Our Ref.: S/2026/SECL August 04, 2026

BSE Limited
1st Floor, Phiroze Jeejeebhoy Towers,
Dalal Street,
Mumbai – 400 001

National Stock Exchange of India Limited
Exchange Plaza, 5th Floor, Plot No. C/1,
Bandra Kurla Complex, Bandra (East),
Mumbai – 400 051

BSE Scrip code: **500620**

Trading Symbol **- GESHIP**

Dear Sir/ Madam,

We enclose herewith updated Investor Presentation pertaining to the Unaudited Financial Results for the quarter ended June 30, 2026.

You are requested to take note of the above.

Thanking You,
Yours faithfully,
For The Great Eastern Shipping Company Limited

Anand Prabhakar Punde
Digitally signed by Anand Prabhakar Punde
Date: 2026.08.04 16:41:22 +05'30'

Anand Punde
Company Secretary
Email Id: anand_punde@greatship.com

THE GREAT EASTERN SHIPPING CO. LTD.

INVESTOR PRESENTATION

Q1FY27

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THE GREAT EASTERN SHIPPING CO. LTD.

Financial Highlights

1Q27 Results Highlights

THE GREAT EASTERN SHIPPING CO. LTD.

NET PROFIT
HIGHEST EVER

Consolidated **INR 1,309 Cr**

Standalone **INR 1,157 Cr**

CASH PROFIT
HIGHEST EVER

Consolidated **INR 1,543 Cr**

Standalone **INR 1,323 Cr**

NET ASSET VALUE
HIGHEST EVER

Consolidated **INR 1,886** /share

Standalone **INR 1,512** /share

INTERIM DIVIDEND
HIGHEST EVER

Per share **INR 14.40** /share

18th consecutive quarterly dividend

Reported Financials

THE GREAT EASTERN SHIPPING CO. LTD.

	Standalone			Consolidated		
Figures in INR Crores	**Q1 FY27**	**Q1 FY26**	**FY26**	**Q1 FY27**	**Q1 FY26**	**FY26**
Income Statement						
Revenue*	1,819	916	4,420	2,286	1,337	6,312
EBITDA*	1,380	573	3,125	1,619	778	4,051
Net Profit	1,157	388	2,356	1,309	505	2,943
Balance Sheet						
Total Assets	16,630	14,328	15,965	20,267	17,695	19,460
Equity	14,917	12,304	13,930	18,099	14,693	16,962
Gross Debt	799	1,249	1,049	799	1,853	1,049
Net Debt	(5,889)	(5,444)	(5,346)	(8,056)	(6,434)	(7,402)
Cash Flows						
- From Operating Activities	956	448	1,954	1,207	645	2,769
- From Investing Activities	(153)	151	(1,304)	(293)	106	(958)
- From Financing Activities	(548)	(427)	(1,054)	(548)	(494)	(1,759)
Net Cash Inflow/Outflow	255	172	(404)	366	257	52

** Including Other Income*

Normalised Financials

Figures in INR Crores	Standalone Q1 FY27	Standalone Q1 FY26	Standalone FY26	Consolidated Q1 FY27	Consolidated Q1 FY26	Consolidated FY26
Income Statement						
Revenue*	1,819	916	4,420	2,286	1,337	6,312
EBITDA*	1,363	558	2,872	1,606	763	3,770
Net Profit	1,147	388	2,136	1,304	506	2,688
Balance Sheet						
Total Assets	16,630	14,328	15,965	20,267	17,695	19,460
Equity	14,917	12,304	13,930	18,099	14,693	16,962
Gross Debt	1,129	1,595	1,485	1,129	2,199	1,485
Net Debt	(5,559)	(5,098)	(4,911)	(7,726)	(6,088)	(6,967)

**** Including Other Income***

Normalised Financial Workings: The impact of the exchange rate on foreign currency loans and current assets and liabilities, including cash and bank balances, has been removed. Additionally, numbers have been adjusted for tax reversals and impairments (taken in FY25).

NCD & Currency Swaps:

- Funds raised through NCDs have been swapped into USD using INR-FCY swaps, thus creating synthetic fixed rate USD loans.
- The MTM change of these swaps impacts the reported numbers.
- Normalized numbers are worked out after making necessary adjustments to reported numbers to reflect the effective cost of the synthetic USD loans.

Normalised Financial Highlights

THE GREAT EASTERN SHIPPING CO. LTD.

	Standalone			Consolidated		
Key Financial Highlights	**Q1 FY27**	**Q1 FY26**	**FY26**	**Q1 FY27**	**Q1 FY26**	**FY26**
Return on Equity	32%	13%	16%	30%	14%	17%
Return on Capital Employed	29%	12%	15%	28%	13%	16%
Gross Debt/Equity (x)	0.08	0.13	0.11	0.06	0.15	0.09
Net Debt/Equity (x)	(0.37)	(0.41)	(0.35)	(0.43)	(0.41)	(0.41)
Earning Per Share (INR/Share)	80.35	27.18	149.61	91.30	35.43	188.29
Cash Profit Per Share (INR/Share)	91.97	35.90	191.21	107.68	49.25	250.57
Dividend Per Share (INR/Share)	14.40	7.20	35.10	14.40	7.20	35.10
NAV Per Share (INR/Share)	**1,512**	**1,422**	**1,422**	**1,862-1,911**	**1,772-1,821**	**1,772-1,821**

* Including Other income

P&L Statement – Industry Format

	Standalone			Consolidated		
Figures in INR Crores	**Q1 FY27**	**Q1 FY26**	**FY26**	**Q1 FY27**	**Q1 FY26**	**FY26**
Operating Revenue	1,548	796	3,632	2,000	1,195	5,385
Less: Direct Operating Expense/Voyage Expense	137	89	373	212	166	701
Time Charter Equivalent (A)	**1,412**	**707**	**3,260**	**1,787**	**1,029**	**4,684**
Profit on sale of ships and other asset	125	0	441	125	0	441
Other Income	146	121	347	162	142	484
Total Other Income (B)	**271**	**121**	**788**	**287**	**143**	**925**
Other Operating Expense	239	199	871	347	296	1,427
Administrative and General Expense	82	71	305	120	113	411
Total Expense (C)	**320**	**269**	**1,175**	**468**	**408**	**1,838**
EBITDA (D) = [(A)+(B)-(C)]	**1,363**	**558**	**2,872**	**1,606**	**763**	**3,771**
Depreciation and Amortisation (E)	166	125	594	234	197	889
Operating Profit including Other Income (G) = [(D)-(E)-(F)]	**1,197**	**434**	**2,278**	**1,372**	**566**	**2,881**
Finance Expense (H)	19	31	105	20	45	136
Derivative Losses/(Gains) (I)	(9)	(3)	149	(6)	0	153
Foreign Currency Exchange Losses/(Gains) (J)	(8)	(12)	(401)	(7)	(15)	(433)
Income Tax Expense (K)	**38**	**29**	**70**	**56**	**31**	**83**
Net Profit [(G)-(H)-(I)-(J)-(K)]	**1,157**	**388**	**2,356**	**1,309**	**505**	**2,943**

THE GREAT EASTERN SHIPPING CO. LTD.

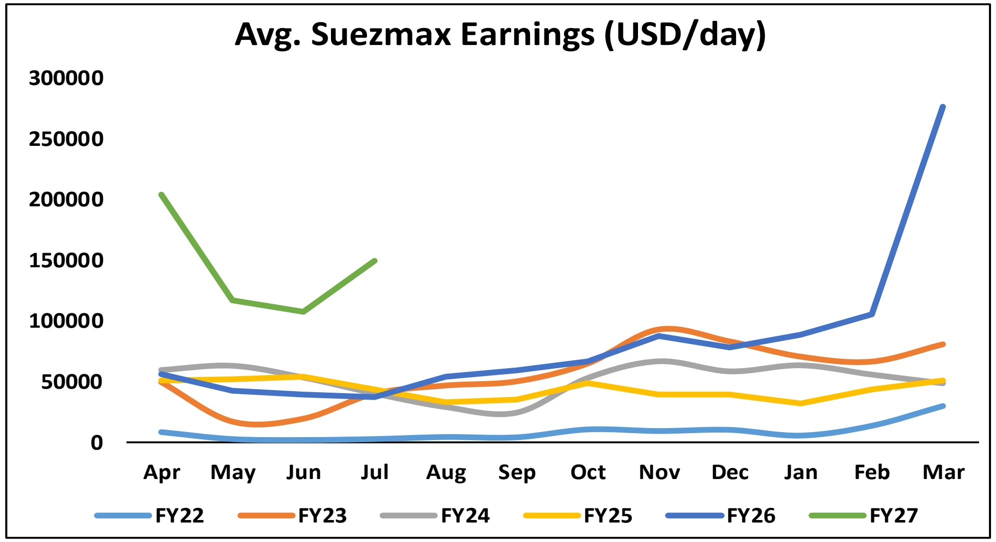
Business Overview

Crude and Product Tanker

THE GREAT EASTERN SHIPPING CO. LTD.

Crude Tankers

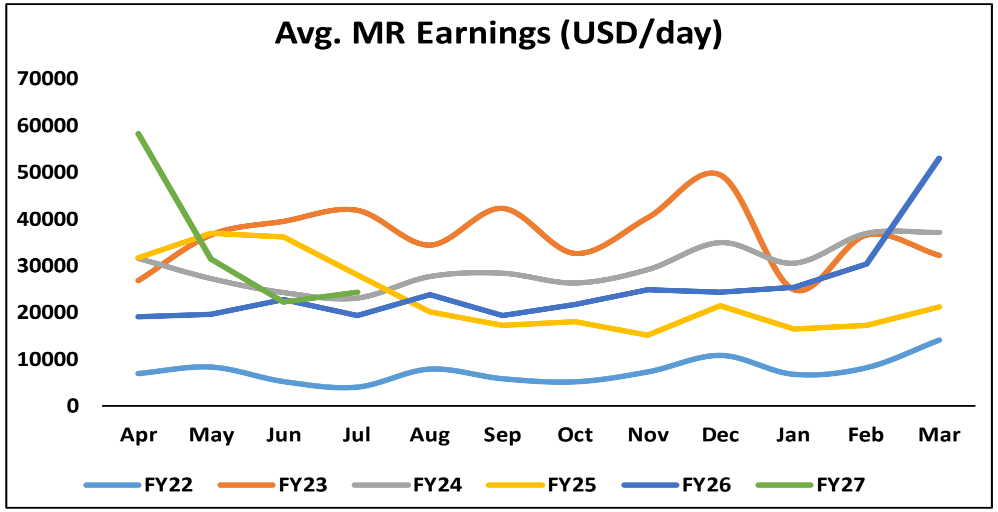
- Global Dirty (Crude & Fuel Oil) volumes dropped by 12% y/y in Q1 FY27 as stand off over Hormuz continued. However, the jump in Atlantic trade (+13% y/y) enabled ton-mile boost.
- Crude Oil on Water rebounded to pre-war levels due to longer voyage duration driven by higher Atlantic-Asia trade. US Strategic Petroleum Reserve (SPR) release of 1-1.5mbpd supported tanker demand, with a significant portion of these volumes moving to Asia.
- China's seaborne crude oil imports unexpectedly fell by ~35% y/y led by lower Refinery Runs & Inventory destocking.
- Total Crude Tanker fleet grew by ~2% y/y. In addition, ~25% of LR2 clean fleet switched to dirty trade post West Asian war.



USD/day	1QFY27	1QFY26	% change
Suezmax	143,199	44,627	221%

Product Tankers

- Total seaborne product trade declined by 16% y/y in Q1 FY27. Asia & Middle East exports dropped ~33% y/y but US exports grew by ~23%.
- Refining margins remained near record highs, but limited crude availability constrained refinery throughput. As a result, global refinery runs declined by ~5 mbpd y/y during the quarter.
- Russian product exports were already weakening as sustained Ukrainian attacks disrupted the country's refining system. Towards the end of the quarter, Russia imposed an export ban, triggering a sharp rally in gasoil cracks.
- Total Product Tanker fleet grew by ~6% y/y. However, effective fleet growth was curtailed by LR2 switching to dirty.



