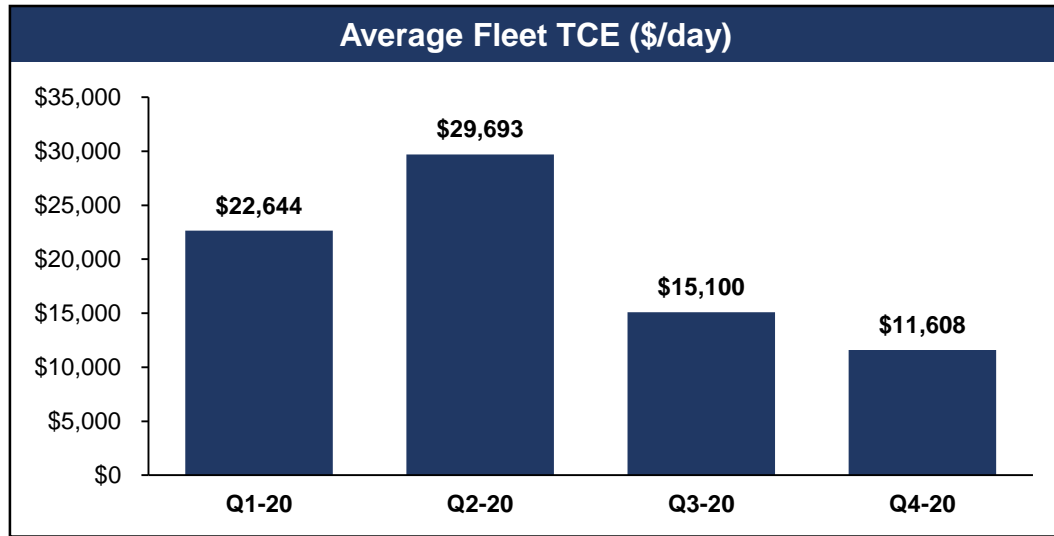


Financials

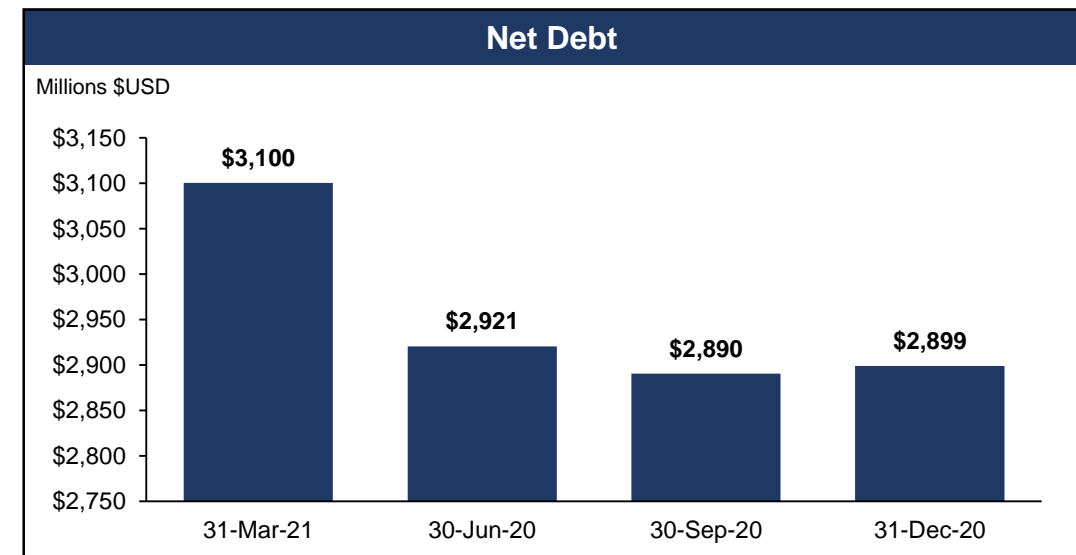
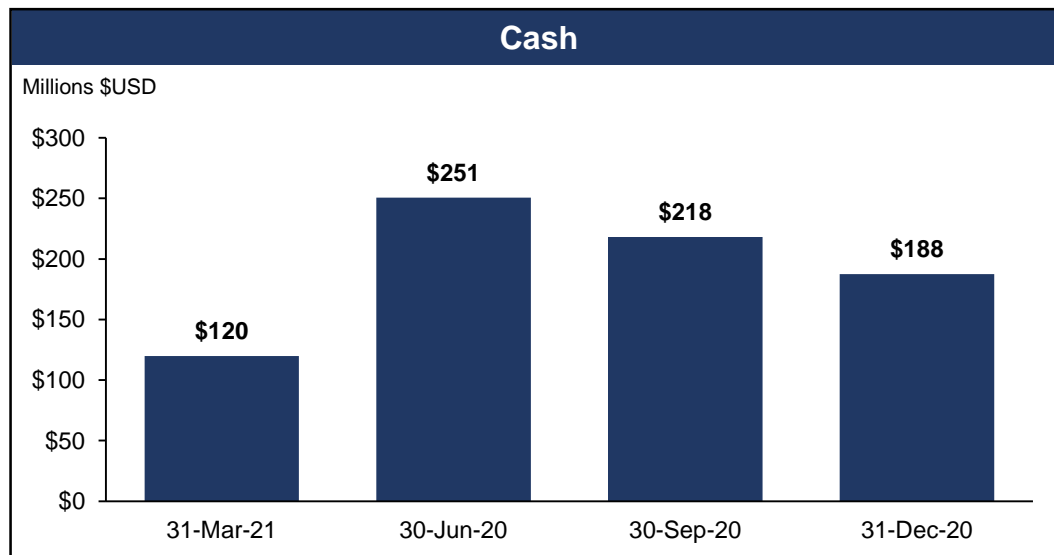
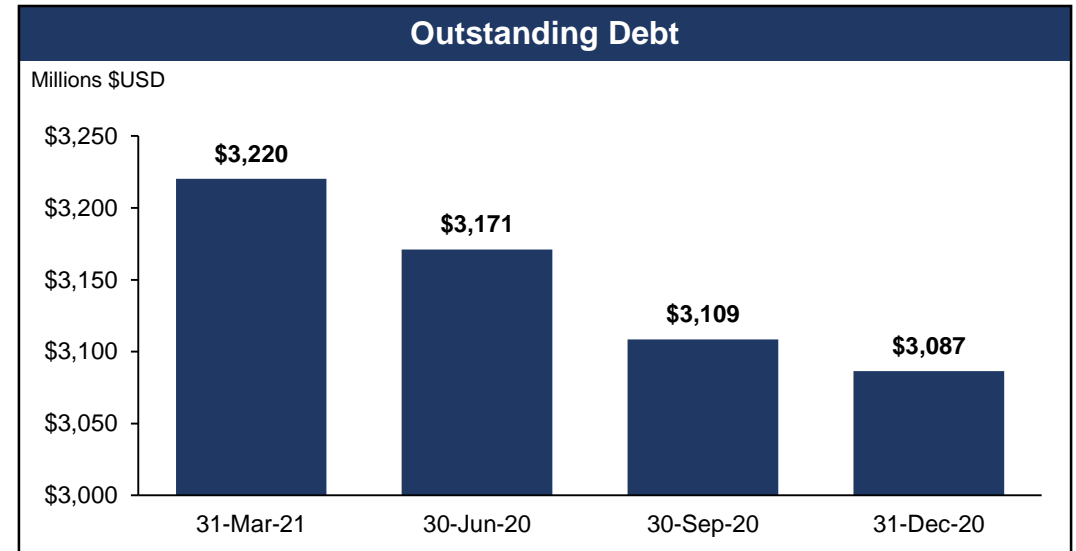
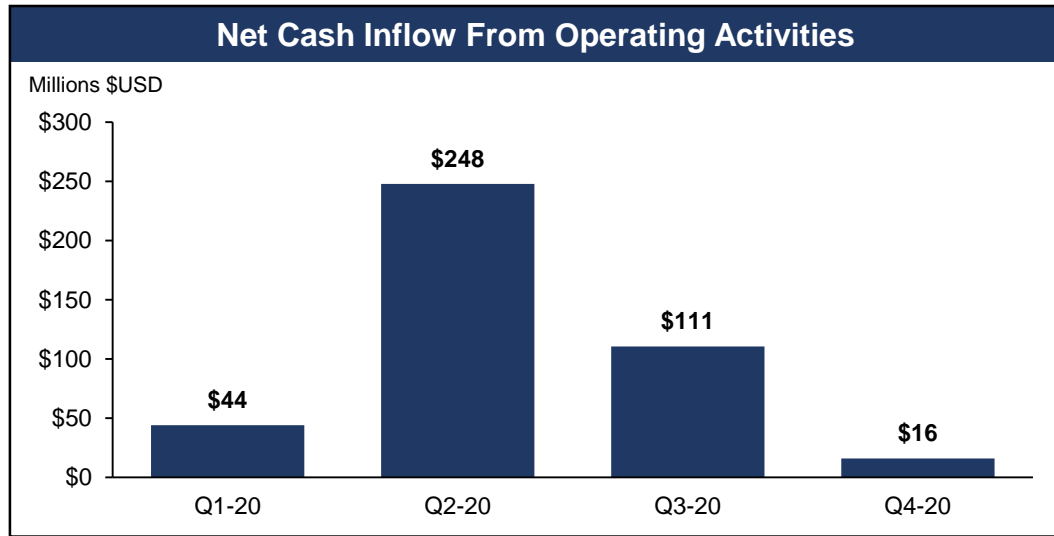
Annual Financial Performance

(In '000s of USD)	FY-20	FY-19
Revenue	\$ 915,892	\$ 704,325
Vessel operating costs	(333,748)	(294,531)
Voyage expenses	(7,959)	(6,160)
Charterhire	-	(4,399)
Depreciation	(245,818)	(206,968)
Impairment of vessels and goodwill	(16,846)	
G&A	(66,187)	(62,295)
Total operating expenses	(670,558)	(574,353)
Operating income / (loss)	\$ 245,334	\$ 129,972
Gain on repurchase of convertible notes	1,013	-
Net finance expenses	(153,722)	(178,053)
Other expenses, net	1,499	(409)
Net (loss) / income	\$ 94,124	\$ (48,490)
Add Back		
Financial expenses	153,722	178,053
Depreciation and amortization	274,324	234,389
Impairment of vessels and goodwill	16,846	
Gain on repurchase of convertible notes	(1,013)	-
Adjusted EBITDA	\$ 538,003	\$ 363,952

Quarterly Financial Performance



Quarterly Financial Performance & Position



Debt Summary

Summary of Debt Drawdowns, Repayments and Issuance

From January 1, 2020 through December 31, 2020

Amount ('000s \$USD)

Outstanding debt January 1, 2020	\$ 3,170,993
Leasehold interest in four Trafigura vessels	138,800
Drawdowns on scrubber finance	39,730
May 2020 unsecured notes issuance	28,100
May 2020 unsecured notes redemption	(53,750)
Repurchase of convertible notes	(52,300)
Debt repayments, net	(185,032)
Outstanding debt December 31, 2020	\$ 3,086,541

Outstanding Debt as of December 31, 2020

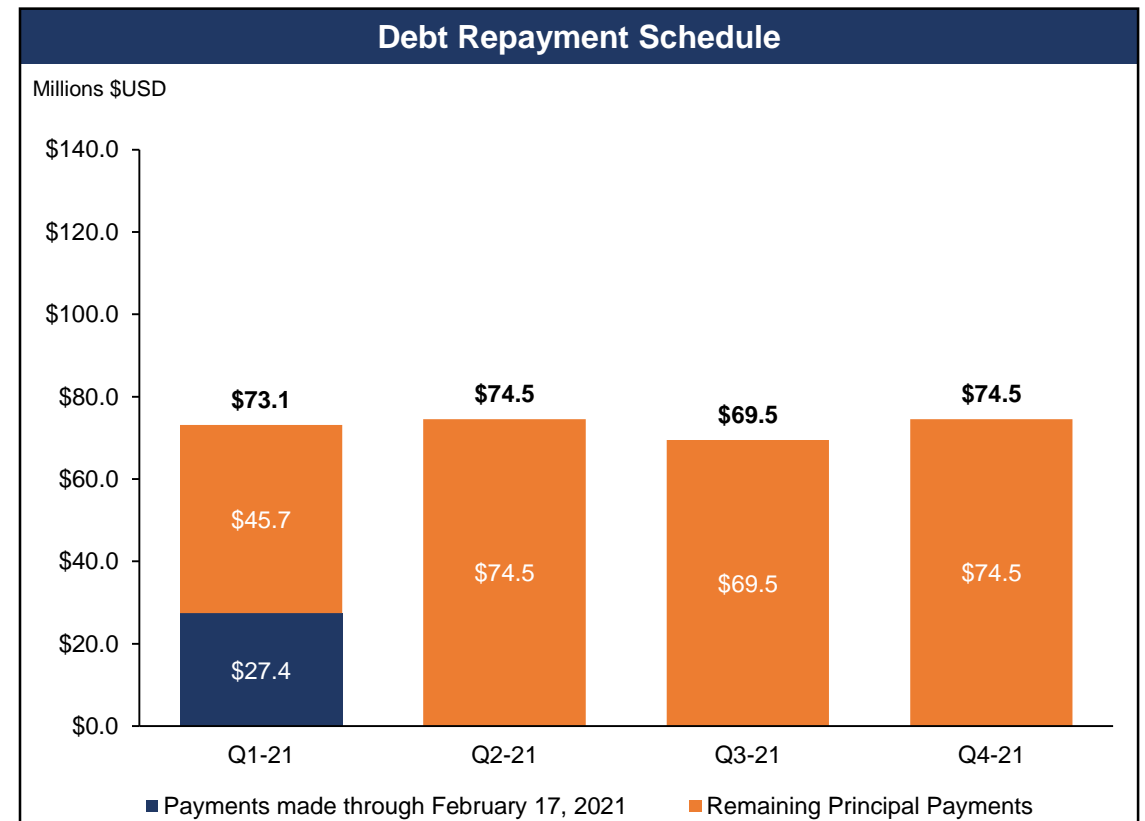
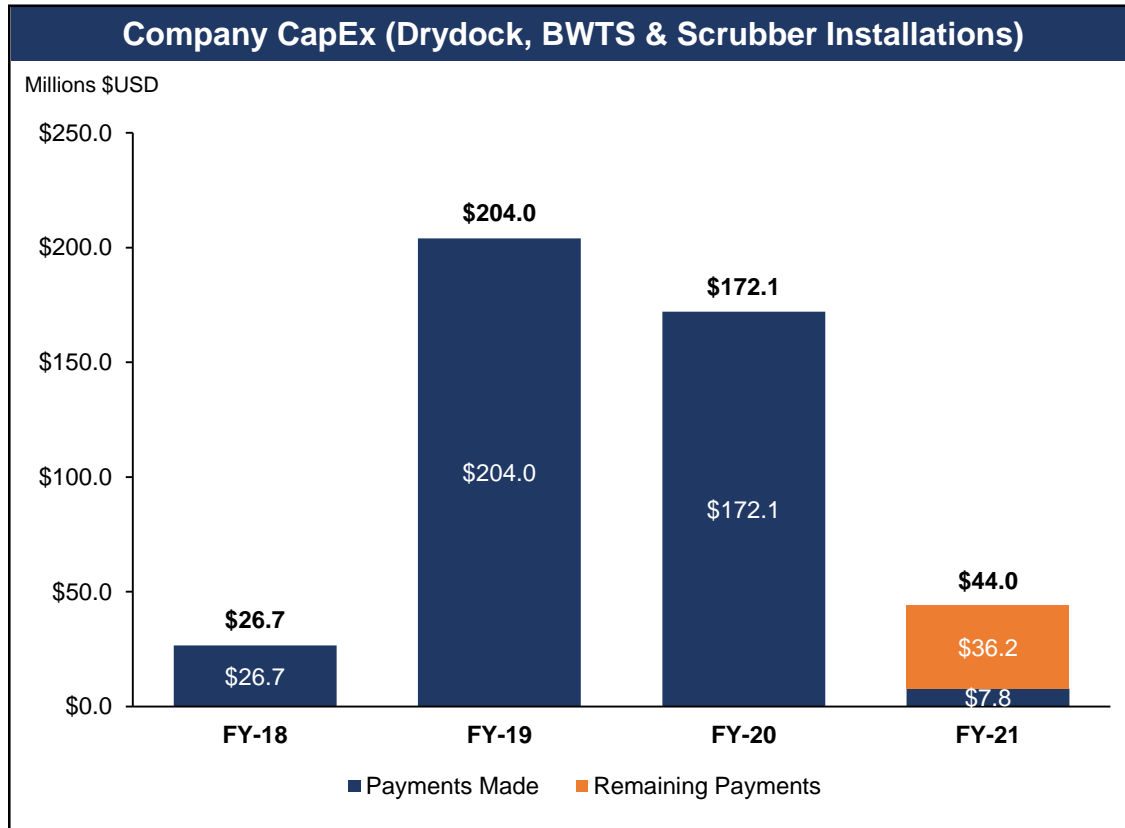
Type

