



 GLOBAL SHIP LEASE

3rd Quarter
2025 Results
Presentation

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Uncertainties regarding Geopolitical Conflicts

There is uncertainty regarding the macro-economic environment and the broader global economic impact of geopolitical conflicts, such as the continuing war between Russia and Ukraine and ongoing tensions between Israel and Hamas, ongoing disputes between China and Taiwan, deteriorating trade relations between U.S. and China, the imposition of tariffs, trade barriers, sanctions and embargoes, including recently imposed tariffs by the U.S. and the effects of retaliatory tariffs and countermeasures from affected countries, uncertainties surrounding recently implemented and suspended port fee regimes in the United States and China, ongoing political unrest and conflicts in the Middle East and other regions throughout the world, and disruption of shipping routes resulting from the ongoing attacks by Houthis in the Red Sea.

While Global Ship Lease cannot predict the long-term economic impact of these and other similar events, it will continue to actively monitor these situations and may take further actions to alter its business operations that it determines are in the best interests of its employees, customers, partners, suppliers, and stakeholders, or as required by authorities in the jurisdictions where Global Ship Lease operates. As a result, many of Global Ship Lease’s estimates and assumptions required increased judgement and carry a higher degree of variability and volatility. The ultimate effects that any such alterations or modifications may have on Global Ship Lease’s business are not clear, including any potential negative effects on its business operations and financial results.



This presentation contains forward-looking statements. Forward-looking statements provide our current expectations or forecasts of future events. Forward-looking statements include statements about our expectations, beliefs, plans, objectives, intentions, assumptions and other statements that are not historical facts. Words or phrases such as "anticipate", "believe", "continue", "estimate", "expect", "intend", "may", "ongoing", "plan", "potential", "predict", "should", "project", "will" or similar words or phrases, or the negatives of those words or phrases, may identify forward-looking statements, but the absence of these words does not necessarily mean that a statement is not forward-looking. These forward-looking statements are based on assumptions that may be incorrect, and we cannot assure you that these projections included in these forward-looking statements will come to pass. Actual results could differ materially from those expressed or implied by the forward-looking statements as a result of various factors.

The risks and uncertainties include, but are not limited to:

- future operating or financial results;
- expectations regarding the strength of future growth of the container shipping industry, including the rates of annual demand and supply growth;
- geo-political events such as the ongoing war between Russia and Ukraine, ongoing tensions between Israel and Hamas, ongoing disputes between China and Taiwan, deteriorating trade relations between the U.S. and China, and ongoing political unrest and conflicts in the Middle East and other regions throughout the world;
- Uncertainties surrounding recently implemented and suspended port fee regimes in the United States and China;
- the potential disruption of shipping routes, including due to low water levels in the Panama Canal and ongoing attacks by Houthis in the Red Sea;
- public health threats, pandemics, epidemics, and other disease outbreaks around the world and governmental responses thereto;
- the financial condition of our charterers and their ability and willingness to pay charterhire to us in accordance with the charters and our expectations regarding the same;
- the overall health and condition of the U.S. and global financial markets;
- changes in tariffs, trade barriers, and embargos, including recently imposed tariffs by the U.S. and the effects of retaliatory tariffs and countermeasures from affected countries;
- our financial condition and liquidity, including our ability to obtain additional financing to fund capital expenditures, vessel acquisitions, and for other general corporate purposes and our ability to meet our financial covenants and repay our borrowings;
- our expectations relating to dividend payments and expectations of our ability to make such payments including the availability of cash and the impact of constraints under our loan agreements and financing arrangements;
- operating expenses, availability of key employees, crew, number of off-hire days, drydocking and survey requirements, costs of regulatory compliance, insurance costs, and general and administrative costs;
- future acquisitions, business strategy, and expected capital spending;
- general market conditions and shipping industry trends, including charter rates and factors affecting supply and demand;
- assumptions regarding interest rates and inflation;
- changes in the rate of growth of global and various regional economies;
- risks incidental to vessel operation, including piracy, discharge of pollutants, and vessel accidents and damage including total or constructive total loss;
- estimated future capital expenditures needed to preserve our capital base;
- our expectations about the availability of vessels to purchase, the time that it may take to construct new vessels, or the useful lives of our vessels;
- our continued ability to enter into or renew charters including the re-chartering of vessels on the expiry of existing charters, or to secure profitable employment for our vessels in the spot market;
- our ability to realize expected benefits from our acquisition of secondhand vessels;
- our ability to capitalize on our management's and directors' relationships and reputations in the containership industry to our advantage;
- changes in governmental and classification societies' rules and regulations or actions taken by regulatory authorities;
- expectations about the availability of insurance on commercially reasonable terms;
- changes in laws and regulations (including environmental rules and regulations);
- potential liability from future litigation; and
- other important factors described from time to time in the reports we file with the SEC.

Forward-looking statements are subject to known and unknown risks and uncertainties and are based on potentially inaccurate assumptions that could cause actual results to differ materially from those expected or implied by the forward-looking statements. Our actual results could differ materially from those anticipated in forward-looking statements for many reasons specifically as described in our filings with the SEC. Accordingly, you should not unduly rely on these forward-looking statements, which speak only as of the date of this presentation, as predictions of future events. Except as required by law, we undertake no obligation to publicly revise any forward-looking statement to reflect circumstances or events after the date of this presentation or to reflect the occurrence of unanticipated events. You should, however, review the factors and risks that we describe in the reports we will file from time to time with the SEC after the date of this presentation.

3Q & 9M2025 Results, and Selected Highlights

Geopolitical tensions, trade disruptions, tariffs

Regulatory instability: IMO Net Zero, USTR, China port fees

\$778 million contracted revenues added in 9M25

Contract cover: 100% for 2025, 96% for 2026, 74% for 2027

Credit ratings: Ba2, BB+, BB+; BBB for USPP Notes²

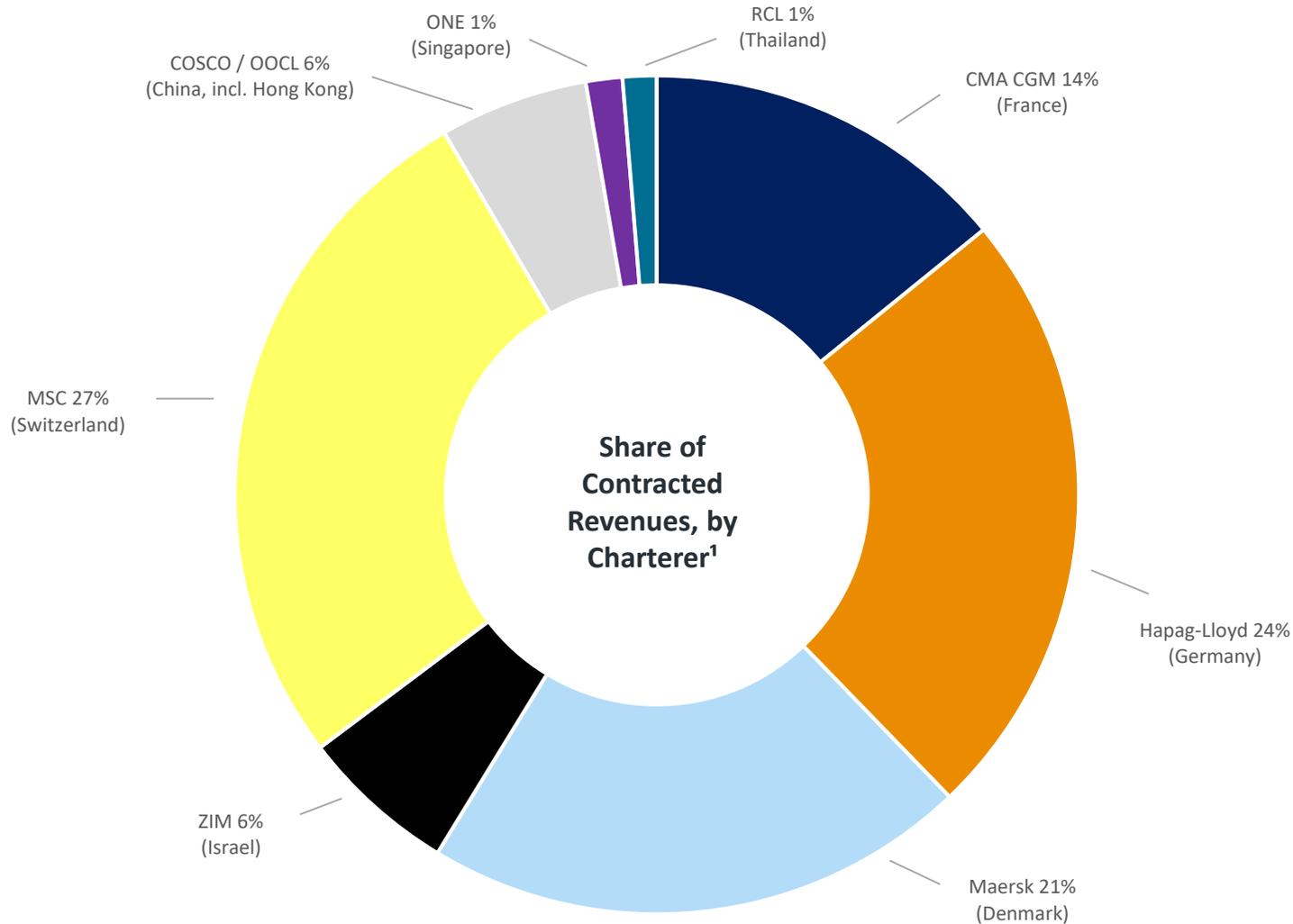
Annualized dividend to increase to \$2.50 per share³

