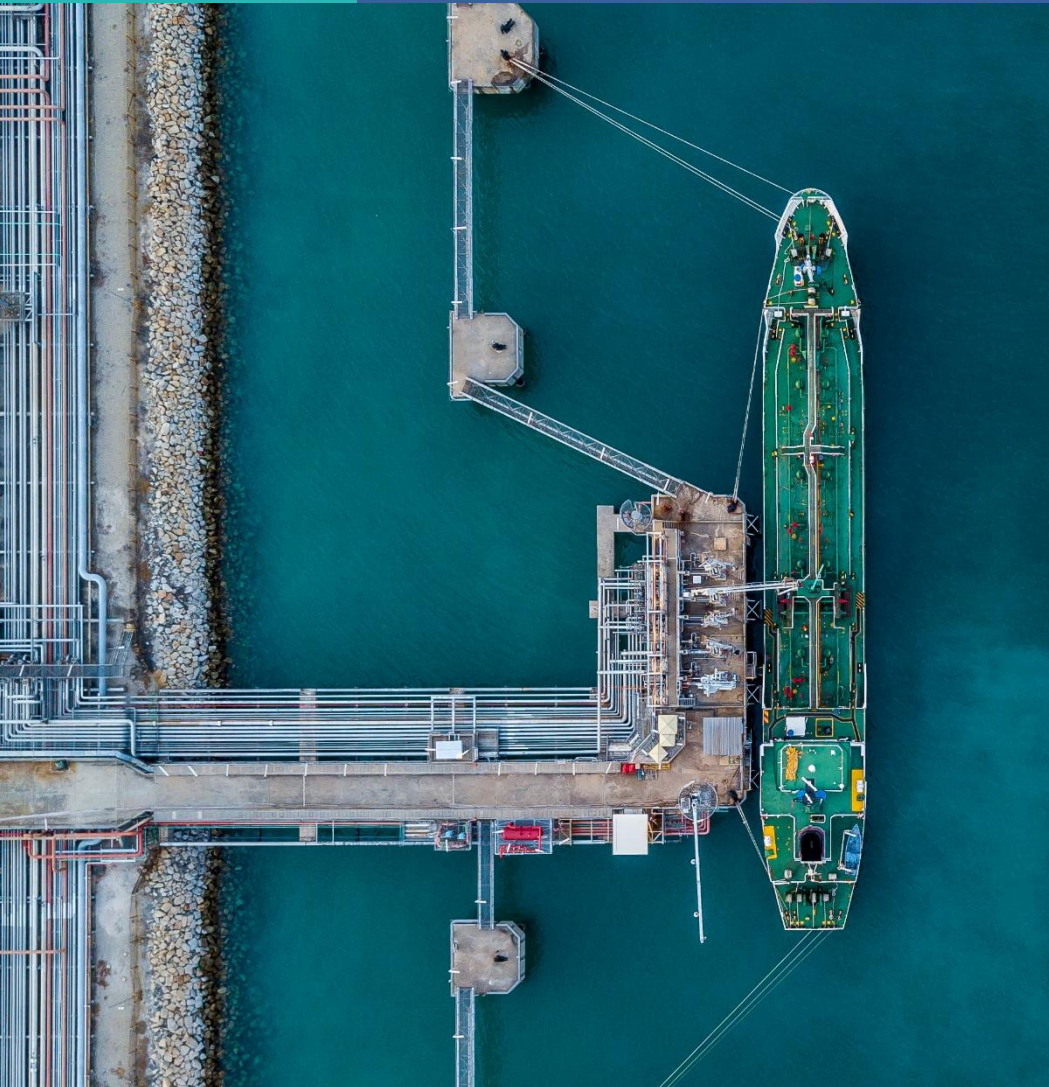


February 2025



PERFORMANCE Shipping Inc.

A Pure - Play Tanker Company

Disclosure

Matters discussed in this presentation may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include, but are not limited to, statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts, including with respect to future market conditions, the delivery of the vessels we have agreed to acquire and the prospective financing and employment of our vessels.

