



COMPANY PRESENTATION | Q1
MAY 2024



Our business – Dry Bulk Shipowning and Operating



**Modern and
uniform fleet**



**Capital
discipline**



**Limited
residual risk**



Added value

2020

average year of build

USD 10 900

2024 cash break-even

2030

optionality

67%

ownership in operator

Highlights – Q1 2024



SIMPLIFYING THE BUSINESS AND 100 PER CENT PAYOUT

- EBITDA of USD 31.3m including USD 4.7m from Lighthouse Navigation
- Net result of USD 15.7m
- Declared dividend of NOK 0.60 per share – 100 per cent pay out due to solid cash position
- TCE of USD 16 731 gross per day for owned fleet – 29 per cent outperformance of BSI-58
- Prepaid USD 13.5m of bank debt – increasing the number of debt free vessels to four
- 74 per cent of ship days in Q2 2024 are fixed at USD 16 700 gross per day
- 43 per cent of ship days in the next four quarters are fixed at USD 16 500 gross per day
- Cash breakeven for 2024 of about USD 10 900 per day per vessel
- Modern fleet of 40x Supra/Ultramax vessels including 10x newbuildings

Subsequent events

- Change in ownership in Lighthouse Navigation, allowing Belships to focus and simplify its investment in dry bulk operating
- Expanded newbuilding program with two new 64 000 dwt Ultramax bulk carriers which will be delivered in 2028
- Amended Loan Facility of USD 90m with reduced margin 195 bps

