



DIANA SHIPPING INC.®

We create to share

Financial Results for the
2nd Quarter of 2024

July 31, 2024



Our Executives

Semiramis Paliou



Director & Chief Executive Officer

Anastasios Margaronis



Director & President

Ioannis Zafirakis



Director, Chief Financial Officer, Chief Strategy Officer, Secretary & Treasurer

Eleftherios Papatrifon



Director

Maria Dede



Chief Accounting Officer

Our Company's confidence stems from our established track record

Financial Results for the 2nd Quarter of 2024

Forward Looking Statements

Cautionary statement regarding forward-looking statements

This presentation does not constitute or form part of and should not be construed as an offer to sell any security or an invitation, solicitation, or inducement to purchase or subscribe for any security. This presentation should not be construed and does not constitute either advice or a recommendation regarding the purchase, holding or sale of any security. No representations or warranties, express or implied, are given in, or in respect of the accuracy or completeness of any information included in, this presentation. 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 statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.



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," "intend," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending" and similar expressions identify forward-looking statements. We undertake no obligation, except as required by law, to publicly update or revise any forward-looking statements contained in this presentation, whether as a result of new information, future events or otherwise.



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 the Company's view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including fluctuations in charter rates and vessel values, changes in demand for dry bulk shipping capacity, changes in the Company's operating expenses, including bunker prices, drydocking and insurance costs, the market for the Company's vessels, availability of financing and refinancing, 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, including risks associated with the continuing conflict between Russia and Ukraine and related sanctions, potential disruption of shipping routes due to accidents or political events, including the escalation of the conflict in the Middle East, vessel breakdowns and instances of off-hires and other factors. Please see the Company's filings with the U.S. Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties. The Company undertakes no obligation to revise or update any forward-looking statement, or to make any other forward-looking statements, whether as a result of new information, future events or otherwise.



Diana's Key Points

38% NET DEBT/MARKET VALUE¹

US\$140m OF CASH²

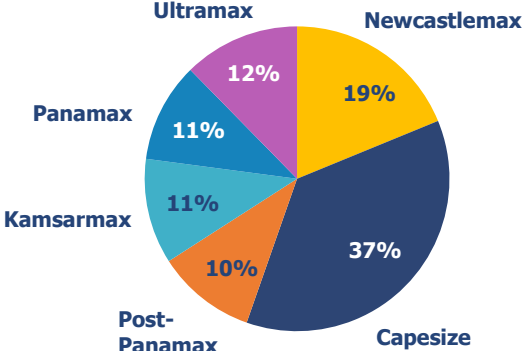
US\$145.7 m SECURED REVENUES³

**10.97 years
AVERAGE AGE**

**4.4m DWT
CARRYING
CAPACITY**

**99.5%
AVERAGE FLEET
UTILIZATION SINCE
INCEPTION⁴**

**12 groups
OF SISTER VESSELS**



**FOUNDED
1972**



11.9 MT Cargo Carried²



**1001 employees²
ACROSS SEA &
ASHORE**



**LISTED SINCE
2005**



**GLOBAL
OPERATIONS**

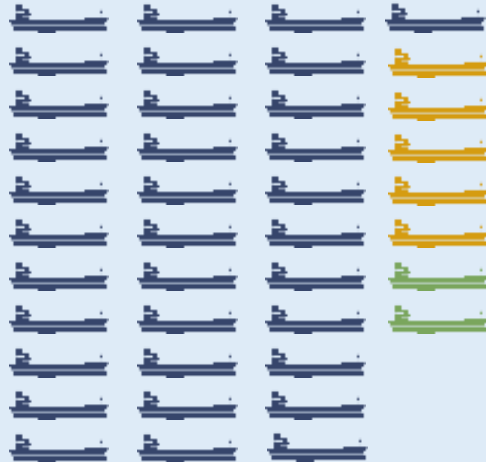


**STRONG
ESG FOCUS**

**39 vessels
ON THE WATER⁵**

**5 vessels
MORTGAGE FREE**

**2 newbuildings
TO BE DELIVERED WITH
METHANOL DUAL-FUEL
PROPULSION**



Source: Company Information

Note 1) Fleet market values as of June 30, 2024. Total market value also includes Company's investments and property as of June 30, 2024..

Note 2) As of June 30, 2024

Note 3) As of July 24, 2024

Note 4) For the six months ended June 30, 2024.

Note 5) 33 vessels are managed by Diana Shipping Services S.A. and 6 vessels are managed by Diana Wilhelmsen Management Limited

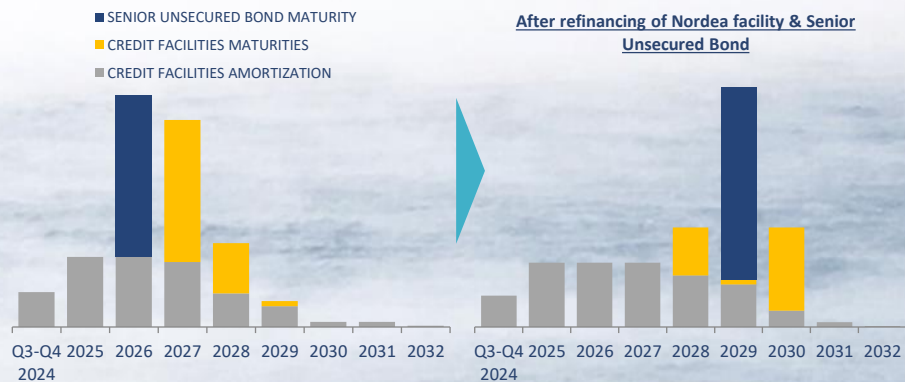
Recent Developments

- 8 vessels re-chartered YTD with an average charter rate increase of 11% against high quality counterparts.
- Engages in ongoing collaboration with banks and business partners, demonstrating a steadfast commitment to optimizing our capital structure and enhancing operational flexibility.

YTD re-chartering activity

VESSEL	TYPE	BUILT	RATE	VS.OLD
Polymnia	Post-Panamax	2012	\$17,500	17%
Electra	Post-Panamax	2013	\$14,000	-3%
Alcmene	Post-Panamax	2010	\$13,150	-18%
Myrsini	Kamsarmax	2010	\$17,100	14%
Los Angeles	Newcastlemax	2012	\$28,700	62%
Atalandi	Panamax	2014	\$14,600	-8%
DSI Polaris	Ultramax	2018	\$15,400	18%
Alcmene	Post-Panamax	2010	\$13,350	2%