The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe," "anticipate," "intends," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending," and similar expressions, terms, or phrases may identify forward-looking statements.

The forward-looking statements in this presentation are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

In addition to these important factors, other important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include, but are not limited to: the strength of world economies, fluctuations in currencies and interest rates, general market conditions, including fluctuations in charter rates and vessel values, changes in demand in the tanker shipping industry, changes in the supply of vessels, changes in worldwide oil production and consumption and storage, changes in our operating expenses, including bunker prices, crew costs, drydocking and insurance costs, our future operating or financial results, availability of financing and refinancing including with respect to vessels we agree to acquire, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, the length and severity of epidemics and pandemics, including COVID-19, and their impact on the demand for seaborne transportation of petroleum and other types of products, changes in governmental rules and regulations or actions taken by regulatory authorities, general domestic and international political conditions or events, including "trade wars", armed conflicts including the war in Ukraine and the war between Israel and Hamas or related regional conflicts, the imposition of new international sanctions, acts by terrorists or acts of piracy on ocean-going vessels, potential disruption of shipping routes due to accidents, labor disputes or political events, vessel breakdowns and instances of off-hires and other important factors. Please see our filings with the US Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties.

Agenda

Section 1: Company Overview

Section 2: Financial Presentation



Company Profile

Transitioned to pure tanker fleet, new management, simple corporate structure, new strategy implementation



Nasdaq: PSHG

Publicly Listed since 2011



Pure Tanker
Company

Since August 2020



Aframax Tankers

\$87.5 million

Revenue in 2024

Net LTV -8%

Net Loan to Value ratio

Established Commercial



Relationships

\$227⁽¹⁾ million

Remaining Secured Revenue Backlog



Management &
Shareholders

Aligned Interests



Valuation

Trading at low valuation



Management

Commercial Technical in House



ESG

Driven

\$36.9 million

Face Value of Preferred Stock








(1) Remaining Secured Revenue Backlog, as of the date of the announcement of the financial results for the fourth quarter and year ended December 31, 2024, including the 5-year time charter employment contracts for the 3 LR2 Aframax newbuilding tankers

Experienced Senior Management

Name / Title	Biography
<p>Aliki Paliou <i>Chairperson of the Board</i></p> 	<ul style="list-style-type: none">▪ Director Performance Shipping Inc. since February 2020▪ Director, Vice-President and Treasurer of Unitized Ocean Transport Limited since January 2020▪ Previously Director and Treasurer of Alpha Sigma Shipping Corp. (2010-2015)▪ B.A. in Fine Arts, Athens School of Fine Arts▪ M.A. in Theatre Design, Central Saint Martins School of Art and Design, London
<p>Andreas Michalopoulos <i>CEO, Director and Secretary</i></p> 	<ul style="list-style-type: none">▪ Ex-CFO Performance Shipping Inc. (2010-2020)▪ Ex-CFO Diana Shipping Inc. (2006-2020)▪ Previous experience: Merrill Lynch, Nestle S.A. and McKinsey and Company▪ MSc in Economics, MBA & Master's degree in Management Sciences specialized in Finance
<p>Anthony Argyropoulos <i>CFO</i></p> 	<ul style="list-style-type: none">▪ Managing Director, Seaborne Capital Advisors▪ 20+ years investment banking & corporate finance experience▪ Previously with Cantor Fitzgerald & Co and Jefferies & Company, Inc. in the United States▪ MBA in Finance, Bentley College, Waltham Massachusetts

Fleet Profile

Mid-point age, high specifications & quality assets under time charter contracts, spot voyages and pool arrangements