Average TCE

USD 16 731 per day

EBITDA

USD 31.3m

Net Result

USD 15.7m

Dividend

NOK 0.60 per share

Cash and Cash Equivalents

USD 120.2m

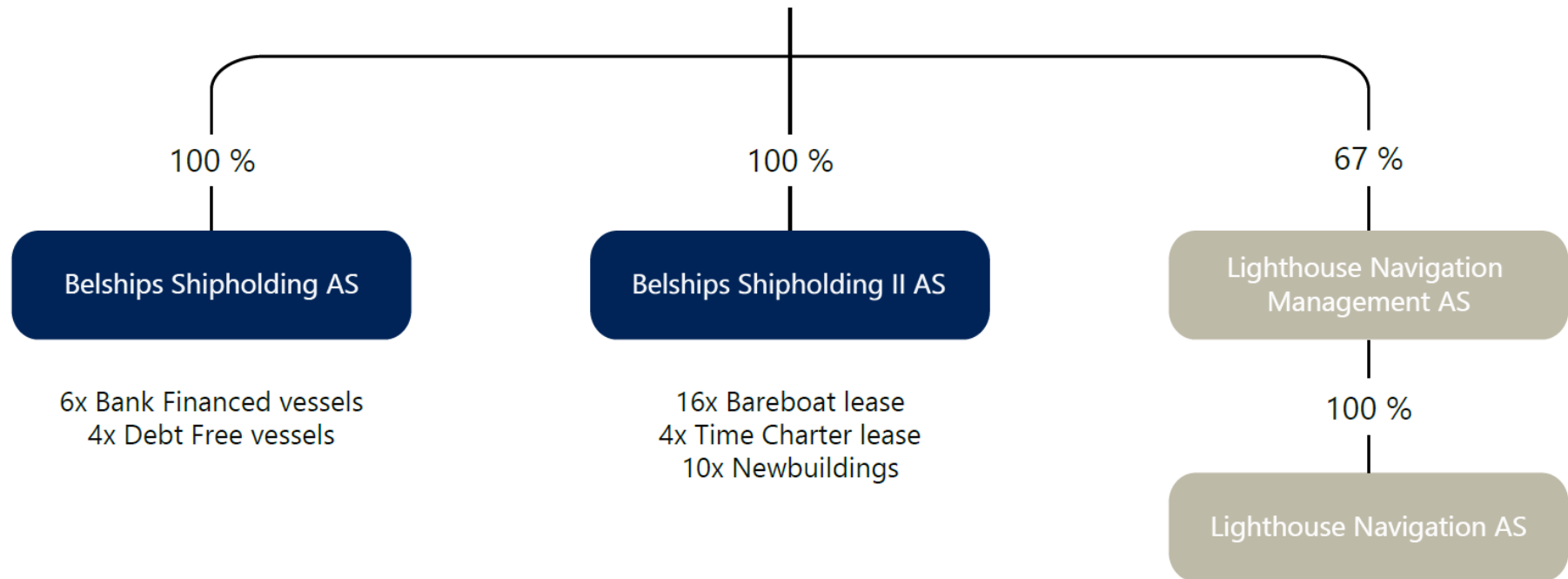
Interest Bearing Debt

USD 542.6m

New and Simplified Structure



BELSHIPS ASA

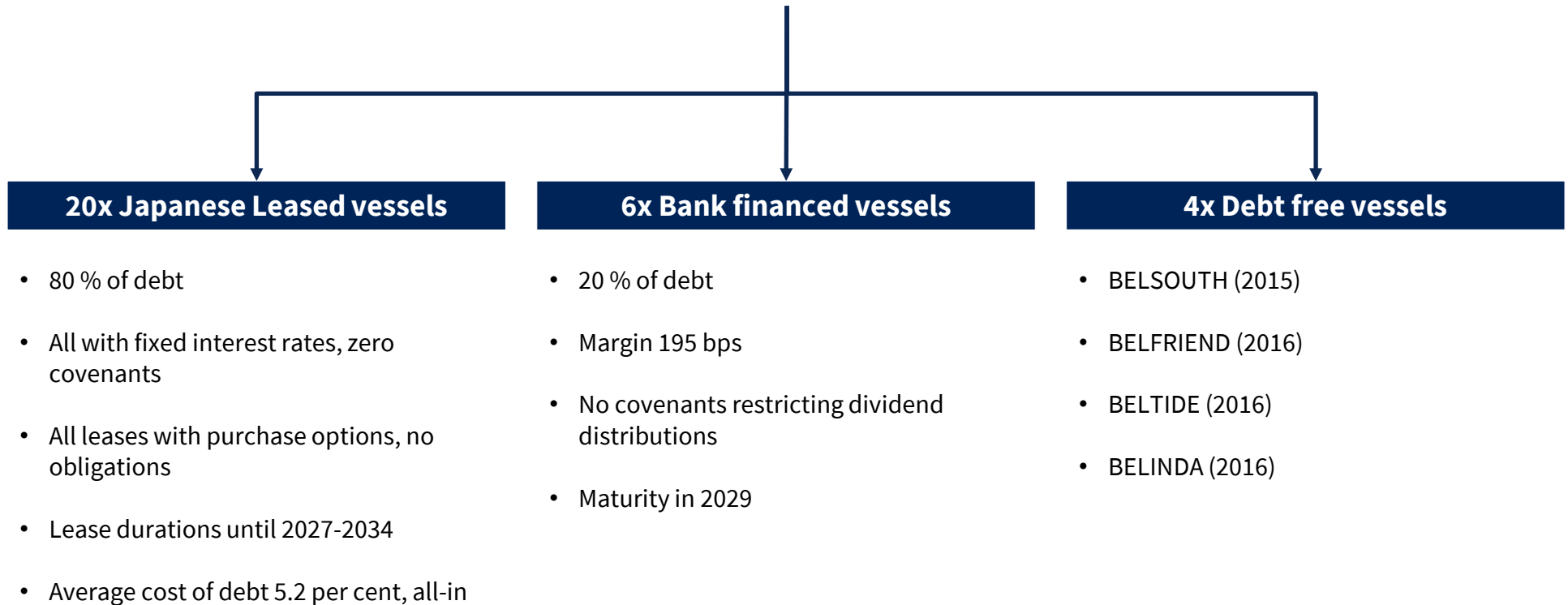


The remaining 33 per cent of the shares in Lighthouse Navigation Management AS are owned by the employees.

30x Vessels on the water today.....



SUPRAMAX | ULTRAMAX



.....and 10x Newbuildings coming in 2024-2028

64 000 dwt Ultramax Bulk Carriers

Delivery



Q4 2024

- Japanese-built 64 000 dwt Ultramax represents the highest quality and efficiency available today