Amount ('000s \$USD)

Credit facilities	993,885
Lease financing	1,913,327
Senior notes	28,100
Convertible notes	151,229
Total	\$ 3,086,541

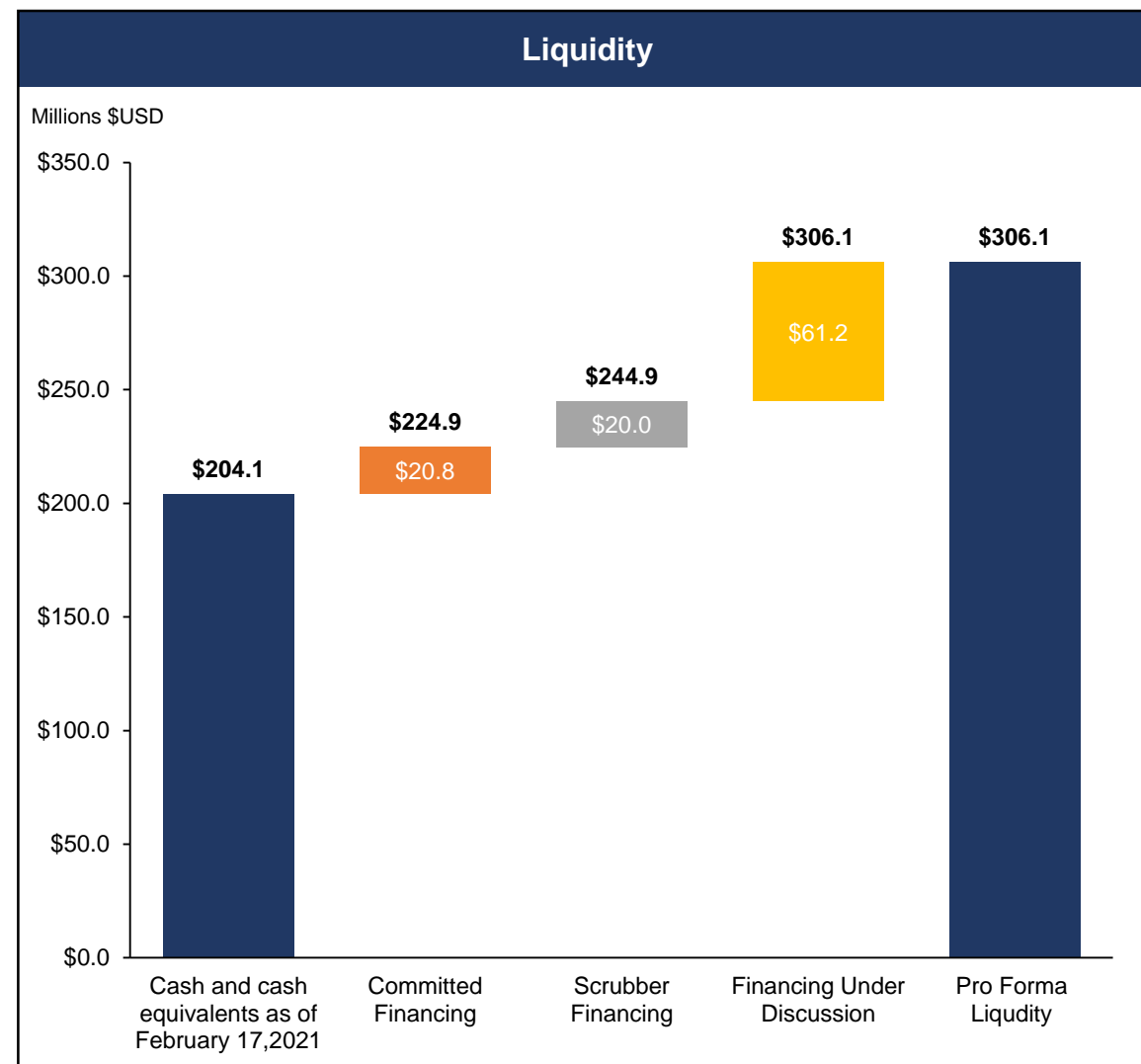
Limited Capex & Upcoming Maturities Have Been Refinanced

- Since 2018, the Company completed \$410.6 million in capex payments for drydock, ballast water treatment systems and scrubbers
- Remaining capex for FY-21 is \$36.2 million
- The Company has \$20 million of committed scrubber financing that has yet to be drawn

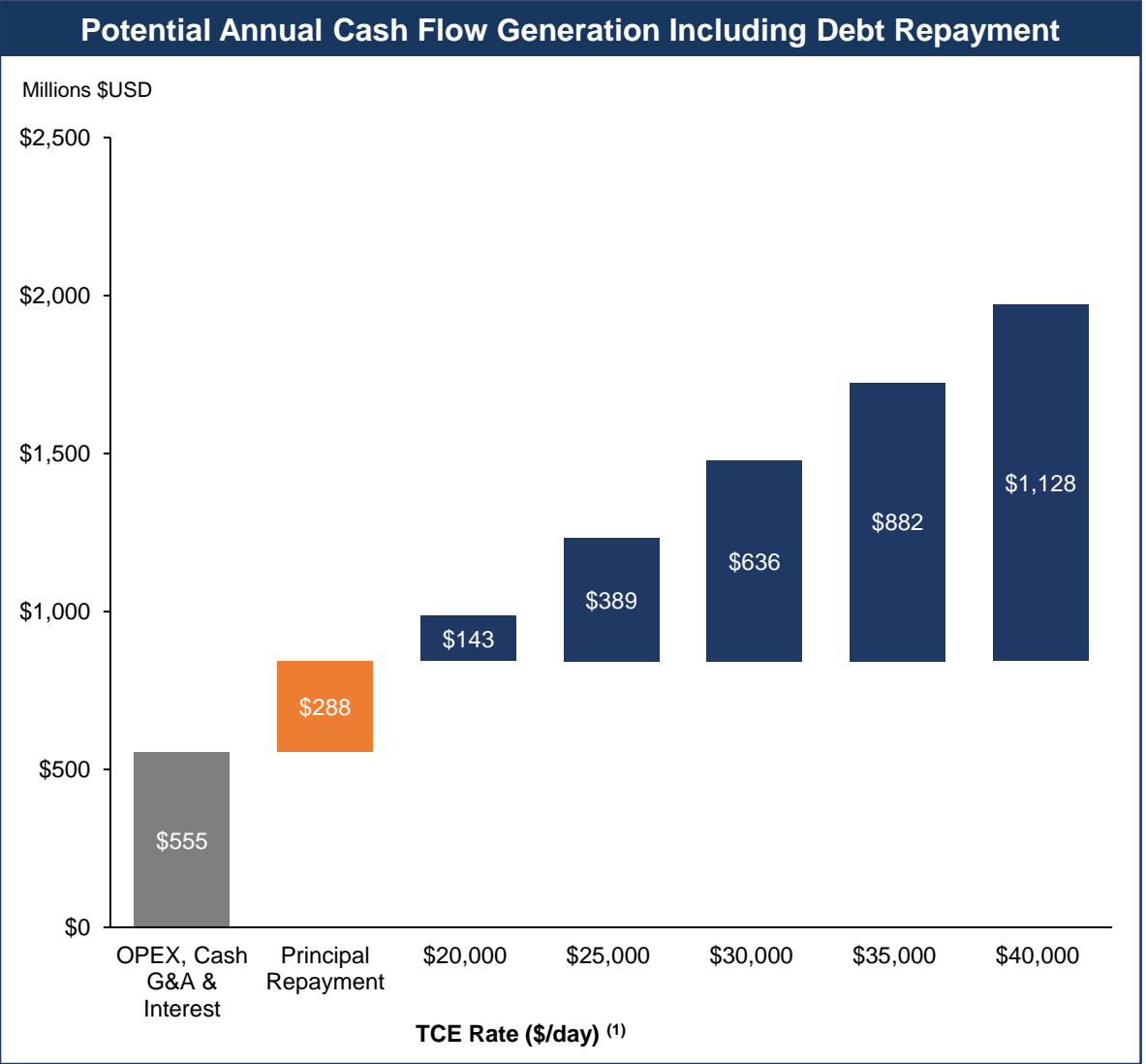
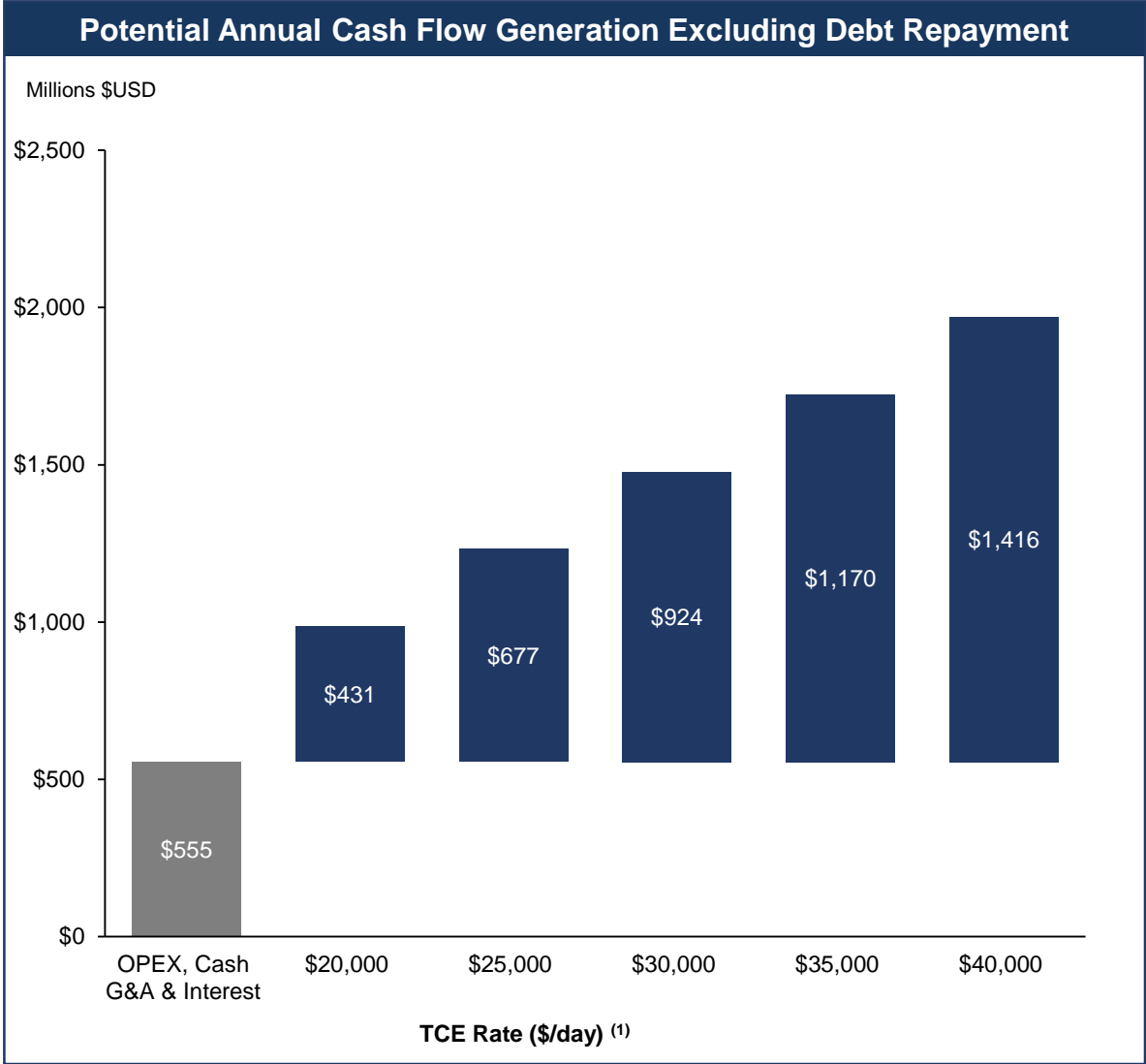


Liquidity

- As of February 17, 2021, the Company had \$204.1 million in unrestricted cash and cash equivalents.
- The Company has committed financing to increase liquidity by approximately \$20.8 million,
 - \$18.9 million from the refinancing of two vessels (after the repayment of existing debt).
 - \$1.9 million from the drawdown of financing for a scrubber that has been previously paid for and installed (i.e. there are no additional payments needed in order to drawdown these funds).
 - All of the above funds are expected to be drawn down before the end of the first quarter of 2021.
- The Company is also in discussions with financial institutions to further increase liquidity by up to \$61.2 million in connection with the refinancing of 15 vessels.
- In addition to the above, the Company has \$20.0 million of additional liquidity available (after the repayment of existing debt) which are expected to occur at varying points in the future as several of these financings are tied to scrubber installations on the Company's vessels.