Maximizing optionality to manage risks & opportunities

| | 3Q 2025 | 9M 2025 |
|--|------------------------|------------------------|
| Revenue | \$192.7 million | \$575.5 million |
| Net Income | \$92.6 million | \$306.7 million |
| Adjusted ¹ EBITDA | \$130.2 million | \$396.7 million |
| Normalized ¹ Net Income | \$93.8 million | \$283.2 million |
| EPS | \$2.59 | \$8.60 |
| Normalized ¹ EPS | \$2.62 | \$7.94 |

(1) Adjusted EBITDA, Normalized Net Income, and Normalized EPS are Non-GAAP financial measures. See Appendix for reconciliation with US GAAP.
 (2) Corporate credit ratings affirmed at Ba2 (Moody's) / BB+ (S&P) / BB+ (KBRA); \$350 million USPP Notes maturing 2027 rated BBB (investment grade) by KBRA; Stable outlook for all
 (3) Overall quarterly dividend to increase to \$0.625 per common share (\$2.50 annualized), commencing with 3Q25 dividend scheduled for payment in December 2025

Continuing to Build Contract Cover with Top Tier, Diversified Charterer Base



\$1.92 billion

Contracted revenues @ September 30, 2025¹

2.5 years of average remaining contract cover

TEU-weighted cover @ September 30, 2025¹

38 charters added
9M 2025²

Including charter extension options exercised

\$778 million additional contracted revenues

Added in 9M 2025²

(1) Contracted revenues, share of contracted revenue by charterer, and TEU-weighted average contract cover as at September 30, 2025; median period. See GSL Earnings Release of November 10, 2025, for outline terms and minimum / maximum redelivery windows of our charter portfolio. The actual amount of revenues and the actual period during which revenues are earned may differ from the amounts and periods shown. TEU ("twenty-foot equivalent unit") measures containership cargo capacity

(2) Includes all charters and extensions agreed, including options exercised, up to September 30, 2025, based on the median firm periods of the respective charters

Capital allocation driven by relative returns, adjusted for risk

- Return of capital to investors:
 - Dividends¹: to increase to \$2.50 per common share, annualized
 - Share buy-backs: \$57.0 million to date²; Authorization for further \$33.0 million³
- De-levering to manage balance sheet risk and build equity value
- CAPEX to meet evolving regulatory & market demands of decarbonization; energy-saving retrofit negotiations with charterers ongoing
- Cash liquidity for resilience and optionality in an uncertain geopolitical environment
- Accretive growth & fleet renewal on a selective, disciplined basis

Consideration of risks to cash flows, and sustainability and profitability of business through the cycle

- Forward visibility on contracted cash-flows
- Macro risks
- Risks and opportunities of industry cyclicity
- Regulatory environment
- Evolving challenges and opportunities presented by decarbonization
- Growing need for fleet renewal to support forward cash flows, as existing fleet ages

Capitalize on cycle to generate long-term value for shareholders

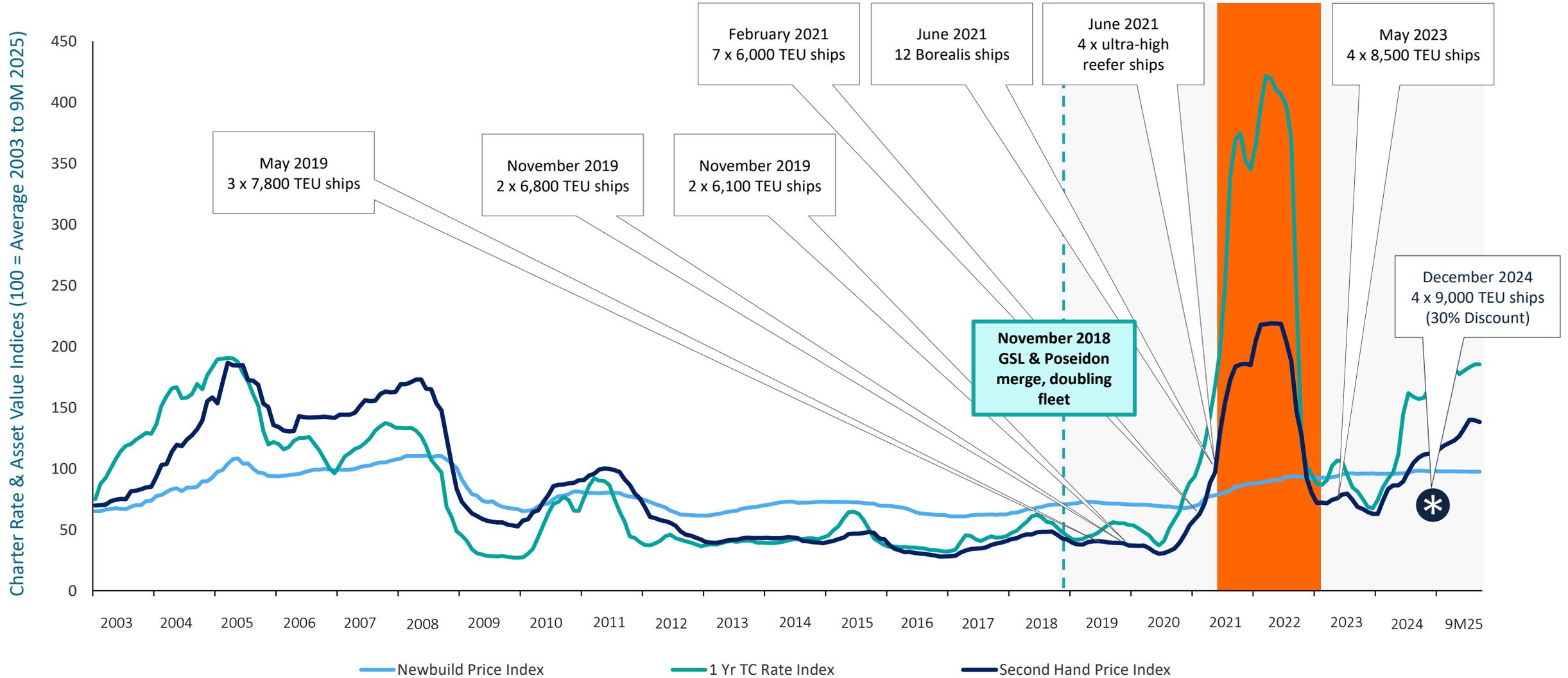
- Business model intended to provide investors with a stable & liquid platform to participate in cyclical upside & positive volatility of industry, while mitigating exposure to downside risk
- Share liquidity, to allow investors to enter and exit opportunistically
- “Easier [for investors] to buy & sell [GSL] shares than to buy and sell ships”