USD/day	1QFY27	1QFY26	% change
MR	**37,405**	**19,112**	96%

Tanker asset prices & order book

- Asset prices for Crude & Product tankers inched up 5-10% q/q across age & vessel type
- The orderbook for crude and product tankers stood at 27% and 21% of respective fleet.

Sources: Industry Reports

Dry Bulk

THE GREAT EASTERN SHIPPING CO. LTD.

Bulk carrier earnings remained materially higher y/y across all segments during Q1 FY27. Capesize earnings nearly doubled y/y (+96%), while Kamsarmax and Supramax earnings grew y/y by 62% and 71%, respectively.

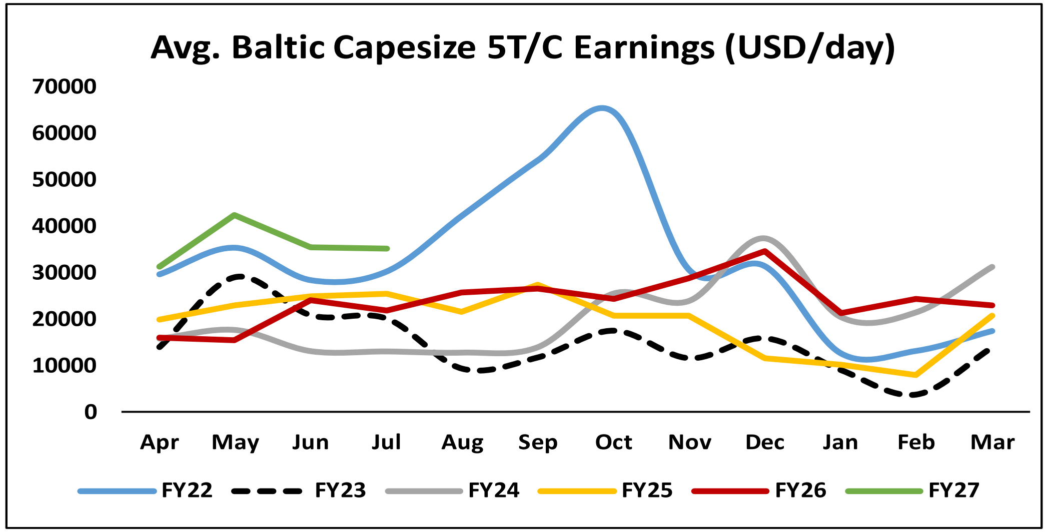
Iron ore trade grew modestly by ~1% y/y during the quarter as exports out of Middle East were curtailed by the ongoing US-Iran conflict. However, increasing loadings out of West Africa provided ton-mile support to iron ore trade.

Coal trade witnessed a significant uptick, growing ~9% y/y during Q1 FY27. Constrained LNG supply from Qatar led to increasing coal demand for power generation in the Far East and Southeast-Asian regions. Demand was further strengthened by decline in China's domestic coal output by ~10% y/y in June-26 due to intensive mine inspections following a major mine accident in May-26.

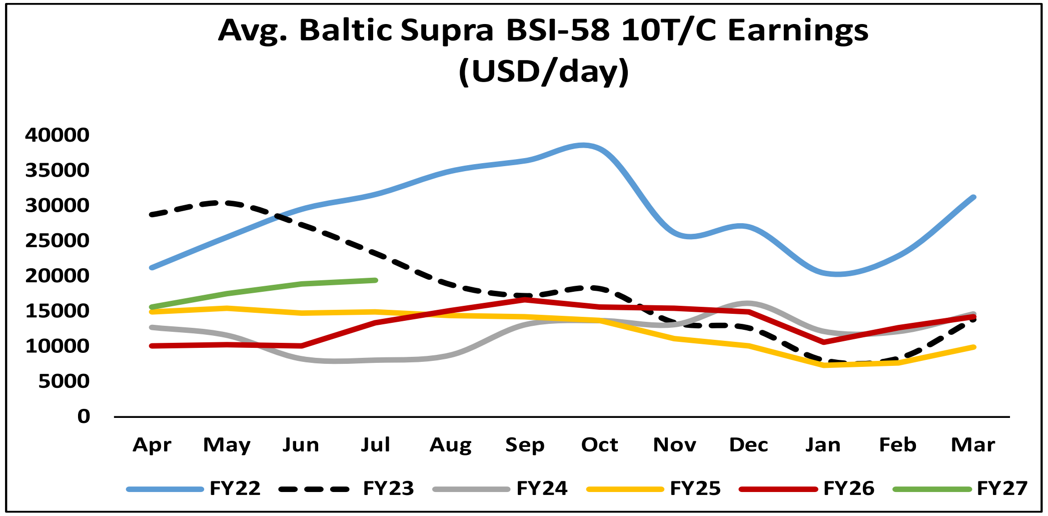
During Q1 FY27, grain trade grew y/y by ~13% y/y led by robust exports from USA and S. America.

Capesize asset prices remained steady during the quarter, while prices of sub-Capesize vessels firmed by ~5-10% depending on vessel type and age profile.

- Bulk carrier fleet grew by 3% y/y during Q1 FY27.
- Orderbook-to-fleet for the dry bulk sector stands at ~14% of fleet.



USD/day	1QFY27	1QFY26	% change
Capesize	36,435	18,591	96%



USD/day	1QFY27	1QFY26	% change
Supramax	17,324	10,127	71%

Sources: Industry Reports

LPG

THE GREAT EASTERN SHIPPING CO. LTD.

VLGC spot earnings surged 193% y/y in Q1 FY27.

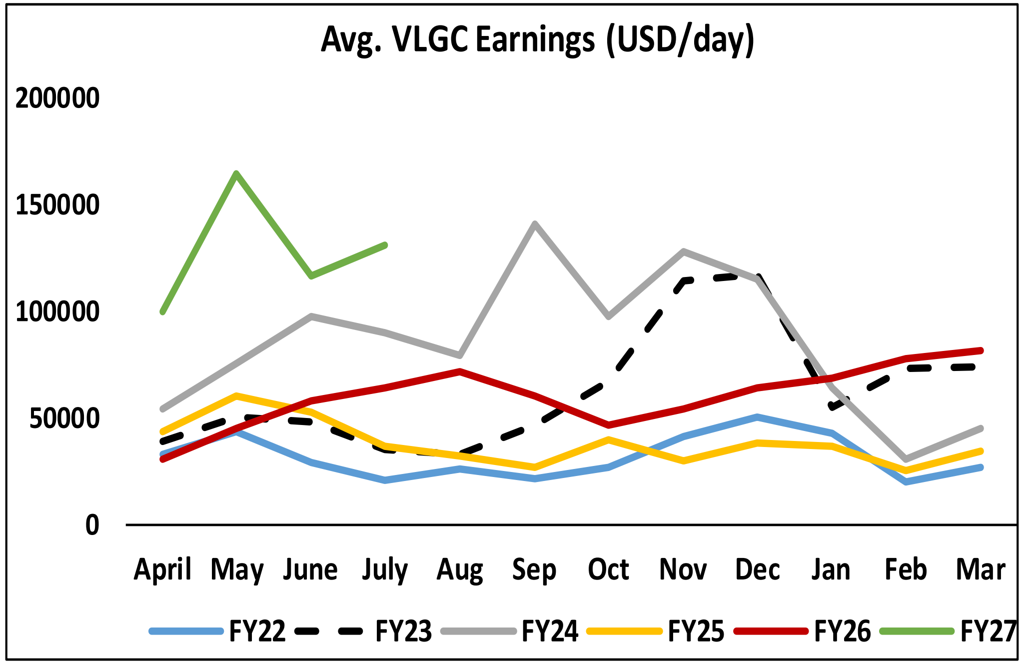
Overall VLGC trade declined by 13% y/y, as Middle East export volumes fell to less than one-third y/y amid the ongoing regional conflict.

The normalization of US terminal fees, together with a wider US–Far East arbitrage, improved freight market economics and supported higher earnings.

On the positive side, US exports remained resilient, rising 26% y/y, supported by terminal expansions and robust domestic production growth. US LPG exports to India rose by 134% y/y, with the US accounting for nearly 68% of India's imports during the quarter, thereby boosting ton-mile demand.

VLGC fleet supply increased by 7% y/y in Q1 FY27.

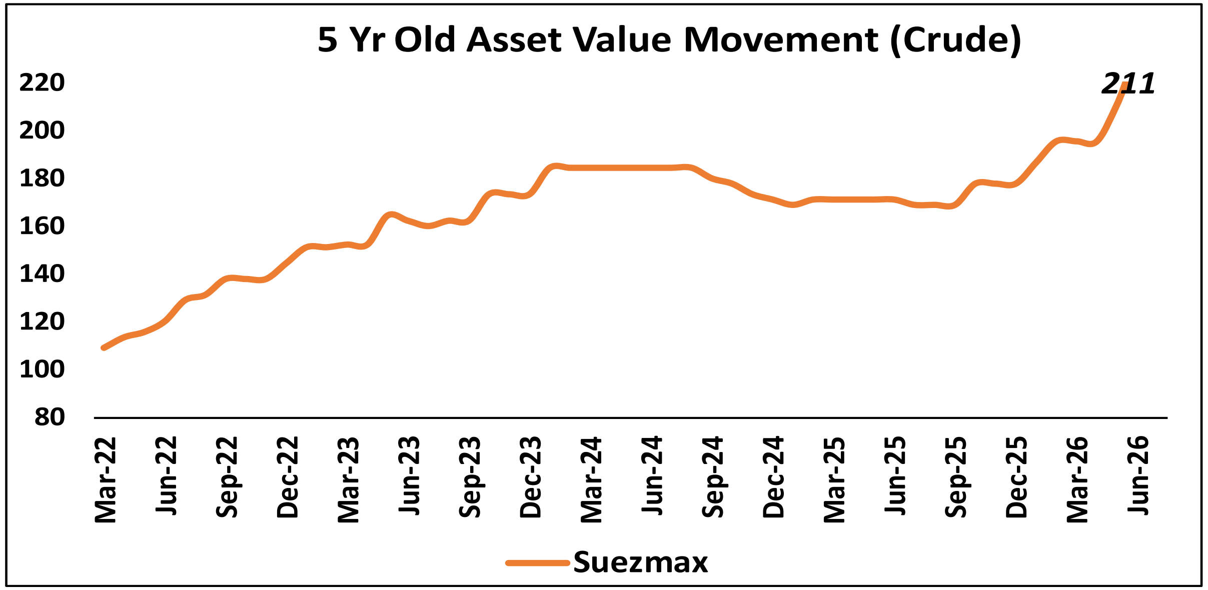
Asset values continue to trend higher and are now up 5% q/q.
The total VLGC orderbook-to-fleet remains elevated at 35%.

