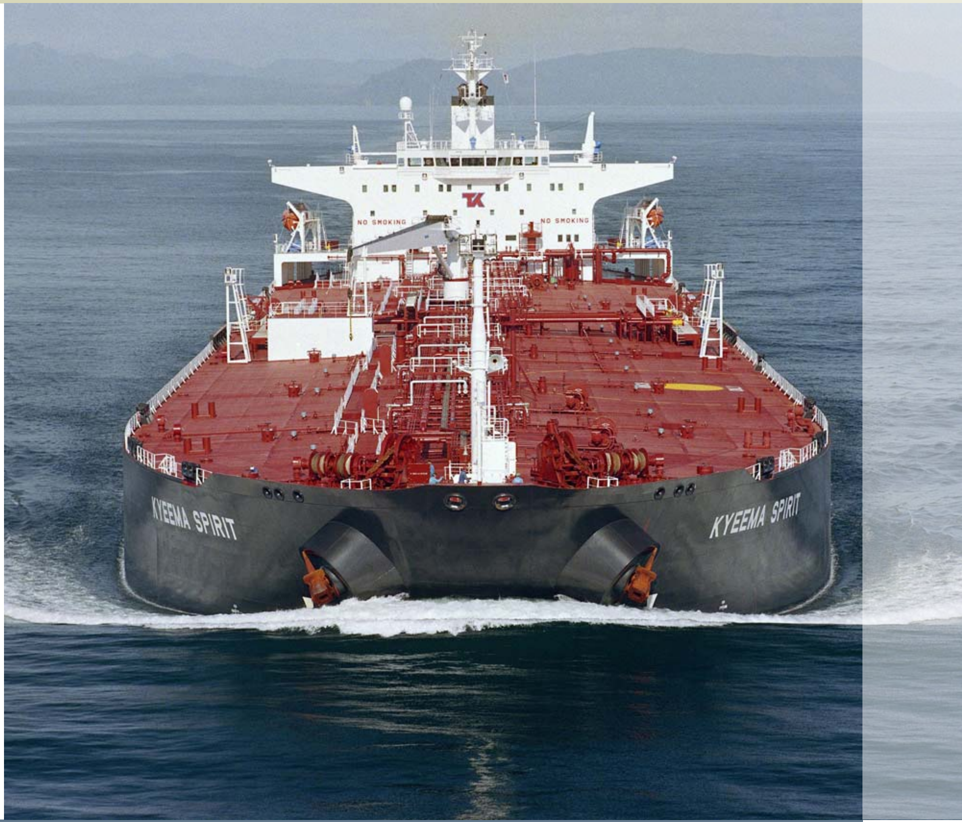
TEEKAY SHIPPING CORPORATION

# Acquisition of OMI Corporation

## Investor Presentation

April 2007



# Forward Looking Statements

This presentation contains forward-looking statements (as defined in Section 21E of the Securities Exchange Act of 1934, as amended) which reflect management's current views with respect to certain future events and performance, including statements regarding: the closing of Teekay and TORM’s acquisition of OMI; the outcome of the tender offer; the expected earnings accretion, synergies, and cash flow from vessel operations to be generated by the assets acquired from OMI; the market fundamentals for Suezmax and product tankers; the individual assets to be acquired by Teekay and TORM; the proposed offering Teekay Tankers, the effects thereof and the timing of filing a registration statement relating to the offering; the subsequent acquisition of additional conventional tankers from third parties and from Teekay; and the anticipated growth of Teekay’s conventional tanker business. The following factors are among those that could cause actual results to differ materially from the forward-looking statements, which involve risks and uncertainties, and that should be considered in evaluating any such statement: potential failure to close the transaction; potential inability of Teekay to integrate OMI’s operations successfully, including the retention of key employees, customer and market reaction to the transaction; conditions in the United States capital markets; the need for the SEC to declare effective a registration statement relating to the offering; changes in production of or demand for oil and petroleum products, either generally or in particular regions; greater than anticipated levels of tanker newbuilding orders or less than anticipated rates of tanker scrapping; changes in trading patterns significantly impacting overall tanker tonnage requirements; potential breach of the newbuilding contracts by any of the parties, potential delays or non-delivery of the newbuildings; changes in applicable industry regulations; changes in the typical seasonal variations in tanker charter rates; and other factors discussed in Teekay's Report on Form 20-F for the fiscal year ended December 31, 2005 which is on file with the SEC.