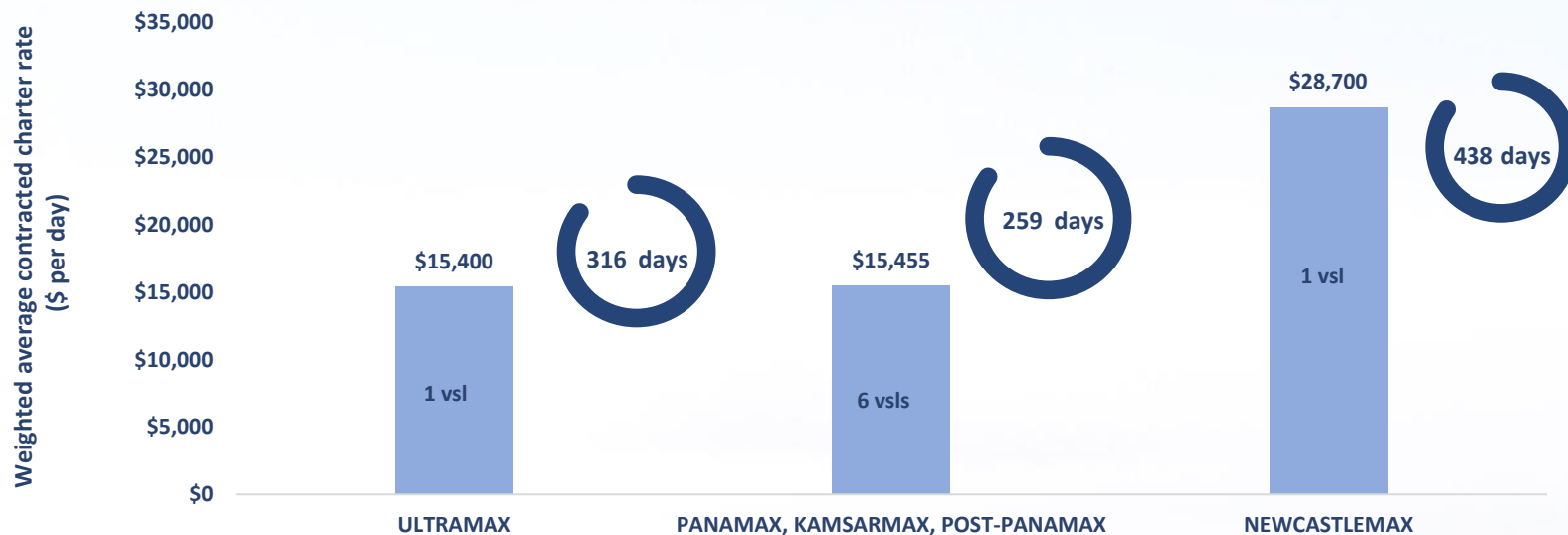
- Declared a cash dividend in the amount of US\$0.075 per common share for the second quarter of 2024.
- Issued US\$150m Senior Unsecured Bond in Oslo Stock Exchange, maturing in July 2029 with a fixed rate coupon of 8.75%. The net proceeds from the bonds were used to refinance all of the Company's US\$125 million senior unsecured bond due 2026.
- Raised US\$25.3m from the exercise of 6,330,511 warrants under the ongoing warrant program to purchase common shares for cash as of July 24, 2024. A further US\$65.1m could be raised under the scope of the program.
- Signed a term loan facility with Nordea Bank, secured by 10 vessels, and drew down US\$167.3m to refinance two existing term loan facilities with the bank, releasing 2 previously financed vessels.
- As of July 24, 2024, we have secured US\$76.8 million of contracted revenues for 74% of the remaining ownership days of the year 2024 and have secured US\$68.9 million of contracted revenues for 26% of the ownership days of the year 2025.



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Source: Company information

Recent Chartering Activity*



VESSEL	TYPE	BUILT	RATE	Q1/24	Q2/24	Q3/24	Q4/24	Q1/25	Q2/25	Q3/25	Q4/25	Q1/26	Q2/26
Electra	Post-Panamax	2013	\$14,000	[Bar chart showing charter periods from Q1/24 to Q2/26]									
Los Angeles	Newcastlemax	2012	\$28,700	[Bar chart showing charter periods from Q1/24 to Q2/26]									
Polymnia	Post-Panamax	2012	\$17,500	[Bar chart showing charter periods from Q1/24 to Q2/26]									
Atalandi	Panamax	2014	\$14,600	[Bar chart showing charter periods from Q1/24 to Q2/26]									
DSI Polaris	Ultramax	2018	\$15,400	[Bar chart showing charter periods from Q1/24 to Q2/26]									
Myrsini	Kamsarmax	2010	\$17,100	[Bar chart showing charter periods from Q1/24 to Q2/26]									
Alcmene	Post-Panamax	2010	\$13,150	[Bar chart showing charter periods from Q1/24 to Q2/26]									
Alcmene	Post-Panamax	2010	\$13,350	[Bar chart showing charter periods from Q1/24 to Q2/26]									

Previous Charter Period Fixed Period **

*From May 28, 2024 until July 24, 2024

**Average Period calculated based on earliest redelivery date

Source: Company's filings with the U.S. Securities and Exchange Commission

Disciplined & Non-Speculative Chartering Strategy

Average Daily TC Rate of Fixed Revenues US\$17,138***
For the remaining of 2024

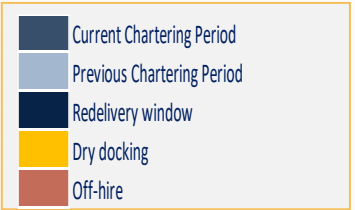
26% unfixed days***
for the remaining of 2024

Average contract duration* 1.34 years**

Secured Revenues US\$76.8m***
for the remaining of 2024

VESSEL	TYPE	RATE	Q1/24	Q2/24	Q3/24	Q4/24	Q1/25	Q2/25	Q3/25	Q4/25	Q1/26
Fleet Average		\$16,464	[Bar chart showing fleet average rates across quarters]								
Florida*	Capesize	\$25,900	[Bar chart for Florida]								
Crystalia	Panamax	\$13,900	[Bar chart for Crystalia]								
P.S. Palios	Capesize	\$27,150	[Bar chart for P.S. Palios]								
Electra	Post-Panamax	\$14,000	[Bar chart for Electra]								
Los Angeles	Newcastlemax	\$28,700	[Bar chart for Los Angeles]								
New Orleans*	Capesize	\$20,000	[Bar chart for New Orleans]								
Leonidas P. C.	Kamsarmax	\$17,000	[Bar chart for Leonidas P. C.]								
DSI Pollux	Ultramax	\$14,000	[Bar chart for DSI Pollux]								
Polymnia	Post-Panamax	\$17,500	[Bar chart for Polymnia]								
Seattle	Capesize	\$17,500	[Bar chart for Seattle]								
DSI Phoenix	Ultramax	\$16,500	[Bar chart for DSI Phoenix]								
DSI Polaris	Ultramax	\$15,400	[Bar chart for DSI Polaris]								
Atalandi	Panamax	\$14,600	[Bar chart for Atalandi]								
Philadelphia	Newcastlemax	\$22,500	[Bar chart for Philadelphia]								
Ismene	Panamax	\$12,650	[Bar chart for Ismene]								
Newport News	Newcastlemax	\$20,000	[Bar chart for Newport News]								
Leto	Panamax	\$16,000	[Bar chart for Leto]								
Selina	Panamax	\$16,000	[Bar chart for Selina]								
DSI Andromeda*	Ultramax	\$13,500	[Bar chart for DSI Andromeda]								
Medusa	Kamsarmax	\$14,250	[Bar chart for Medusa]								
Myrsini	Kamsarmax	\$17,100	[Bar chart for Myrsini]								
San Francisco	Newcastlemax	\$22,000	[Bar chart for San Francisco]								
DSI Aquarius	Ultramax	\$14,500	[Bar chart for DSI Aquarius]								
Semirio	Capesize	\$14,150	[Bar chart for Semirio]								
Maera	Panamax	\$13,750	[Bar chart for Maera]								
Myrto	Kamsarmax	\$12,650	[Bar chart for Myrto]								
Amphitrite	Post-Panamax	\$15,000	[Bar chart for Amphitrite]								
DSI Aquila	Ultramax	\$12,500	[Bar chart for DSI Aquila]								
Santa Barbara*	Capesize	\$21,250	[Bar chart for Santa Barbara]								
DSI Pyxis	Ultramax	\$14,250	[Bar chart for DSI Pyxis]								
New York	Capesize	\$16,000	[Bar chart for New York]								
Phaidra	Post-Panamax	\$12,250	[Bar chart for Phaidra]								
DSI Altair	Ultramax	\$13,800	[Bar chart for DSI Altair]								
Astarte	Kamsarmax	\$15,000	[Bar chart for Astarte]								
DSI Pegasus	Ultramax	\$14,000	[Bar chart for DSI Pegasus]								
Alcmene	Post-Panamax	\$13,350	[Bar chart for Alcmene]								
Houston**	Capesize	\$13,000	[Bar chart for Houston]								
Maia	Kamsarmax	\$13,500	[Bar chart for Maia]								
G. P. Zafirakis	Capesize	\$17,000	[Bar chart for G. P. Zafirakis]								