Potential Cash Flow Generation



(1) TCE Rate reflects a market TCE Rate for a non-scrubber ECO vessel.

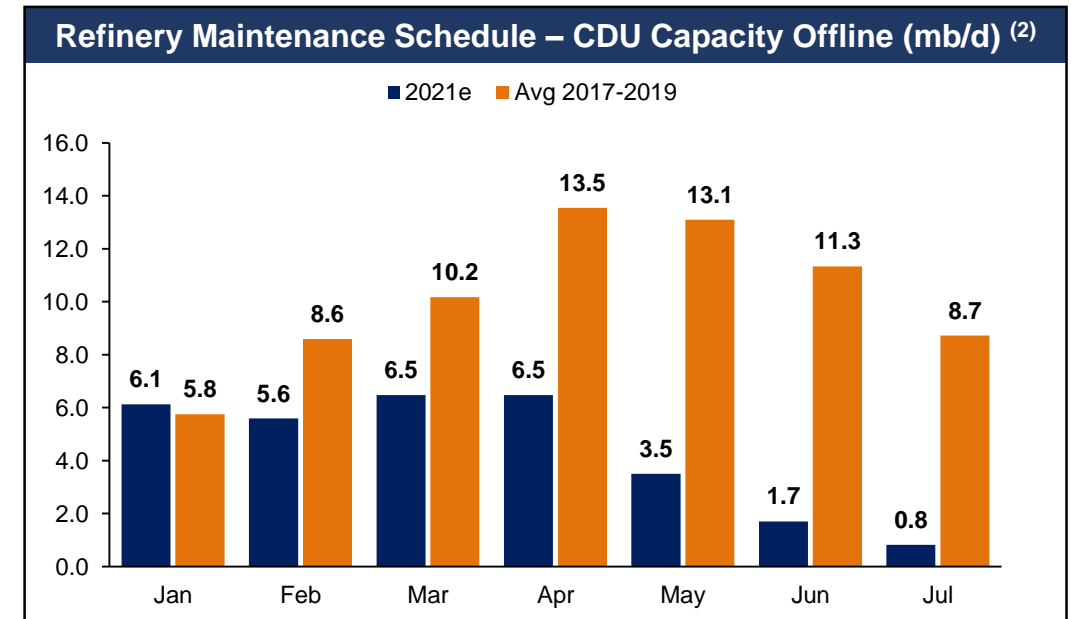
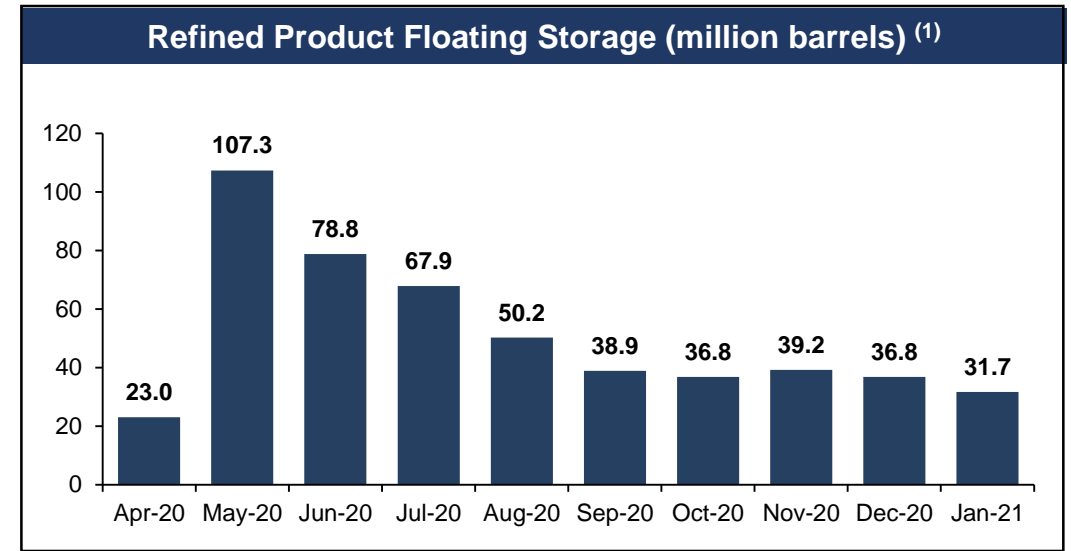
Note: Annual revenue calculated as TCE Rate x 365 days x number of vessels. Based on 135 vessels and assumes vessel cash breakeven of \$17,100 per day and debt repayment of \$288 million in FY-21



Market Fundamentals

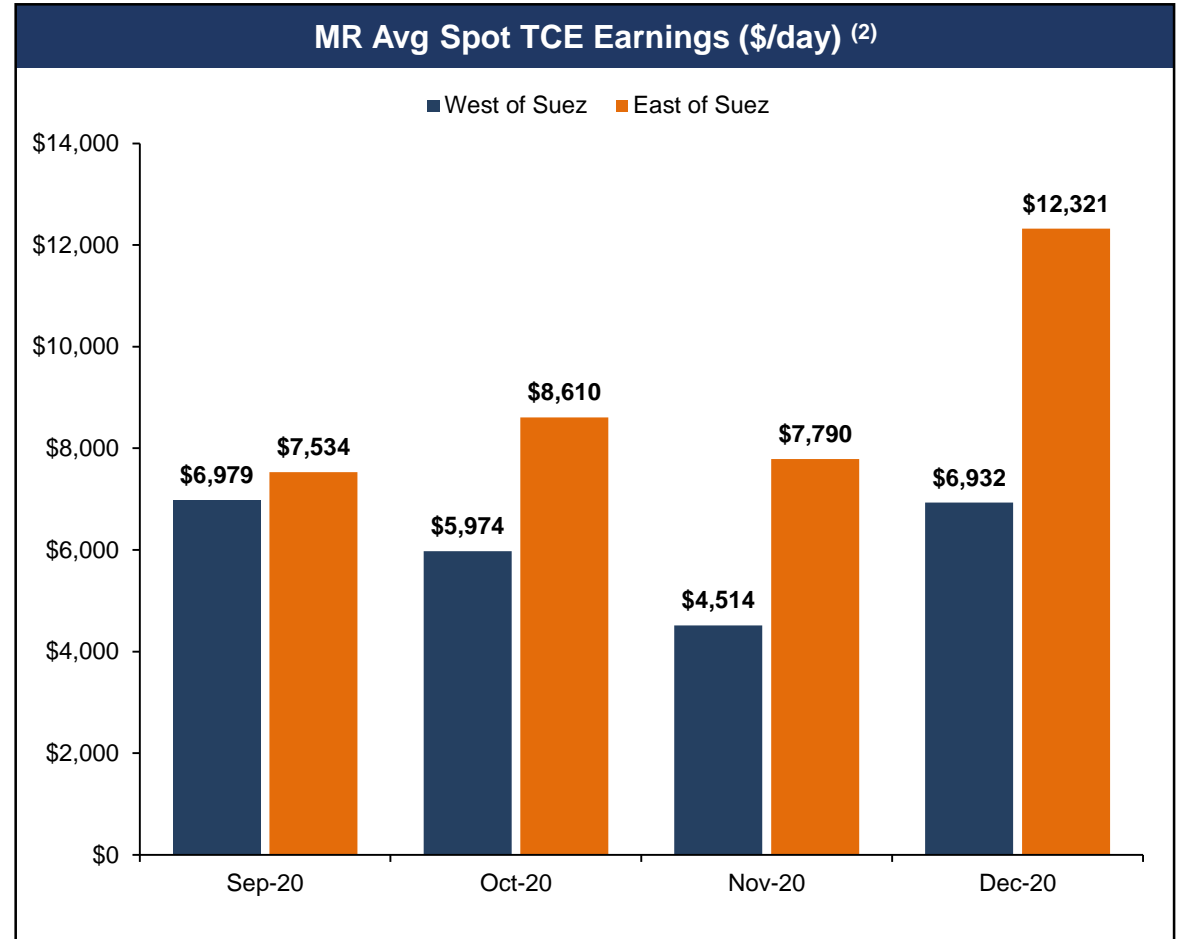
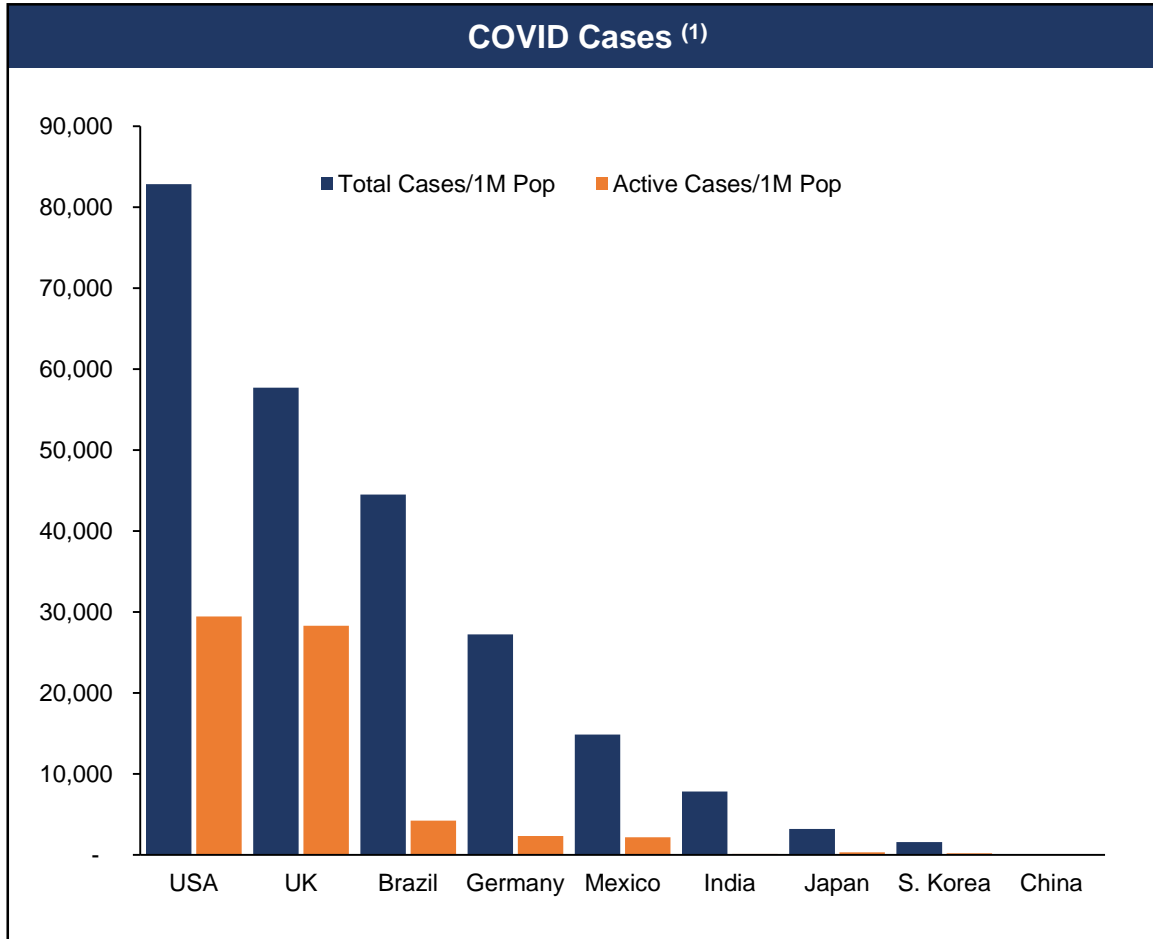
Short Term Market Update

- Despite a significant recovery in oil demand since April, global demand continues to balance its recovery with the impact of the pandemic
- Asia demand for refined products has surged and expected to continue through their sustained recovery in manufacturing and economic activity
- Demand in Europe and North America has lagged, but is expected to accelerate as vaccine rollouts increase personal mobility and demand for gasoline, diesel and jet fuel
- Refined product floating storage inventories continue to decline as land based inventories remain well below Q3-20 levels
 - Floating storage inventories are down from 107.3 million barrels in May to 31.7 million barrels in January
 - USG gasoline and jet inventories are below the five year avg while diesel is above but has decreased by 8 million barrels since Aug-20 ⁽³⁾
- Refinery maintenance is expected to be substantially lower than prior years given the significant maintenance completed over the last 12 months
- Rates are expected to improve given the season winter uptick from heating oil demand, wide NW Europe-Far East naphtha arb and conclusion of refinery maintenance