(1) Increase in annualized dividend, from \$2.10 to \$2.50 per common share, comprising \$1.50 base dividend + \$1.00 supplemental dividend, from 3Q2025 (scheduled for payment in December 2025)

(2) \$10.0 million in 3Q 2021, \$20.0 million in 2022, \$22.0 million in 2023, \$5.0 million in 1Q 2024; aggregating to \$57.0 million, at an average re-purchase price of \$18.52

(3) \$33.0 million of capacity remains under our opportunistic share buy-back authorization

Using the Cycle to Create Significant Long-Term Value



P&L

- Revenue: \$575.5 million, up from \$528.6 million for 9M24
- Net Income: \$306.7 million², up from \$253.9 million for 9M24
- Adjusted EBITDA¹: \$396.7 million, up from \$371.1 million for 9M24
- Normalized Net Income¹: \$283.2 million, up from \$262.3 million for 9M24

Balance Sheet

- Gross debt: \$731.6 million, up from \$691.1 million at December 31, 2024
- Cash: \$562.2 million. \$72.3 million is restricted, of which \$56.1 million is advanced receipt of charter hire. Remaining \$489.9 million covers minimum liquidity, financial covenants, working capital, and dry powder for fleet renewal
- \$85 million re-fi pushes weighted average debt maturity to 4.7 years & cost to 4.34%
- \$28.3 million gain from sale of older ships²
- 0.64% SOFR interest rate caps³

Shareholder Returns

- Supplemental dividend introduced in 2Q24, increasing quarterly dividend by 20%, to \$0.45 per Common Share (\$1.80 annualized)
- Supplemental dividend upsized twice, to bring overall quarterly dividend to \$0.625 per Common Share (\$2.50 annualized), starting with 3Q25 dividend
- \$33.0 million remaining under opportunistic share buy-back authorization
- Ongoing de-levering continues to build equity value

Credit Ratings Affirmed⁴

- Corporate: Moody's Ba2 / Stable; S&P BB+ / Stable; KBRA BB+ / Stable
- \$350 million 5.69% Senior Secured Notes due July 15, 2027: KBRA BBB / Stable (investment grade)

(1) Adjusted EBITDA and Normalized Net Income are Non-GAAP financial measures; see Appendix for reconciliation with US GAAP

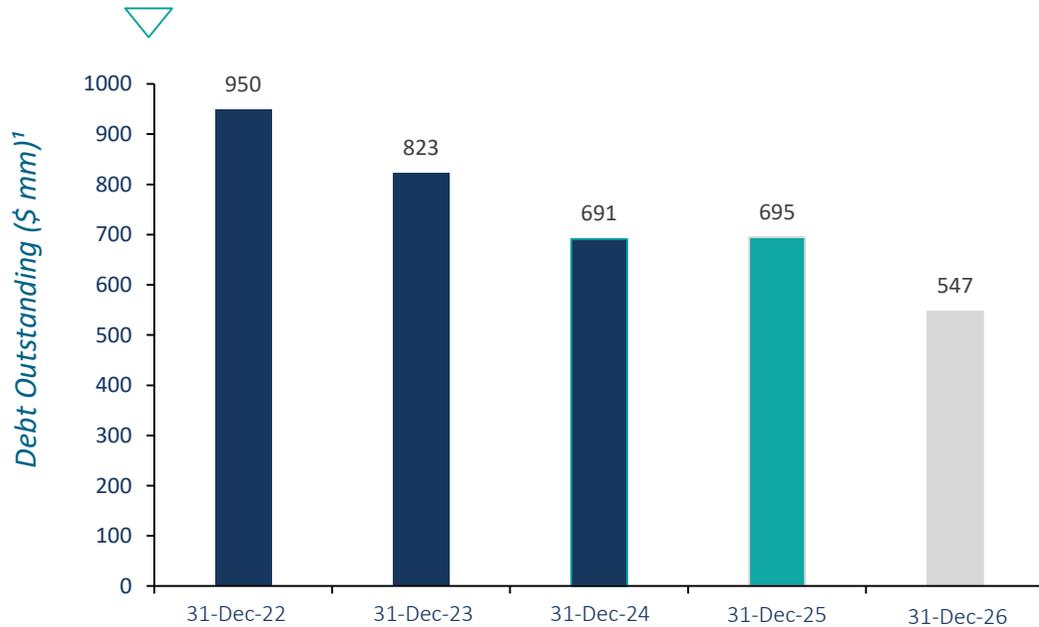
(2) Gains on selective & opportunistic sales of Tasman (5,900 TEU, blt. 2000), Akiteta (2,200 TEU, blt. 2002), and Keta (2,200 TEU, blt. 2003) positively impact P&L and Balance Sheet

(3) 0.64% SOFR interest rate caps cover 76% of floating rate debt as at September 30, 2025; caps are amortizing and mature in 2026

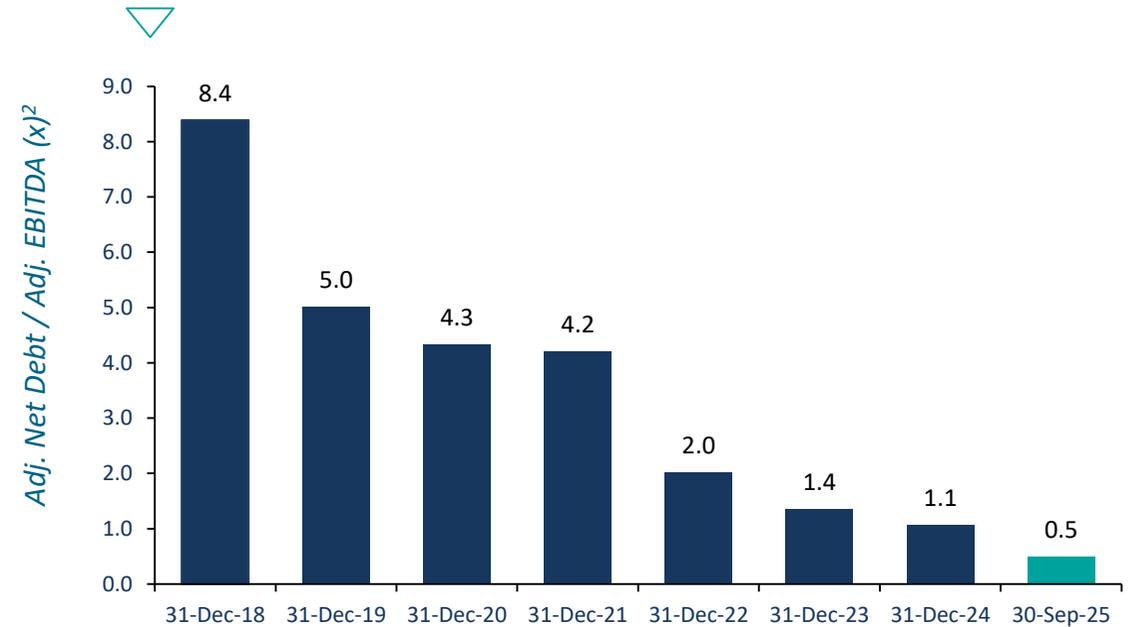
(4) Credit ratings affirmed in 2Q25 & early-July 2025; please refer to GSL press release of July 8, 2025