- Committed to a conservative chartering strategy since inception
- Medium to long-term time charters which are spread out to avoid clustered maturities
- The strategy provides earnings visibility and strengthens resilience to market downturns



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*Bareboat chartered-in.
**Vessel has been sold and is expected to be delivered to her new Owners by September 16, 2024.
***As of June 30, 2024.
Source: Company

Financial Highlights for the 2nd Quarter 2024*

	2 nd Quarter 2024	2 nd Quarter 2023
TC Revenues	\$56.0m	\$67.4m
Adjusted EBITDA**	\$23.2m	\$32.9m
Net Income /(loss)	\$(2.8m)	\$10.4m
Earnings /(loss) Per Common Share, Diluted	\$(0.04)	\$0.09

	June 30, 2024	December 31, 2023
Cash, cash equivalents, time deposits and restricted cash	\$140.0m	\$161.6m
Long-term debt and finance liabilities, net of deferred financing costs	\$613.5m	\$642.8m

Summary of Selected Financial & Other Data*

	Three months ended June 30,	
	2024	2023
Statement of Income Data	US\$ Millions	US\$ Millions
Time charter revenues	56.0	67.4
Voyage expenses	3.1	3.6
Vessel operating expenses	21.3	22.6
Net income / (loss)	(2.8)	10.4
Net income / (loss) attributable to common stockholders	(4.2)	8.9
Fleet data		
Average number of vessels	39.0	41.0
Number of vessels	39.0	41.0
Weighted average age of vessels	10.9	10.2
Ownership days	3,549	3,731
Available days	3,499	3,687
Operating days	3,496	3,678
Fleet utilization	99.9%	99.8%
Average Daily Results	US\$	US\$
Time charter equivalent (TCE) rate**	15,106	17,311
Daily vessel operating expenses***	5,993	6,057

*Source: Company's filings with the U.S. Securities and Exchange Commission. The statement may include rounding differences

**Time charter equivalent rates, or TCE rates, are defined as our time charter revenues less voyage expenses during a period divided by the number of our available days during the period, which is consistent with industry standards. Voyage expenses include port charges, bunker (fuel) expenses, canal charges and commissions. TCE is a non-GAAP measure. TCE rate is a standard shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charter hire rates for vessels on voyage charters are generally not expressed in per day amounts while charter hire rates for vessels on time charters are generally expressed in such amounts.

***Daily vessel operating expenses, which include crew wages and related costs, the cost of insurance, expenses relating to repairs and maintenance, the costs of spares and consumable stores, tonnage taxes and other miscellaneous expenses, are calculated by dividing vessel operating expenses by ownership days for the relevant period.

Summary of Selected Financial & Other Data*

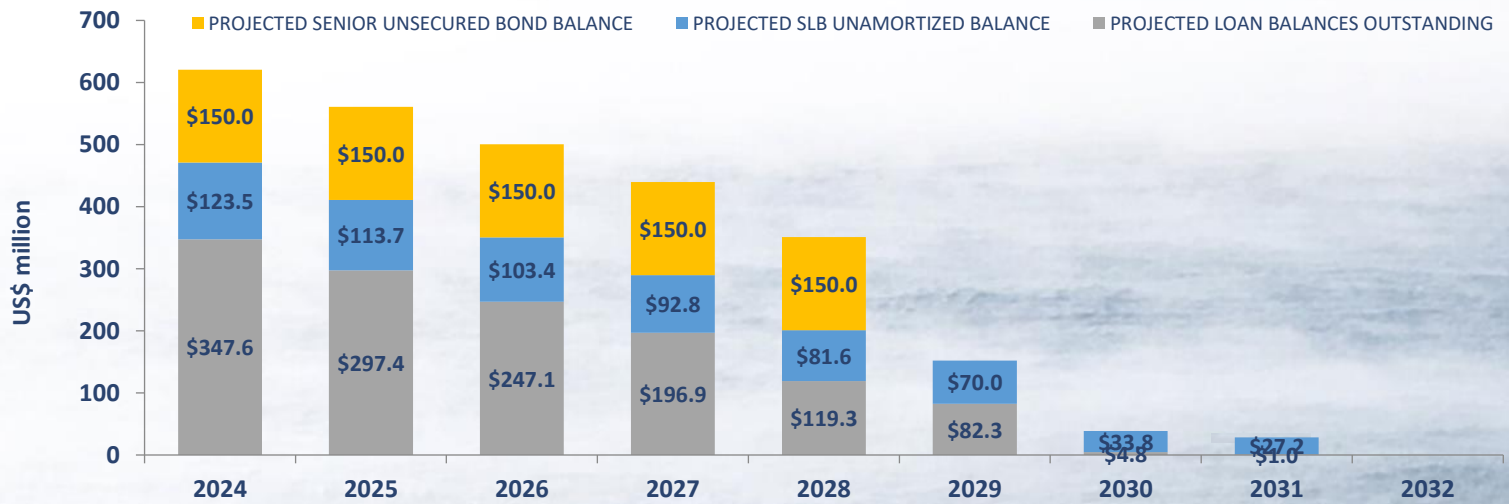
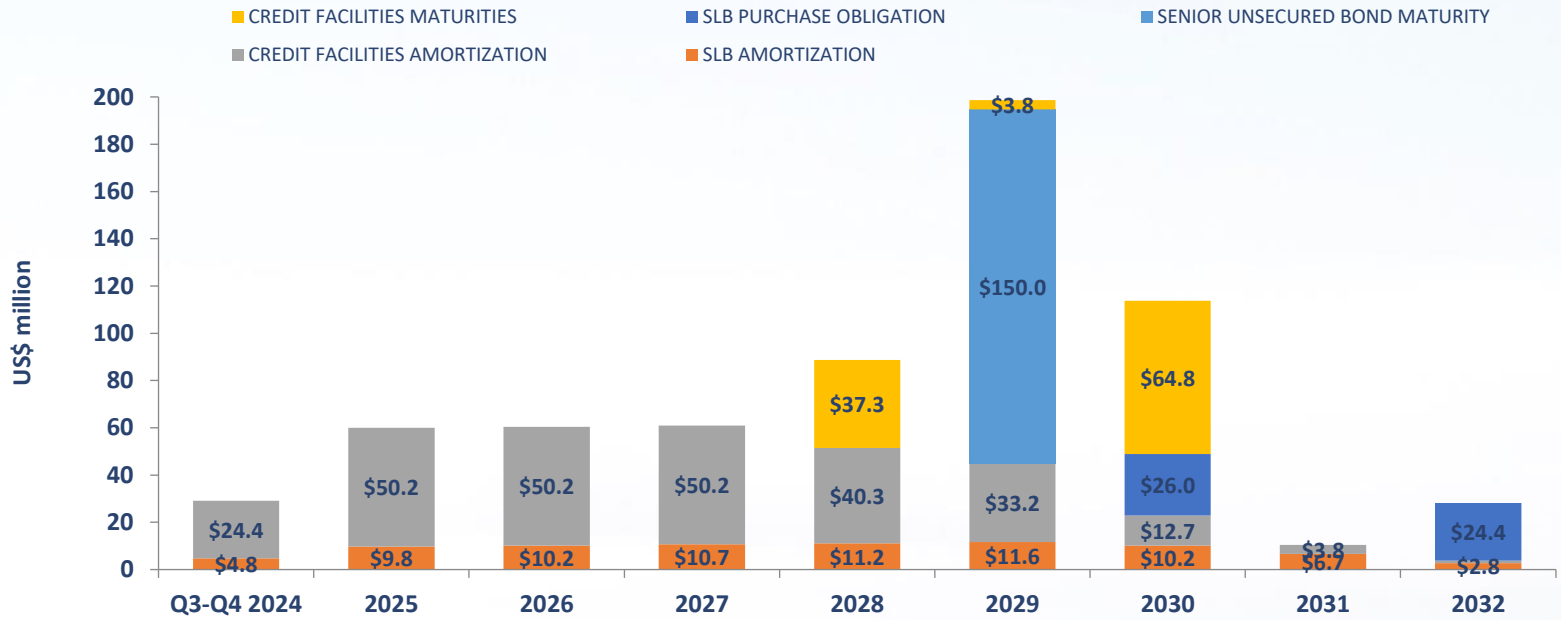
	Six months ended June 30,	
	2024	2023
Statement of Income Data	US\$ Millions	US\$ Millions
Time charter revenues	113.6	140.0
Voyage expenses	6.4	7.4
Vessel operating expenses	42.1	42.8
Net income / (loss)	(0.7)	33.1
Net income / (loss) attributable to common stockholders	(3.6)	30.2
Fleet data		
Average number of vessels	39.4	41.3
Number of vessels	39.0	41.0
Weighted average age of vessels	10.9	10.2
Ownership days	7,162	7,468
Available days	7,112	7,407
Operating days	7,078	7,377
Fleet utilization	99.5%	99.6%
Average Daily Results	US\$	US\$
Time charter equivalent (TCE) rate**	15,078	17,910
Daily vessel operating expenses***	5,883	5,726