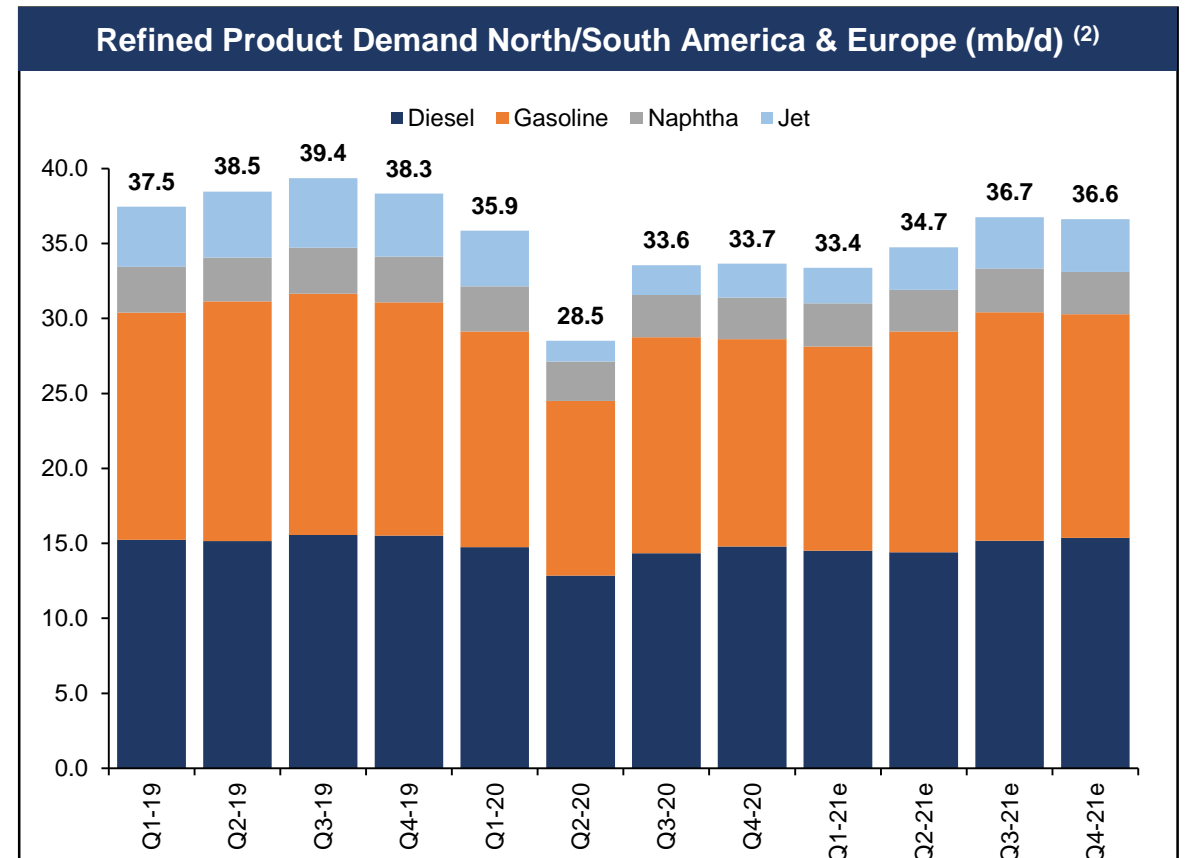
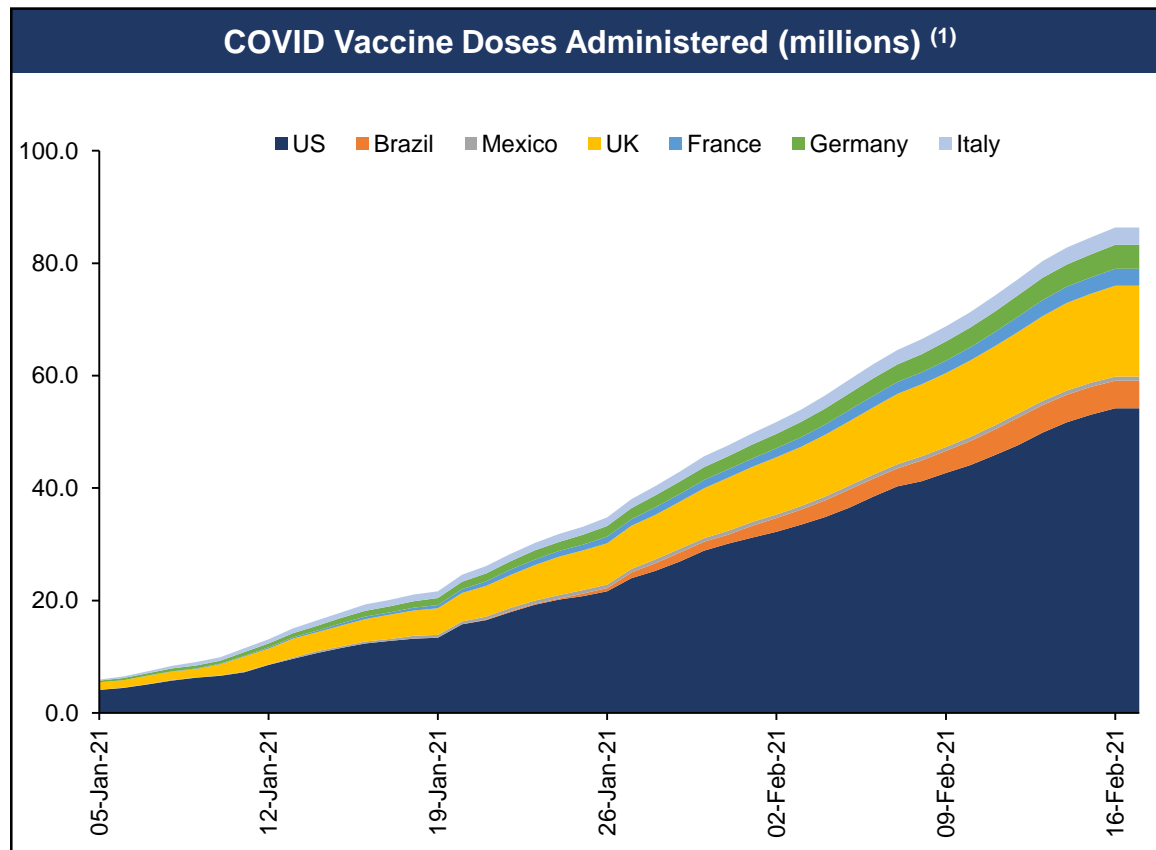
Asia Has Led the Demand Recovery in Refined Products

- Asia's ability to reduce COVID outbreaks has led to a strong recovery in economic activity, increased demand for refined products and consequently higher freight rates for vessels trading East of the Suez canal



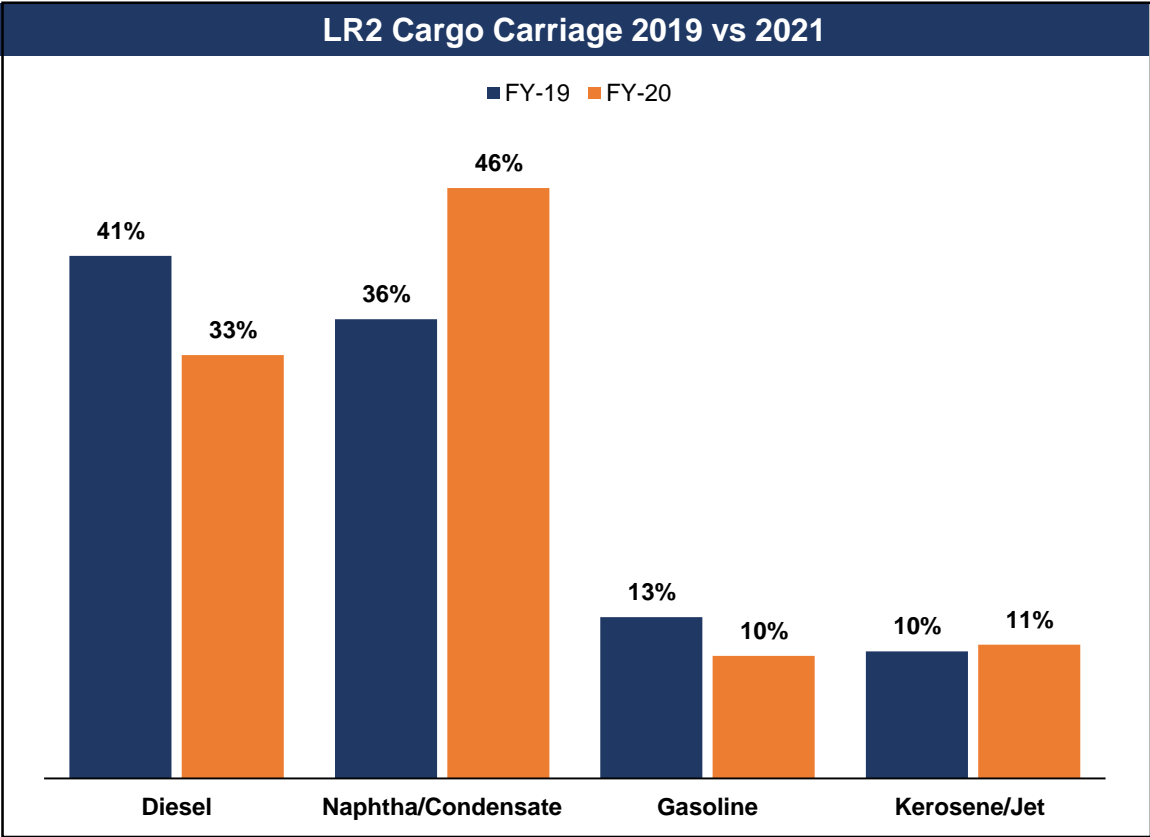
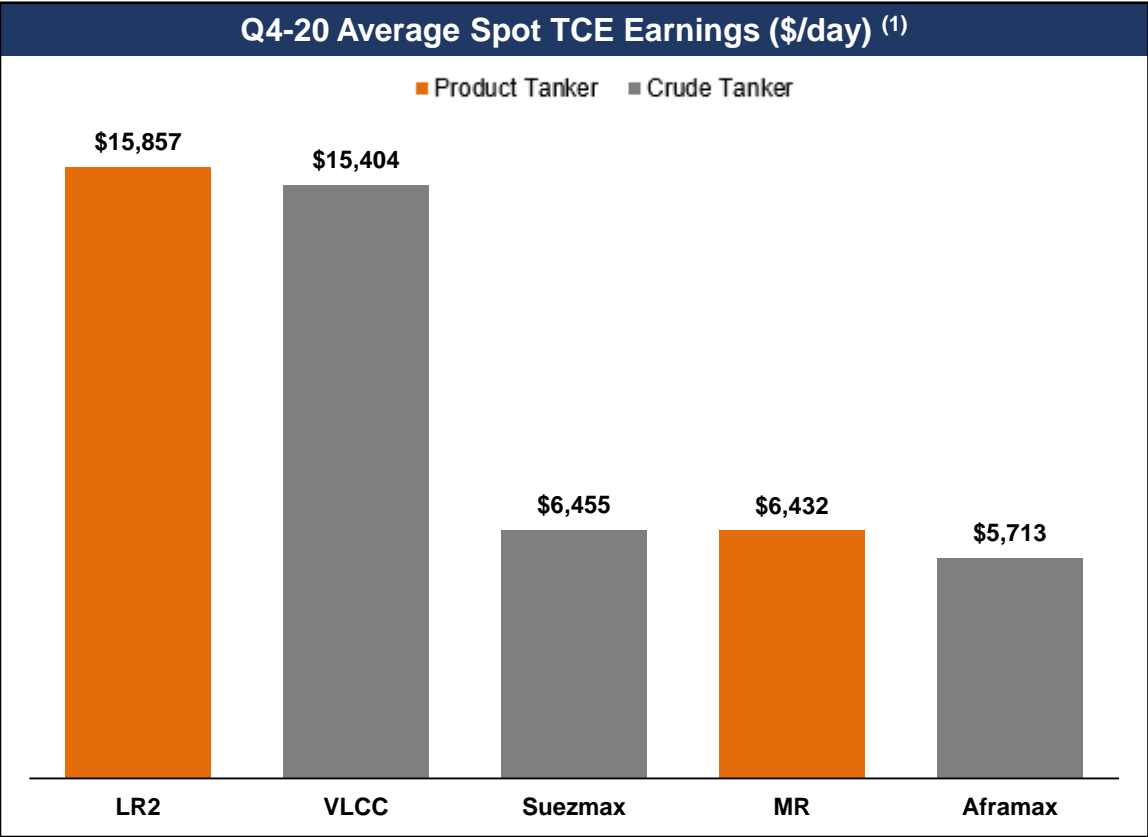
West to Follow Asian Demand Recovery with Vaccine Rollout

- Limitations on personal mobility in Europe, North America and South America has led to a slower recovery in demand for refined products and consequently lower freight rates for vessels trading West of the Suez canal
- However, increasing vaccine doses and declining COVID cases in the West are set to unleash significant pent up demand for refined products

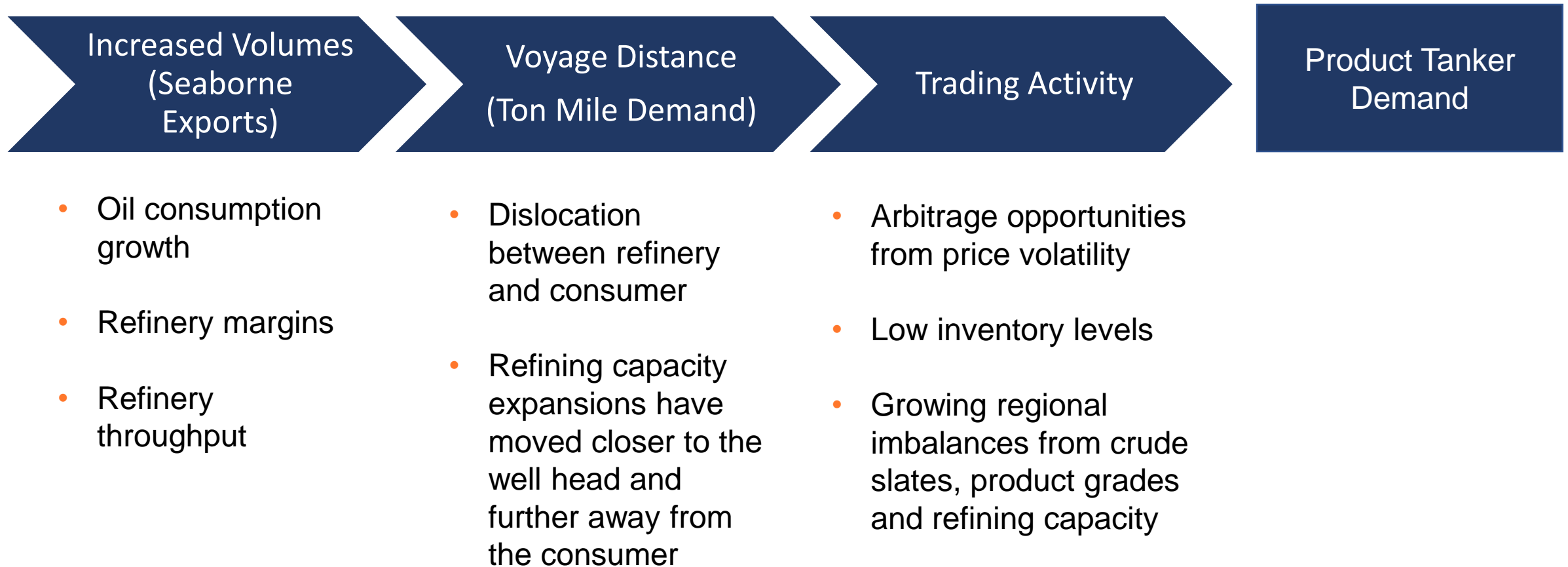


LR2 Rates Have Been a Leader in the Tanker Space

- While product and crude tanker rates declined from the conclusion of floating storage contracts and lower exports due the 2nd wave of COVID lockdowns, LR2 spot rates outperformed all other tanker classes in Q4-20
- The LR2's have benefited from increased naphtha demand in Asia which has offset reductions in diesel and gasoline volumes



Product Tanker Demand Drivers



Long Term Fundamentals

Oil and Refined Product Demand Expected to Continue to Recover through 2021

- Oil demand expected to continue to recover and the IEA expects oil demand to increase 5.5 mb/d in 2021 to 96.6 mb/d ⁽¹⁾
- Seaborne refined product exports and ton mile demand are estimated to increase 6.1% and 6.4%, respectively ⁽²⁾

Refining Capacity Closures & Expansions Expected to Increase Product Exports & Ton Miles

- Older and less efficient refineries face a wave of closures due to weak refining margins, tightening environmental rules and overseas competition, prompting some owners to opt to converting to import terminals or biofuels production facilities
- At the same time, over 1 million barrels of complex refining capacity will come online in the Middle East in 1H-21