Vessel	Built	Shipyard	Size (DWT)	Type	Next Special Survey	Employment
Blue Moon 	2011	Sumitomo, Japan	104,623	Aframax	Q3 2026	TC
Briolette 	2011	Sumitomo, Japan	104,588	Aframax	Q2 2026	TC
P. Yanbu 	2011	Sumitomo, Japan	105,391	Aframax	Q1 2026	Spot
P. Sophia 	2009	Hyundai, S. Korea	105,071	Aframax	Q1 2027	Pool
P. Alik 	2010	Hyundai, S. Korea	105,304	LR2 Aframax	Q2 2025	TC
P. Monterey 	2011	Hyundai, S. Korea	105,525	Aframax	Q3 2026	TC
P. Long Beach 	2013	Hyundai, S. Korea	105,408	LR2 Aframax	Q3 2028	TC

Employment Profile

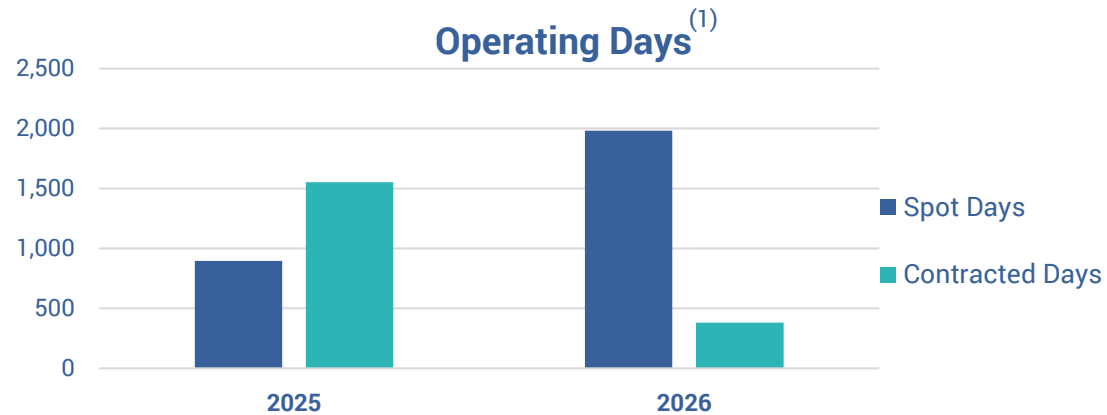
5 Aframax tankers are currently operating under time charters

Current secured revenues of approximately **\$227.0 million**, including the 5-year time charter employment contracts for the 3 LR2 Aframax newbuilding tankers

Estimated average contracted rate of approximately **\$33,500** and **\$32,000** per day for full year 2025 and 2026, respectively



Vessel	Current Employment Status	2025												2026											
		Q1 2025			Q2 2025			Q3 2025			Q4 2025			Q1 2026			Q2 2026			Q3 2026			Q4 2026		
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
BLUE MOON	TC	\$28,000																							
BRIOLETTE	TC	\$41,000																							
P. MONTEREY	TC	\$32,000	\$28,000																						
P. LONG BEACH	TC	\$37,200																							
P. ALIKI	TC	\$33,500																							
P. YANBU	Spot	\$30,000												Spot											
P. SOPHIA	Pool	Pool																							



(1) Operating Days are the number of available days in a period less the aggregate number of days that the vessels are off-hire. The shipping industry uses operating days to measure the aggregate number of days in a period during which vessels actually generate revenues. The graph depicts the operating days of the current operating fleet and excludes the operations of the newbuilding tankers.

Focused Business Strategy

Transparent company provides investors with low leverage, significant exposure to the tanker sector

Fleet Composition

- Growing sector presence
- High specifications & quality, reputable yards
- Mid-point age profile acquisitions \approx 12 years
- Continued fleet renewal at specific intervals

Commercial Deployment

- Short to medium term charters
- Established commercial relationships
- Presence in all major markets
- East and west of Suez Canal

Financial Parameters

- Net leverage at approximately -8% of market asset values
- Equity capital markets reliance for disciplined growth
- Reserves for fleet replacement & maintenance
- Secured revenue backlog of \$227.0 million

Management Transparency

- Expert in-house technical and commercial manager
- Majority independent & diverse board of directors
- Transparent & lean corporate structure
- ESG efforts, strive towards sustainable development goals

Newbuild Program

Four oil tankers under construction with expected deliveries between mid 2025 and early 2027