De-levering to De-risk, Grow Equity Value, and Increase Optionality

De-Risking of Balance Sheet Continues¹



Reduced Financial Leverage² Increases Resilience & Flexibility



Aggressive amortization schedule¹ to continue to de-risk balance sheet

Credit ratings of Ba2 / BB+ / BB+ underscore balance sheet strength

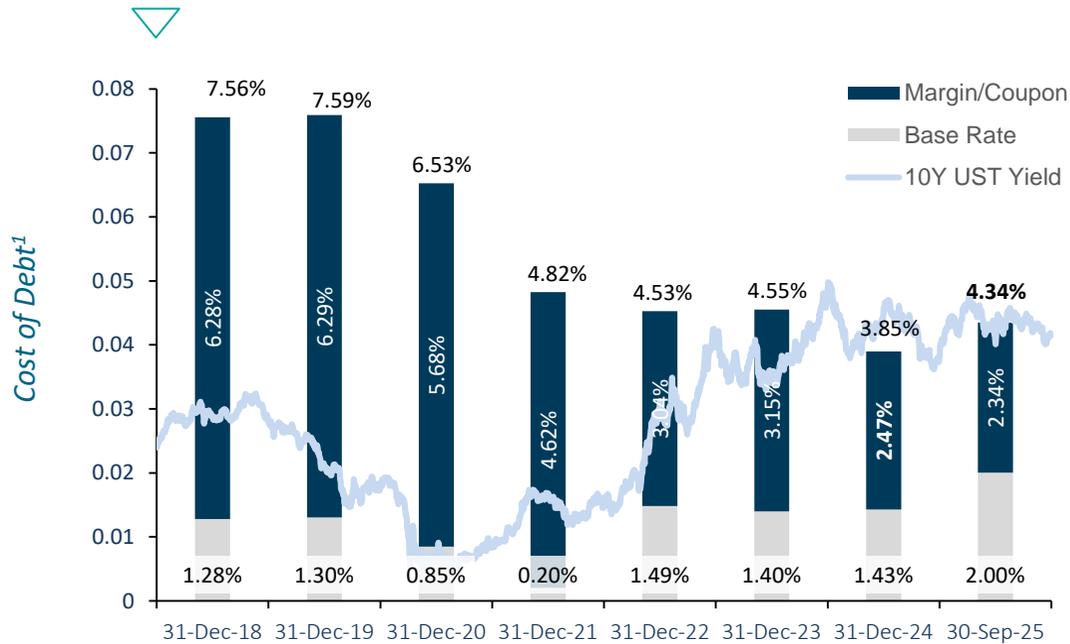
Financial leverage (Adjusted Net Debt / Adjusted EBITDA²) continues to strengthen

(1) Gross debt outstanding at each period-end; 2022, 2023, 2024 actual, 2025 & 2026 illustrative based on the debt and scheduled amortization detailed on slide 30

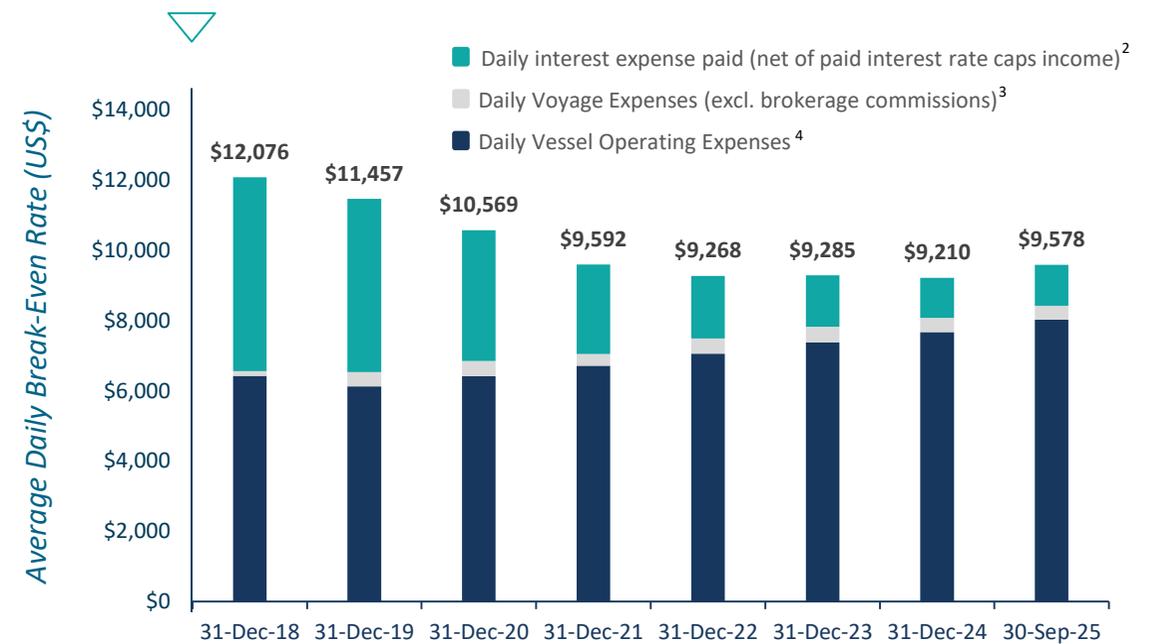
(2) Adjusted EBITDA and Adjusted Net Debt (adjusted for Working Capital) are non-US GAAP measures; please see Appendix for details and reconciliation

Low Cost of Debt & Low Break-Even Rates; Strong Platform to Manage Cycle & Build Value

Strong Credit Profile has Reduced Borrowing Costs¹



Minimizing Vessels' Average Daily Break-Even Rates



Low cost of proforma debt: 4.34%, blended; average margin of 2.34%; 0.64% SOFR interest rate caps on 76% of floating rate debt²

Reducing interest expense has off-set impact of inflation on vessel operating expenses, maximizing resilience & competitiveness

- (1) Cost of debt includes a Base Rate of US\$-SOFR (floating rate average period) and, where relevant, 3.2 year ICUR (fixed at 2.84%) and a Margin reflecting the blended cost of the debt detailed on slide 30. As at September 30, 2025, SOFR is capped at 0.64% for 76% of floating rate debt; SOFR caps are amortizing, and mature in 2026
- (2) Daily interest expense paid (net of paid interest rate caps income) data are disclosed in 3Q2025 Statement of Cash Flows
- (3) Daily Voyage Expenses (excl. brokerage commissions) data are disclosed on EBITDA Calculator slide of Investor Presentations
- (4) Daily Vessel Operating Expenses data are disclosed on press releases and 2024 20-F

Mid-Size & Smaller Containerships; Flexible Assets & Backbone of Global Trade



Deployment of sub-10,000 TEU ships: everywhere¹



Deployment of 10,000+ TEU ships: arterial trades¹

- (1) Clarksons (Sea Net) – 30-day sailing period in 2023, before Red Sea & Suez disruption
- (2) Maritime Strategies International Ltd (MSI) - Mainlanes (Transpacific, Asia-Europe, Transatlantic) represented 26.3% of global containerized trade volumes in 2024; Non-Mainlanes accounted for 73.7%

GSL focus

High-reefer, mid-size & smaller containerships



~74%

Proportion of global containerized trade volume in non - Mainlane trades²



Sub-10,000 TEU

Non - Mainlane trades predominantly served by mid-sized & smaller ships



Reefer cargo

Fastest growing & most lucrative cargo segment



Impact of Red Sea Disruption has been Significant; Going Forward, Red Sea Dynamics are Unpredictable



Liner operators looking for sustained stability & safety before contemplating costly & complex re-routing of service networks via Red Sea

Distance Implications of Red Sea Disruption & Re-Routing of Suez Trades via Cape of Good Hope (COGH)¹

(1) Maritime Strategies International Ltd (MSI)