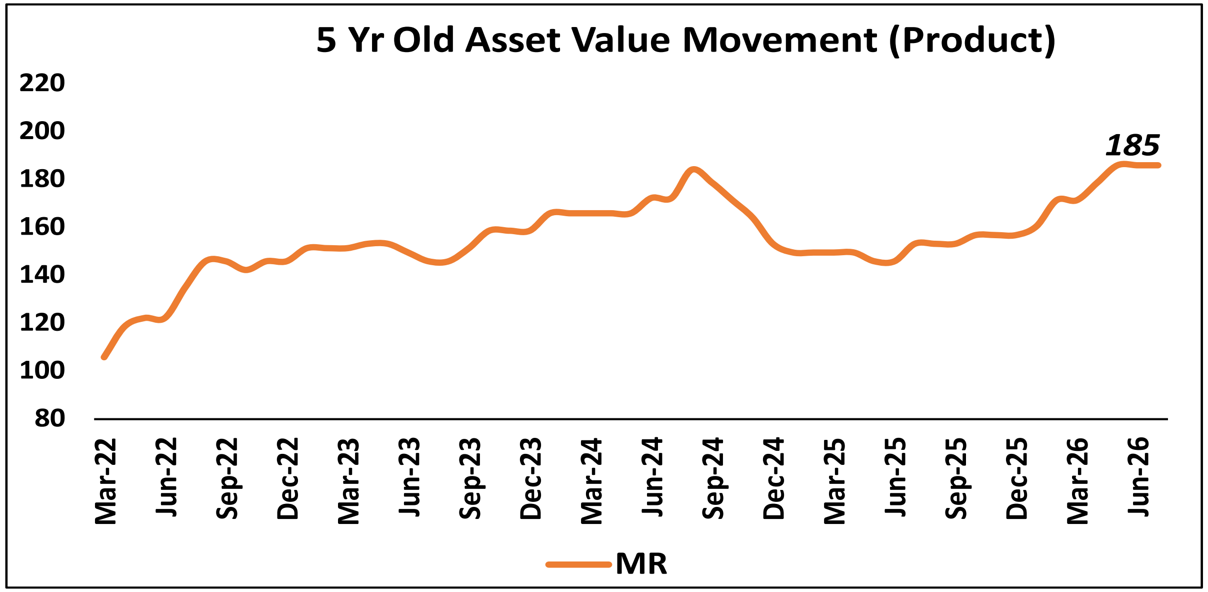


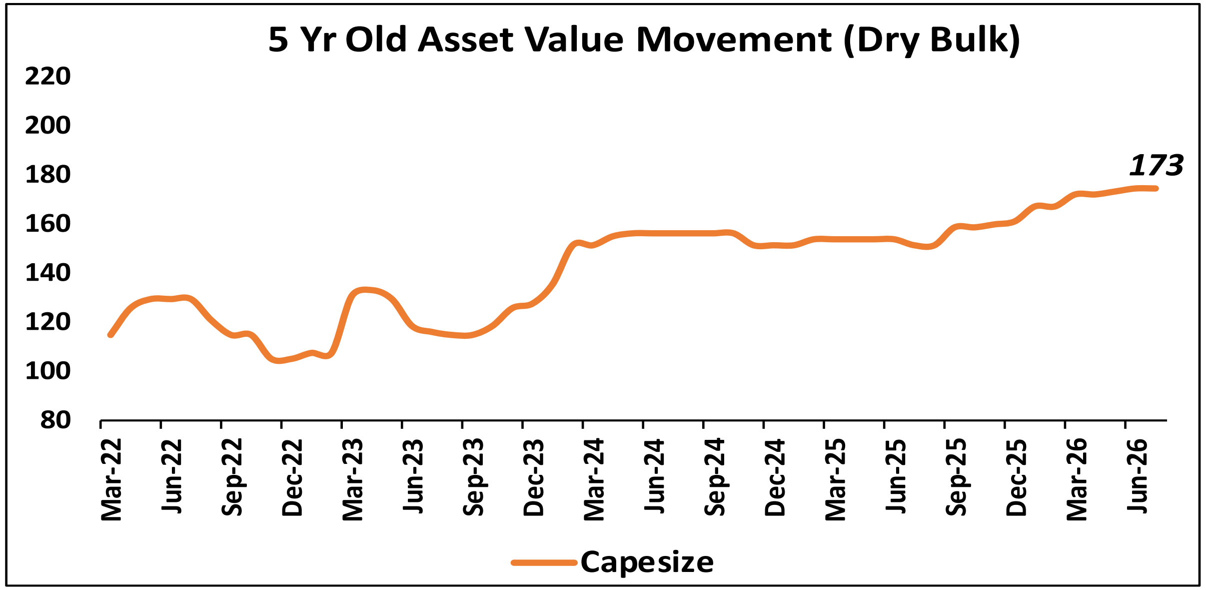
USD/day	1QFY27	1QFY26	% change
VLGC	127,330	44,309	187%

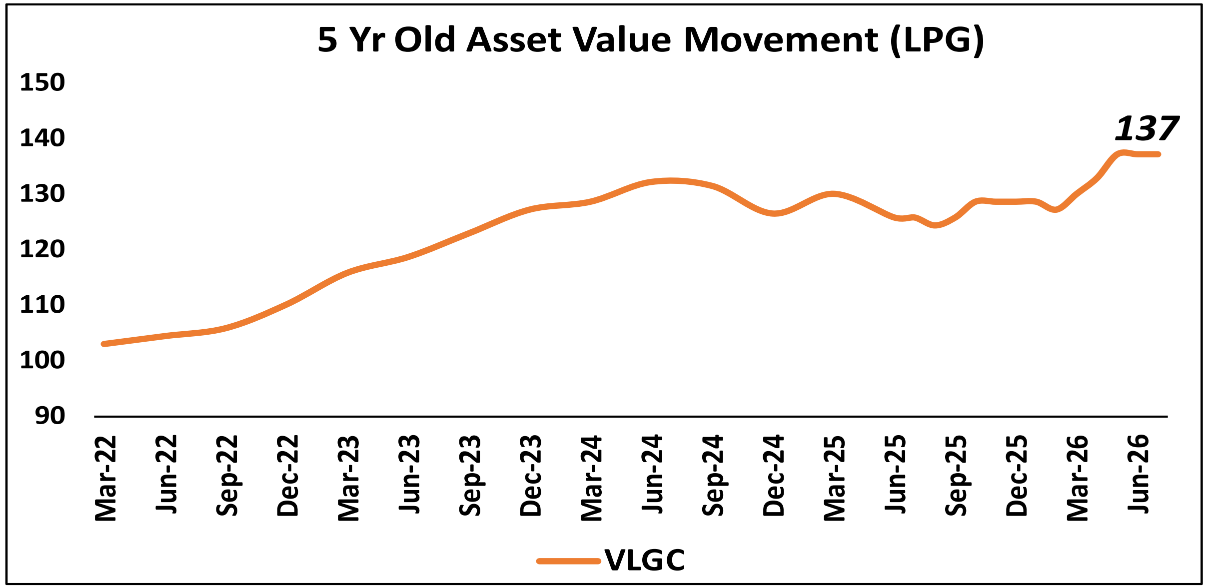
Sources: Industry Reports

Asset Price Movement







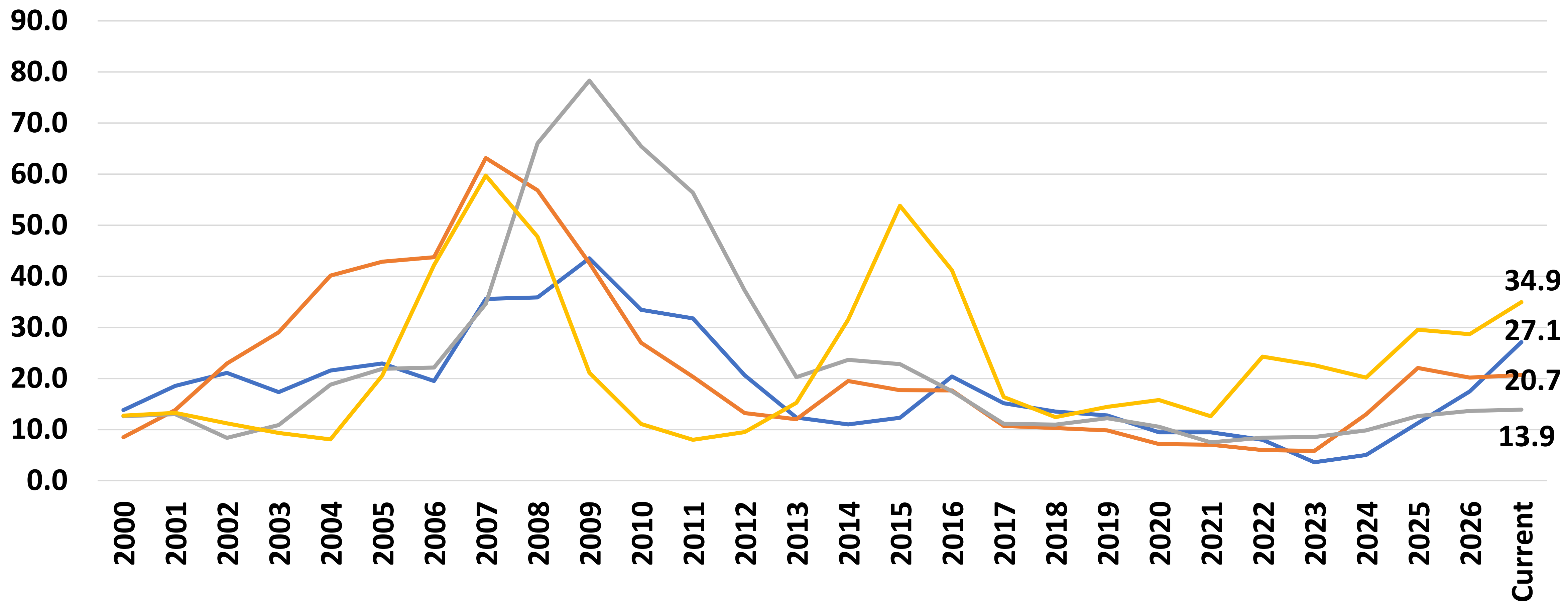


Sources: Industry Reports

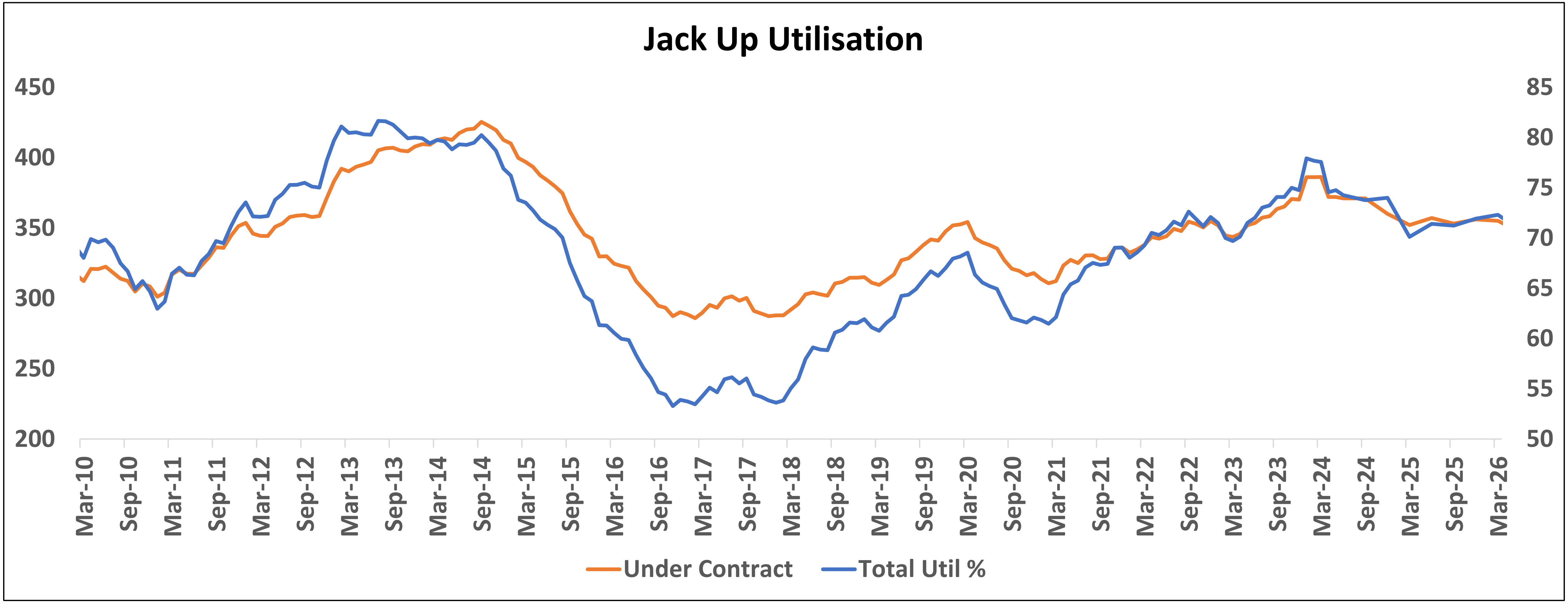
Historical Order Book as % of Fleet

THE GREAT EASTERN SHIPPING CO. LTD.