Limited Newbuilding Orders & Aging Fleet Extends Limited Fleet Growth

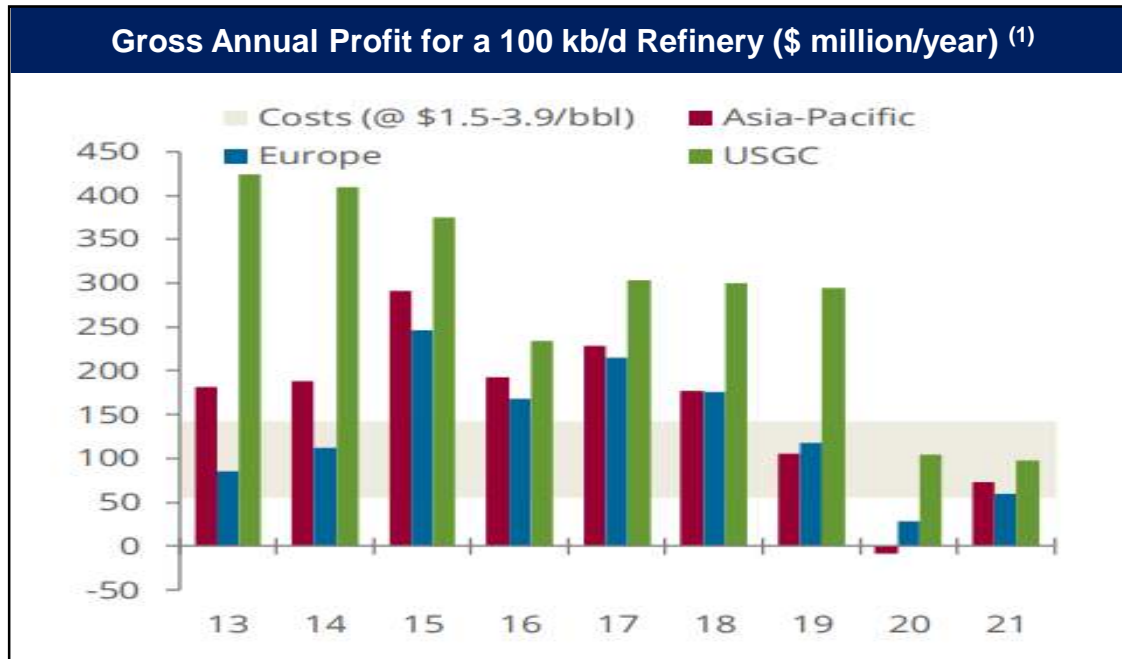
- Limited newbuilding orders have kept the current orderbook near all-time lows
- Including newbuilding deliveries, a significant portion of the product tanker fleet will turn 15 years old over the next three years

Environmental Regulations to Benefit Modern Vessels

- The EU has put pressure on the IMO to accelerate it's 2030 GHG emission targets and may implement its own ETS system by 2023
- While it's unclear how the timeline of these plans will accelerate, the focus on reducing GHG emissions in the shipping sector is clear and modern fuel efficient vessels will be in the best position to benefit from increasing regulation

Global Refinery Closures Accelerate

- Older inefficient refineries face a wave of closures due to weak refining margins, tightening environmental rules and overseas competition, prompting some owners to opt for closure or converting plants for storage or biofuels production
- After closing, the lost production in these regions is likely to be replaced through imports
- At the same time, the Middle East is adding over 1 million barrels of complex and export oriented refining capacity in 1H-21
 - Q1-21 – Jazan refinery in Saudi Arabia, 400 kb/d
 - Q2-21 - Al Zhour refinery in Kuwait with 615 kb/d
- The combination of refinery closures and additions is expected to increase seaborne volumes of refined products and ton miles

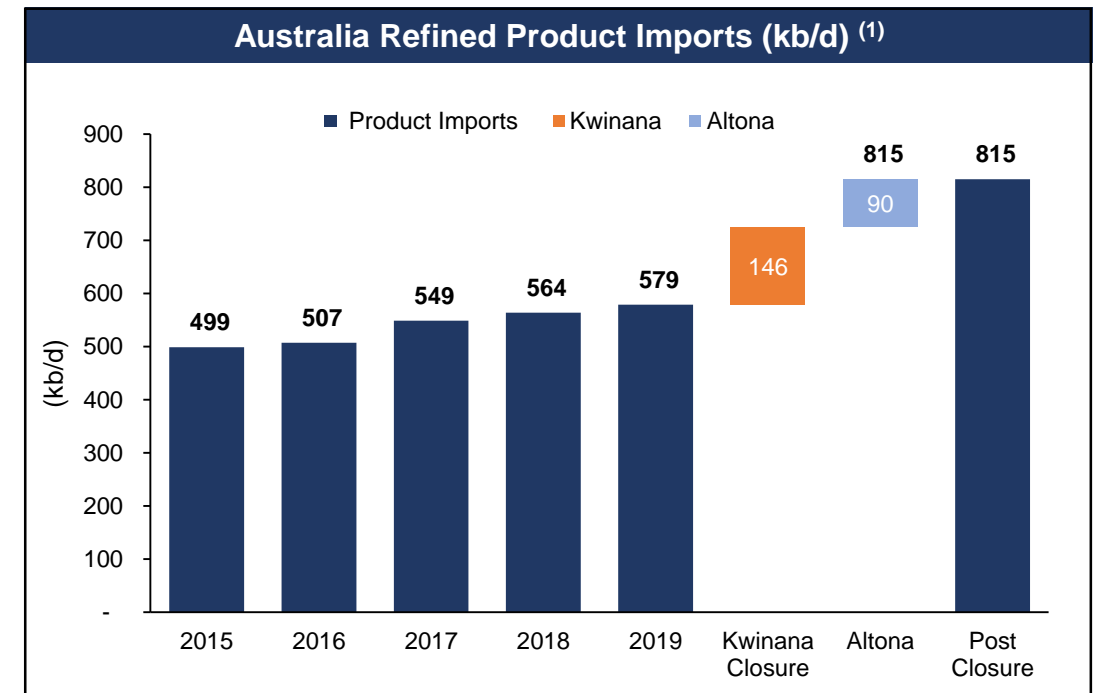


Announced Refinery Closures			
Operator	Location	Capacity (kbd)	Timing
MPC	Martinez, California (USA)	161	2020
MPC	Gallup, NM (USA)	26	2020
PBF	Paulsboro, NJ (USA)	170	2020
HFC	Cheyenne, WY (USA)	52	2020
Shell	Convent, LA (USA)	211	2020
North Atlantic	Come by Chance, Canada	135	2021
Total	Grainpuits, France	101	2021
Gunvor Group	Antwerp, Belgium	110	2021
Neste	Naantali, Finland	55	2021
Galp	Port Refinery, Portugal	110	2021
Shell	Tabangao, Philippines	110	2020
Refining NZ	Marsden Point, New Zealand	40	2021
BP	Kwinana Beach, Australia	146	2020
Cosmo Oil	Osaka, Japan	115	2021

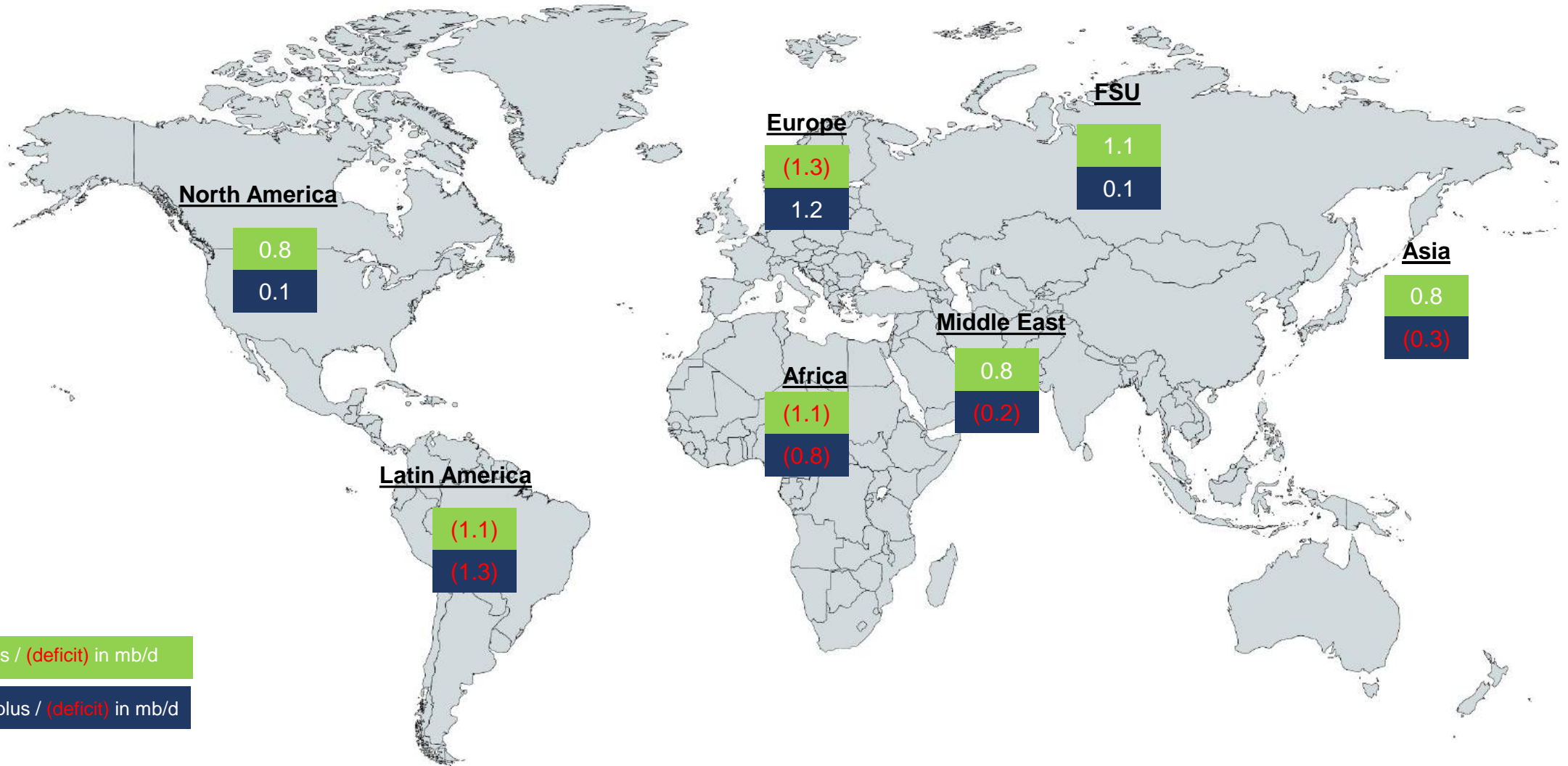
Impact of Closing Australia's Kwinana & Altona Refinery

- BP announced that they are closing their 146 kb/d Kwinana refinery in Australia at the end of 2020
- In February 2021 Exxon Mobil announced that they will be closing their Altona Refinery
- Australia already imports more than 50% of its refined product demand and imports have continued to increase since 2015
- To replace the lost production from the Kwinana and Altona refineries, Australia will need to import an additional 236 kb of refined product per day or 86 million barrels of refined product per year
- Assuming the lost production is replaced by imports from Saudi Arabia and Singapore it would:
 - Require an additional 23 MRs or 11 LR1/LR2s per year
 - Increase seaborne refined product ton mile demand by 2.2% ⁽²⁾

Australia Refining Capacity			
Refinery	Owner	Capacity (kb/d)	Status
Altona	Exxon Mobil	90	Closing
Geelong	Viva Energy	120	Active
Lytton	Ampol	128	Active
Kwinana	BP	146	Closing
Total Refining Capacity		484	