(2) Estimated annualized impact on effective capacity of global containership fleet if all Suez-related trades were to be diverted around Cape of Good Hope (COGH), while holding all other variables constant

20% of global containerized trade volumes

Cargo passing via Suez, pre-Red Sea disruption¹

34% of global containership fleet capacity

Capacity deployed via Suez, pre-Red Sea disruption¹

(10%) impact on effective global capacity (supply)

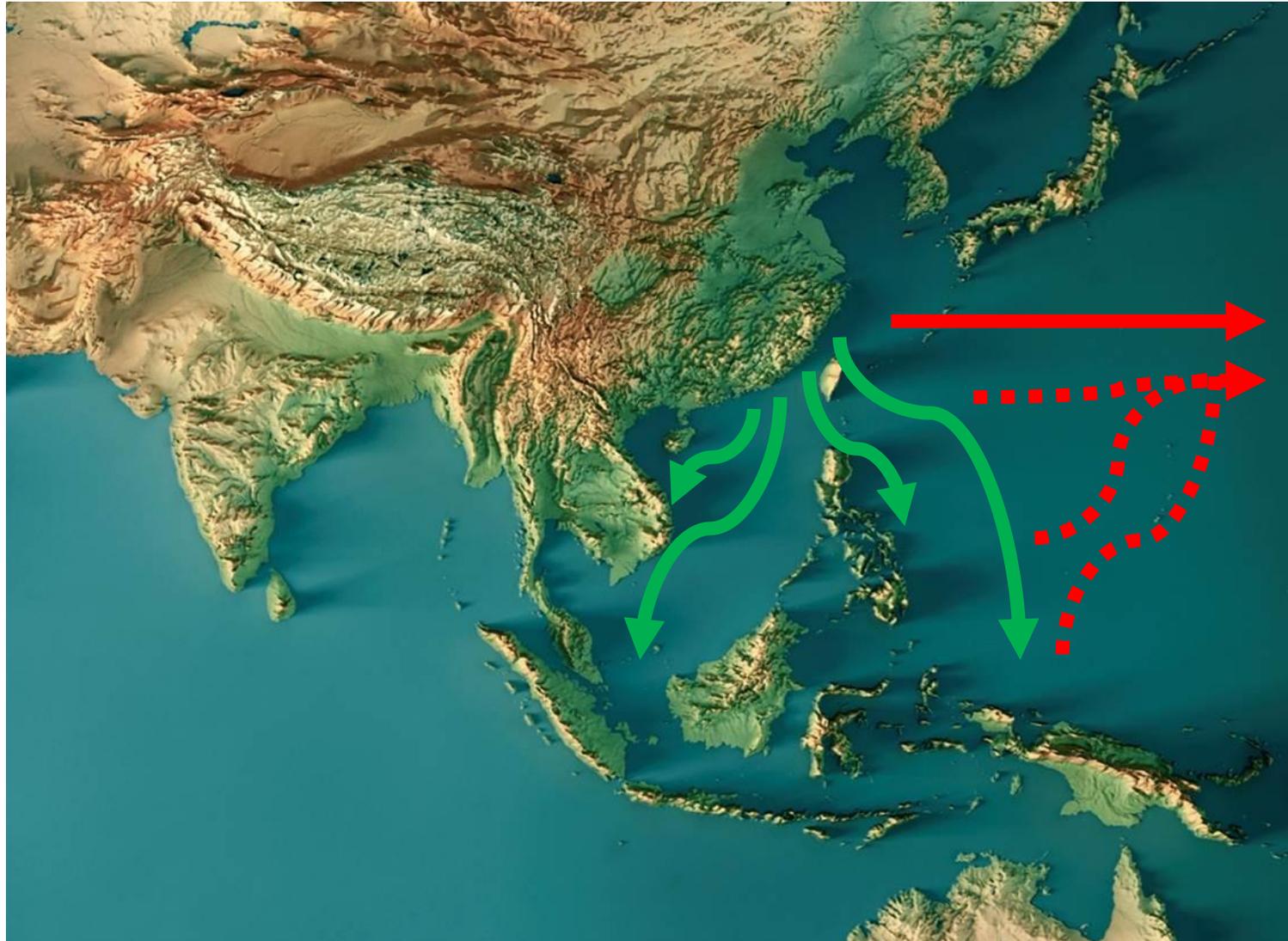
Fleet capacity is absorbed by re-routing via COGH^{1 2}



impact on rates in freight & charter markets

Absorption of effective capacity is supportive

Impact of US Tariffs & China's Reaction is Unpredictable; 2019 Trade Tensions may be Instructive (Directionally)



➔ China / US Mainlane

- Reduced direct trade, following 2019 tariffs
- Disruption to China-focused supply chains
- Negative impact on very large containerships dependent on (direct) mainlane trade

➔ Intra-Asia

- Increased trade volumes following 2019 tariffs
- Diversification of supply chains throughout region
- Increased demand for small & mid-size ships to support indirect / hub & spoke trades

➔ Takeaways

- Regional trade volumes increased with tariffs
- Supply chain diversification has persisted
- Increased inefficiency in the supply chain can drive increased demand for shipping capacity

USTR, China Port Fees, IMO Net Zero: Deferrals & Suspensions



USTR

- Port fees introduced by US in October 2025, targeting Chinese tonnage
- Industry successfully adapting to manage / mitigate exposure, helped by a lead time of several months between announcement and implementation
- October 30, 2025: US suspended USTR port fees for one year, from November 10, 2025

China Port Fees

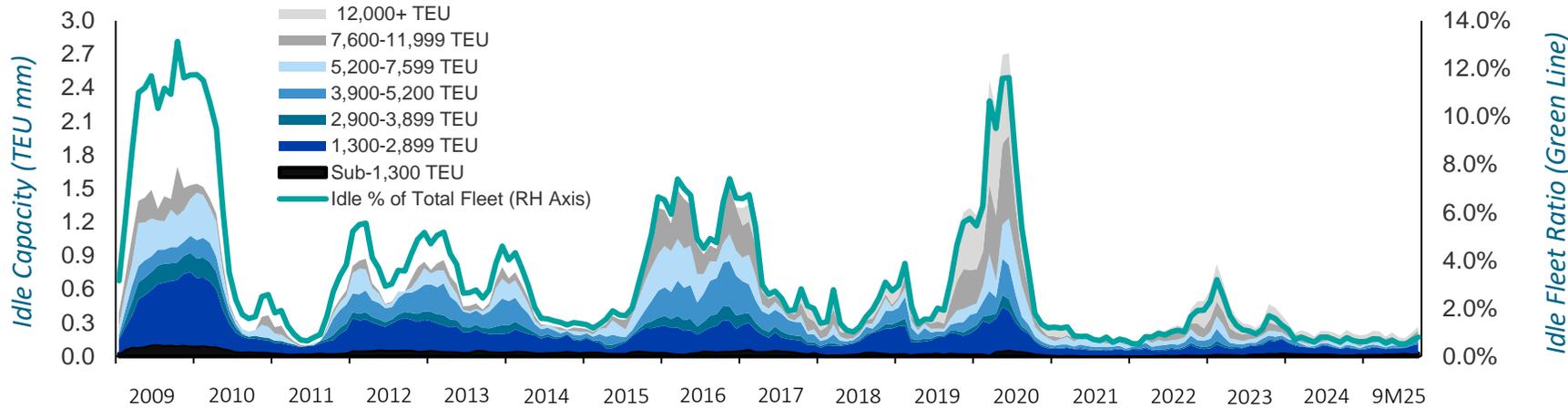
- Port fees introduced by China in October 2025, in reciprocity to USTR
- Industry [was] reacting to regulation in real time, as announcement and implementation were concurrent
- October 30, 2025: China suspended port fees for one year, matching USTR suspension

IMO Net Zero Framework

- Regulation intended to establish global framework for decarbonization of shipping
- Political pressure in October 2025 meeting of IMO forced one year deferral
- Deferral expected to support value of existing, conventionally-fueled ships such as those in the GSL fleet