Q4 2025

- Japanese lease financing with fixed costs



Q4 2025 – Q1 2026

- 100% leverage – No cash invested



Q1 2026

- Cost of capital 6.5 per cent fixed rate all in



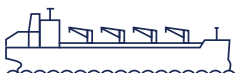
H2 2026

- 7 years duration with optional period up to 10 years



H2 2026

- Purchase options during the charter, all in USD



H1 2027

- No obligation to acquire any of the vessels



Q2-Q3 2027

- A levered bet on a historically low order book



H1 2028

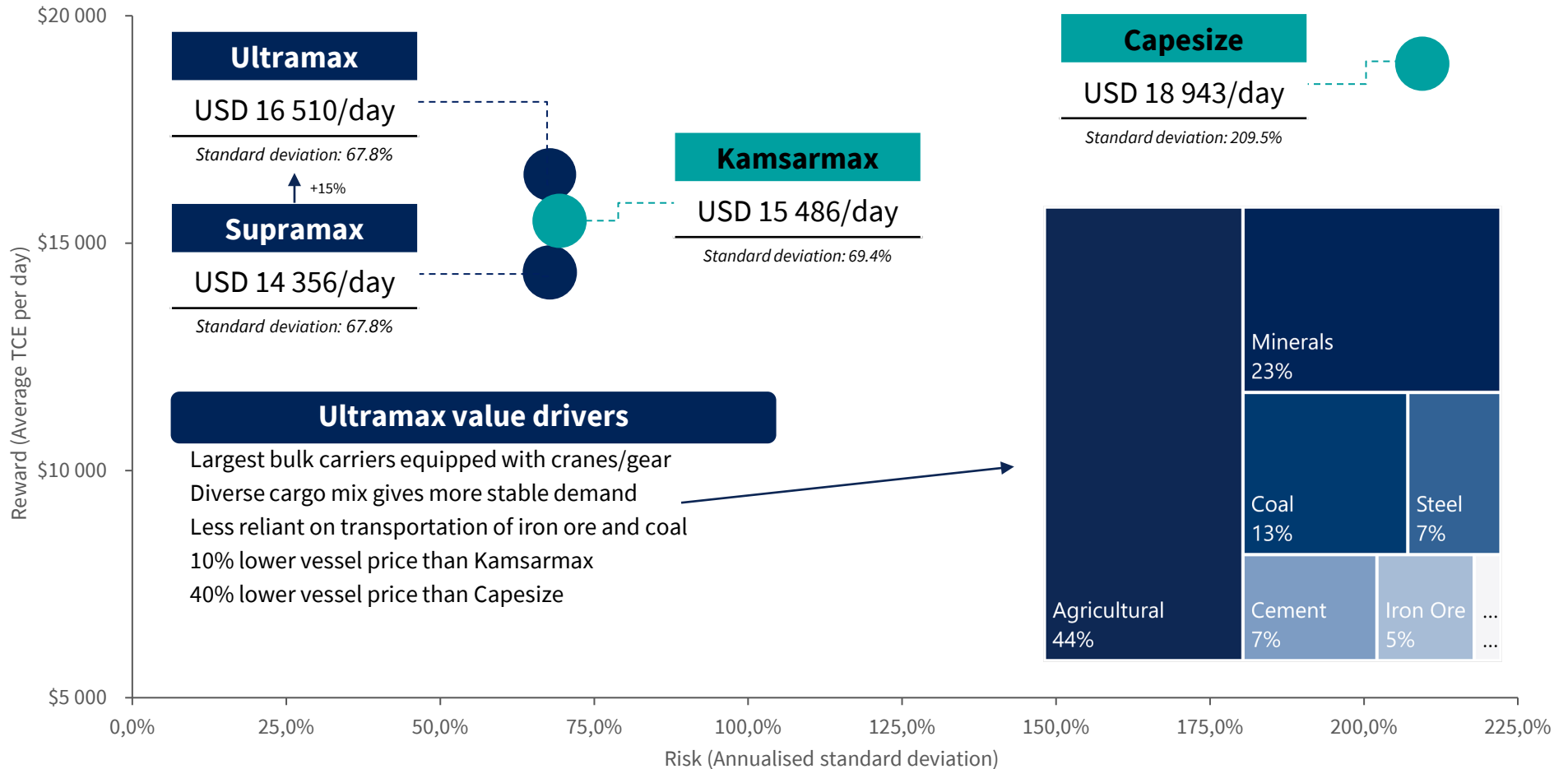


Q2-Q3 2028

No cash invested, zero impact on dividend capacity during construction

Ultramax – Superior Risk/Reward

Average earnings per day last 7 years

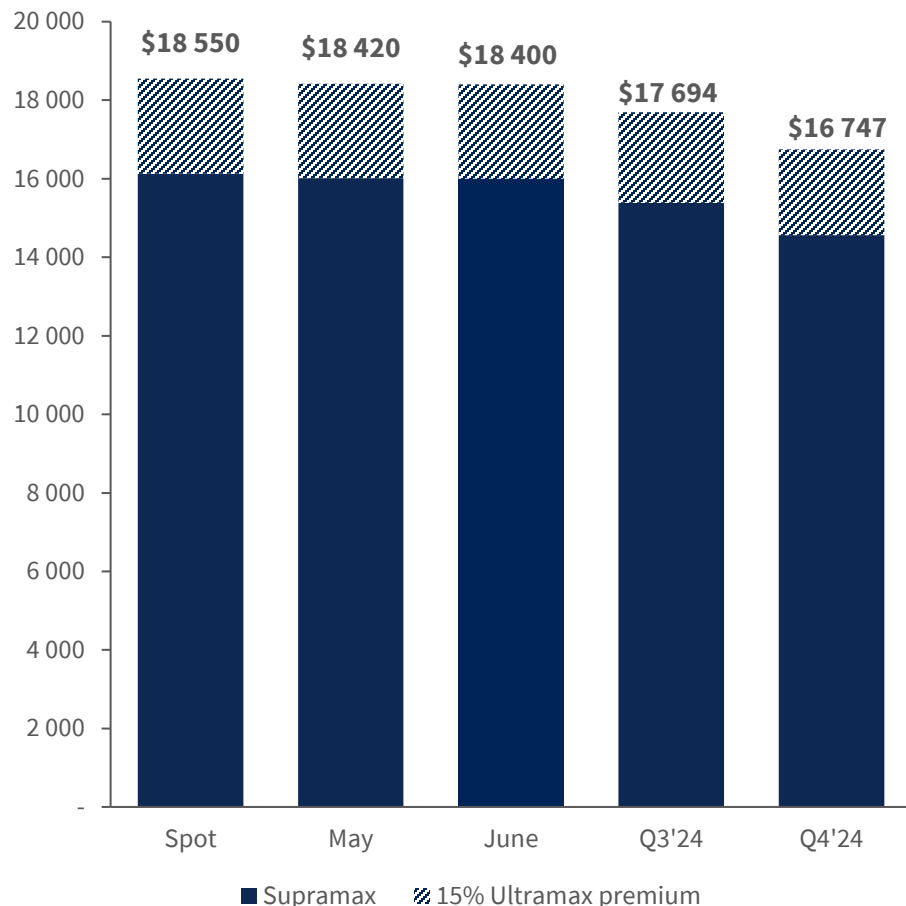


Supramax: BSI58, Kamsarmax: BPI82, Capesize: BCI 5TC sourced: Baltic Exchange as of Apr 2024

Cargo mix percentages are based on Belships fleet 2023

Improving Markets, Strong Start to 2024

Current freight market - Spot and FFA



RATES – The Baltic Supramax Index (BSI-58) averaged 12 961 per day in Q1 2023 – and USD 15 268 per day for Ultramax vessels which typically earn a premium of about 15-20 per cent to a Supramax.

Sentiment improved as rates increased markedly in March which also lifted the forward expectations as observed in the FFA market.

Average earnings in the first quarter were high, despite the typical low season, in fact third highest in the last 15 years.

DEMAND – According to Fearnleys, shipment volumes in Q1 2024 were 272 million tonnes, marginally down from Q4. The highest growth (quarter-on-quarter) was seen in iron ore (28 per cent), steels (27 per cent) and fertilizers (7.5 per cent). Minor bulks (-3.5 per cent) and coal (-4.5 per cent) contributed negatively, whilst grains grew slightly (2.7 per cent).