Historic Order Book as a % of fleet (Calendar Year)



Offshore Market Trends – Jackup Rig Utilization



Sources: Industry Reports

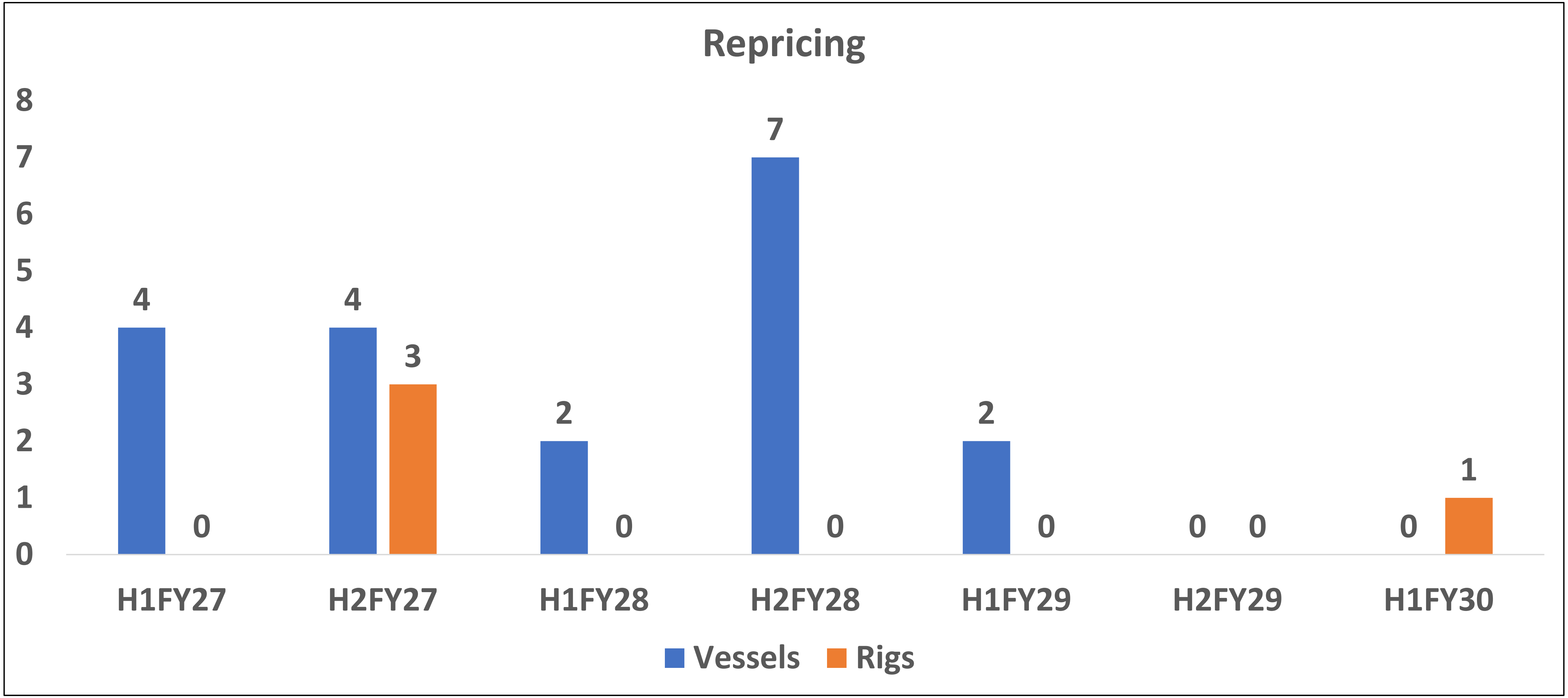
** June 26 data includes all the rigs on contract including the rigs on put on standby due to the war in Middle East*

Fleet Supply – Rigs & OSVs

Industry Data	Rigs	Vessels
Current Fleet	490	3341
Fleet Under Contract	330	2312
Orderbook	12	99
O/B to Current Fleet	2.4%	3.00%
No of vessels/rigs more than 20/30 years old	152	840
No of vessels/rigs more than 20/30 years old (As % of fleet)	31%	26%
Cold stacked more than 3 years	58	393

Sources: Industry Reports

GIL – Fleet Pricing



THE GREAT EASTERN SHIPPING CO. LTD.

Company Overview

Key Highlights

THE GREAT EASTERN SHIPPING CO. LTD.

1948
Foundation

India Largest Shipping & Oilfield Services Provider

AAA
GESCO Credit Rating

GIL: 4 RIGs & 19 OSVs

15
Dry Bulk Carrier

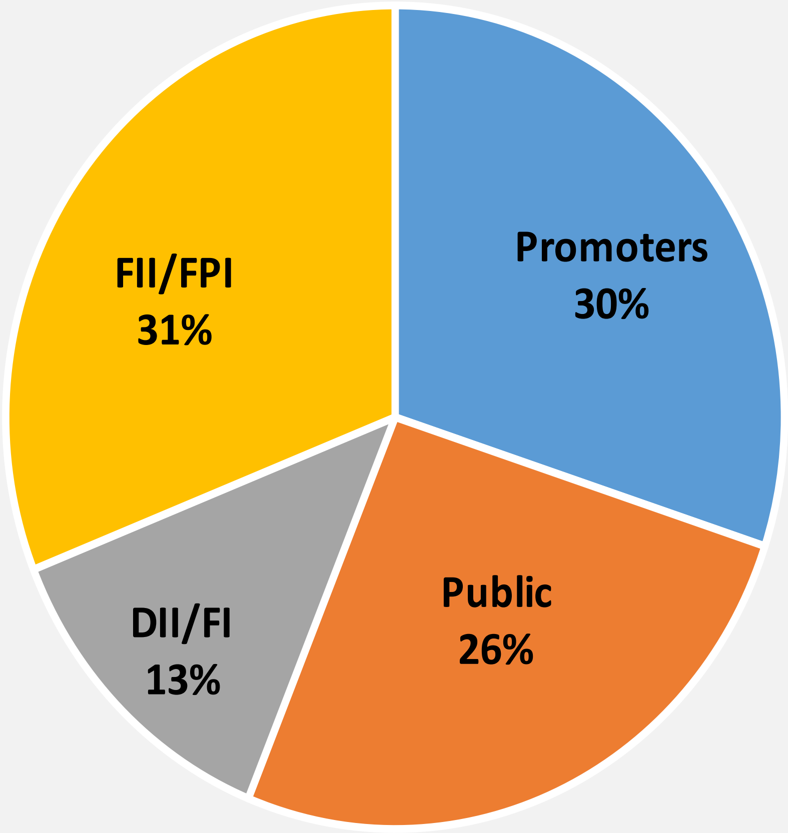
40
Vessels

25
Tankers

3,244,888
Deadweight Ton

Shareholding Pattern as on 30th June 2026

THE GREAT EASTERN SHIPPING CO. LTD.



Fleet profile

Fleet Profile – Shipping	Fleet (3-Aug-26)		
Fleet	**No**	**DWT**	**Avg. Age (Yrs)**
Crude Carrier	5	691,049	15.47
Product Carrier	16	1,010,158	15.57
Gas Carrier	4	189,931	17.46
Dry Bulk Carrier	15	1,353,750	11.81
Total	**40**	**3,244,888**	**14.34**

Fleet Profile – Offshore	Fleet (3-Aug-26)	
Fleet	**No**	**Avg. Age (Yrs)**
Jack Up Rigs	4	14.80
Platform Supply Vessel	4	16.97
Anchor Handling Tug cum Supply Vessels	9	17.05
Multipurpose Platform Supply & Support Vessels	2	16.26
ROV Support Vessels	4	14.81

Sale & Purchase Activities in 1Q27

THE GREAT EASTERN SHIPPING CO. LTD.

Vessels added to the fleet in 1Q27 (Purchases)				
Sr. No.	**Vessel Name**	**Type**	**DWT**	**Built**
1	Jag Prabhu	Medium Range Tanker	49,420	2014
2	Jag Abhishek	Kamsarmax (Dry Bulk Carrier)	63,480	2019
Vessels added to the fleet in 2Q27 – QTD (Purchases)				
3	Jag Laxman	Long Range 2	109,990	2015

Vessels removed from the fleet in 1Q27 (Sales)				
Sr. No.	**Vessel Name**	**Type**	**DWT**	**Built**
1	Jag Prakash	Medium Range Tanker	47,848	2007
2	Jag Pankhi	Medium Range Tanker	46,273	2003
Vessels removed from the fleet in 2Q27 – QTD (Sales)				
3	Jag Lokesh	Long Range 2	105,900	2009

Performance Review

THE GREAT EASTERN SHIPPING CO. LTD.

Breakup of Revenue Days – Shipping		
Revenue Days	**Q1 FY27**	**Q1 FY26**
Owned Tonnage	3,497	3,325
Inchartered Tonnage*	182	182
Total Revenue Days	**3,679**	**3,507**
Total Owned Tonnage (mm. dwt)	3.24	3.04

Breakup of Revenue Days – Offshore		
Revenue Days	**Q1 FY27**	**Q1 FY26**
Offshore Logistics	1,636	1,669
Drilling Services	286	227
Total	**1,923**	**1,896**

Avg TCYs in various category					
Avg. TCYs (USD/day)	**Q1 FY27**	**Q4 FY26**	**QoQ %**	**Q1 FY26**	**YoY %**
Crude Carriers	**93,026**	61,424	51%	33,865	175%
Product Carriers	**45,471**	30,511	49%	24,774	84%
LPG Carriers	**41,528**	45,216	-8%	43,868	-5%
Dry Bulk	**22,601**	16,678	36%	14,883	52%