Idle Capacity Minimal, Scrapping Still Largely on Hold

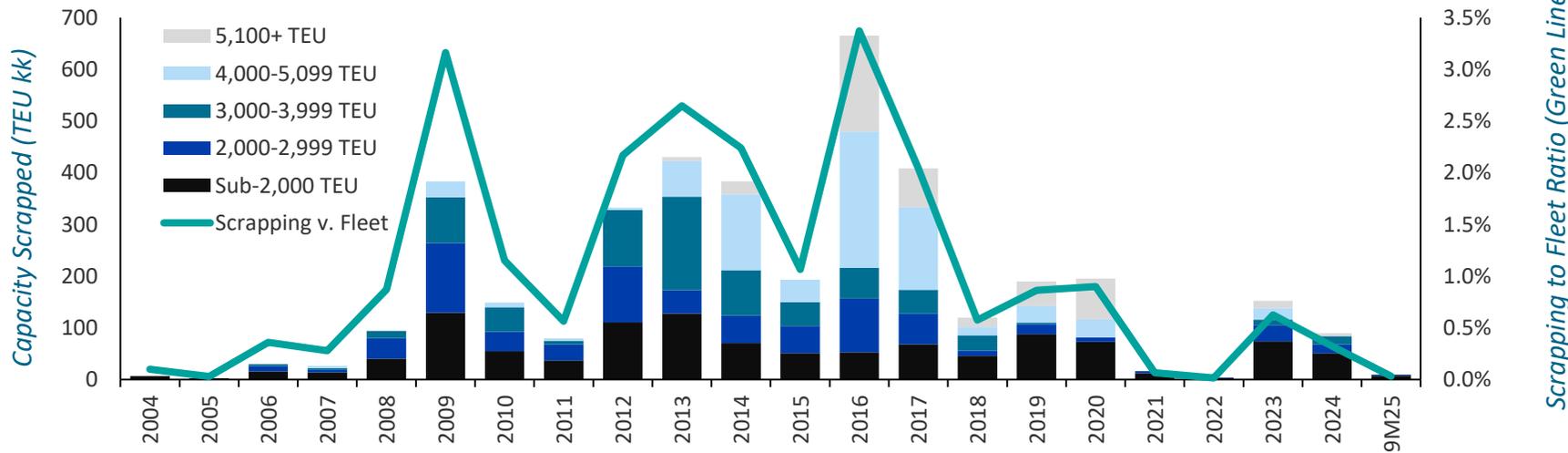
Idle Capacity of Global Containership Fleet Remains Minimal¹



0.8%
Idle capacity¹

Minimal slack in system, due to disruption to Red Sea & Suez

Ship Recycling Modest in 2024 & Negligible YTD 2025¹



~0%

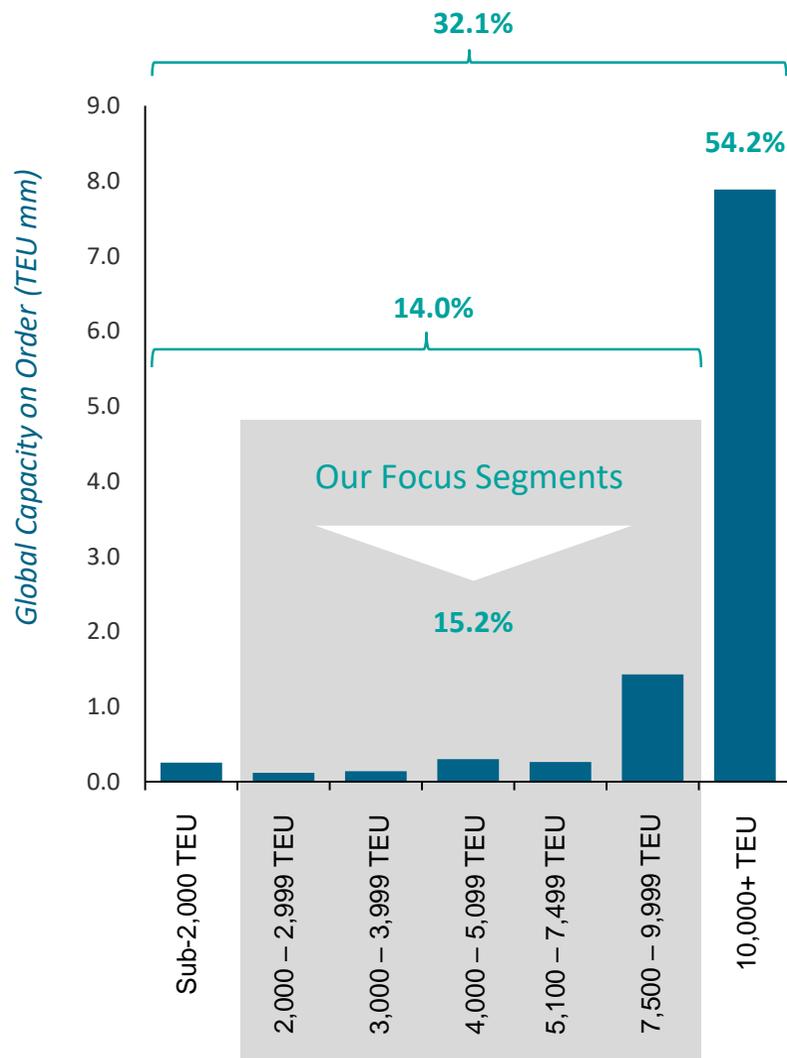
9.2 kk TEU
scrapped in 9M25¹

Scrapping in wait-and-see mode

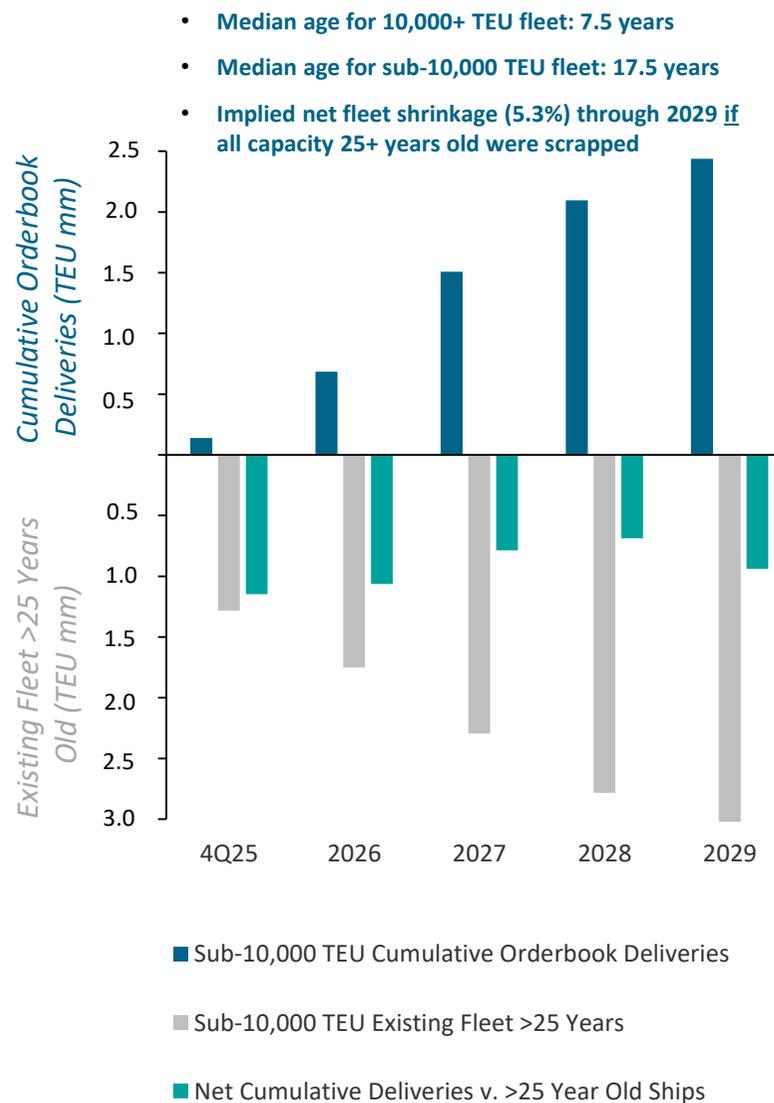
(1) Maritime Strategies International Ltd (MSI) – data through September 30, 2025