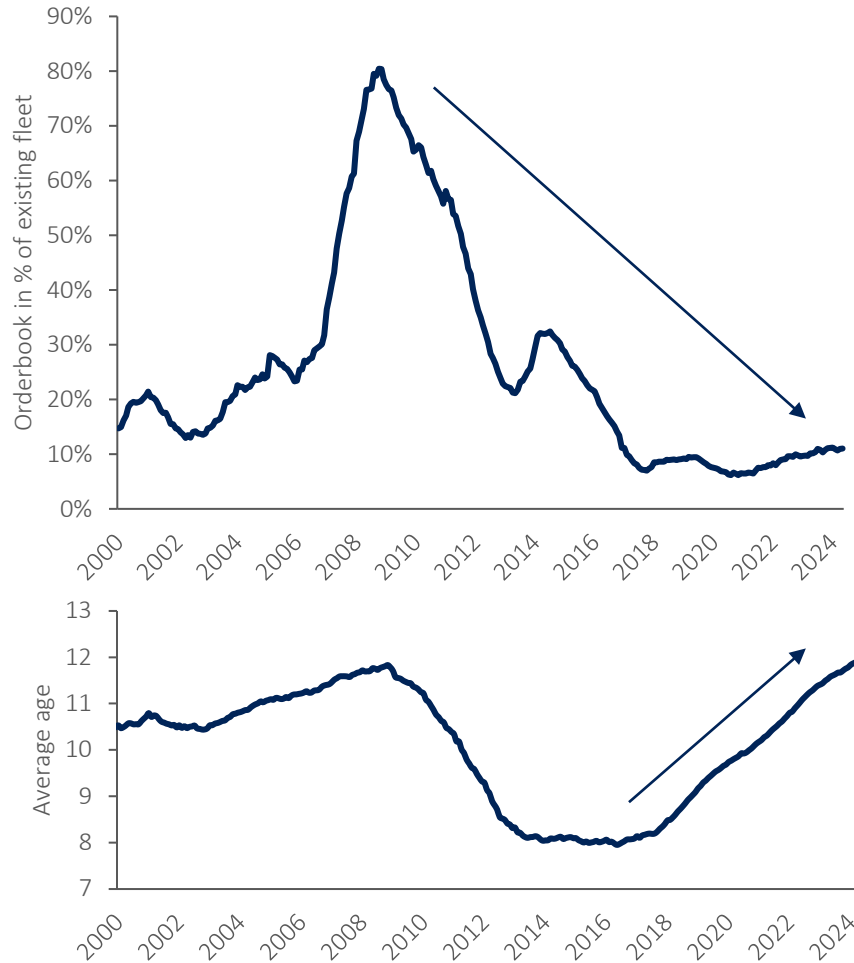
Overall volumes continue to grow (3.4 per cent year-on-year) and shows that the demand side is stable and resilient.

Reduced capacity thru Panama Canal, and also Suez Canal due to Red Sea being a high-risk area, is adding to sailing distances, reducing tonnage capacity. This situation is expected to continue in the near term.

Spot rates are currently at very healthy levels. One year period rates at around USD 17 500 per day. If this market continues, we believe ship values may increase further.

Historically Low Orderbook – Newbuilding prices increasing

Lowest fleet growth in decades – Ageing fleet



ORDERBOOK/SUPPLY: The order book for Supra/Ultramax bulk carriers is about 8-9 per cent of the sailing fleet. About 35-40 ships are set to deliver per quarter. Fleet growth has been around 3.5 per cent since Q2 2023. In 2025-2026, we are heading towards the lowest rate of supply growth, in decades.

NUMBERS: There are about 4 100 ships on the water today in the 45 – 65 000 dwt bracket. Only 1/3 of these are Ultramax vessels. The rest – are smaller, older and/or non-economical.

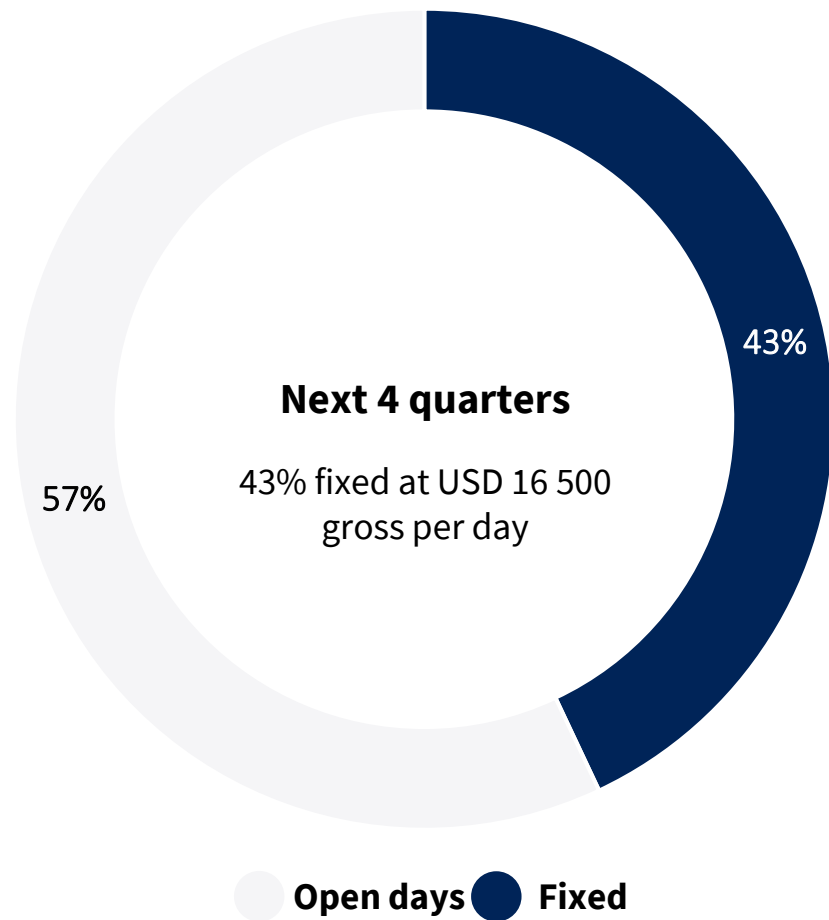
Even if newbuilding supply doubled it would take a decade to modernise the existing fleet – giving perspective on difficulties in scaling the adaptation of new fuels like ammonia/methanol.