Important Information

This presentation is for informational purposes only and is not an offer to buy or the solicitation of an offer to sell any securities. The solicitation and the offer to buy shares of OMI’s common stock will only be made pursuant to an offer to purchase and related materials that Teekay intend to file with the Securities and Exchange Commission. Once filed, OMI shareholders should read these materials carefully prior to making any decisions with respect to the offer because they contain important information, including the terms and conditions of the offer. Once filed, OMI shareholders will be able to obtain the offer to purchase and related materials with respect to the offer free of charge at the SEC’s website at www.SEC.gov, from the information agent named in the tender offer materials or from Teekay.

# The Transaction

- Teekay and Torm will jointly acquire OMI Corporation for $29.25 per share in cash
  - Teekay’s effective price reduced by $0.33 per share from pre-existing shareholdings
- Total enterprise value of $2.2bn, Teekay’s share is $1.1bn
- Teekay’s 50% share includes:
  - 7 owned Suezmaxes
  - 6 in-chartered Suezmaxes
  - 7 commercially managed Suezmaxes
  - 4 MR product tankers
  - 4 Handysize product tankers (including 1 newbuilding delivering in 2009)
- Expected to close during 2Q ’07

# Investment Highlights

- Addition of OMI franchise positions Teekay as the clear market leader in medium sized crude tankers
  - Allows us to provide broader, more flexible services to customers
  - Reduces average age of Teekay's modern double-hull fleet
- Acquisition expected to create significant synergies with our existing crude tanker business
- Immediately accretive to earnings and expect 10% accretion in 2008
  - 81% of fleet is currently fixed (avg. contract length of 2 years)
  - 70% of 2008 cash flow from vessel operations (CFVO)* is fixed
- Upside potential from profit sharing, spot presence, and purchase options
- Supports our plan to carve out conventional tankers into separate publicly-listed entity ("Teekay Tankers")

*See appendix for reconciliation of non-GAAP financial measures

# OMI Vessels to be Acquired by Teekay

| No. | Vessel Name | Ownership | Charter-in Expiry | Charter-out Expiry* | Yard | DWT | Hull | Year Built | Current Age |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | **2007** |
| **SUEZMAX** | | | | | | | | | |
| 1 | ANGELICA | 100% | | Jun-09 | Hyundai | 159,106 | DH | 2004 | 3.0 |
| 2 | JANET | 100% | | Jun-09 | Hyundai | 149,985 | DH | 2004 | 3.0 |
| 3 | ADAIR | 100% | | Sep-09 | Hyundai | 159,199 | DH | 2003 | 4.0 |
| 4 | ARLENE | 100% | | Aug-09 | Hyundai | 165,209 | DH | 2003 | 4.0 |
| 5 | INGEBORG | 100% | | Aug-09 | Hyundai | 165,209 | DH | 2003 | 4.0 |
| 6 | DAKOTA | 100% | | Sep-09 | Hyundai | 159,435 | DH | 2002 | 5.0 |
| 7 | DELAWARE | 100% | | May-12 | Hyundai | 159,453 | DH | 2002 | 5.0 |
| 8 | CAPE BONNY | **TC** | Sep-12 | May-10 | Hyundai | 159,062 | DH | 2005 | 2.0 |
| 9 | CAPE BASTIA | **TC** | Jun-12 | May-09 | Hyundai | 159,062 | DH | 2005 | 2.0 |
| 10 | HS ALCINA | **TC** | Aug-09 | Spot | Daewoo | 160,183 | DH | 2001 | 6.0 |
| 11 | CAPE BANTRY | **TC** | May-11 | Spot | Hyundai | 159,999 | DH | 2000 | 7.0 |
| 12 | MAX JACOB | **TC** | Dec-09 | May-12 | Daewoo | 157,327 | DH | 2000 | 7.0 |
| 13 | OLIVER JACOB | **TC** | Jun-10 | Spot | Daewoo | 157,327 | DH | 1999 | 8.0 |
| | | | | | | | | | 4.6 |
| **MR TANKERS** | | | | | | | | | |
| 14 | BRAZOS | 100% | | Dec-08 | Hyundai | 46,889 | DH | 2005 | 2.0 |
| 15 | LAUREN | 100% | | Dec-07 | Hyundai | 46,955 | DH | 2005 | 2.0 |
| 16 | JEANETTE | 100% | | Feb-08 | Hyundai | 46,921 | DH | 2004 | 3.0 |
| 17 | GUADALUPE | 100% | | Apr-08 | Onomichi | 47,037 | DH | 2000 | 7.0 |
| | | | | | | | | | 3.5 |
| **HANDYSIZE TANKERS** | | | | | | | | | |
| 18 | RHINE | 100% | | Sep-08 | Hyundai | 36,993 | DH | 2006 | 1.0 |
| 19 | ORONTES | 100% | | May-10 | Hyundai | 37,383 | DH | 2002 | 5.0 |
| 20 | SEINE | 100% | | Aug-08 | Daedong | 35,407 | DH | 1999 | 8.0 |
| 21 | NEWBUILD 2, Ice Class 1A | 100% | | | Hyundai | 37,000 | DH | 2009 | 0.0 |
| | | | | | | | | | 3.5 |