- Total Construction Cost of **\$249.5 million**
- Fleet-wide Revenue Backlog stands at **\$227.0 million** representing **114%** of all remaining newbuilding capital expenditures

- Equipped with the latest high-specification engines
- Fitted with scrubbers and water ballast treatment systems



- Focus on fuel efficiency and low emissions
- Participation in the **energy transition**



- Environmentally sustainable operations

Construction of three LNG-ready LR2 oil tankers & one LR1 chemical / product oil tanker



- Five-year time charter employment contracts for three newbuilding LNG-ready LR2 oil tankers at \$31,000 per vessel per day
- Estimated gross revenue of **\$169.8 million**

- Entry into new sale and leaseback agreements for the financing of two of our newbuilding LR2 Aframax tankers



- Total financing amount of **\$89.64 million** secured at attractive terms

Operational & Financial Efficiency



- Estimated daily cashflow breakeven rates of approximately **\$25,000**
- Compares favorably with the secured charter rate of \$31,000

Technical & Commercial Management

Technical & Commercial Manager, Performance Shipping Management Inc., our Wholly-Owned Subsidiary

Established efficient operations with low vessel operating expenses

We fully fund all commercial and technical services provided by Performance Shipping Management Inc.

Full-Service Platform Services

- Chartering
- Operations
- Insurance/Claims
- Technical
- Purchasing
- Crewing
- Quality Assurance
- Finance
- Accounting/Reporting
- Legal
- S&P

Access to Top-Tier Charterers



Key Professionals

- Captain Nikolaos Gavalas – Operations Director
- Captain Panos Chatzikyriakos – HSQE Director
- Mr. Argyris L. Chachalis – Technical Director

Agenda

Section 1: Company Overview

Section 2: Financial Presentation



Summary Selected Financial & Other Data

The table below illustrates our statement of operations and other data for the three and the twelve months ended on December 31, 2024

	3M ended December 31, 2024	12M ended December 31, 2024
Statement of Operations		
<i>(Expressed in millions of U.S. Dollars)</i>		
Revenues	21.678	87.445
Voyage Expenses	(1.858)	(4.237)
Vessel Operating Expenses	(5.058)	(19.758)
Depreciation and Amortization of Deferred Charges	(3.400)	(13.336)
General & Administrative Expenses	(2.483)	(8.306)
Reversal for credit losses	-	0.007
Foreign currency losses	0.079	(0.001)
Operating Income	8.958	41.814
Total other income	0.746	1.916
Net income	9.704	43.730
Dividends on preferred stock	(0.458)	(1.833)
Net income attributable to common stockholders	9.246	41.897
Earnings per common share, basic	0.74	3.39
Earnings per common share, diluted	0.25	1.11
Weighted Average Number of Common Shares, basic	12,432,158	12,365,418
Weighted Average Number of Common Shares, diluted	39,037,450	39,201,865
Fleet Data		
Average Number of Vessels	7.0	7.0
Number of Vessels	7.0	7.0
Ownership Days	644	2,562
Available Days	607	2,525
Operating Days ⁽¹⁾	604	2,506
Fleet Utilization	99.5%	99.2%
Average Daily Results (\$ actuals)		
Time Charter Equivalent (TCE) rate	32,652	32,954
Daily Vessel Operating Expenses	7,854	7,712

(1) Operating days include ballast leg

Source: Company

Debt Description

Indebtedness exclusively comprising of efficient secured amortizing loan from relationship banks, with annual repayment and no debt maturities prior to late 2027

Vessel	Debt Drawdown (\$m)	Debt Outstanding (December 31, 2024)	Annual Repayment (\$m)	Interest Rate	Maturity	Credit Facility
Blue Moon	10.0	7.9	1.67	SOFR + 2.50%	Aug 2028	Nordea Bank Abp
Briolette	10.0	7.9	1.67	SOFR + 2.50%	Aug 2028	Nordea Bank Abp
P. Monterey	-	-	-	-	-	-
P. Yanbu	-	-	-	-	-	-
P. Sophia	-	-	-	-	-	-
P. Aliko	18.3	14.3	2.00	SOFR + 2.60%	Nov 2027	Alpha Bank S.A.
P. Long Beach	22.0	17.6	2.20	SOFR + 2.35%	Dec 2027	Alpha Bank S.A.
TOTAL	60.3	47.7	7.5	-	-	-