Reduced amount of newbuildings coupled with very little scrapping/recycling has led to a consistently ageing fleet (see graph left below).

NEWBUILDING PRICES: Ordering activity remains low, cost inflation and high demand from other shipping segments has reduced the available shipbuilding capacity. A Japanese Ultramax newbuilding would today cost about USD 39m with available delivery from 2028.

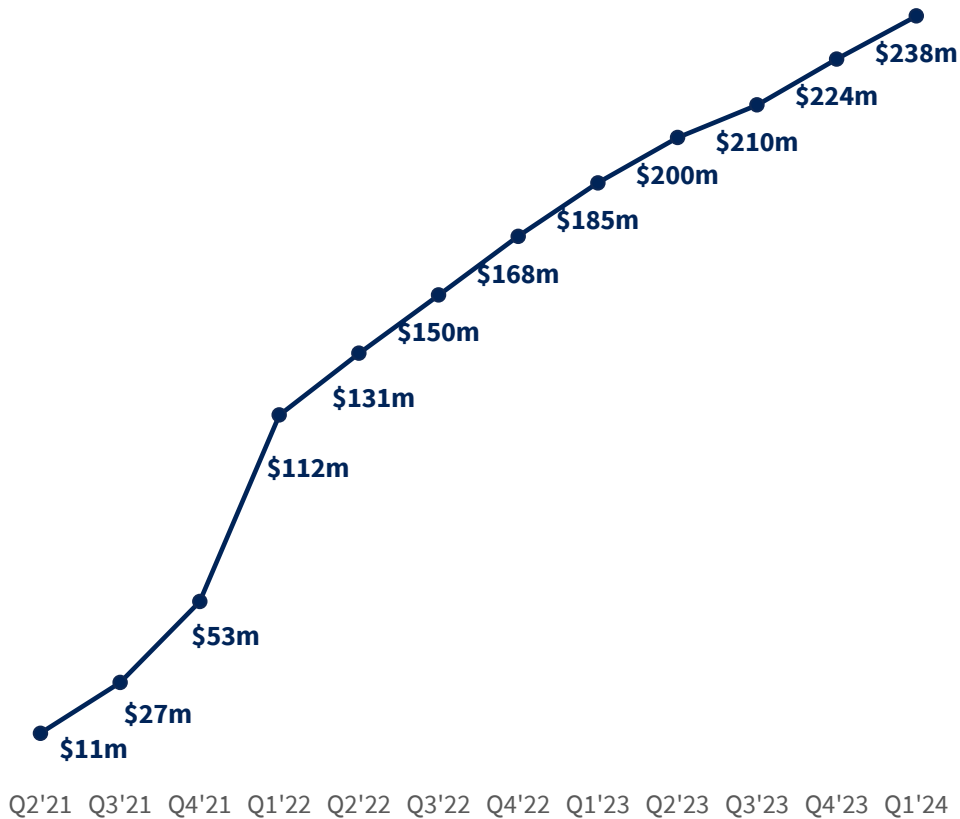
SECONDHAND VESSEL VALUES: Ship values have increased, 15 per cent YTD. Modern vessels are clearly higher in demand than older, less economical ships.