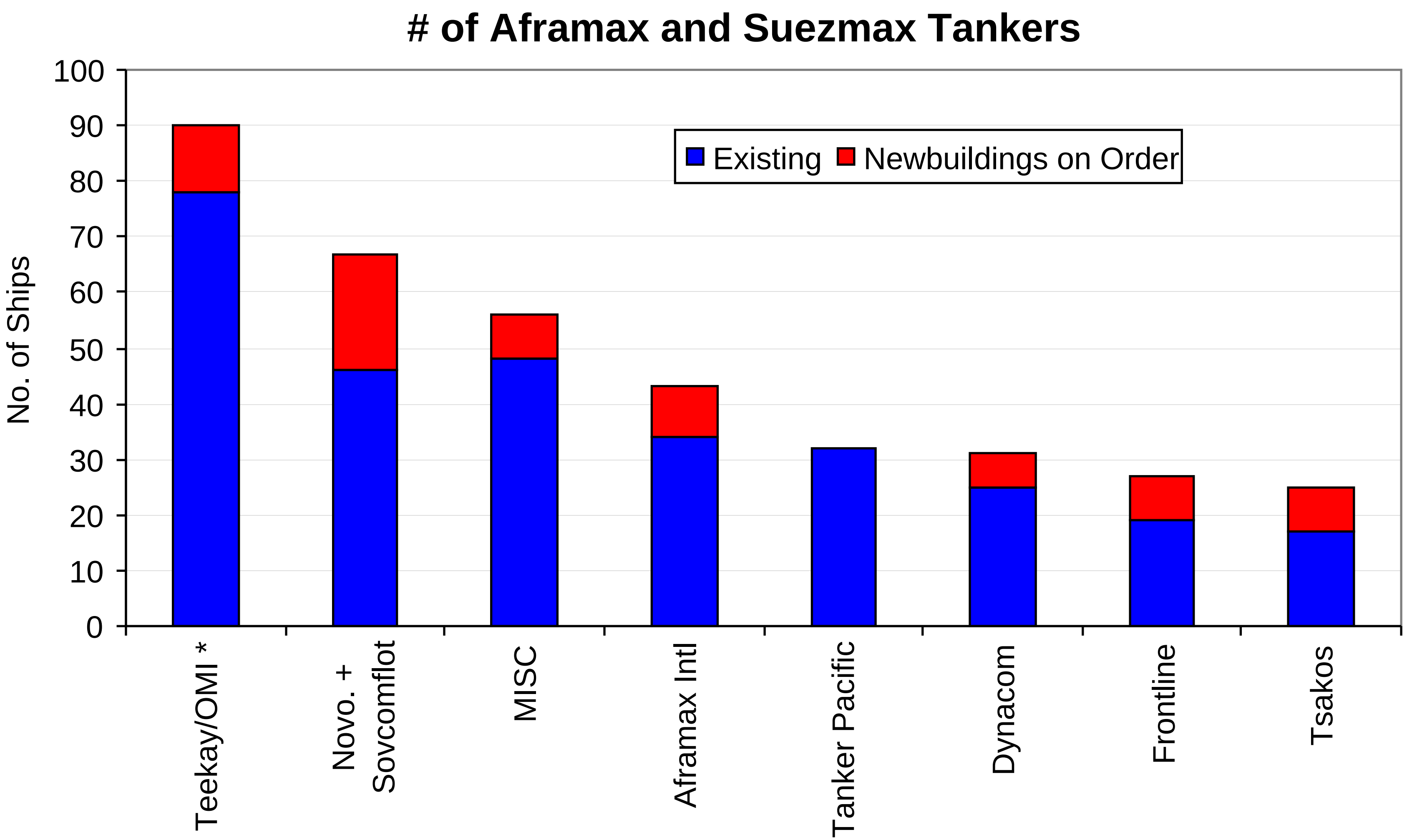
## Average Vessel Age – 4.4 Years

*Includes derivative and synthetic time charters

# Strategic Rationale - Suezmaxes

- Immediately expands Suezmax footprint to 33 vessels in addition to Teekay's existing orderbook of 10 Suezmax newbuildings
- Complements Teekay's Aframax franchise with synergies between the two segments