Overall Orderbook is Meaningful, but Our Sector-Focused Fundamentals Remain Supportive

Orderbook & Fleet Ratios, by Size Segment¹



Sub-10,000 TEU Deliveries v. Age Profile¹



32.1% 
Orderbook to fleet ratio¹
Overall orderbook, all containerships

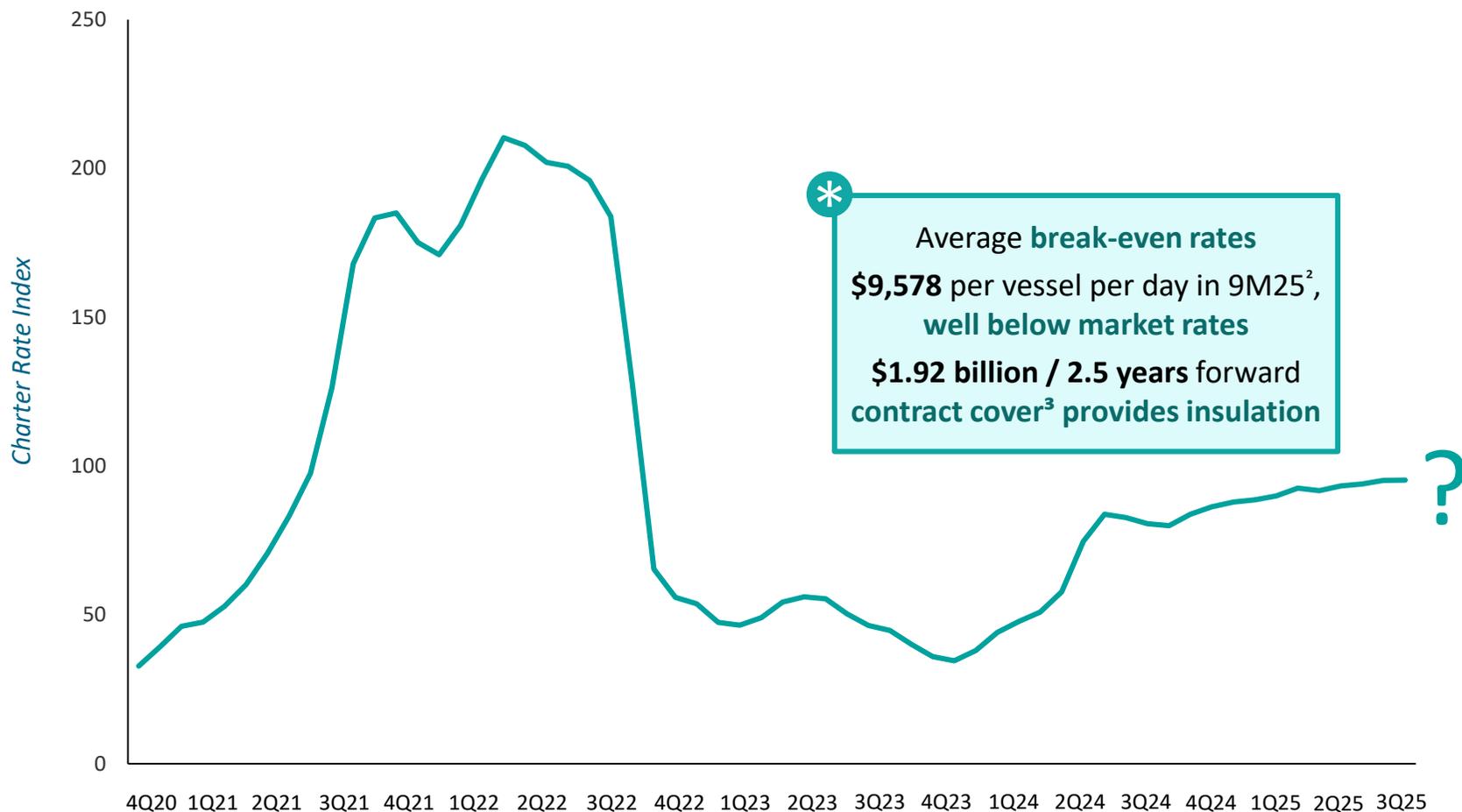
15.2% 
Orderbook to fleet ratio¹
Our focus segments 2,000 – 9,999 TEU

(5.3%)  Implied net growth of sub-10,000 TEU fleet through 2029 if all 25+ year old ships were scrapped

(1) Maritime Strategies International Ltd (MSI), as at September 30, 2025

Charter Market Rates Still Firm, but Forward Visibility is Limited

Short Term (6 – 12 Months) Charter Market Index, 4Q 2020 – 9M 2025¹



Market Rates

(Indicative)

| Ship Size (TEU) | \$ / Day |
|-----------------|----------|
| 2,200 – 2,999 | 25,000 |
| 3,500 | 32,500 |
| 4,000 – 5,470 | 34,000 |
| 5,500 – 6,100 | 36,000 |
| 6,500 – 7,000 | 39,000 |
| 7,000 ECO | 44,000 |
| 7,500 – 8,700 | 43,000 |
| 9,100 ECO | 47,000 |
| 11,000 | 47,000 |

Rates reflect aggregated broker guidance for market rates prevailing in October 2025, assuming prompt availability and for charter terms exceeding one year

(1) Maritime Strategies International Ltd (MSI) – charter rate data through September 30, 2025, based on a basket of ship sizes in the liquid charter market

(2) See slide 10 for further details

(3) As at September 30, 2025; average remaining contract cover (years) is TEU-weighted; see slide 5 for further details



- 1 Forward visibility on cash flows: \$778 million added to contracted revenues in 9M 2025, resulting in forward contract cover of \$1.92 billion over 2.5 years¹
- 2 High levels of macro, geopolitical, and regulatory uncertainty; we are focused on maximizing optionality, to manage risks and capitalize on opportunities
- 3 Reduced efficiency and growing fragmentation of global containerized supply chain is stimulating demand for mid-size and smaller containerships
- 4 Balance sheet optimization: debt has weighted average cost of 4.34% and weighted average maturity of 4.7 years; SOFR capped at 0.64% for ~76% of floating rate debt
- 5 Significant de-levering has reduced average break-even rates to \$9,578 per vessel per day²; credit ratings reflect balance street strength: Ba2, BB+, BB+
- 6 Increasing focus on disciplined fleet renewal to support forward earnings and returns, as existing “cash cows” begin to age out
- 7 Returning capital to shareholders by upsizing supplemental dividend: overall quarterly dividend to be increased to \$0.625 per common share (\$2.50 annualized)³

(1) As at September 30, 2025; average remaining contract cover (years) is TEU-weighted; see slide 5 for further details

(2) Based on 9M 2025; see slide 10 for further details

(3) To commence with the quarterly dividend for 3Q 2025, scheduled for payment in December 2025



Appendix

- Financial Statements
- EBITDA Calculator & CAPEX Guidance
- Reconciliation of Non-GAAP Financial Measures
- Debt Structure
- Decarbonization & Associated Regulations

Financial Statements: Balance Sheet at September 30, 2025 (Unaudited)