Regional Diesel & Gasoline Balances

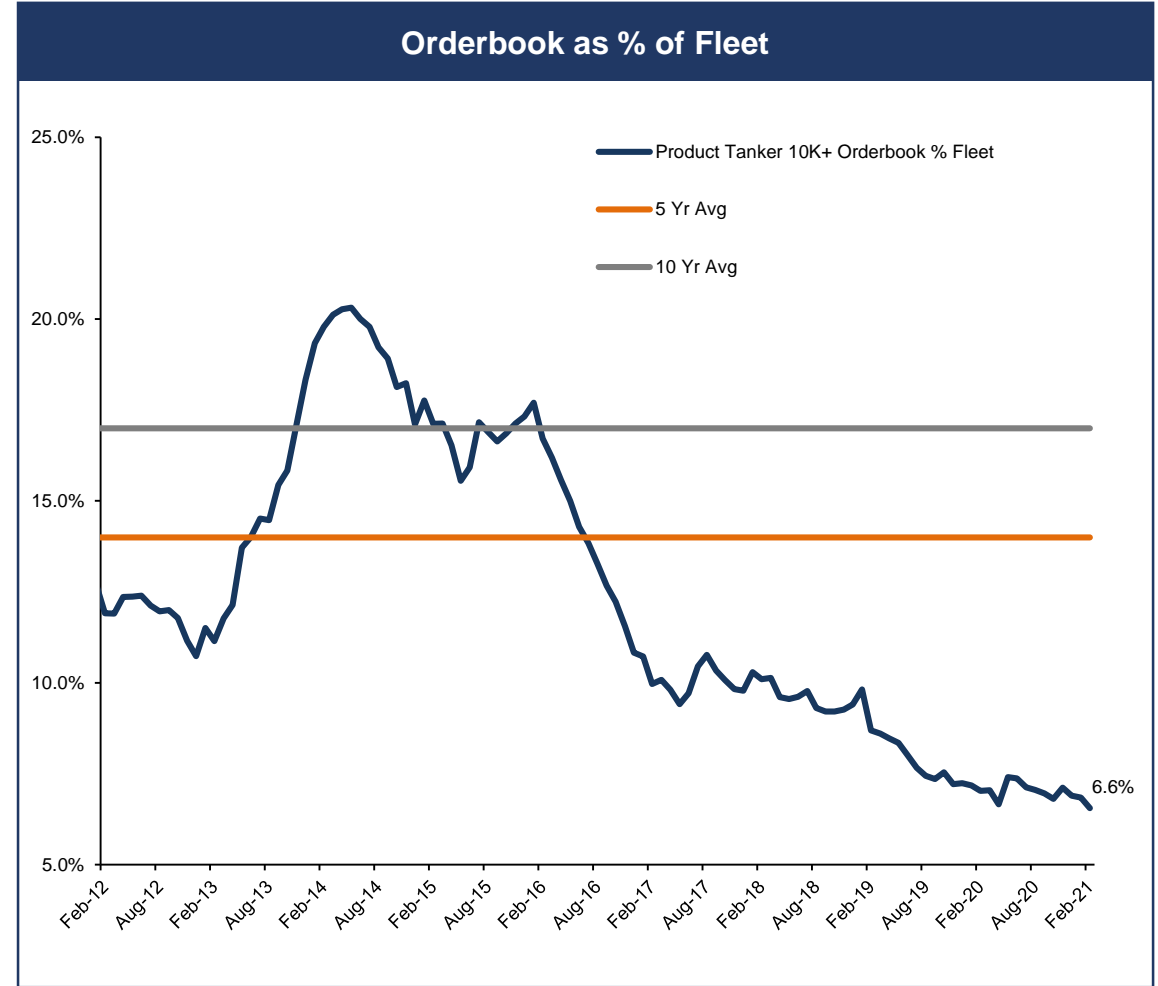
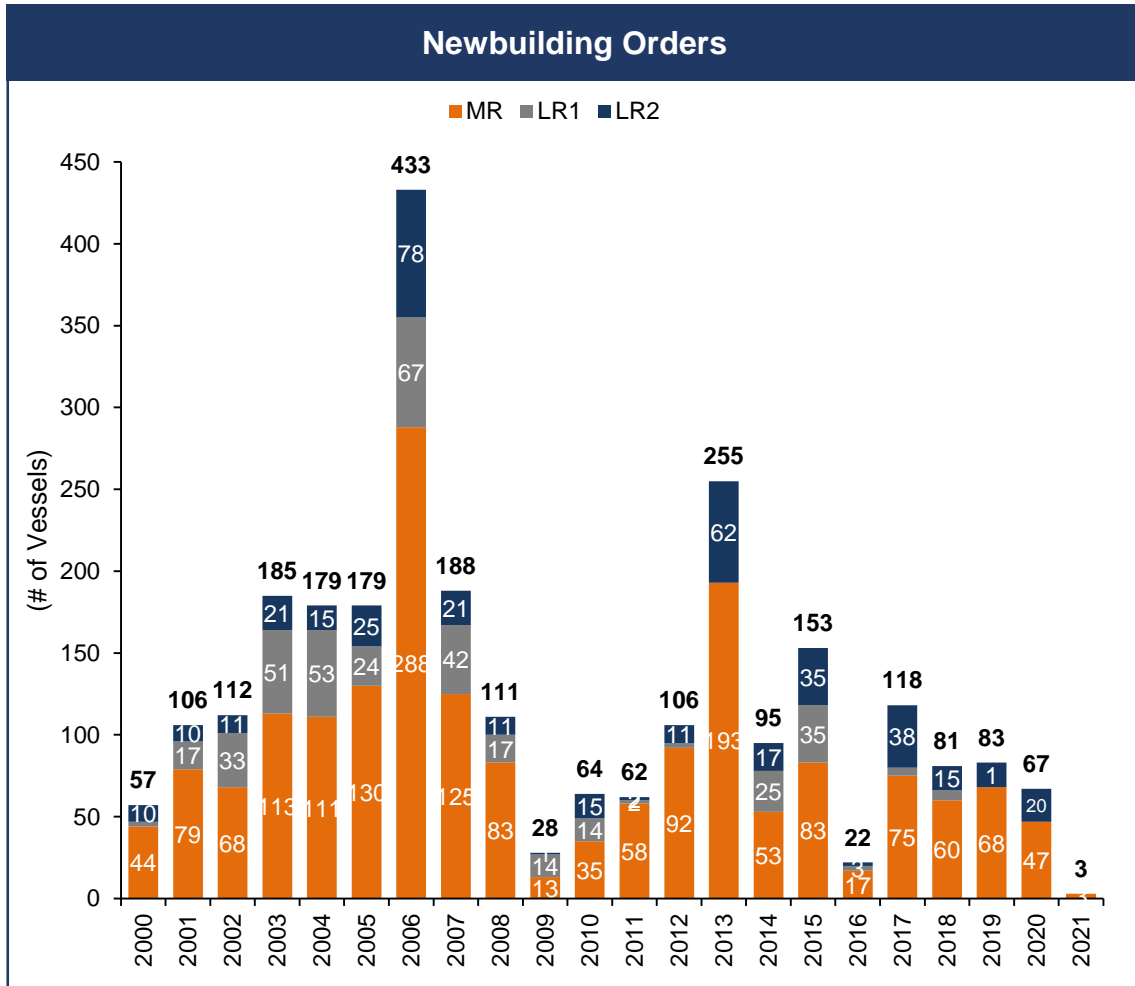


Diesel surplus / (deficit) in mb/d

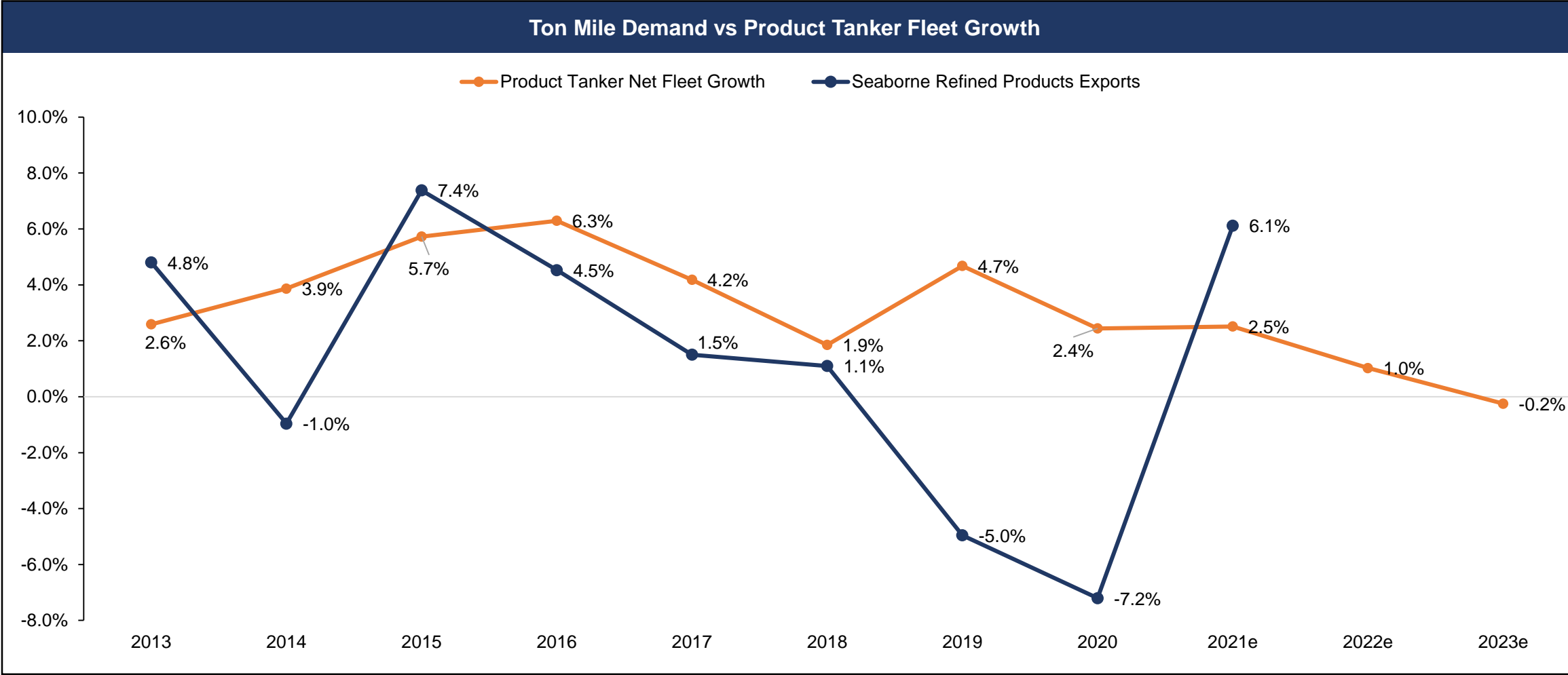
Gasoline surplus / (deficit) in mb/d

Orderbook as % of Fleet Remains Near Historical Low

- Limited newbuilding orders coupled with a low orderbook has kept orderbook as % of fleet near historical lows

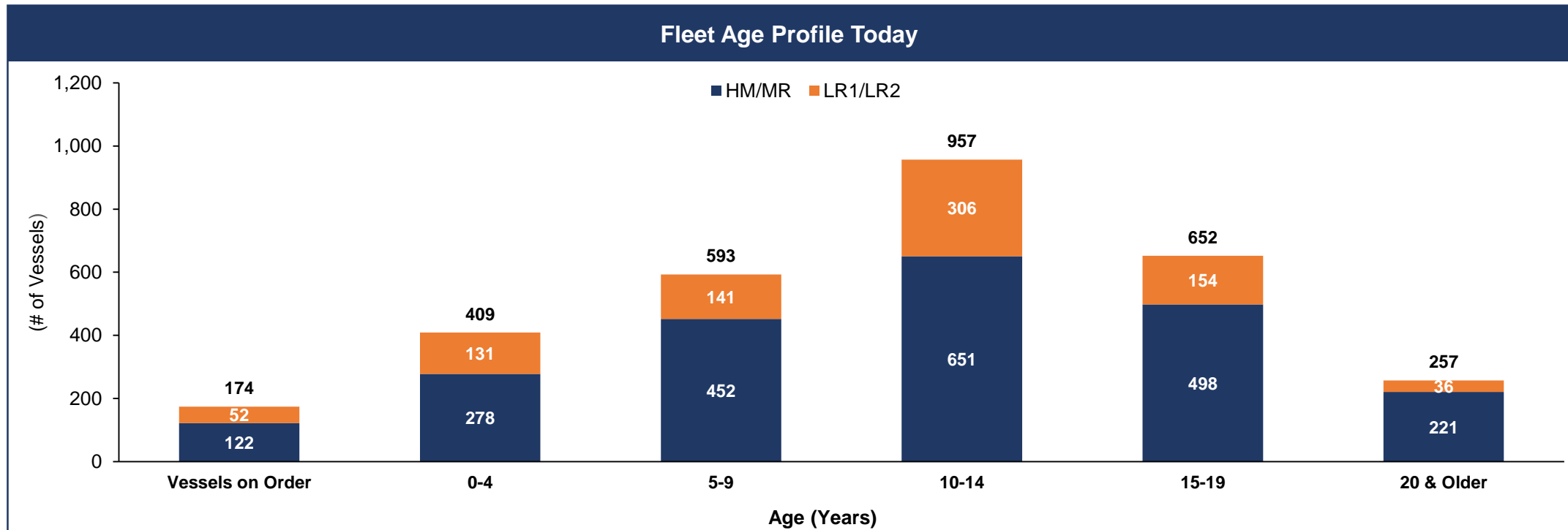


Seaborne Ton Mile Demand to Outpace Supply in 2021



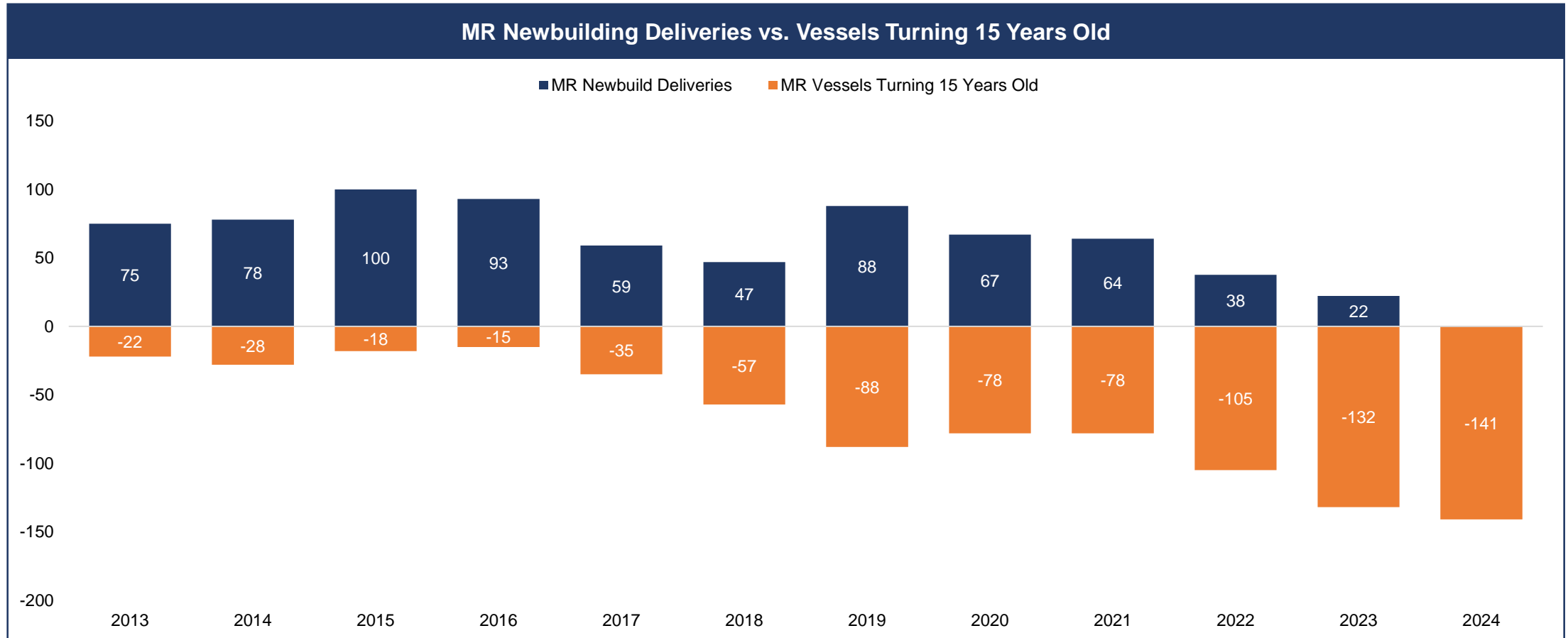
Significant % of the Fleet Turning 15 Years & Older

- Certain key customers will only employ product tankers 15 years & younger
- This limits trading opportunities for older tonnage and creates a two-tiered market where;
 - Owners consider continuing to carry refined products, switching from products to crude, vessel conversion, storage, and scrapping
- There are currently 652 product tanker vessels that are 15 to 19 years old and an additional 957 vessels turning 15 over the next five years
- With only 174 product tanker vessels on order and the potential for new environmental regulation the active product tanker fleet could experience a continued reduction in supply