- Enhances flexibility to undertake volume contracts in addition to time-charters for customers
- Raises fleet utilization through scale and scheduling efficiencies
- Chartering pools/alliances enhance asset management platform

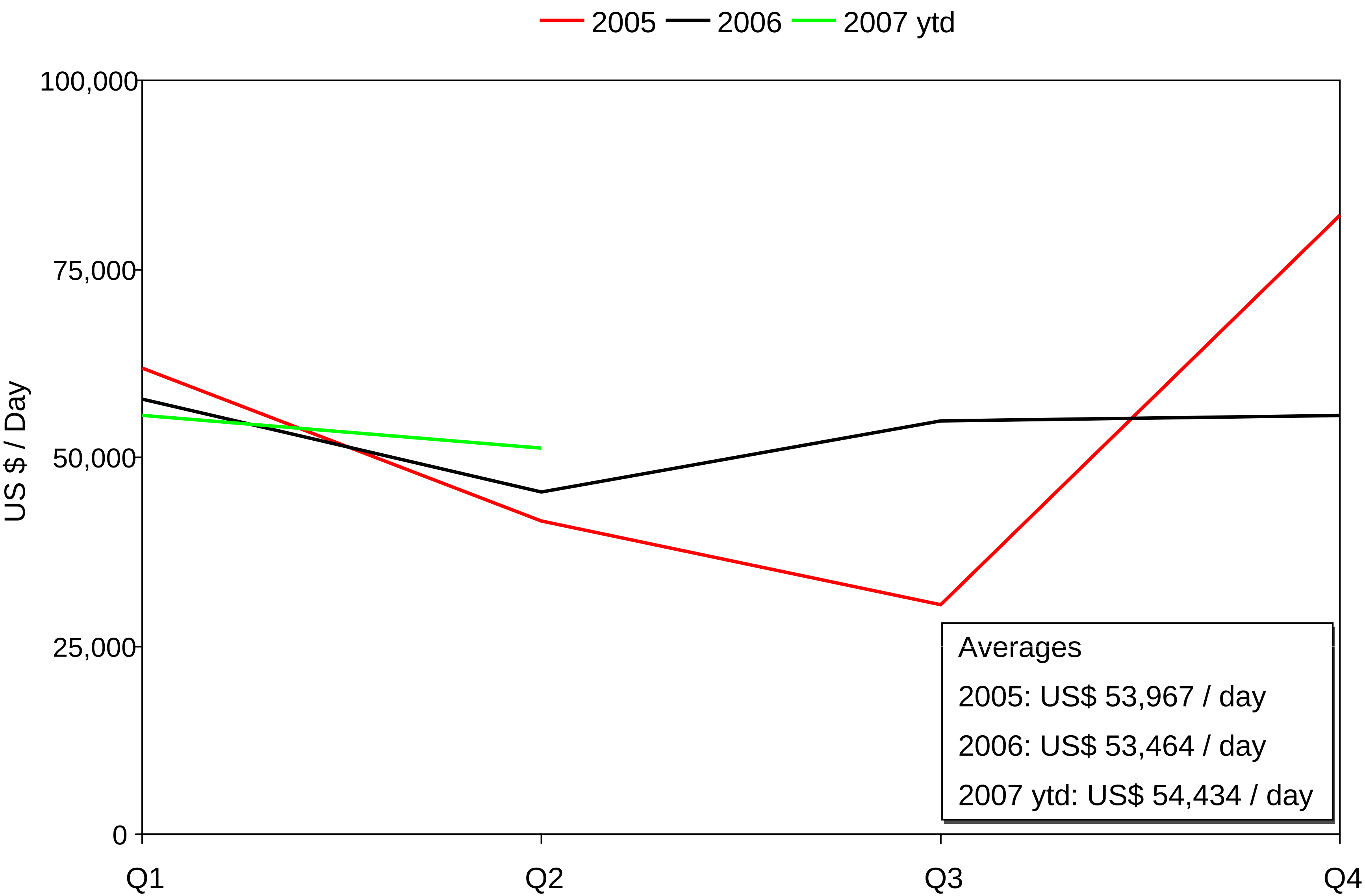
# Clear Market Leader in Medium Sized Crude Tankers