*Source: Company's filings with the U.S. Securities and Exchange Commission. The statement may include rounding differences

**Time charter equivalent rates, or TCE rates, are defined as our time charter revenues less voyage expenses during a period divided by the number of our available days during the period, which is consistent with industry standards. Voyage expenses include port charges, bunker (fuel) expenses, canal charges and commissions. TCE is a non-GAAP measure. TCE rate is a standard shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charter hire rates for vessels on voyage charters are generally not expressed in per day amounts while charter hire rates for vessels on time charters are generally expressed in such amounts.

***Daily vessel operating expenses, which include crew wages and related costs, the cost of insurance, expenses relating to repairs and maintenance, the costs of spares and consumable stores, tonnage taxes and other miscellaneous expenses, are calculated by dividing vessel operating expenses by ownership days for the relevant period.

Current Debt Profile*



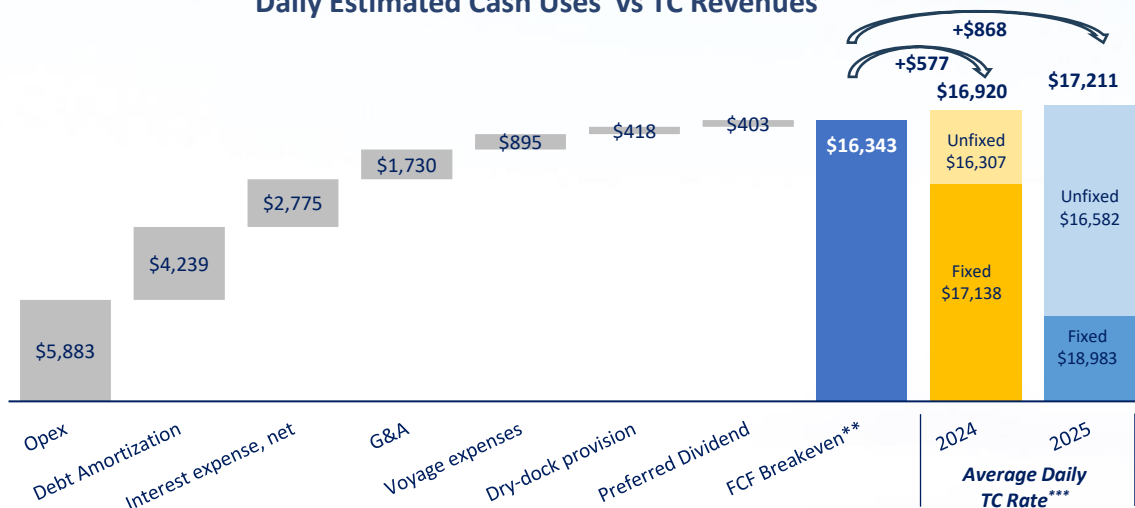
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* Subject to mutual agreement on margin reset in year 2027 regarding the US\$100 million facility with DNB Bank.

Source: Company

Breakeven vs Estimated Revenue for the remainder of 2024 & 2025*

Daily Estimated Cash Uses vs TC Revenues



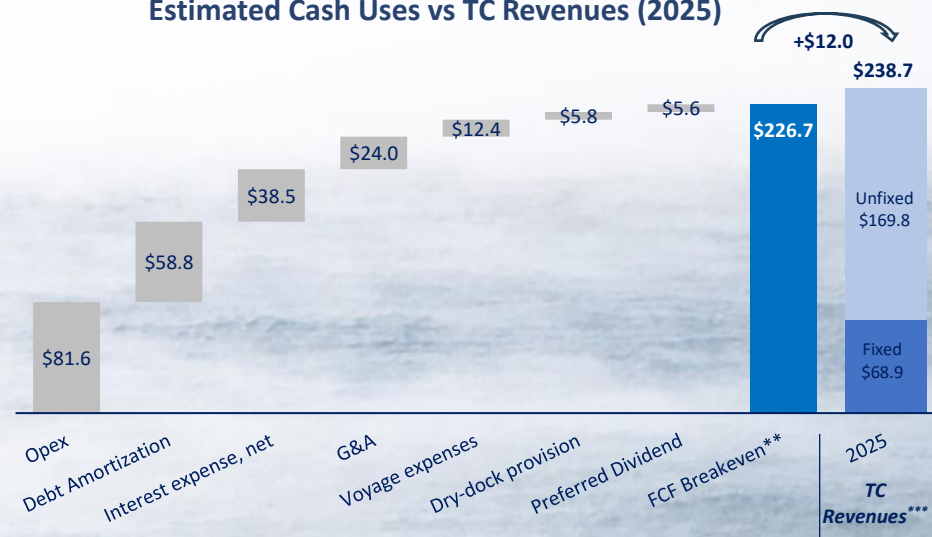
FFA rates as of July 26, 2024

	Ultramax	Panamax	Kamsarmax	Post-Panamax	Capesize	Newcastlemax
Q3 2024	\$17,500	\$14,600	\$16,000	\$14,600	\$23,500	\$28,200
Q4 2024	\$17,600	\$15,700	\$17,000	\$15,700	\$26,900	\$32,300
Q1 2025	\$14,200	\$12,800	\$14,200	\$12,800	\$16,100	\$19,400
Q2 2025	\$15,700	\$14,200	\$15,500	\$14,200	\$21,200	\$25,500
Q3 2025	\$15,600	\$13,900	\$15,200	\$13,900	\$24,600	\$29,500
Q4 2025	\$15,800	\$13,600	\$14,900	\$13,600	\$24,500	\$29,400