Significant de-risk: Highly Profitable Contract Coverage



Period	Contract coverage	Rate (USD/day)
Q2 2024	74 %	16 700
Q3 2024	46 %	16 600
Q4 2024	32 %	16 250
Q1 2025	20 %	16 500

Payouts since dividend policy Q2 2021



Period	Dividend per share
Q2 2021	0.40
Q3 2021	0.55
Q4 2021	0.90
Q1 2022	2.25
Q2 2022	0.75
Q3 2022	0.75
Q4 2022	0.75
Q1 2023	0.70
Q2 2023	0.60
Q3 2023	0.45
Q4 2023	0.60
Q1 2024	0.60
Total	9.30 NOK

Creating value and returning it to shareholders

Solid Platform: Renewed and Simplified

The Newest Ultramax Fleet

No need for modernisation

Low Cost, Long Duration Financing

Fixed interest rates, unique optionality

Market Dynamics

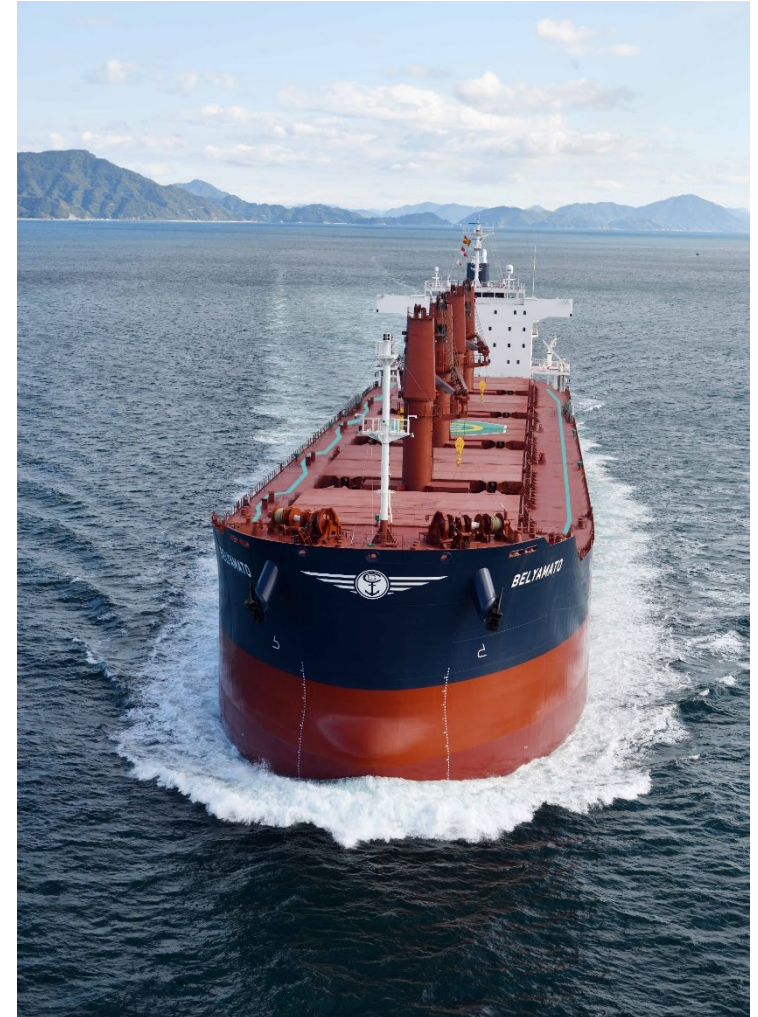
Rising ship values, historically low supply-side

Dividend Visibility

Contract coverage and high cash position

Value

Discount to Net Asset Values and favourable risk/reward



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Consolidated Statement of Income and Financial Position



BELSHIPS

Consolidated statement of income

USD 1 000	Q1 2024	Q1 2023	2023	
Gross freight revenue	Note	154 778	147 864	563 441
Voyage expenses		-42 762	-36 768	-139 085
Net freight revenue	2	112 016	111 096	424 356
Management fees		1 507	531	3 408
Operating income	2	113 522	111 627	427 764
Share of result from j/v and assoc. comp.		2 206	3 430	6 407
T/C hire expenses		-63 863	-51 731	-194 155
Ship operating expenses		-15 710	-14 335	-60 865
Operating expenses management companies		-3 674	-4 282	-16 306
General and administrative expenses		-1 185	-1 340	-5 233
Operating expenses		-82 227	-68 258	-270 152
EBITDA		31 295	43 369	157 612
Depreciation and amortisation		-10 629	-11 271	-45 738
Gain on sale of ships		0	0	316
Other gains/(-losses)		688	1 830	350
Operating result (EBIT)		21 354	33 928	112 539
Interest income		1 110	412	2 527
Interest expenses		-7 532	-8 472	-33 184
Other financial items		39	-553	2 065
Currency gains/(-losses)		-327	2 152	1 049
Net financial items		-6 710	-6 461	-27 543
Result before taxes		14 644	27 467	84 996
Taxes		1 011	-3 193	-7 562
Net result from continuing operations		15 655	24 274	77 434
Result from discontinuing operation	5	0	348	8 806
Net result for the period		15 655	24 622	86 240
Hereof majority interests		13 602	20 558	75 895
Hereof non-controlling interests		2 053	4 064	10 346
Earnings per share for continuing operations		0,06	0,10	0,31
Diluted earnings per share for continuing operations		0,06	0,09	0,30
Earnings per share		0,06	0,10	0,34
Diluted earnings per share		0,06	0,10	0,34