** Relates to the inchartered ships in GES IFSC*

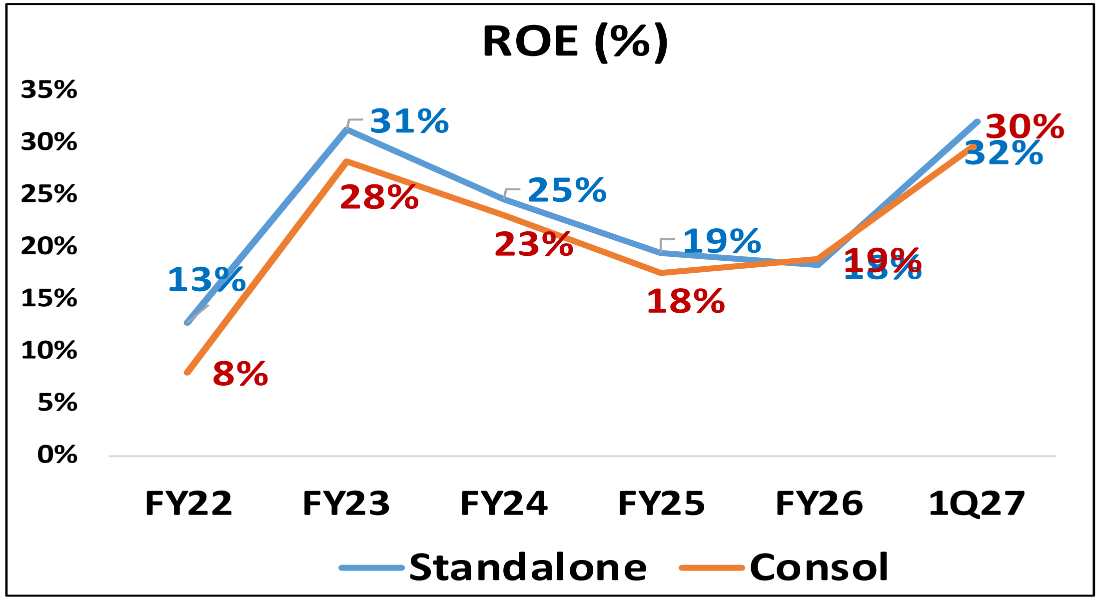
Revenue Coverage for Q2 FY27

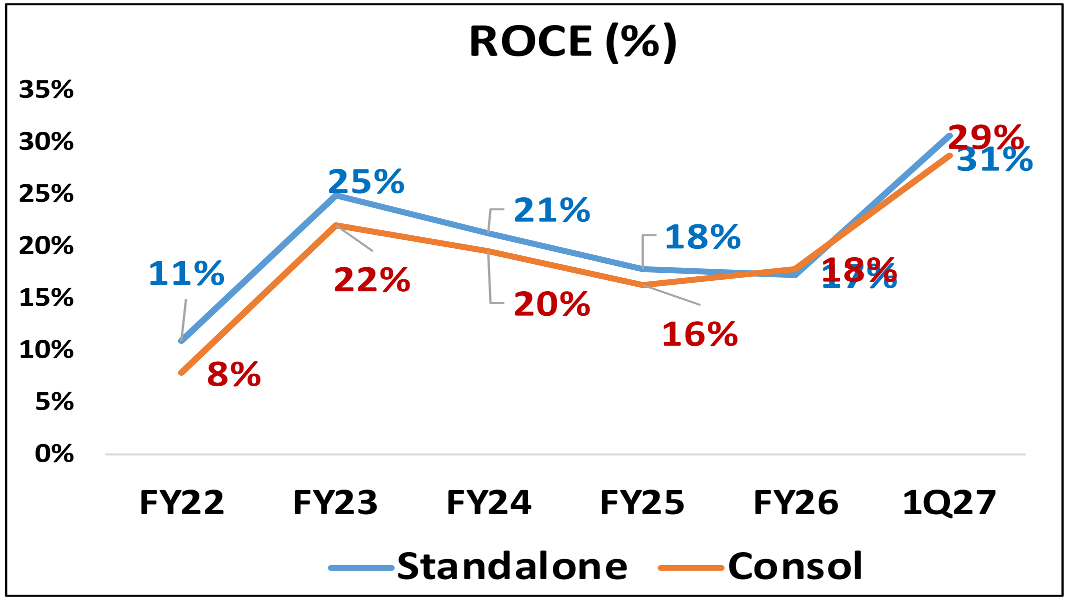
Coverage of Operating Days – Shipping	
Category	**Q2 FY27**
Crude Carriers	46%
Product Carriers	61%
LPG Carriers	100%
Dry Bulk	57%

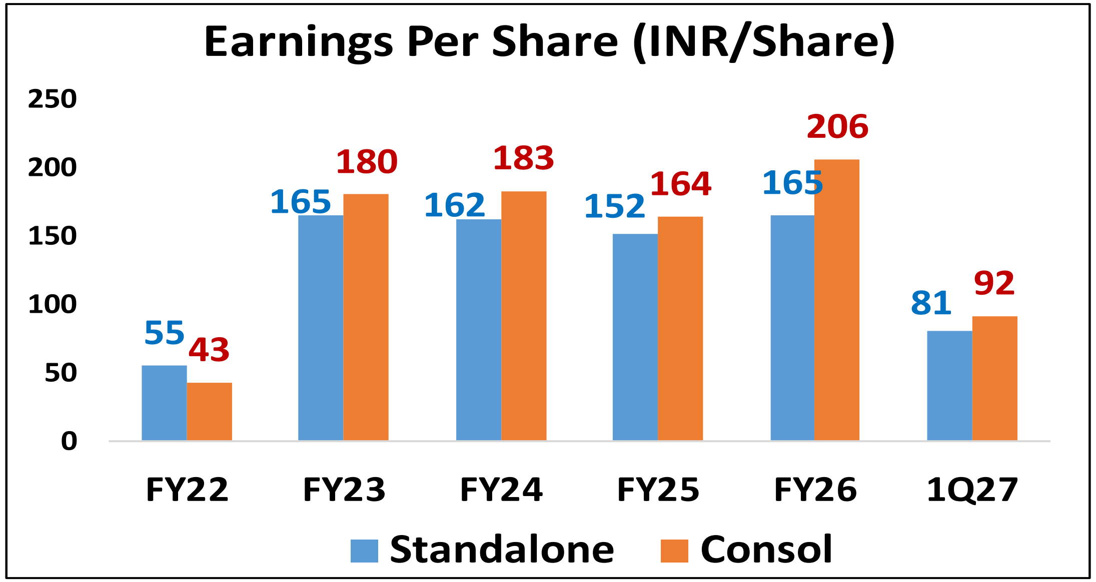
Coverage of Operating Days – Offshore	
Category	**Q2 FY27**
Jack Up Rigs	75%
AHTSV	89%
MPSVV	92%
PSV/ROVSV	94%

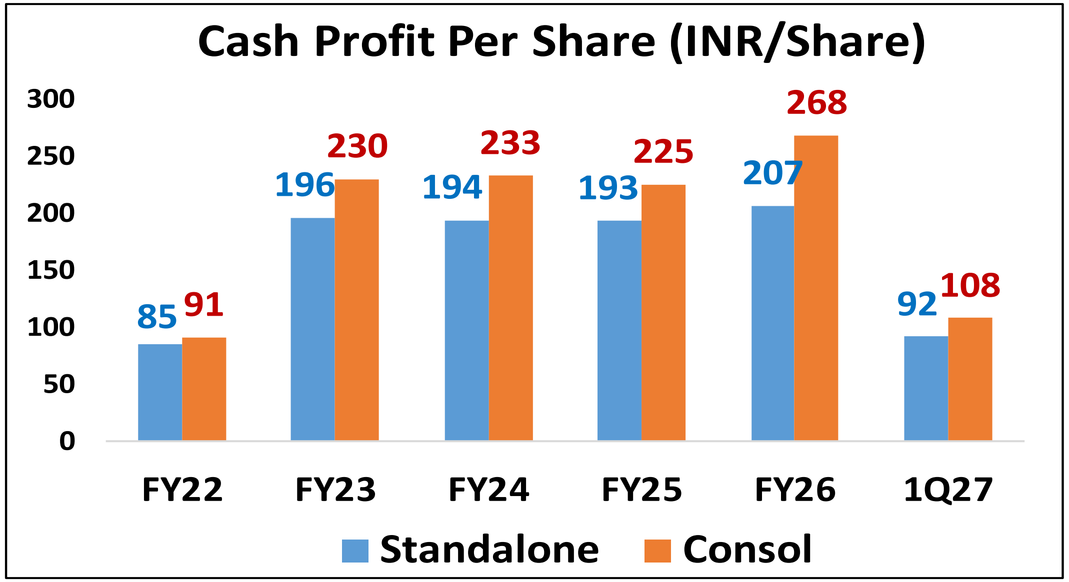
Financial Parameters (Reported Basis)

THE GREAT EASTERN SHIPPING CO. LTD.