Source : Company Websites / CRS

*Proforma Teekay and OMI

# Suezmax Tanker Rates




Source : CRS (Suezmax average)

# Suezmax Market Fundamentals

Demand

- Rising production from key Suezmax load points: FSU, West Africa, North Africa and Brazil
- Gradual transition to Suezmaxes on some trade routes
- Growing Atlantic to Asia crude oil trades
  - Suezmaxes benefit from rising distances from longer haul nature of trades
- Suezmax demand growth averaged 4% p.a. over last 5 years – projected to remain firm

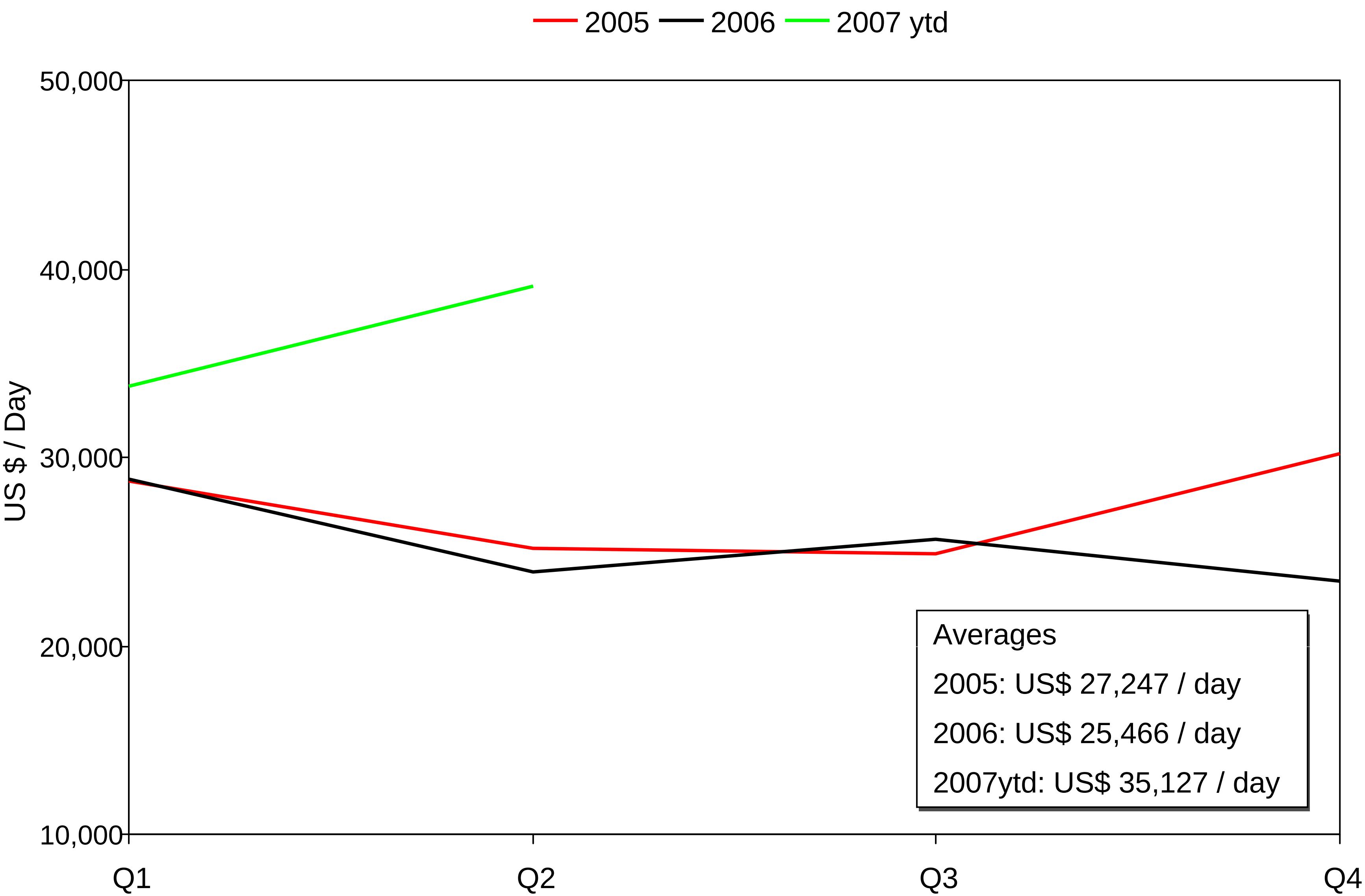
Supply

- Large orderbook, but spread out over 2007-10
  - Partially offset by 2010 single hull phase out and rising conversion demand

# Strategic Rationale – Product Tankers

- Enhances our existing medium sized product tanker presence, establishing a core owned fleet.
- Core fleet provides opportunity to leverage Teekay's competence in freight trading and intensive scheduling across customer network
- Global refinery and port constraints create significant advantage for medium sized product tankers
- Complements our presence in both LR2 product tankers and Intermediate product tankers (through SWIFT Tankers pool with Maersk), providing broad range of customer service

# MR Tanker Rates




Source : CRS (MR average)

# Product Tanker Market Fundamentals

Demand

- Product tanker demand growing faster than crude
- Increasing long haul trade volumes
  - Majority of refinery capacity growth in Middle East / Asia
  - Increasing US and European product imports from long haul sources
- US product imports up from 2.1 mb/d in 2000 to 3.4 mb/d in 2006 - almost entirely on medium size tankers
- Strong refining margins expected to continue out to 2010
- Demand growth of 6% p.a. over last 5 years and expected to accelerate

Supply

- Large orderbook but offset in part by 30% single hull fleet

# Planned Launch of “Teekay Tankers”

- Plan to create a new publicly-traded entity that will initially own a portion of Teekay’s conventional tanker fleet
  - OMI assets represent additional growth opportunity
- “Pure-play” tanker company expected to provide currency to grow conventional tanker franchise
- Enhances Teekay’s asset management strategy in the Marine Midstream space
- Illuminates value of conventional tanker business
- Expected to be completed in second half of 2007