Consolidated statement of financial position

USD 1 000	31 Mar 2024	31 Mar 2023	31 Dec 2023	
NON-CURRENT ASSETS	Note			
Intangible assets		344	0	0
Ships	3	721 364	771 282	731 596
Property, Plant and Equipment		355	3 930	883
Investments in j/v and assoc. companies		7 622	14 936	9 934
Other non-current assets		1 098	1 080	2 956
Total non-current assets		730 783	791 228	745 370
CURRENT ASSETS				
Bunker inventory		14 344	15 862	8 556
Current receivables		41 187	59 991	50 662
Cash and cash equivalents		120 176	127 691	128 276
Total current assets		175 706	203 544	187 495
Total assets		906 490	994 772	932 864
EQUITY AND LIABILITIES				
Equity				
Paid-in capital		131 936	140 402	141 736
Retained earnings		137 264	118 351	128 935
Non-controlling interests		37 863	33 699	34 890
Total equity		307 063	292 451	305 561
NON-CURRENT LIABILITIES				
Deferred tax		5 287	3 146	6 537
Long-term interest-bearing debt	4	516 923	580 047	536 668
Other non-current liabilities		910	1 780	954
Total non-current liabilities		523 120	584 973	544 160
CURRENT LIABILITIES				
Current portion of interest-bearing debt	4	25 660	30 022	26 735
Other current liabilities		50 647	87 326	56 409
Total current liabilities		76 307	117 348	83 144
Total equity and liabilities		906 490	994 772	932 864

Appendix: Uniform and Modern Fleet of 40 Bulk Carriers



Vessel	Built	DWT	Yard
NEWBUILD 10	2028	64 000	Japan
NEWBUILD 9	2028	64 000	Japan
BELVICTORY	2027	64 000	Japan
BELTEMPO	2027	64 000	Japan
BELROSSO	2026	64 000	Japan
BELAVANTI	2026	64 000	Japan
BELFUTURE	2026	64 000	Japan
BELFORTUNE	2025	64 000	Japan
BELFOX	2025	64 000	Japan
BELGRACE	2024	64 000	Japan
BELMONDO	2023	64 000	Imabari
BELYAMATO	2022	64 000	Imabari
BELTOKYO	2021	64 000	Imabari
BELFORCE	2021	61 000	Dacks
BELKNIGHT	2021	61 000	Dacks
BELTRADER	2021	61 000	Dacks
BELGUARDIAN	2021	61 000	Dacks
BELMAR	2021	64 000	Imabari
BELFAST	2021	64 000	Imabari
BELAJA	2020	61 000	Shin Kurushima

Vessel	Built	DWT	Yard
BELMOIRA	2020	61 000	Shin Kurushima
BELFUJI	2020	63 000	Imabari
BELNIKE	2020	63 000	Imabari
BELTANGO	2020	64 000	Mitsui
BELFORTE	2019	64 000	Mitsui
BELRAY	2019	61 000	Shin Kurushima
BELNIPPON	2018	63 000	Imabari
BELAFONTE	2017	63 000	Imabari
BELHAVEN	2017	63 000	Imabari
BELTIGER	2017	63 000	New Times
BELISLAND	2016	61 000	Imabari
BELINDA	2016	63 000	Hantong
BELMONT	2016	63 000	Hantong
BELATLANTIC	2016	63 000	Hantong
BELLIGHT	2016	63 000	New Times
BELFRIEND	2016	58 000	Tsuneishi
BELTIDE	2016	58 000	Tsuneishi
BELFOREST	2015	61 000	Imabari
BELHAWK	2015	61 000	Imabari
BELSOUTH	2015	63 000	Hantong