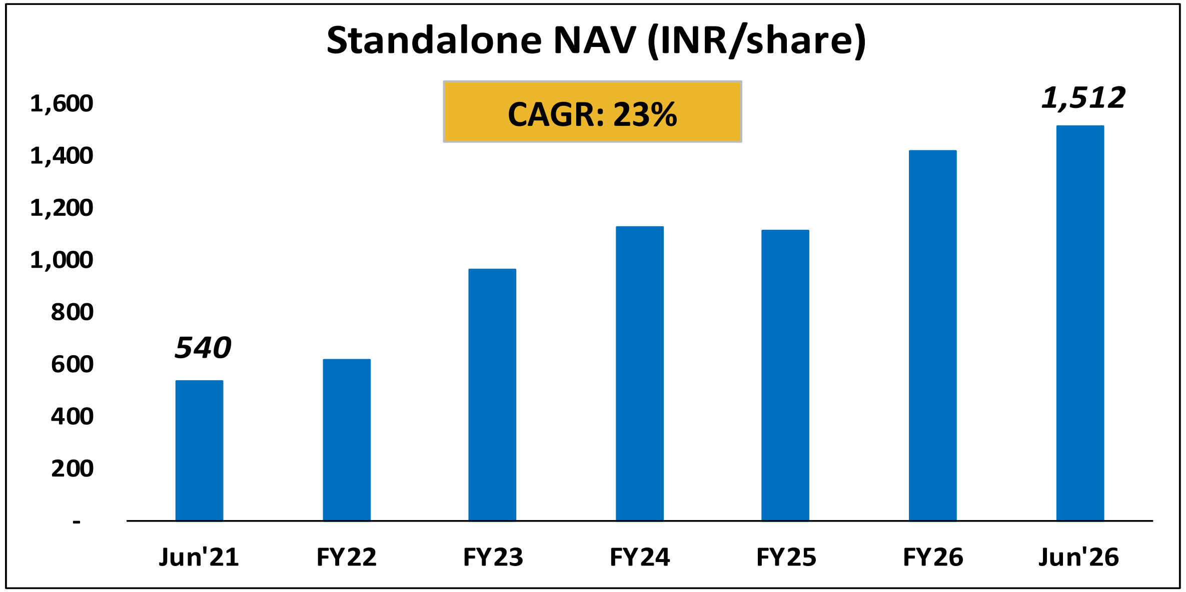


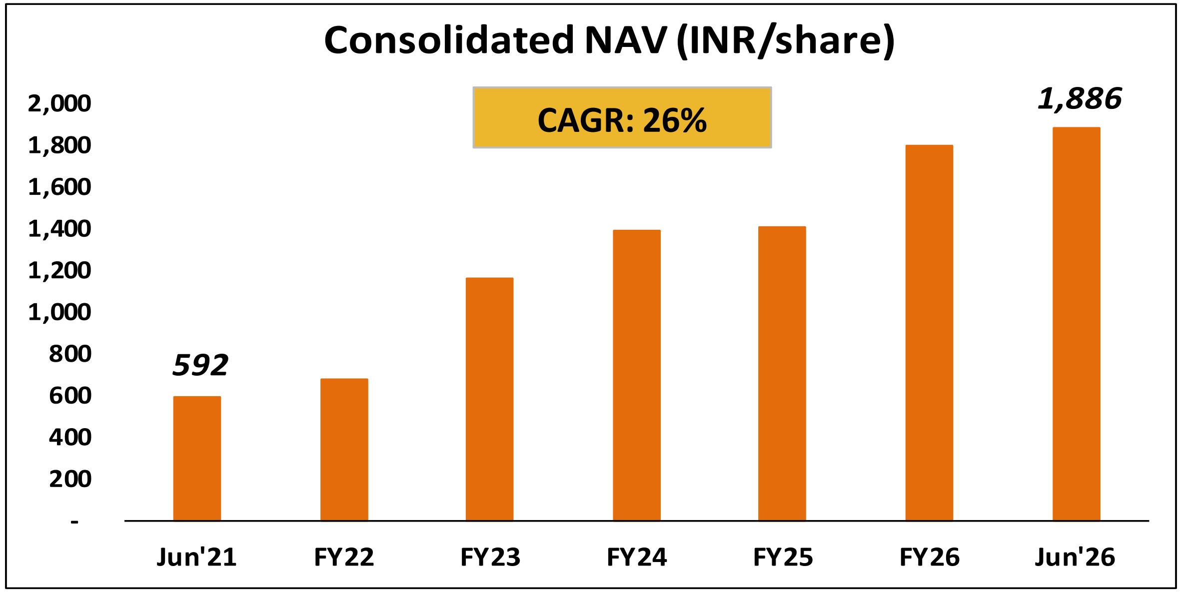


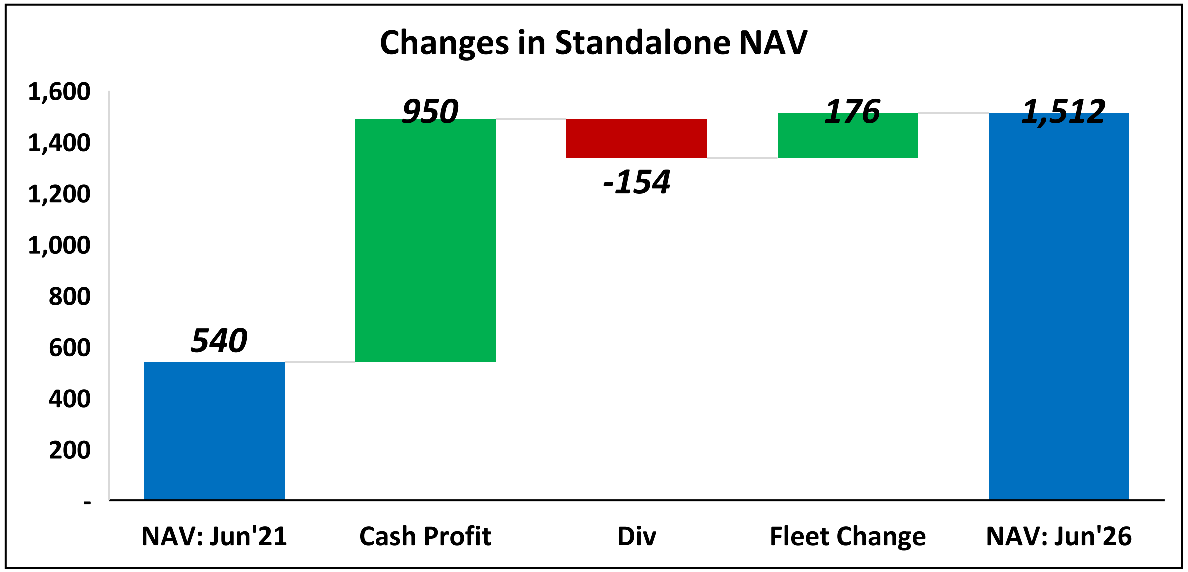


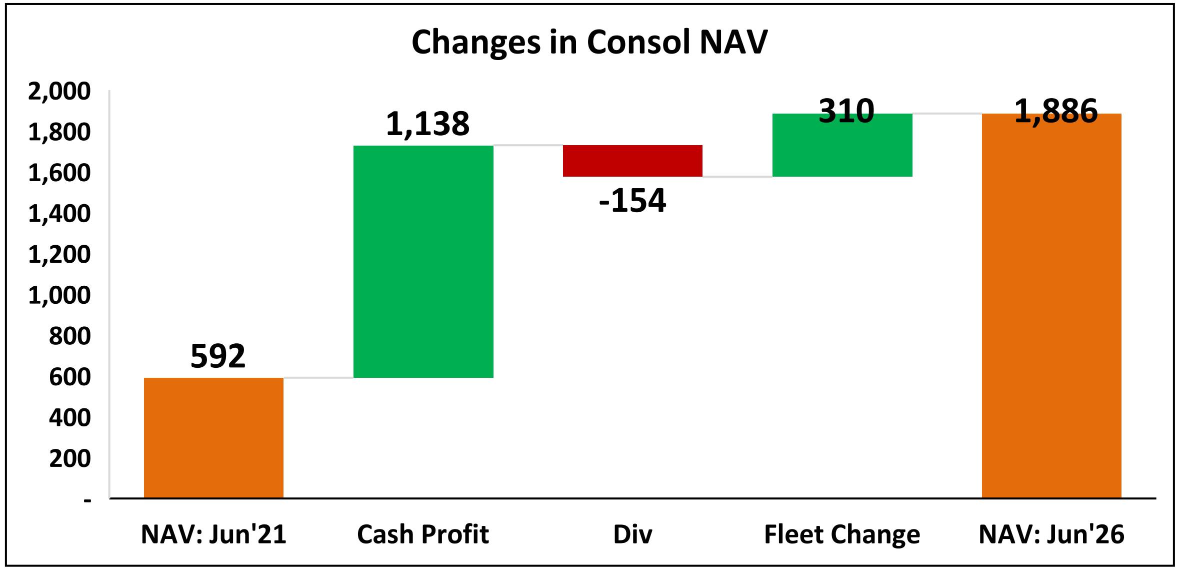


NAV Movements



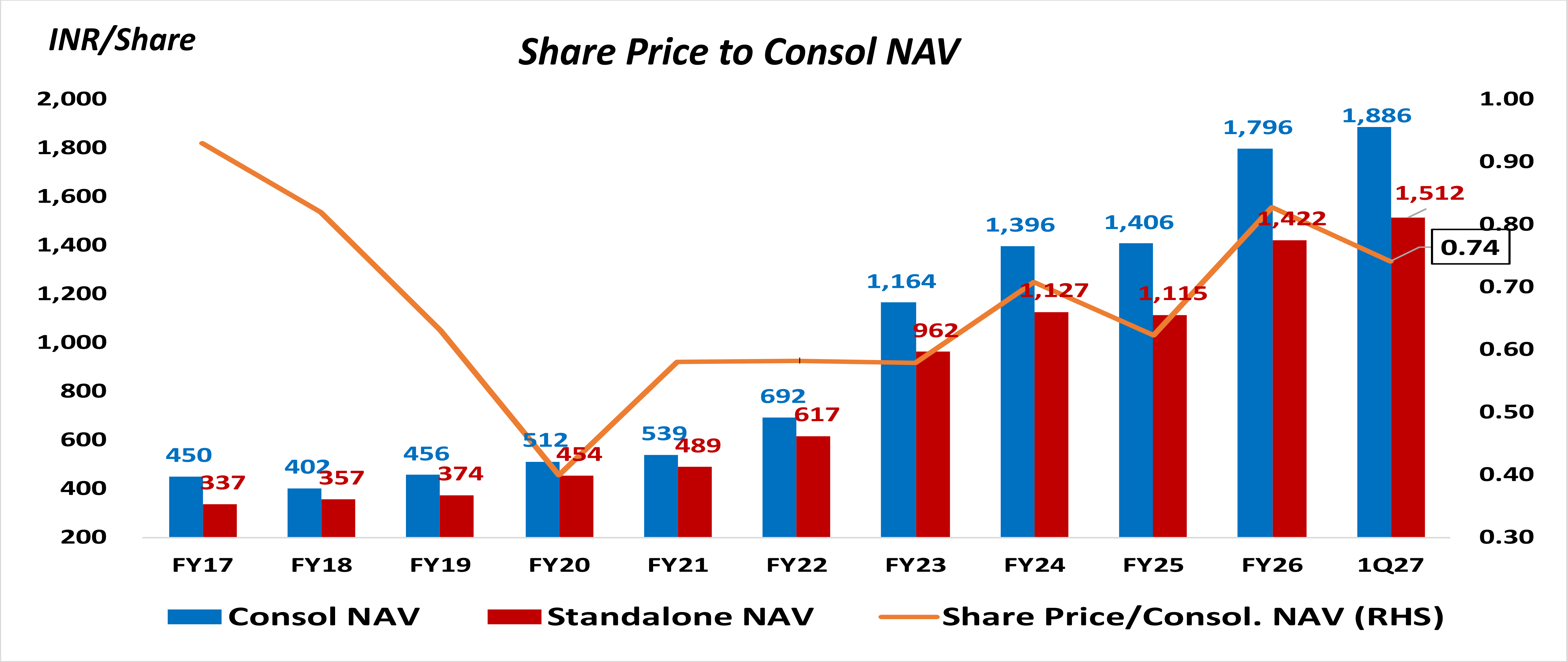






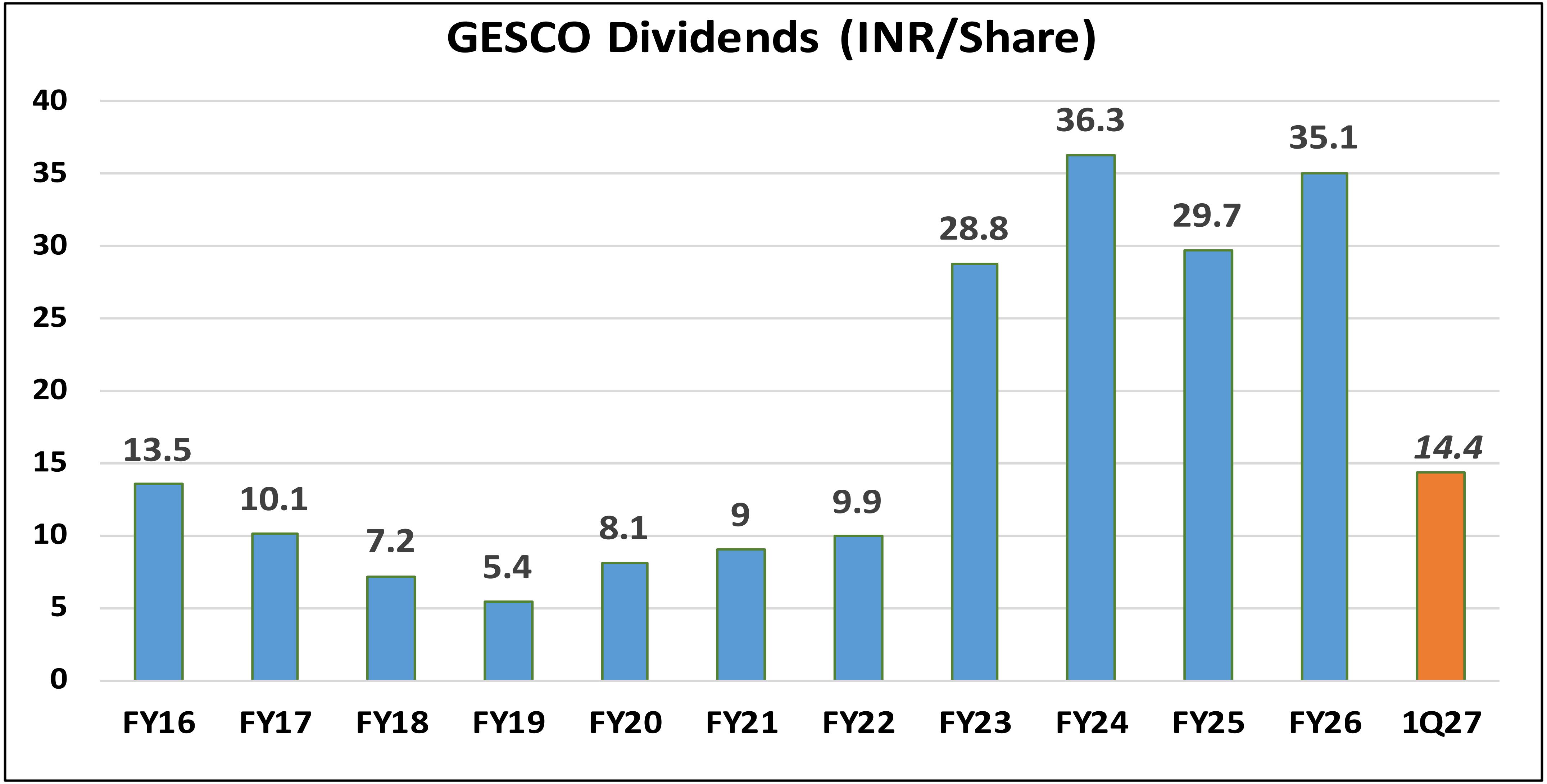
SHARE PRICE TO CONSOLIDATED NAV

THE GREAT EASTERN SHIPPING CO. LTD.