Bank Relationships

Nordea



Solid Balance Sheet



	December 2024
	Pro-forma four newbuilding vessels
# of Tankers	11
Asset Value ⁽¹⁾	\$530.0m
AV / Ship	\$48.2m
Bank Debt ⁽²⁾	\$47.7m
Cash	\$71.3m
Net Bank Debt	-\$23.6m
LTV ⁽³⁾	17.0%
Net LTV ⁽³⁾	-8.4%
Preferred Stock Value	\$36.9m
Newbuilding Vessel Remaining Expenditures	\$199.2m
Net Asset Value	\$317.5m

(1) Company's estimate as adjusted for the four new building vessels' acquisition prices

(2) Principal balance outstanding, secured and guaranteed

(3) Based on company's estimate of current fleet's market value and outstanding bank debt

Source: Company

Equity Capital Markets

Company has one class of Common Shares (Nasdaq: PSHG) trading below cash, much below replacement cost and at very deep discount to net asset value

Capital Markets	
Exchange	Nasdaq
Category	Capital Market
Ticker	PSHG
Outstanding Common Shares	12,432,158
Indicative Share Price	\$1.68
Indicative Market Capitalization	\$20.9m
Enterprise Value	\$233.4m
EV / Ship	\$21.2m

Average Daily Trading Volume (last 30 trading days)	
# Common Shares	72,857
\$ Value	\$123,338



Our Series B Preferred Shares and our Series C Preferred Shares are not listed on any nationally recognized stock exchange, and we do not intend to seek a listing for them

Preferred Stock

In January 2022, the Company issued Series B Preferred Shares

Subsequently, several Series B Preferred Shares were exchanged for two Series C Preferred Shares and for a cash consideration of \$7.50 per Series B Preferred Share, and the Company received a total cash consideration of approximately \$5.6 million

	Series B Cumulative Perpetual Preferred Stock	Series C Convertible Cumulative Redeemable Perpetual Preferred Stock
# Shares Outstanding	50,726	1,423,912
\$ Value	\$1.3m	\$35.6m
Liquidation Preference	\$25.0	\$25.0
Dividend (payable quarterly, cumulative)	4.0% per annum of the \$25.0 liquidation preference (in cash or common shares at Company's option)	5.0% per annum of the \$25.0 liquidation preference (in cash or common shares at Company's option)
Voting Rights	No Vote	Number of votes equal to the number of shares of Common Stock into which the share is convertible multiplied by 10
Conversion Rights	For cash consideration of \$7.5 per share, each Series B Preferred Share could be exchanged for two Series C Preferred Shares during the conversion period ended on March 15 th , 2023	Since April 17 th , 2023, at the option of the holder, conversion to Common Shares at a conversion price equal to \$1.3576 per Common Share ⁽¹⁾
Redemption Rights	At any time, on or after the 15-month anniversary of their Original Issue Date; by cash payment	At any time, on or after 15 months from October 17 th , 2022 If 25% or less of Series C Preferred Shares remain outstanding in Shares (preceding 10-trading days VWAP) Or in cash irrespectively of the number of shares then outstanding

(1) Adjusted for any stock splits, reverse stock splits or stock dividends in each case, occurring on or after the date of original issuance of the Series B Preferred Shares. The conversion price shall be adjusted to the lowest price of issuance of Common Stock by the Company for any registered offering following the original issuance of Series B Preferred Shares, provided that, such adjusted conversion price shall not be less than \$0.50.

