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**GENERAL MARITIME CORPORATION APPOINTS
JEFFREY PRIBOR AS CHIEF FINANCIAL OFFICER**

New York, New York, August 18, 2004 - General Maritime Corporation (NYSE: GMR) today announced that it has appointed Jeffrey D. Pribor as its Chief Financial Officer. Mr. Pribor will join General Maritime on September 1, 2004. Mr. John Georgiopoulos, who is currently serving as interim Chief Financial Officer, will remain with General Maritime in his existing role as Vice President, Chief Administrative Officer, Treasurer and Secretary.

Peter C. Georgiopoulos, Chairman, Chief Executive Officer and President, stated “We are delighted to welcome Jeff to General Maritime. The depth of Jeff’s financial expertise combined with his extensive banking experience in the shipping industry will serve us well as we further solidify our position as a premier tanker company. I would like to extend my thanks to John Georgiopoulos, who has done an exceptional job in his role as interim Chief Financial Officer and continues to be a core member of our finance and executive management team.”

Mr. Pribor joins General Maritime with over 20 years of banking, capital markets, shipping and legal experience. Mr. Pribor most recently served as Managing Director and President of DnB Nor Markets Inc., the US investment banking division of DnB Nor ASA., where he was responsible for mergers and acquisitions, strategic advisory services and US capital market activities for the bank’s shipping, offshore, logistics and energy clients. Prior to this, Mr. Pribor was Managing Director and Group Head of Transportation Banking at ABN AMRO Inc. where he was responsible for all commercial and investment banking activities for shipping and other transportation companies in North America. Prior to that, Mr. Pribor was Managing Director and Sector Head of Transportation and Logistics Investment Banking for ING Barings. He also worked for over 10 years in the Mergers and Acquisitions group at Merrill Lynch and as an Associate attorney in the corporate and banking law practice of Milbank, Tweed, Hadley and McCloy. Mr. Pribor earned his BA in Economics and Political Science from Yale University. He also earned his JD and MBA from Columbia University.

Mr. Pribor commented, “I am excited to be joining a company with a reputation for delivering strong results to both shareholders and customers. General Maritime has developed an impressive track record for utilizing its strong financial position to consolidate the mid-sized tanker market in a disciplined manner. I look forward to contributing to General Maritime’s future growth as the Company continues to take advantage of positive long-term industry dynamics.”

About General Maritime Corporation

General Maritime Corporation is a provider of international seaborne crude oil transportation services principally within the Atlantic basin which includes ports in the Caribbean, South and Central America, the United States, West Africa, the Mediterranean, Europe and the North Sea. We also currently operate tankers in other regions including the Black Sea and Far East. General Maritime Corporation currently owns and operates a fleet of 50 tankers – 26 Aframax, 20 Suezmax tankers and 4 Suezmax newbuilding contracts. Upon delivery of the 3 remaining tankers from the previously announced 4 vessel sale, the Company will own and operate a fleet of 47 tankers – 26 Aframax, 17 Suezmax tankers and 4 Suezmax newbuilding contracts – making it the second largest mid-sized tanker company in the world, with a carrying capacity of approximately 5.6 million dwt.

"Safe Harbor" Statement Under the Private Securities Litigation Reform Act of 1995

This press release contains forward-looking statements made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. These forward-looking statements are based on management's current expectations and observations. Included among the factors that, in the company's view, could cause actual results to differ materially from the forward looking statements contained in this press release are the following: changes in demand; a material decline or prolonged weakness in rates in the tanker market; changes in production of or demand for oil and petroleum products, generally or in particular regions; greater than anticipated levels of tanker newbuilding orders or lower than anticipated rates of tanker scrapping; changes in rules and regulations applicable to the tanker industry, including, without limitation, legislation adopted by international organizations such as the International Maritime Organization and the European Union or by individual countries; actions taken by regulatory authorities; changes in trading patterns significantly impacting overall tanker tonnage requirements; changes in the typical seasonal variations in tanker charter rates; changes in the cost of other modes of oil transportation; changes in oil transportation technology; increases in costs including without limitation: crew wages, insurance, provisions, repairs and maintenance; changes in general domestic and international political conditions; changes in the condition of the company's vessels or applicable maintenance or regulatory standards (which may affect, among other things, the company's anticipated drydocking or maintenance and repair costs); consents by charterers and ship builders to assignments of contracts and other factors listed from time to time in the Company's filings with the Securities and Exchange Commission, including, without limitation, its Annual Report on Form 10-K for the year ended December 31, 2003 and its subsequent reports on Form 10-Q and Form 8-K.