Estimated Cash Uses vs TC Revenues (2024)



Estimated Cash Uses vs TC Revenues (2025)



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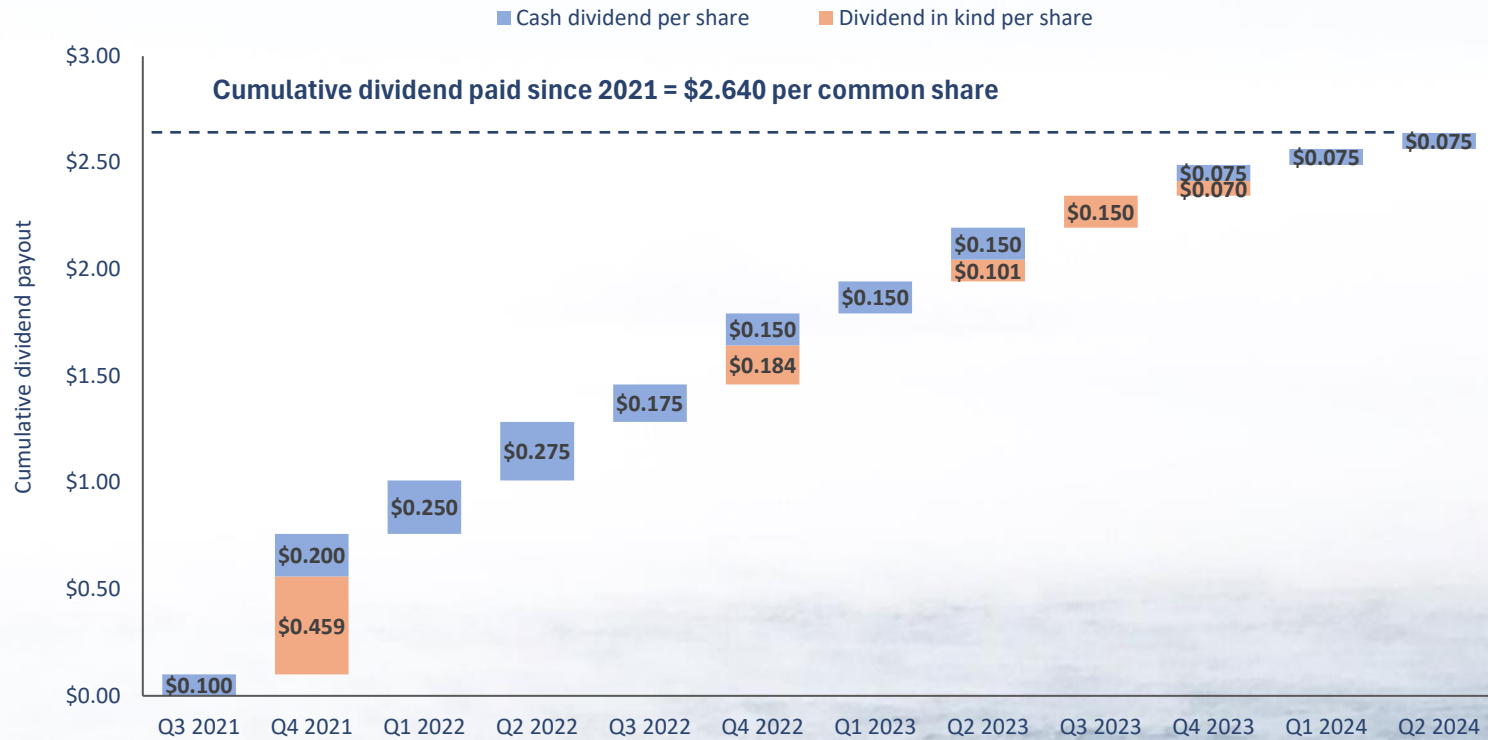
* From July 24, 2024

** As of June 30, 2024

*** Assumes vessels fixed for 12 months upon redelivery to owners from previous charter

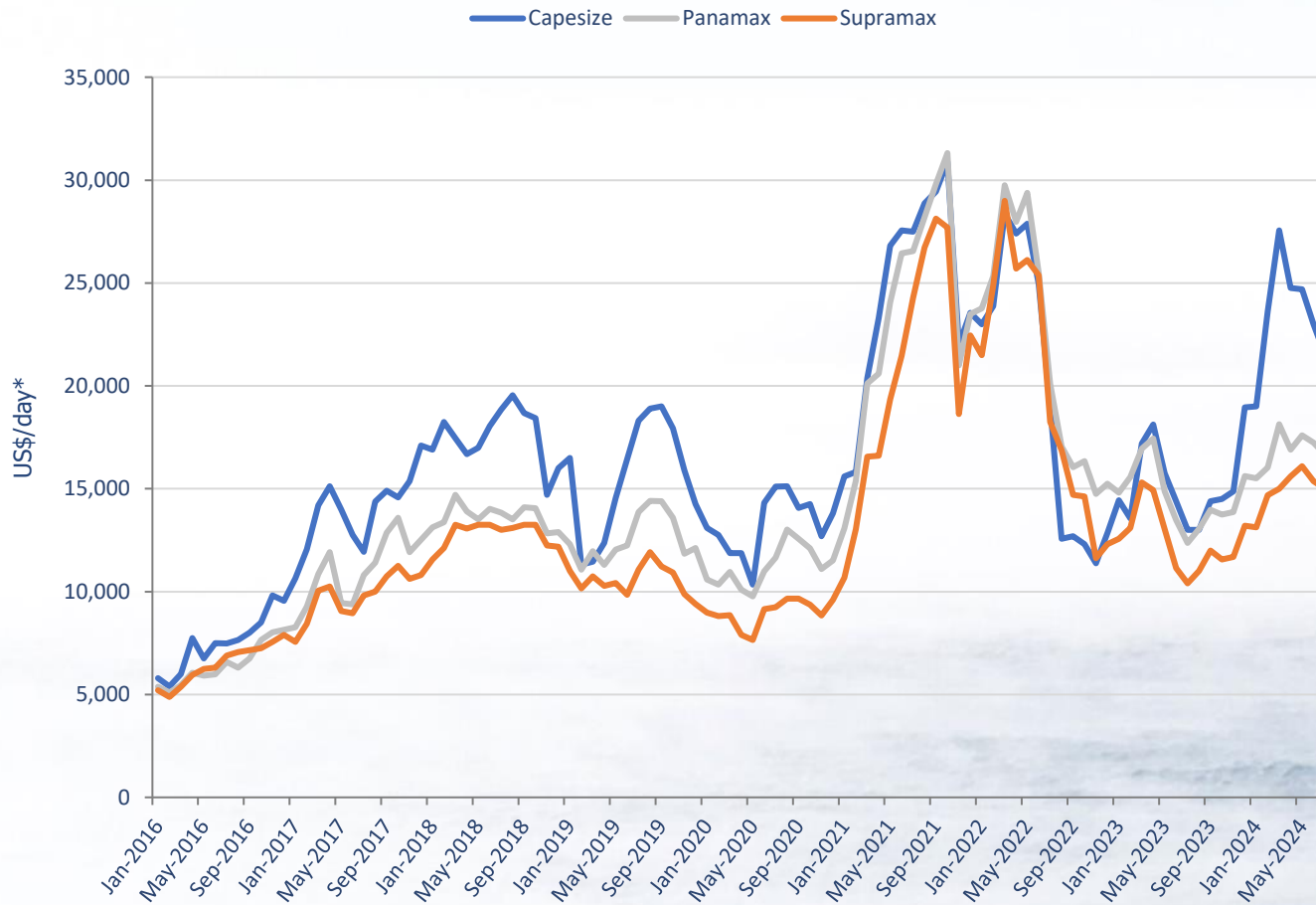
Source: Company's filings with the U.S. Securities and Exchange Commission