** For Q1FY27, we have taken closing share price as on 3-Aug-26 (INR 1,398/share)*

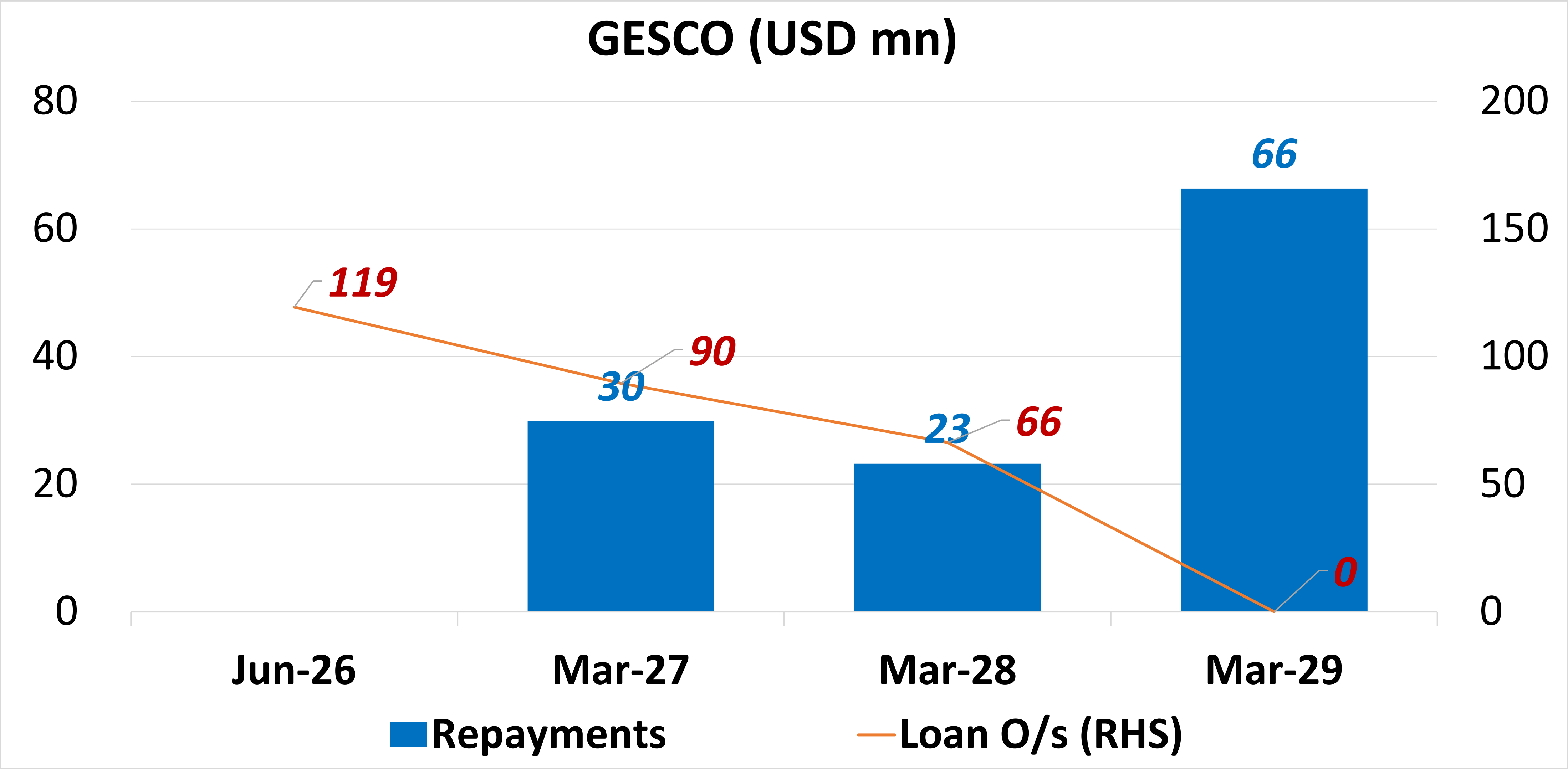
Dividend Payout



* *FY27 includes dividend of* ***INR 14.40/share*** *declared for 1Q27*

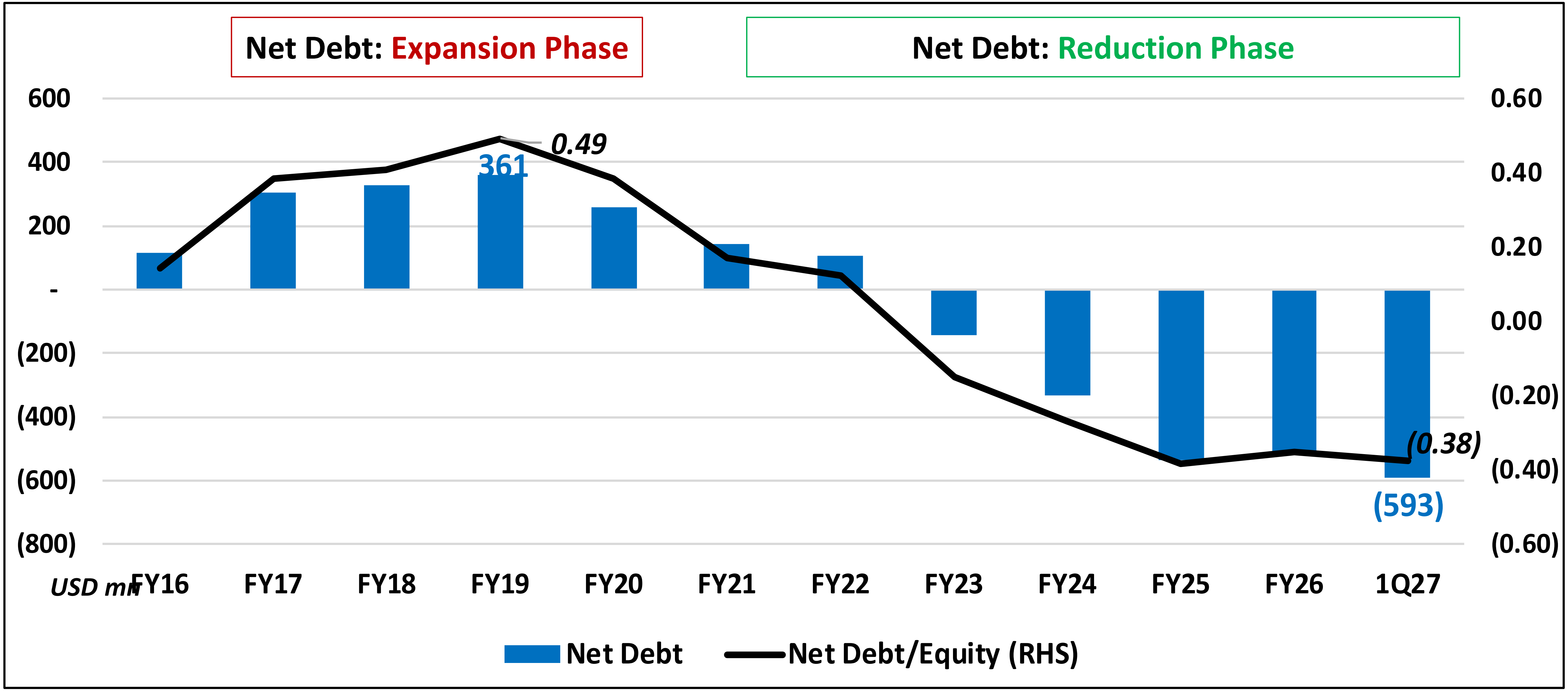
Debt Repayment Schedule

THE GREAT EASTERN SHIPPING CO. LTD.



THE GREAT EASTERN SHIPPING CO. LTD.

Peak Net Debt USD 361mn to current Net Cash of USD 593mn *(normalized)*



Current Positioning of GESCO

How We Are Positioned

- ✓ Predominantly spot-market exposure across tankers and dry bulk – as per our strategy.
- ✓ 2Q27 days covered: About 46% for Crude Tankers 61% for Products; 100% for LPG & 57% for Dry Bulk
- ✓ 2Q27 Offshore days covered: About 92% for Vessels and 75% for Rigs; 3 Rigs to be repriced in FY27

Fleet Strategy – Replace, Not Expand

- ✓ Switch Transactions: Sell older vessels, buy relatively younger ones with similar tonnage – maintaining market presence
- ✓ Cautious on acquiring vessels at elevated asset prices; prepared to wait for better value

Capital Allocation Priorities

- ✓ Have been net cash since last 3 years: Standalone Net cash of USD 593 mn; remaining USD 119 mn debt matures by Nov'28
- ✓ Fleet renewal at the right prices is primary objective; 18 consecutive quarterly dividends payouts.

Shareholder Returns Track Record

- ✓ 1Q27 dividend INR 14.40/share (~18% of standalone EPS); dividends maintained across market cycles
- ✓ NAV per share CAGR of 23% (standalone) / 26% (consolidated) over last 5 years, driven largely by cash profits

THE GREAT EASTERN SHIPPING CO. LTD.

Board of Directors & ESG

Board of Directors

THE GREAT EASTERN SHIPPING CO. LTD.

Chairman Emeritus

Mr. K. M. Sheth
(Chairman Emeritus)

Mr. K. M. Sheth joined the company in 1952; was inducted on the Board of Directors of the Company in 1970; became the Deputy Chairman and Managing Director in 1975 and rose to become the Chairman and Managing Director in 1992. In recognition of Mr. K. M. Sheth's lifelong and distinguished service to the Company and his invaluable contribution to the Indian maritime industry, the Board of Directors has appointed him as ‘Chairman Emeritus’ of the Company for life consequent upon his stepping down as Chairman and member of the Board of the Company in Nov’25.

Board of Directors

Mr. Bharat K. Sheth
(Chairman & Managing Director)

Mr. Bharat K. Sheth was appointed Chairman and Managing Director in Nov’25, after guiding the Company in its strategic and decision-making policies as Deputy Chairman & Managing Director for more than 20 years. Since joining the company in 1981, he has worked closely with his colleagues, seen many shipping cycles and gained expertise in all the critical functions of the shipping business.
He is also the Chairman of Greatship (India) Ltd.

Mr. Amitabh Kumar
(Independent Director)

Mr. Amitabh Kumar has distinguished service of 37+ years in Government of India, including 7+ years at the helm of Maritime Administration as Director General of Shipping. He retired as Principal Chief Commissioner of Income Tax at the level of Secretary to Government of India.

Mrs. Bhavna Doshi
(Independent Director)

With specialization in the fields of taxation and corporate restructuring, Mrs. Bhavna Doshi has been providing advisory services to national and multi-national entities for over 30 years. She was elected to the Council of the Institute of Chartered Accountants of India (ICAI) for four terms of three years each. She has chaired Accounting Standards Board Research, Vision 2021 and other Committees of ICAI.

Board of Directors

THE GREAT EASTERN SHIPPING CO. LTD.

Mrs. Kalpana Morparia
(Independent Director)

Mrs. Kalpana Morparia has been recognized by several international and national media for her role as one of the leading women professionals. She is also a member of the Governing Board of Bharti Foundation, Foundation for Audit Quality (FAQ) and Krea University. She is also a Director of Generation India Foundation. She has been conferred the Padma Shri award in the category of Trade and Industry by the Government of India in January 2024.

Mr. Keki Mistry
(Independent Director)

Mr. Keki Mistry is a Chartered Accountant from the Institute of Chartered Accountants of India (ICAI). Mr. Keki Mistry brings with him over four decades of varied work experience in the Banking and Financial Services domain. With the amalgamation of HDFC, Mr. Mistry superannuated from HDFC (Vice-Chairman & CEO) and has been appointed as a Non-Executive Director on the Board of HDFC Bank Limited from June 30, 2023.

Mr. Raju Shukla
(Independent Director)

Mr. Shukla is the Founder of Ariana Investment Management, a fund management company regulated by Monetary Authority of Singapore (MAS) with offices in Singapore and Mumbai. He was also Non-Executive Chairman of Ocean Dial Asset Management that manages over USD 500 Mn of assets investing in listed Indian equities. Mr. Raju Shukla is a senior banking and investment industry professional with over 20 years' experience.

Mr. Ranjit Pandit
(Independent Director)

As erstwhile Managing Director – India for McKinsey & Co., he served a number of major U.S. and other global companies in a variety of areas, including corporate governance/leadership, corporate finance, alliances and operations management. Mr. Ranjit Pandit is currently an investor and a philanthropist with a controlling interest in several manufacturing businesses.

Mr. T. N. Ninan
(Independent Director)

Mr. Ninan has widely considered to be a pioneering editor and trend-setter in Indian business journalism with a career spanning five decades. He has been chairman of the board of trustees of Independent and Public-Spirited Media Foundation, the largest charitable funder of independent news websites. He was an independent director of The Press Trust of India Ltd, India's leading wire service.