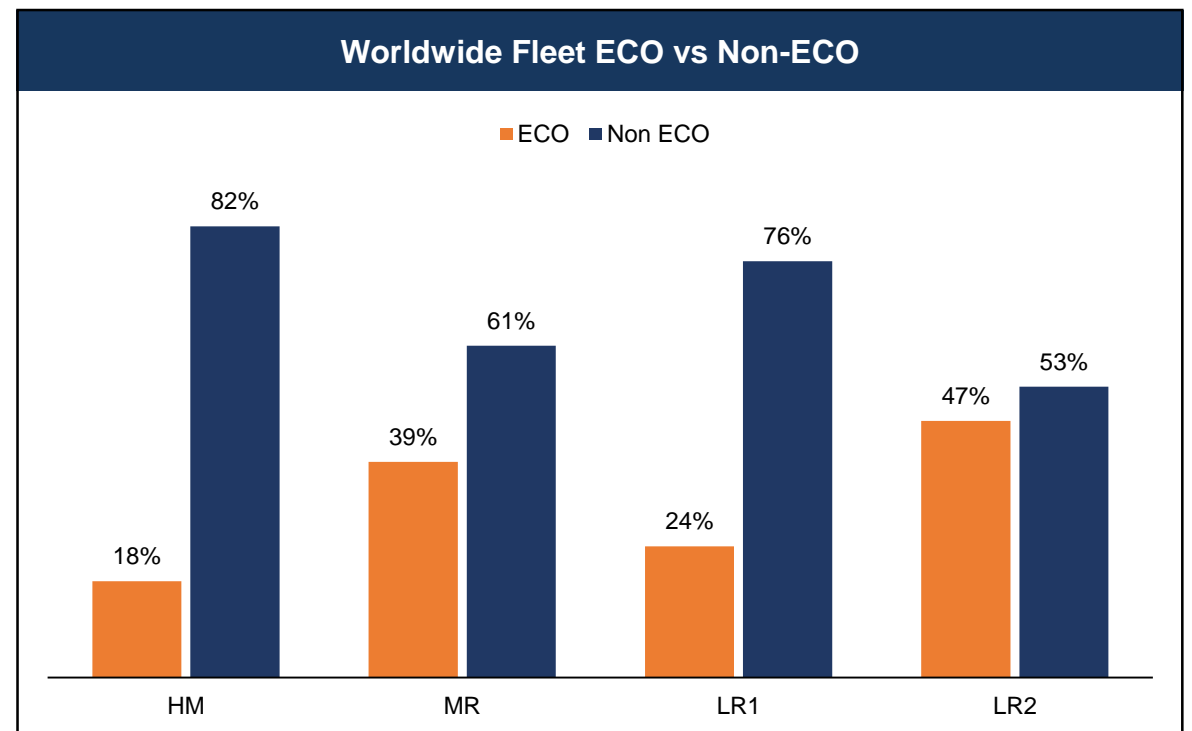
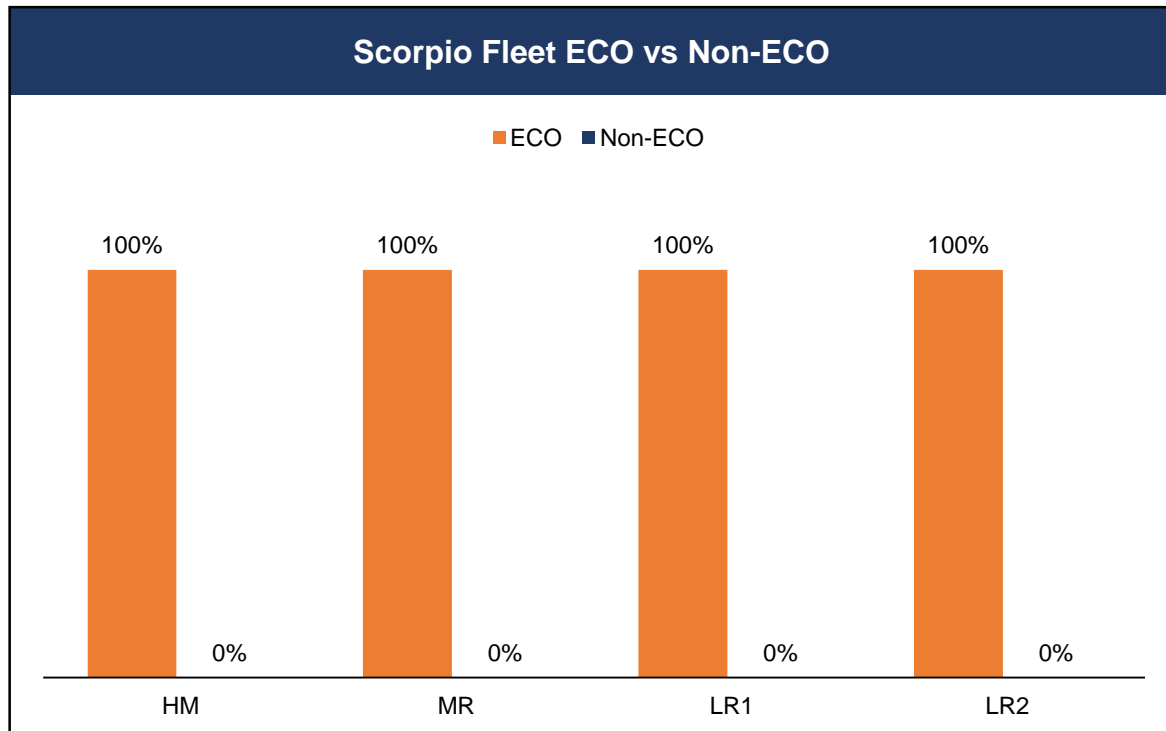
MR Vessels Turning 15 Years Old Exceeds Newbuild Deliveries

- Prior to 2018, newbuilding MR vessel deliveries had never exceeded the number of vessels turning 15 years old each year
- During the next four years, 456 MRs will turn 15 years and older which is significantly greater than the total MR orderbook of 108 vessels today



Increasing Environmental Regulations to Benefit Modern Vessels

- The EU has put pressure on the IMO to accelerate its 2030 GHG emission targets and implement and may implement its own ETS system by 2023
- It's unclear how the timeline of these plans will accelerate, but the focus on reducing GHG emissions in the shipping sector is clear
- Modern fuel-efficient vessels will benefit given their lower GHG emissions while older less efficient vessels may undergo retrofits or be scrapped
- Scorpio is well positioned for future regulation as it operates the largest and youngest fleet of scale with an average age of 5.2 years

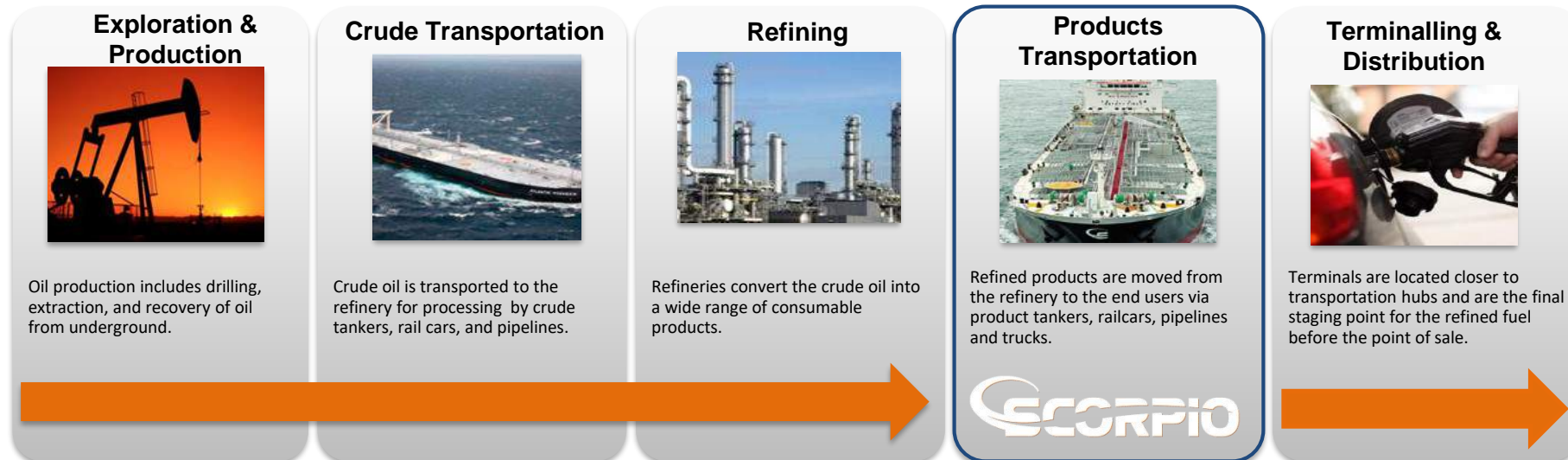




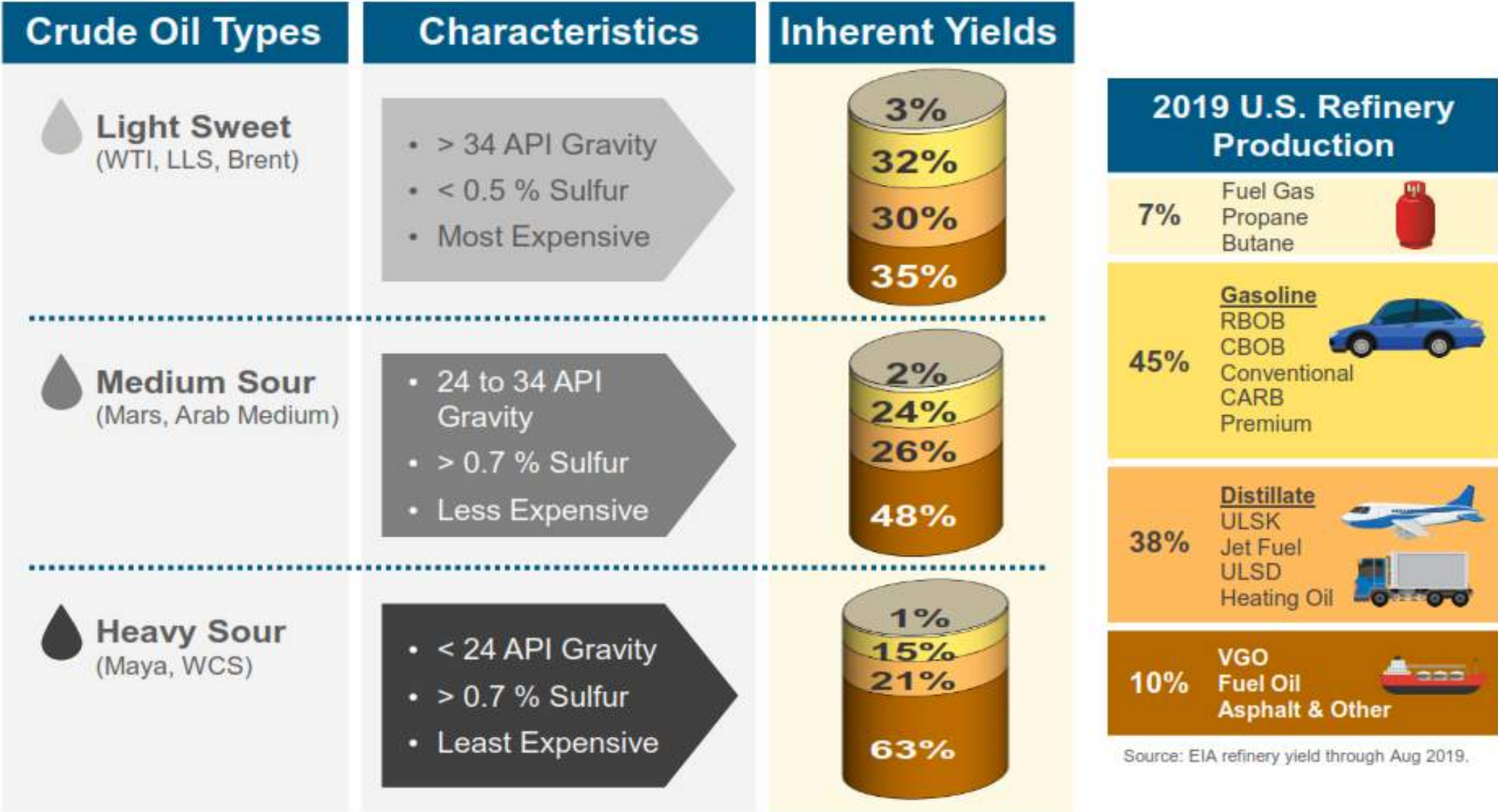
Appendix

Product Tankers in the Oil Supply Chain

- Crude Tankers provide the marine transportation of the crude oil to the refineries.
- Product Tankers provide the marine transportation of the refined products to areas of demand.
- Structural demand drivers in the product tanker industry:
 - US has emerged as a refined products powerhouse, becoming the worlds largest product exporter
 - Changes in refinery locations, expansion of refining capacity in Asia and Middle East as well as a reduction in OECD refining capacity (Europe & Australia).
 - Changes in consumption demand growth in Latin America, Africa, and non-China/Japan Asia and lack of corresponding growth in refining capacity
 - Balance of trade: needs of each particular region- gasoline/diesel trade between U.S./Europe is a prime example of this given significantly different diesel penetration rates for light vehicles
 - Europe imports surplus diesel from the United States, and exports surplus gasoline to the United States.