Dividend payout since 2021



Dry Bulk Market Overview

12 month TC Rates

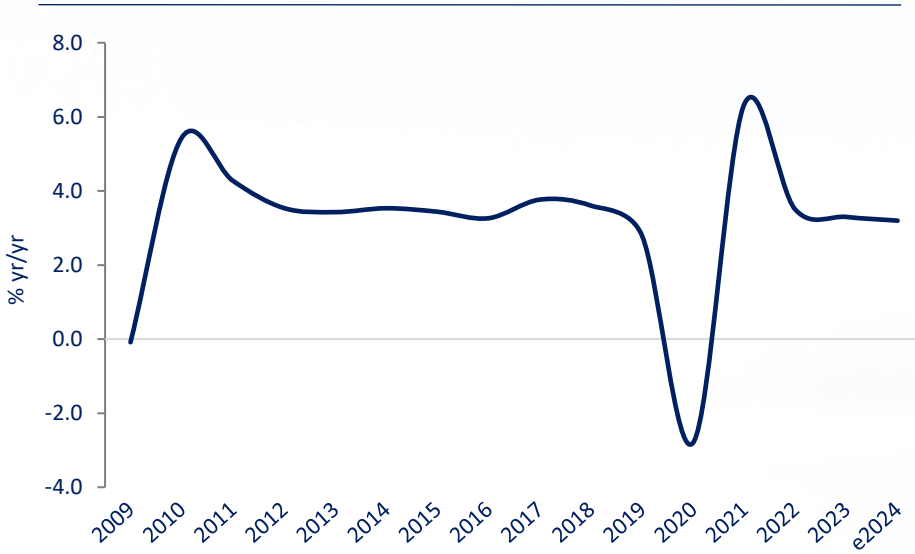


Comments

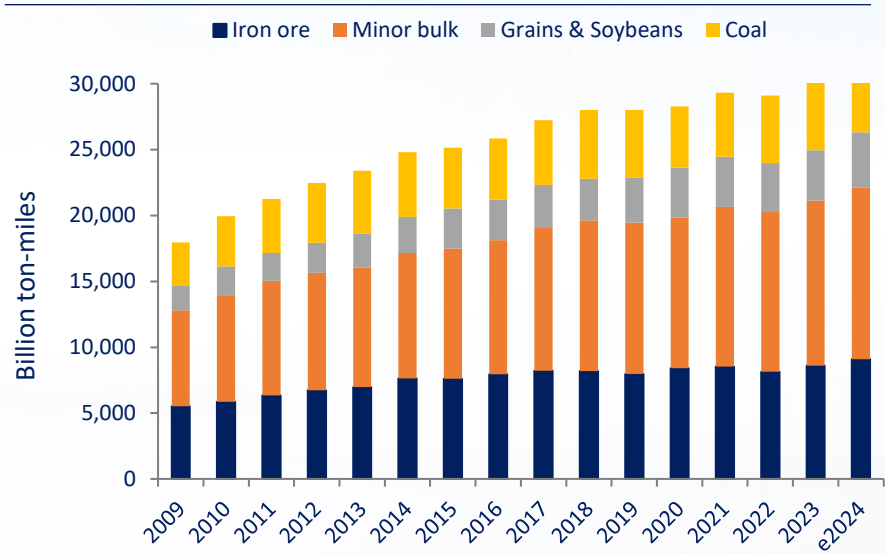
- Demand growth in the Atlantic, in iron ore from Brazil, bauxite from Guinea, manganese Ore from Ghana and Gabon as well as grain products.
- Increased bulk commodity shipments to India and China.
- Red Sea disruption increasing ton-mile demand.
- Reappearance of congestion mainly at South American loading ports.
- Significant investments in new and existing production facilities for iron ore, bauxite, manganese ore and grains is expected to continue support further increase in ton-mile demand.

Key demand drivers

GDP growth



Dry bulk trades



Expected GDP growth

	<u>2024e</u>	<u>2025e</u>
	5.0%	4.5%
	6.8%	6.5%
	2.7%	1.9%
	0.8%	1.5%
	3.2%	3.3%

- The grain trade has shown steady growth over the past decade.
- Iron ore trade continues to be robust, driven by strong demand from China and other emerging markets.
- We might have a small contraction in 2025.
- Coal trade remains significant, with demand from various regions including China and India.
- Minor bulk trade has contributed to overall growth, reflecting the diverse demand for various bulk commodities.