# Acquisition is 10% Accretive to 2008 Earnings

| | Teekay[1] (Pre-Acquisition) | Teekay[2] (Post-Acquisition) | $ Change | % Change |
|---|---|---|---|---|
| Net Income (millions) | $337 | $371 | $34 | 10.0% |
| CFVO[3] (millions) | $800 | $945 | $145 | 18.1% |
| EPS | $4.50 | $4.95 | $0.45 | 10.0% |
| Net Debt[4] to CFVO[3] | 3.4x | 4.0x | | |
| Liquidity (billions) | $2.1 | $1.7 | | |

1 Estimate based on EPS "rule of thumb" assuming average Aframax TCE rate of $35,000/day
2 Proforma 2008 results based on average spot Suezmax TCE rate of $45,000/day
3 See appendix for reconciliation of non-GAAP financial measures
4 Based on December 31, 2006 Net Debt

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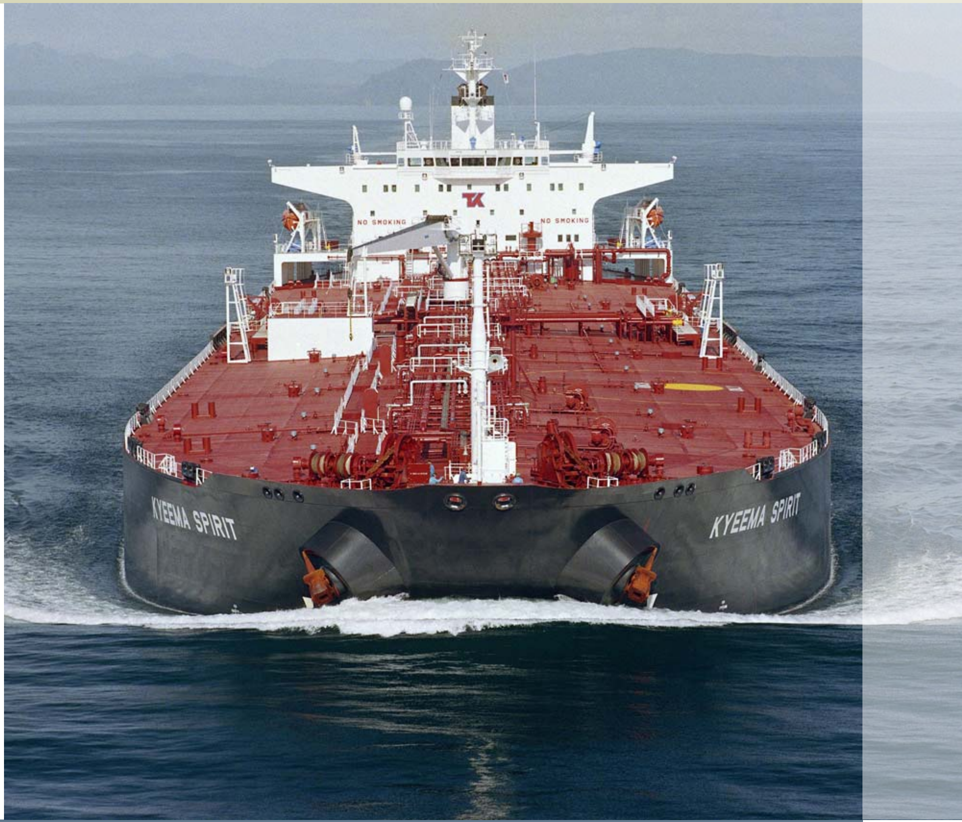
# Appendix



# Reconciliation of Non-GAAP Financial Measures

| (millions) | **Teekay (Pre-Acquisition)** | **Teekay (Post-Acquisition)** |
|---|---|---|
| **Net Income** | **$337** | **$371** |
| Depreciation & Amortization | $325 | $371 |
| Interest Expense | $138 | $203 |
| **CFVO*** | **$800** | **$945** |

* Cash flow from vessel operations represents net income before depreciation and amortization expense and interest expense. Cash flow from vessel operations is a non-GAAP financial measure used by certain investors to measure the financial performance of shipping companies.