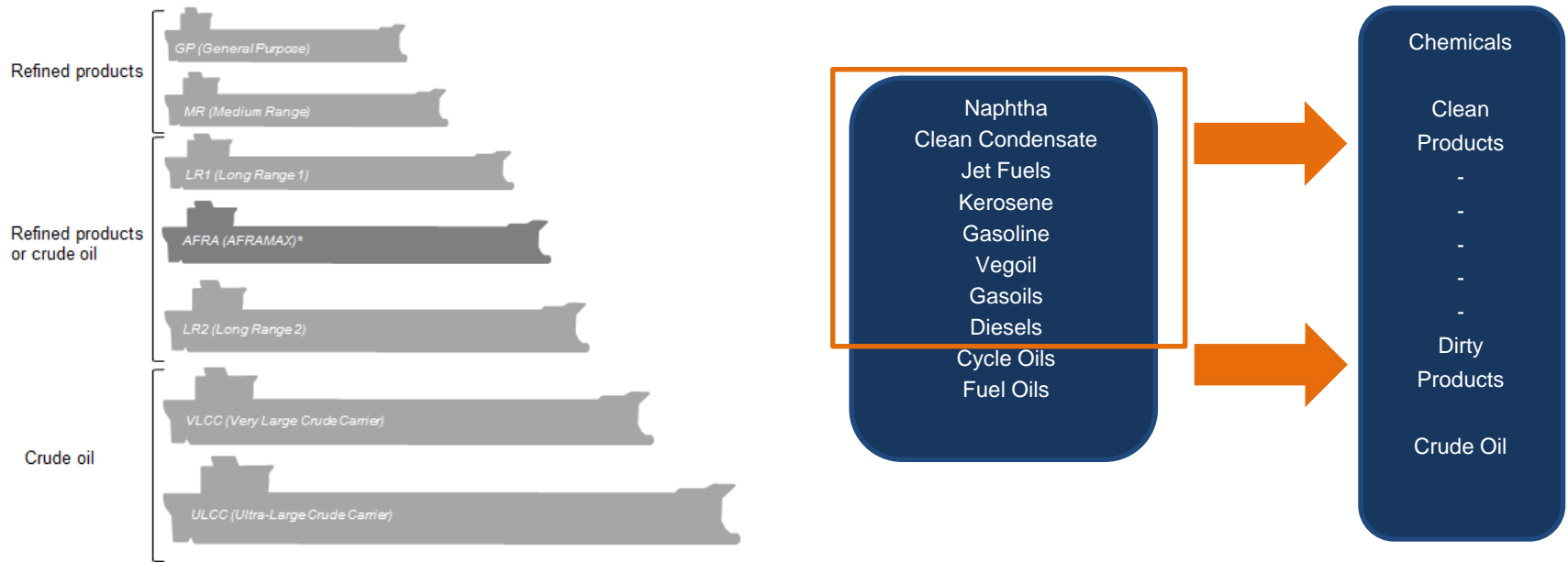
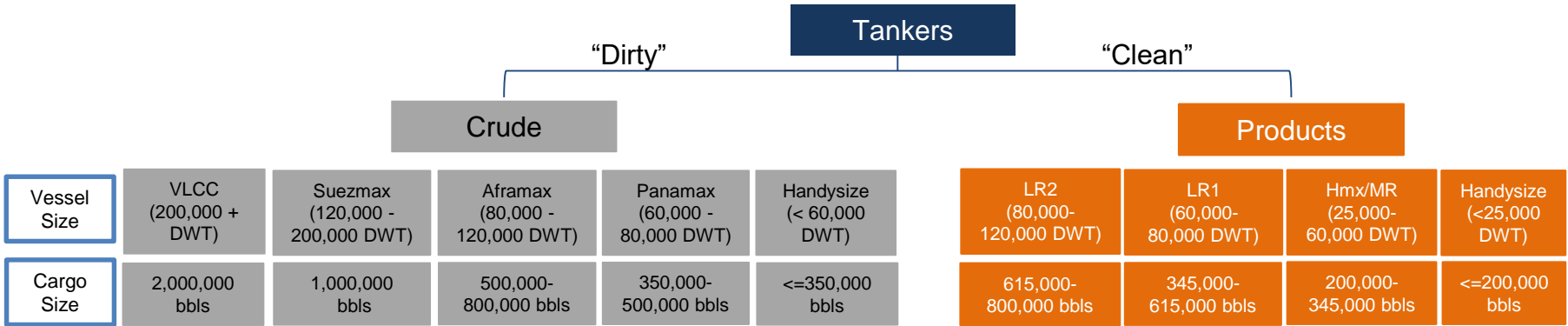


What is in a Barrel of Crude Oil?



Source: EIA refinery yield through Aug 2019.

Product & Crude Tankers

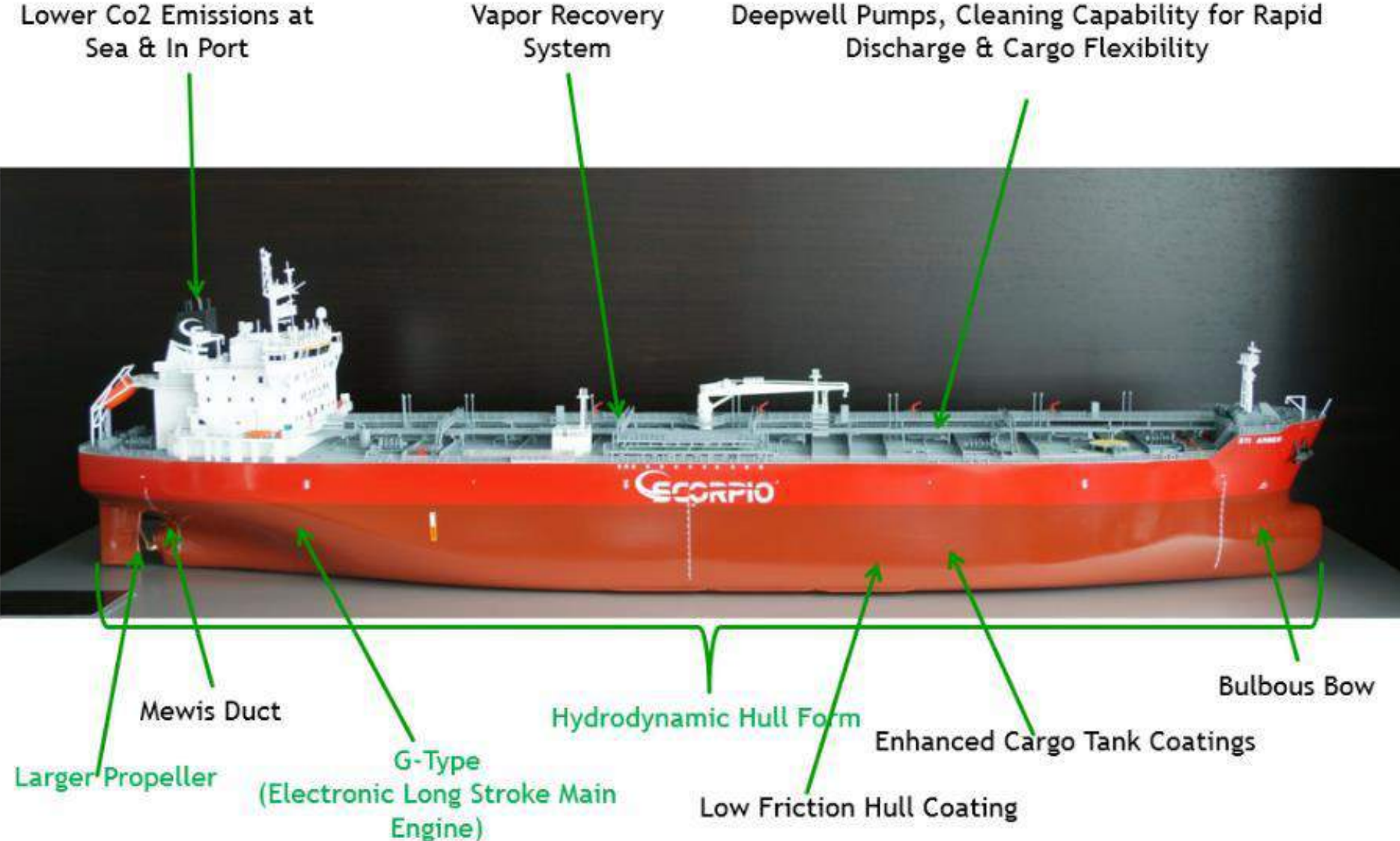


Product Tanker Specifications

IMO Classes I, II, & III		
IMO Class I	Chemical Tankers	IMO Class I refers to the transportation of the most hazardous, very acidic, chemicals. The tanks can be stainless steel, epoxy or marine-line coated.
IMO Class II	Chemical & Product Tankers	IMO Class II carries Veg & Palm Oils, Caustic Soda. These tanks tend to be coated with Epoxy or Stainless steel.
IMO Class III	Product Tankers	Typically carry refined either light, refined oil “clean” products or “dirty” heavy crude or refined oils.

- Product tankers have coated tanks, typically epoxy, making them easy to clean and preventing cargo contamination and hull corrosion.
- IMO II & III tankers have at least 6 segregations and 12 tanks, i.e. 2 tanks can have a common line for discharge.
- Oil majors and traders have strict requirements for the transportation of chemicals, FOSFA cargoes (vegetable oils and chemicals), and refined products.
- Tanks must be completely cleaned before a new product is loaded to prevent contamination.

Design Features on Scorpio Product Tankers



Scrubber Fuel Savings

Consumption figures below assume that:

- Scrubbers do not operate during any port activities
- Each voyage has a load and discharge port in an ECA, i.e. scrubber does not operate in ECA waters

Annual ECO Vessel Fuel Consumption (MT/year) ⁽¹⁾			
	MR	LR1	LR2
<i>Sailing (Ballast & Laden)</i>			
Non ECA	4,641	5,072	6,019
<i>Waiting/Idle</i>			
Non ECA	153	272	347
<i>Less</i>			
Additional Consumption for Scrubber	-252	-257	-261
Total Non ECA Consumption (MT)	4,542	5,087	6,105
MGO-HSFO Spread (\$/MT)	\$200	\$200	\$200
Annual Scrubber Savings	\$908,400	\$1,017,450	\$1,220,940
Scrubber TCE Savings (\$/day)	\$2,489	\$2,788	\$3,345
Every \$100 change in fuel spread equates to TCE savings of (\$/day)	\$1,244	\$1,394	\$1,673

Fleet List

Owned & Finance Lease Vessels											
Name	Year	DWT	Type	Name	Year	DWT	Type	Name	Year	DWT	Type
STI Comandante	May-14	38,734	HM	STI Manhattan	Mar-15	49,990	MR	STI Elysees	Jul-14	109,999	LR2
STI Brixton	Jun-14	38,734	HM	STI Queens	Apr-15	49,990	MR	STI Madison	Aug-14	109,999	LR2
STI Pimlico	Jul-14	38,734	HM	STI Osceola	Apr-15	49,990	MR	STI Park	Sep-14	109,999	LR2
STI Hackney	Aug-14	38,734	HM	STI Notting Hill	May-15	49,687	MR	STI Orchard	Sep-14	109,999	LR2
STI Acton	Sep-14	38,734	HM	STI Seneca	Jun-15	49,990	MR	STI Sloane	Oct-14	109,999	LR2
STI Fulham	Sep-14	38,734	HM	STI Westminster	Jun-15	49,687	MR	STI Broadway	Nov-14	109,999	LR2
STI Camden	Sep-14	38,734	HM	STI Brooklyn	Jul-15	49,990	MR	STI Condotti	Nov-14	109,999	LR2
STI Battersea	Oct-14	38,734	HM	STI Black Hawk	Sep-15	49,990	MR	STI Rose	Jan-15	109,999	LR2
STI Wembley	Oct-14	38,734	HM	STI Galata	Mar-17	49,990	MR	STI Veneto	Jan-15	109,999	LR2
STI Finchley	Nov-14	38,734	HM	STI Bosphorus	Apr-17	49,990	MR	STI Alexis	Jan-15	109,999	LR2
STI Clapham	Nov-14	38,734	HM	STI Leblon	Jul-17	49,990	MR	STI Winnie	Mar-15	109,999	LR2
STI Poplar	Dec-14	38,734	HM	STI La Boca	Jul-17	49,990	MR	STI Oxford	Apr-15	109,999	LR2
STI Hammersmith	Jan-15	38,734	HM	STI San Telmo	Sep-17	49,990	MR	STI Lauren	Apr-15	109,999	LR2
STI Rotherhithe	Jan-15	38,734	HM	STI Donald C. Trauscht	Oct-17	50,000	MR	STI Connaught	May-15	109,999	LR2
STI Amber	Jul-12	49,990	MR	STI Esles II	Jan-18	50,000	MR	STI Spiga	Jun-15	109,999	LR2
STI Topaz	Aug-12	49,990	MR	STI Jardins	Jan-18	50,000	MR	STI Savile Row	Jun-15	109,999	LR2
STI Ruby	Sep-12	49,990	MR	Marlin Magic	Jan-19	47,500	MR	STI Kingsway	Aug-15	109,999	LR2
STI Garnet	Sep-12	49,990	MR	Marlin Majestic	Jan-19	47,500	MR	STI Lombard	Aug-15	109,999	LR2
STI Onyx	Sep-12	49,990	MR	Marlin Mystery	Feb-19	47,500	MR	STI Carnaby	Sep-15	109,999	LR2
STI Fontvieille	Jul-13	49,990	MR	Marlin Marvel	Mar-19	47,500	MR	STI Grace	Mar-16	109,999	LR2
STI Ville	Sep-13	49,990	MR	Marlin Magnetic	Mar-19	47,500	MR	STI Jermyn	Jun-16	109,999	LR2
STI Opera	Jan-14	49,990	MR	Marlin Millennia	May-19	47,500	MR	STI Selatar	Feb-17	109,999	LR2
STI Duchessa	Jan-14	49,990	MR	Marlin Master	Jun-19	47,500	MR	STI Rambla	Mar-17	109,999	LR2
STI Texas City	Mar-14	49,990	MR	Marlin Mythic	Jul-19	47,500	MR	STI Solidarity	Nov-15	109,999	LR2
STI Meraux	Apr-14	49,990	MR	Marlin Marshall	Jul-19	47,500	MR	STI Stability	Jan-16	109,999	LR2
STI San Antonio	May-14	49,990	MR	Marlin Modest	Aug-19	47,500	MR	STI Solace	Jan-16	109,999	LR2
STI Venere	Jun-14	49,990	MR	Marlin Maverick	Sep-19	47,500	MR	STI Symphony	Feb-16	109,999	LR2
STI Virtus	Jun-14	49,990	MR	Marlin Miracle	Jan-20	47,500	MR	STI Sanctity	Mar-16	109,999	LR2
STI Aqua	Jul-14	49,990	MR	Marlin Maestro	Jan-20	47,500	MR	STI Steadfast	May-16	109,999	LR2
STI Dama	Jul-14	49,990	MR	Marlin Mighty	Mar-20	47,500	MR	STI Grace	May-16	113,000	LR2
STI Benicia	Sep-14	49,990	MR	Marlin Maximus	Sep-20	47,500	MR	STI Gallantry	Jun-16	113,000	LR2
STI Regina	Sep-14	49,990	MR	STI Excel	Nov-15	74,000	LR1	STI Supreme	Aug-16	109,999	LR2
STI St Charles	Sep-14	49,990	MR	STI Excelsior	Jan-16	74,000	LR1	STI Guard	Aug-16	113,000	LR2
STI Mayfair	Oct-14	49,990	MR	STI Expedite	Jan-16	74,000	LR1	STI Guide	Oct-16	113,000	LR2
STI Yorkville	Oct-14	49,990	MR	STI Exceed	Feb-16	74,000	LR1	STI Goal	Nov-16	113,000	LR2
STI Memphis	Nov-14	49,995	MR	STI Experience	Mar-16	74,000	LR1	STI Guantlet	Jan-17	113,000	LR2
STI Milwaukee	Nov-14	49,990	MR	STI Express	May-16	74,000	LR1	STI Gladiator	Jan-17	113,000	LR2
STI Battery	Dec-14	49,990	MR	STI Executive	May-16	74,000	LR1	STI Gratitude	May-17	113,000	LR2
STI Soho	Dec-14	49,990	MR	STI Excellence	May-16	74,000	LR1	Marlin Lobelia	Jan-19	110,000	LR2
STI Tribeca	Jan-15	49,990	MR	STI Pride	Jul-16	74,000	LR1	Marlin Lotus	Jan-19	110,000	LR2
STI Gramercy	Jan-15	49,990	MR	STI Providence	Aug-16	74,000	LR1	Marlin Lily	Jan-19	110,000	LR2
STI Bronx	Feb-15	49,990	MR	STI Precision	Oct-16	74,000	LR1	Marlin Lavender	Feb-19	110,000	LR2
STI Pontiac	Mar-15	49,990	MR	STI Prestige	Nov-16	74,000	LR1				



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