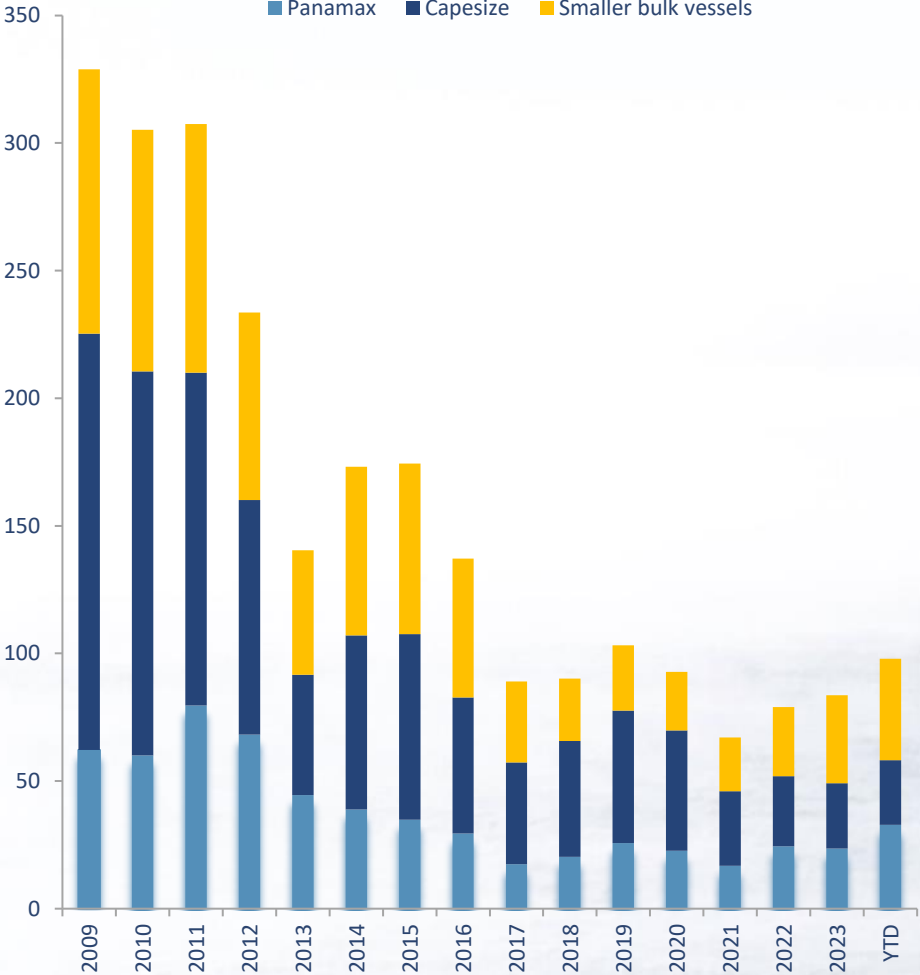


Source: Clarksons SIN

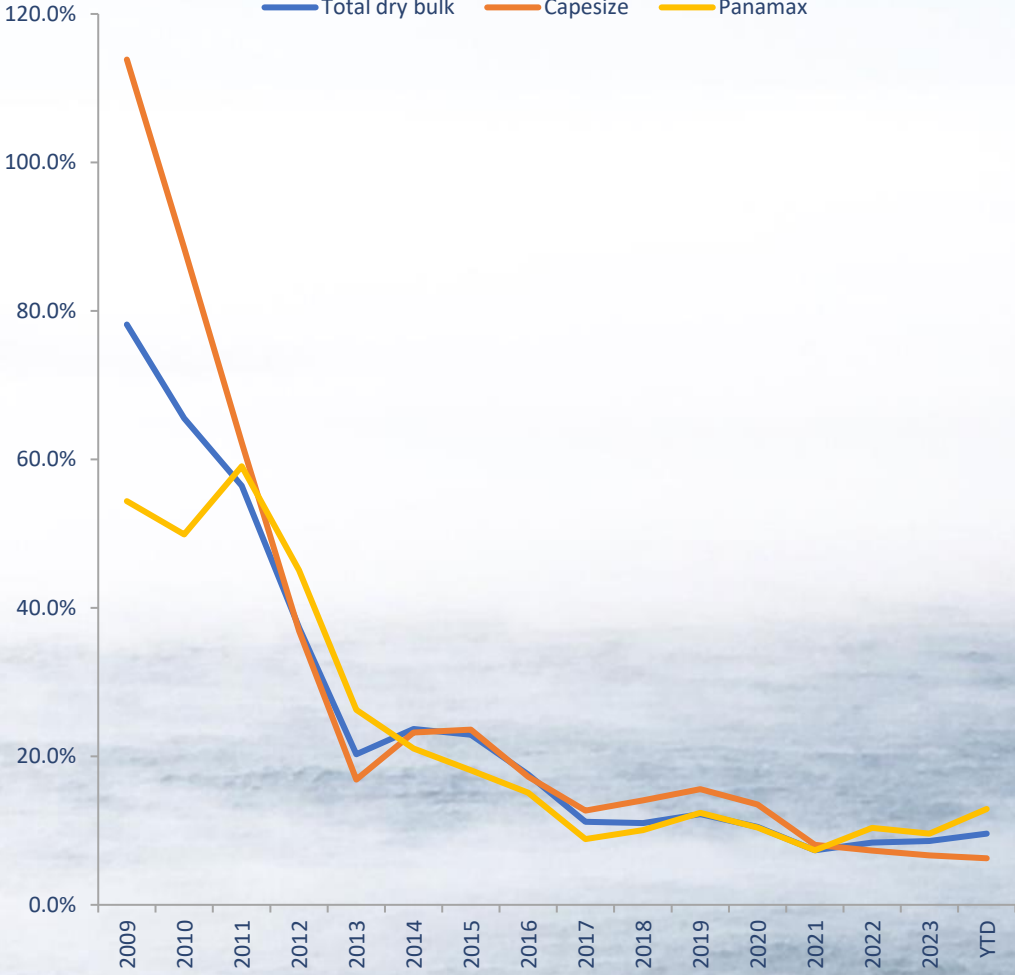
Dry bulk orderbook

The dry bulk orderbook is near the 20-year low point, total orderbook as % of total fleet is 9.4%

Dry bulk orderbook in million DWT



Dry bulk orderbook in million DWT



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Source: Clarksons SIN

Positive and negative factors impacting the dry bulk shipping industry

On the positive side:



- Firm Atlantic trade in iron ore, bauxite, manganese ore and grains.
- Sailing restrictions in the Panama Canal.
- Red Sea risks of attack increasing ton miles.
- Increase in congestion.
- Even slower operating speeds.
- Continued growth in Asia (outside China).



On the negative side:

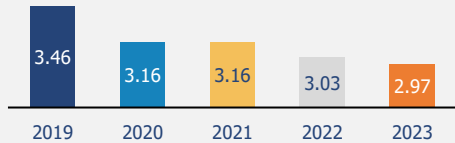
- Possibility of new geopolitical disruptions and tight monetary policies leading to a worldwide recession.
- Projected lower demand growth in 2025, compared to bulk carrier fleet growth.
- Easing of tensions in the Middle East, allowing again free and safe transits through the Red Sea.
- Possibility of development of a trade war between major trading nations such as the US and China.

Industry Leading ESG Structure

Environmental

- Implementing fleet decarbonization and modernization plans.
- Transparent emission data sharing with stakeholders.
- Investing in eco-friendly technologies and next-generation fuels.

Average Efficiency Ratio weighted average¹

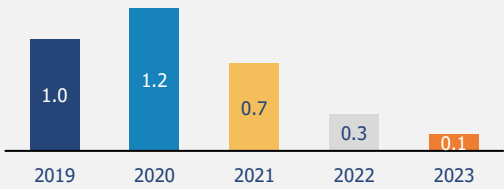


Social

- Promote a safe and “just” culture, through proactive engagement.
- We invest in continuous training and development of both onshore and seagoing personnel.
- Developed equality, diversity and inclusion program to foster a positive and equitable work environment.

Trainings on **68** non mandatory topics with **7,634** participating seafarers²

Lost time incident frequency¹



Governance

- Strong corporate culture of ethics and integrity.
- Adopting a Sanctions Compliance Policy and the MACN Anti-corruption policy.
- Adherence to NYSE governance standards.
- Majority independent Board, two female board members, including CEO.
- Consistency in annual sustainability reporting adhering to recognized frameworks i.e. SASB, TCFD, GRI, SDGs.



ZERO FINES OR SANCTIONS

61.9% MALE & 38.1% FEMALE

ON-SHORE GENDER DIVERSITY BREAKDOWN²



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Source: Company
Note 1) Vessels managed by Diana Shipping Services S.A.
Note 2) For the year ended December 31, 2023.

Summary

Leading pure play dry bulk carrier company...



Legacy
safely navigated through shipping cycles since 1972



Listed on NYSE
since 2005



Experienced management team
ready to deliver on the challenges of the shipping industry



Excellent ongoing stakeholder engagement
maintaining its high reputation and strong relationships



Rewarding our shareholders
with attractive cash and in-kind dividends, whenever possible.

...with a consistent, non-speculative and disciplined strategy



Consistently staggered chartering strategy
targeting quality counterparts



Maintaining a solid balance sheet
with strong cash position of US\$140m and net LTV of 38%



Countercyclical approach
through strengthening the balance sheet in strong markets. No restructuring at any time in the cycle



Focusing on a modern high quality fleet
to ensure efficient operations



ESG Strategy
a strong ethical culture a solid governance, and advanced digitalization initiatives, ensuring long-term excellence.