Historical Rates vs Cash Break-even

Indicative Run Rate Cash Break-even assuming 7 tanker fleet operations for a full fiscal year

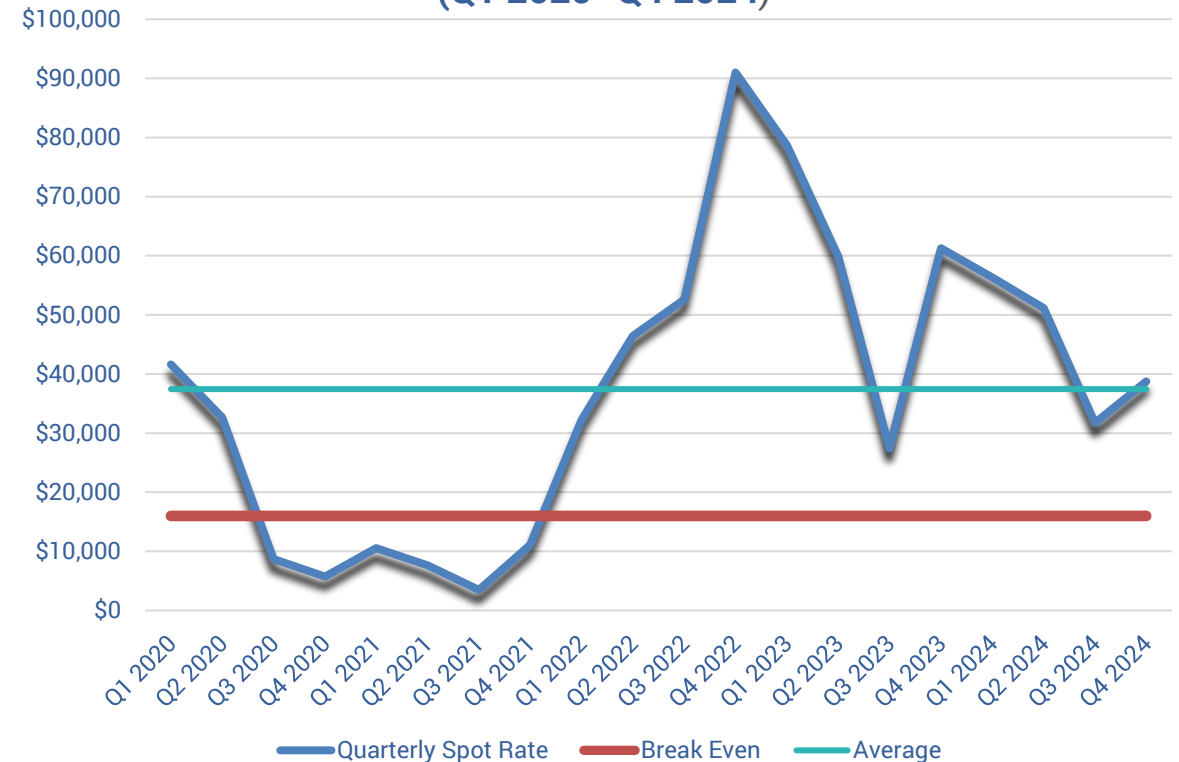
Indicative Run Rate Cash Break-even	
<i>Amounts in millions except daily figures</i>	7 Ships
DAILY OPEX	\$7,800
OWNERSHIP DAYS	2,555
<hr/>	
FLEET OPEX	\$19.9
G&A EXPENSES	\$8.0
DEBT REPAYMENT ⁽¹⁾	\$7.5
INTEREST EXPENSE ⁽¹⁾	\$3.0
MAINTENANCE RESERVE	\$2.5
TOTAL OUTFLOWS	\$40.9
DAILY CASH BREAK-EVEN RATE	\$15,996

The above figures do not include any preferred dividend payment or non-cash items which will result in differences with actual reported results

(1) Based on debt outstanding balance as of 12/31/2024; SOFR at 4.1%

Expected daily cash break-even rate per vessel

Aframax 5-Year Historical Spot Rate (Q1 2020 - Q4 2024)



Attractive Equity Story

Performance Shipping is executing a clear strategy offering strong foundation for growth and shareholder value creation