Board of Directors

Mr. Uday Shankar
(Independent Director)

An acclaimed entrepreneur and executive, he is credited with transforming the media and entertainment industry in India and Asia Pacific over the last three decades. Mr. Uday began his career as a journalist before assuming leadership of Star India (later Disney Star) and creating the largest media and entertainment business in the Asia-Pacific region.

Mr. Ravi K. Sheth
(Non-Executive Director)

Mr. Ravi K. Sheth has been providing outstanding leadership as Managing Director of GIL and has significantly contributed to the progress and growth of GIL, which is today one of India's largest offshore oilfield services providers. With a view to focus on the offshore business, at his request, Mr. Ravi K. Sheth was relieved from the position of the 'Executive Director' of the Company w.e.f. April 01, 2015. Since then, he continues to be the Non-Executive Director of the Company.

Mr. G. Shivakumar
(Executive Director & CFO)

He joined the Company as a management trainee immediately after completing his management in 1990 and contributed to the Company through stints in key functions like Treasury, Corporate Finance, Human Resources and Strategic Planning. He rose to become the 'Chief Financial Officer' of the Company in 2008 and the 'Executive Director & CFO' of the Company on November 14, 2014. He is also Chief Financial Officer of our subsidiary Greatship (India) Limited.

Mr. Shivshankar Menon
(Independent Director)

Ambassador Shivshankar Menon is currently visiting professor at Ashoka University, India, and Chair of the Ashoka Centre for China Studies. He was previously National Security Advisor to the Prime Minister of India, Jan 2010-May 2014; Foreign Secretary of India, October 2006-July 2009; and has served as the Indian Ambassador or High Commissioner to China, Pakistan, Sri Lanka and Israel. He is also Chairman, Advisory Board, Institute of Chinese Studies, New Delhi; Distinguished Fellow of the Centre for Social and Economic Progress, India; Member, Board of Trustees, International Crisis Group; and, a Distinguished Fellow, Asia Society Policy Institute, New York.

Environmental

CO2 Emission reduction measures: High performance paint, Mewis duct, & redesigned propellers.

Regulatory compliance: Ballast water treatment on all vessels & digitalisation of environment records

Effective management of Fuel EU / EU ETS regulations: Use of bio-fuels, participation in carbon credits & Environment Ship Index program.

Social

Company specific training: Company specific crew training on safety, digital navigation, and emergency drills.

Seafarer's well-being: Medical insurance, mental-health support, offshore communication & internet facilities.

CSR investments via GE Foundation: Education, healthcare, & livelihood development in eastern & northeastern India.

Governance

Regulatory compliance: Robust Integrated Management System (IMS) certified under ISO 14001, ISO 45001, and ISO 9001.

Corporate governance: Strong Board diversity with independent oversight; transparent BRSR & ESG disclosures.

Quality risk management: Zero-tolerance toward corruption, data breaches, and non-compliance; active whistle-blower mechanism.

Great Eastern Shipping Foundation

THE GREAT EASTERN SHIPPING CO. LTD.

Since 2015, GEF has partnered with **62 NGOs** under the three key CSR focus areas.

Education: More than **2.70 Lakh students** reached out through primary and secondary education.

Health: Around **90,000 women, 13,000 girls and 51,000 children** provided with health services – including maternal care, nutrition support through clinics and community programs.

Livelihoods: Around **47,000 women** provided with entrepreneurship trainings and business handholding support in agriculture, non-agriculture sectors and handloom weaving.

FY 2026-27: Currently, supporting **29 NGOs** working under education, health and livelihoods across **22** States and Union Territories in India.

Great Eastern Shipping Foundation

THE GREAT EASTERN SHIPPING CO. LTD.

Education	Health	Livelihood
1. Adhyayan Quality Education Foundation	1. Animedh Charitable Trust	1. Access Livelihoods Foundation
2. Akanksha Foundation	2. Nourishing Schools Foundation (NSF)	2. Ayang Trust
3. Alumni Association of College of Engineering, Guindy (AACEG)	3. Can Support	3. Foundation for Promotion of Sports and Games (OGQ program)
4. 17000ft Foundation	4. Inga Health Foundation (IHF)	4. Under The Mango Tree Society
5. IIT Madras	5. Every Infant Matters Association	5. Forum for Knowledge and Social Impact/IDR
6. Educational Initiatives	6. Ronald McDonald House Charities Foundation India (RMHC India)	6. Mauna Dhwani Foundation
7. Ummeed Child Development Center	7. Anushkaa Foundation for Eliminating Clubfoot	7. Medha Learning Foundation
8. Rocket Learning		8. Nudge Lifeskills Foundation
9. Open Links Foundation		9. Sri Arunodayam Charitable Trust
10. Eastern Himalayan Foundation		10. Vrutti
11. Vision Empower		11. Samast Mahajan




INR 160 Crore
Total CSR Spent

62
No. of NGO partners supported

22 States & UT
Geography Covered

THE GREAT EASTERN SHIPPING CO. LTD.

Fleet Details

Shipping Fleet

40
VESSELS IN FLEET

4
VESSEL CLASSES

3,224,888
TOTAL DWT (MT)

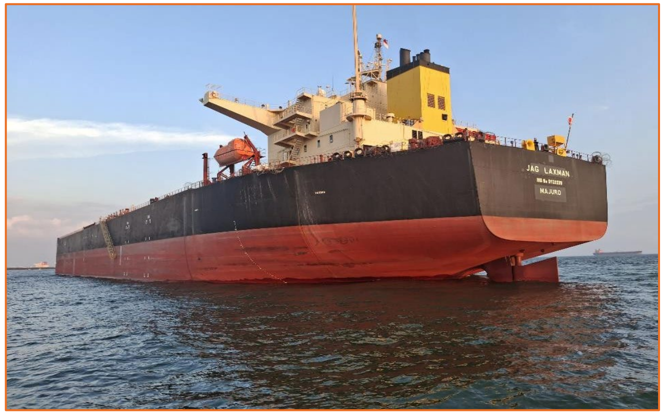
14.37
AVERAGE YEARS

Crude Tanker (Oil)

SR.NO	VESSEL NAME	TYPE	DWT	GRT	BUILT
1	JAG LEENA	Suezmax	1,57,642	81,427	2010
2	JAG LAKSHYA	Suezmax	1,57,642	81,427	2011
3	JAG LAADKI	Suezmax	1,64,715	84,795	2010
4	JAG LEELA	Aframax	1,05,525	57,249	2011
5	JAG LAXMI	Aframax	1,05,525	57,249	2012

Product Tanker

SR.NO	VESSEL NAME	Type	DWT	GRT	BUILT
6	JAG LARA	Long Range 2	1,05,258	59,024	2012
7	JAG LAXMAN	Long Range 2	1,09,990	57,997	2015
8	JAG AABHA	Long Range 1	74,841	42,403	2008
9	JAG AANCHAL	Long Range 1	74,811	42,403	2008
10	JAG AMISHA	Long Range 1	74,500	42,403	2009
11	JAG APARNA	Long Range 1	74,859	42,403	2009
12	JAG PUSHPA	Medium Range	47,400	29,909	2007
13	JAG PRERANA	Medium Range	47,400	30,028	2007
14	JAG PAVITRA	Medium Range	51,464	29,733	2008
15	JAG PUNIT	Medium Range	49,717	29,967	2016
16	JAG PARTH	Medium Range	46,197	30,170	2008
17	JAG PRIYA	Medium Range	49,999	28,465	2010
18	JAG PRACHI	Medium Range	51,486	29,762	2013
19	JAG PRIYANKA	Medium Range	49,990	29,708	2013
20	JAG PRANESH	Medium Range	51,565	29,622	2014
21	JAG PRABHU	Medium Range	49,420	30,069	2014



Shipping Fleet

LPG Carrier

SR.NO	VESSEL NAME	TYPE	DWT	GRT	BUILT
22	JAG VIKRAM	MGC	26,427	23,003	2006
23	JAG VASANT	VLGC	54,490	48,772	2006
24	JAG VIJAY	VLGC	54,564	47,347	2015
25	JAG VIRAAT	VLGC	54,450	48,772	2007

Dry Bulk Carrier

SR.NO	VESSEL NAME	TYPE	DWT	GRT	BUILT
26	JAG ANAND	Capesize	1,79,250	93,227	2011
27	JAG ALAIA	Capesize	1,80,694	92,155	2014
28	JAG ADITI	Kamsarmax	80,325	43,790	2011
29	JAG ARNAV	Kamsarmax	80,699	43,007	2015
30	JAG AJAY	Kamsarmax	82,094	44,127	2016
31	JAG AALOK	Kamsarmax	82,023	44,113	2016
32	JAG AKSHAY	Kamsarmax	82,044	44,113	2016
33	JAG AMAR	Kamsarmax	82,084	44,127	2017
34	JAG AMAIRA	Kamsarmax	80,919	43,430	2014
35	JAG AMOL	Kamsarmax	81,843	43,184	2015
36	JAG ANJALI	Kamsarmax	81,922	43,036	2016
37	JAG ABHISHEK	Kamsarmax	81.094	43,291	2014
38	JAG RIDDHI	Ultramax	63,480	35,842	2019
39	JAG RADHA	Supramax	58,133	32,354	2009
40	JAG RAJIV	Supramax	56,103	31,751	2013

Offshore Fleet & vessel specifications

THE GREAT EASTERN SHIPPING CO. LTD.

19	4	55,247	16.48
VESSELS IN FLEET	VESSEL CLASSES	TOTAL DWT (MT)	AVERAGE AGE (Yrs)

Category	Vessel / Rig Name	DWT (MT)	Year Built
Platform Supply Vessel	Greatship Dipti	**3,329**	2005
	Greatship Dhriti	**3,329**	2008
	Greatship Dhwani	**3,304**	2008
	Greatship Prachi	**4,149**	2015
R Class Supply Vessel	Greatship Ramya	**2,242**	2010
	Greatship Rashi	**3,609**	2011
	Greatship Roopa	**3,656**	2012
	Greatship Rachna	**3,674**	2012
Anchor Handling Tug cum Supply Vessel	Greatship Anjali	**2,188**	2008
	Greatship Amrita	**2,045**	2008
	Greatship Ahalya	**1,634**	2009
	Greatship Aarti	**1,650**	2009
	Greatship Aditi	**2,045**	2009
	Greatship Asmi	**1,650**	2009
	Greatship Amaira	**1,650**	2007
	Greatship Vidya	**3,289**	2012
	Greatship Vimla	**3,331**	2012
Multi-purpose Platform Supply & Support Vessel	Greatship Maya	**4,252**	2009
	Greatship Manisha	**4,221**	2010

Common Shipping Terminology

THE GREAT EASTERN SHIPPING CO. LTD.

NAV (Net Asset Value) Methodology (INR/share)

We take the values as per the balance sheet and replace the net block of the fleet with the quarter ending market value of the fleet to determine NAV in INR/share basis. This market value (of each ship) is the average of the values provided by atleast 2 international shipping brokers.

Revenue Coverage (%)

The percentage of revenue days that are already secured through existing charter contracts out of total revenue days.

Orderbook

The total number of vessels that have been ordered from shipyards but not yet been delivered, as compared to the fleet in water.

Scrapping

The permanent removal of older or uneconomical vessels from service by scraping them for recycling.

Opex (Operating Expenses) (USD/day)

The day-to-day costs of operating a vessel, including manning (crew related expenses), repairs-store-maintenance, insurance costs, lubricants, etc. Opex excludes financing costs, depreciation, and voyage related expenses such as fuel, port charges and any voyage specific charges.

Time Charter (TC)

The charterer hires a vessel for a fixed period and pays a fixed daily charter rate, as agreed before the charter agreement. Various past through costs like bunker charges, port charges, etc. are borne directly by the charterer. As the inflows are as per agreed charter rate and does not include any pass-through elements, it is often considered as a clean rate.

TCE (Time Charter Equivalent) (USD/day)

A standardized measure of a vessel's earnings per day considers only the clean rates. It is used to compare rates on a historical basis and across different companies.

Thank You!

THE GREAT EASTERN
SHIPPING CO. LTD.

Visit us at www.greatship.com