Q & A

Appendix

- Income Statement for the three months ended June 30, 2024 and June 30, 2023
- Income Statement for the six months ended June 30, 2024 and June 30, 2023
- Balance Sheet as of June 30, 2024 and December 31, 2023
- Organization Structure
- Reputable charter counterparts

Income Statement*

	Three months ended June 30,	
	2024	2023
	(unaudited)	
	in million of US Dollars	
REVENUES:		
Time charter revenues	\$ 56.0	\$ 67.4
OPERATING EXPENSES		
Voyage expenses	3.1	3.6
Vessel operating expenses	21.3	22.6
Depreciation and amortization of deferred charges	11.0	13.4
General and administrative expenses	8.2	8.0
Management fees to related party	0.3	0.3
Other operating (income)/loss	(0.1)	-
Operating income, total	\$ 12.2	\$ 19.5
OTHER INCOME / (EXPENSES):		
Interest expense and finance costs	(11.6)	(12.2)
Interest and other income	2.0	2.0
Loss on extinguishment of debt	-	(0.7)
Gain on deconsolidation of subsidiary	-	0.8
Gain/ (Loss) on investments	(3.5)	0.8
Loss on warrants	(2.1)	-
Gain from equity method investments	0.2	0.2
Total other expenses, net	(14.9)	(9.1)
Net income/ (loss)	\$ (2.8)	\$ 10.4
Dividends on series B preferred shares	\$ (1.4)	\$ (1.4)
Net income/ (loss) attributable to common stockholders	\$ (4.2)	\$ 8.9
Earnings/ (Loss) per common share, basic	\$ (0.04)	\$ 0.09
Earnings/ (Loss) per common share, diluted	\$ (0.04)	\$ 0.09

* The statement may include rounding differences

Income Statement*

	Six months ended June 30,	
	2024	2023
	(unaudited)	
	in million of US Dollars	
REVENUES:		
Time charter revenues	\$ 113.6	\$ 140.0
OPERATING EXPENSES		
Voyage expenses	6.4	7.4
Vessel operating expenses	42.1	42.8
Depreciation and amortization of deferred charges	22.1	26.7
General and administrative expenses	16.7	15.7
Management fees to related party	0.7	0.6
Gain on Sale of Vessels	(1.6)	(5.0)
Other operating income	(0.4)	(0.2)
Operating income, total	\$ 27.6	\$ 52.1
OTHER INCOME / (EXPENSES):		
Interest expense and finance costs	(23.7)	(23.8)
Interest and other income	3.8	3.7
Gain from derivatives	0.4	-
Loss on extinguishment of debt	-	(0.7)
Gain on deconsolidation of subsidiary	-	0.8
Gain / (loss) on investments	(1.8)	0.8
Loss on warrants	(6.8)	-
Gain/ (Loss) from equity method investments	(0.2)	0.2
Total other expenses, net	(28.3)	(19.0)
Net income/ (loss)	\$ (0.7)	\$ 33.1
Dividends on series B preferred shares	\$ (2.9)	\$ (2.9)
Net income/ (loss) attributable to common stockholders	\$ (3.6)	\$ 30.2
Earnings/ (Loss) per common share, basic	\$ (0.03)	\$ 0.31
Earnings/ (Loss) per common share, diluted	\$ (0.03)	\$ 0.30

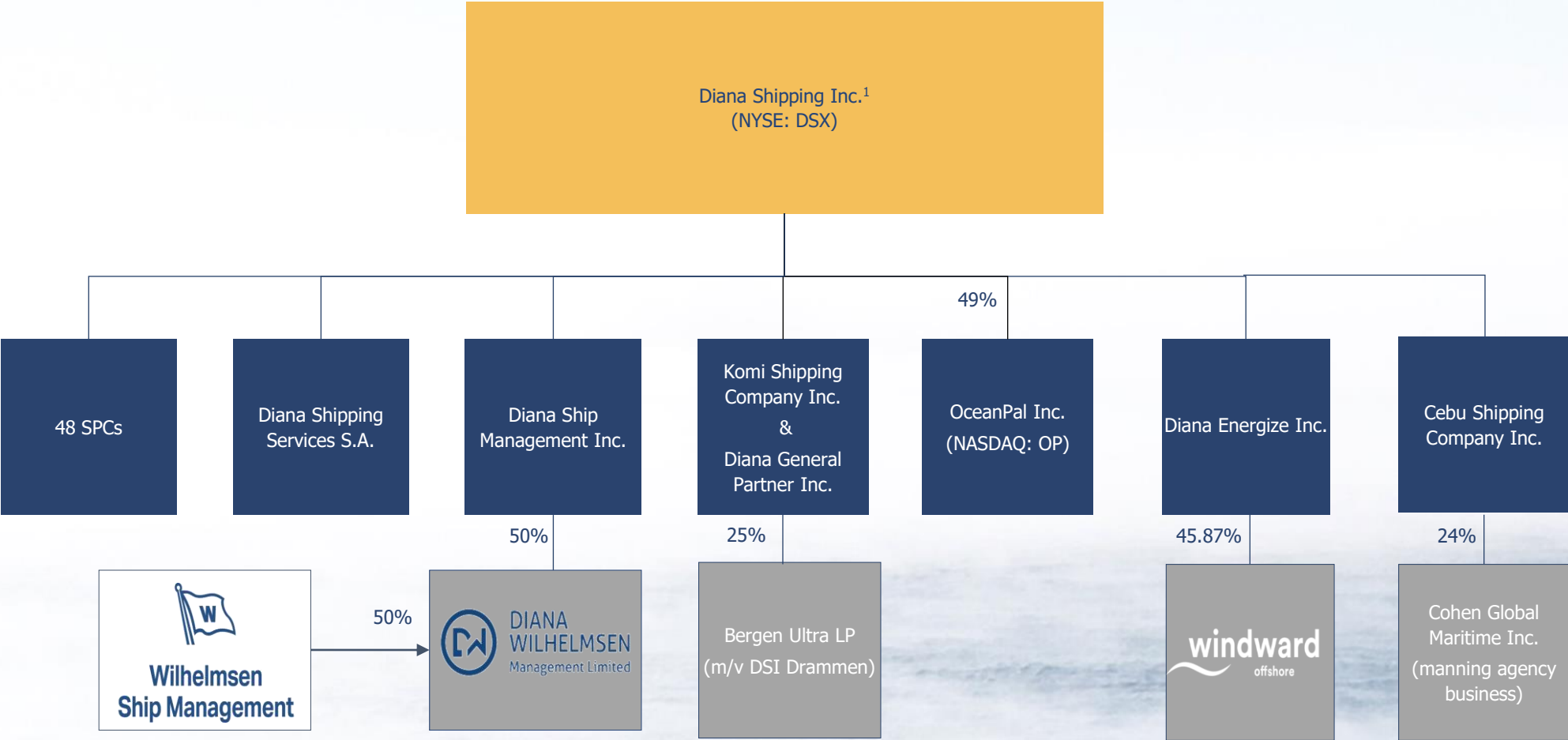
* The statement may include rounding differences

Balance Sheet*

	June 30, 2024	December 31, 2023
	(unaudited)	
	in millions of US Dollars	
ASSETS		
Cash, cash equivalents, restricted cash and time deposits	\$ 140.0	\$ 161.6
Investments in equity securities	-	20.7
Other current assets	49.2	19.9
Fixed assets	895.1	924.5
Investments in related parties and equity method investments	49.2	24.1
Other noncurrent assets	14.9	15.6
Total assets	\$ 1,148.5	\$ 1,166.4
LIABILITIES AND STOCKHOLDERS' EQUITY		
Long-term debt and finance liabilities, net of deferred financing costs	\$ 613.5 *	\$ 642.8
Other liabilities	35.2	34.6
Total stockholders' equity	499.9	489.0
Total liabilities and stockholders' equity	\$ 1,148.5	\$ 1,166.4

* The statement may include rounding differences

Organization structure



Note 1) 100% owned if not indicated otherwise

Reputable charter counterparts



GLENCORE



RioTinto

BHP



BUNGE

COBELFRET



KOCH

DSX
LISTED
NYSE

Source: Company