(Expressed in thousands of U.S. dollars, except share data)

| | September 30, 2025 | December 31, 2024 |
|---|---------------------|---------------------|
| ASSETS | | |
| CURRENT ASSETS | | |
| Cash and cash equivalents | \$ 289,373 | \$ 141,375 |
| Time deposits | 200,500 | 26,150 |
| Restricted cash | 49,090 | 55,583 |
| Accounts receivable, net | 32,921 | 12,501 |
| Inventories | 13,387 | 18,905 |
| Prepaid expenses and other current assets | 31,851 | 31,949 |
| Derivative assets | 7,823 | 14,437 |
| Due from related parties | 173 | 342 |
| Total current assets | \$ 625,118 | \$ 301,242 |
| NON - CURRENT ASSETS | | |
| Vessels in operation | \$ 1,895,735 | \$ 1,884,640 |
| Advances for vessels' acquisitions and other additions | 7,418 | 18,634 |
| Deferred dry dock and special survey costs, net | 101,871 | 91,939 |
| Other non - current assets | 13,936 | 20,155 |
| Derivative assets, net of current portion | 544 | 5,969 |
| Restricted cash, net of current portion | 23,223 | 50,666 |
| Total non - current assets | 2,042,727 | 2,072,003 |
| TOTAL ASSETS | \$ 2,667,845 | \$ 2,373,245 |
| LIABILITIES AND SHAREHOLDERS' EQUITY | | |
| CURRENT LIABILITIES | | |
| Accounts payable | \$ 42,608 | \$ 26,334 |
| Accrued liabilities | 43,223 | 46,926 |
| Current portion of long-term debt | 147,567 | 145,276 |
| Current portion of deferred revenue | 51,119 | 44,742 |
| Due to related parties | 716 | 723 |
| Total current liabilities | \$ 285,233 | \$ 264,001 |
| LONG-TERM LIABILITIES | | |
| Long - term debt, net of current portion and deferred financing costs | \$ 577,783 | \$ 538,781 |
| Intangible liabilities-charter agreements | 55,530 | 49,431 |
| Deferred revenue, net of current portion | 32,337 | 57,551 |
| Total non - current liabilities | 665,650 | 645,763 |
| Total liabilities | \$ 950,883 | \$ 909,764 |
| Commitments and Contingencies | | |
| SHAREHOLDERS' EQUITY | | |
| Class A common shares - authorized 214,000,000 shares with a \$0.01 par value 35,770,652 shares issued and outstanding (2024 – 35,447,370 shares) | \$ 358 | \$ 355 |
| Series B Preferred Shares - authorized 104,000 shares with a \$0.01 par value 43,592 shares issued and outstanding (2024 – 43,592 shares) | - | - |
| Additional paid in capital | 686,659 | 680,743 |
| Retained earnings | 1,026,842 | 773,759 |
| Accumulated other comprehensive income | 3,103 | 8,624 |
| Total shareholders' equity | 1,716,962 | 1,463,481 |
| TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY | \$ 2,667,845 | \$ 2,373,245 |

Financial Statements: P&L for 3Q25 & 9M 2025 (Unaudited)

(Expressed in thousands of U.S. dollars)

| | Three months ended September 30, | | Nine months ended September 30, | |
|--|----------------------------------|------------------|---------------------------------|-------------------|
| | 2025 | 2024 | 2025 | 2024 |
| OPERATING REVENUES | | | | |
| Time charter revenues | \$ 189,313 | \$ 172,546 | \$ 565,614 | \$ 524,099 |
| Amortization of intangible liabilities-charter agreements | 3,355 | 1,518 | 9,888 | 4,523 |
| Total Operating Revenues | 192,668 | 174,064 | 575,502 | 528,622 |
| OPERATING EXPENSES: | | | | |
| Vessel operating expenses (include related party vessel operating expenses of \$6,194 and \$5,481 for each of the three month periods ended September 30, 2025 and 2024, respectively, and \$17,660 and \$16,289 for each of the nine month periods ended September 30, 2025 and 2024, respectively) | 52,050 | 46,590 | 152,569 | 141,628 |
| Time charter and voyage expenses (include related party time charter and voyage expenses of \$2,781 and \$2,170 for each of the three month periods ended September 30, 2025 and 2024, respectively, and \$6,500 and \$6,487 for each of the nine month periods ended September 30, 2025 and 2024, respectively) | 6,960 | 6,420 | 18,563 | 17,051 |
| Depreciation and amortization | 30,696 | 24,965 | 90,817 | 73,775 |
| General and administrative expenses | 3,745 | 3,900 | 12,419 | 13,038 |
| Loss/(gain) on sale of vessels | 14 | - | (28,329) | - |
| Operating Income | 99,203 | 92,189 | 329,463 | 283,130 |
| NON-OPERATING INCOME/(EXPENSES) | | | | |
| Interest income | 5,434 | 4,705 | 13,305 | 12,532 |
| Interest and other finance expenses | (9,542) | (12,540) | (30,005) | (32,883) |
| Other income, net | 1,030 | 986 | 5,024 | 3,243 |
| Fair value adjustment on derivative asset | (1,106) | (4,193) | (3,937) | (4,957) |
| Total non-operating expenses | (4,184) | (11,042) | (15,613) | (22,065) |
| Income before income taxes | 95,019 | 81,147 | 313,850 | 261,065 |
| Income taxes | - | - | - | (1) |
| Net Income | 95,019 | 81,147 | 313,850 | 261,064 |
| Earnings allocated to Series B Preferred Shares | (2,384) | (2,384) | (7,152) | (7,152) |
| Net Income available to Common Shareholders | \$ 92,635 | \$ 78,763 | \$ 306,698 | \$ 253,912 |

Financial Statements: Cash Flow for 3Q25 & 9M 2025 (Unaudited)

(Expressed in thousands of U.S. dollars)

| | Three months ended September 30, | | | | Nine months ended September 30, | | | |
|--|----------------------------------|-----------|------|-----------|---------------------------------|-----------|------|-----------|
| | 2025 | | 2024 | | 2025 | | 2024 | |
| CASH FLOWS FROM OPERATING ACTIVITIES: | | | | | | | | |
| NET INCOME | \$ | 95,019 | \$ | 81,147 | \$ | 313,850 | \$ | 261,064 |
| ADJUSTMENTS TO RECONCILE NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES: | | | | | | | | |
| Depreciation and amortization | \$ | 30,696 | \$ | 24,965 | \$ | 90,817 | \$ | 73,775 |
| Loss/(gain) from sale of vessels | | 14 | | - | | (28,329) | | - |
| Amounts reclassified to other comprehensive income | | - | | 326 | | - | | 877 |
| Amortization of derivative assets' premium | | 826 | | 1,178 | | 2,775 | | 3,473 |
| Amortization of deferred financing costs | | 720 | | 3,598 | | 2,977 | | 5,920 |
| Amortization of intangible liabilities-charter agreements | | (3,355) | | (1,518) | | (9,888) | | (4,523) |
| Fair value adjustment on derivative asset | | 1,106 | | 4,193 | | 3,937 | | 4,957 |
| Prepayment fees on debt repayment | | - | | 870 | | 175 | | 870 |
| Stock-based compensation expense | | 2,120 | | 2,122 | | 6,364 | | 6,582 |
| CHANGES IN OPERATING ASSETS AND LIABILITIES: | | | | | | | | |
| (Increase)/decrease in accounts receivable and other assets | \$ | (3,860) | \$ | 7,326 | \$ | (14,102) | \$ | 2,837 |
| Decrease/(increase) in inventories | | 4,693 | | (186) | | 5,518 | | 7 |
| Increase in derivative asset | | - | | (81) | | (194) | | (109) |
| Increase in accounts payable and other liabilities | | 809 | | 11,088 | | 14,549 | | 10,949 |
| Decrease in related parties' balances, net | | 666 | | 477 | | 162 | | 121 |
| Decrease in deferred revenue | | (8,831) | | (1,159) | | (18,837) | | (15,613) |
| Payments for drydocking and special survey costs | | (8,172) | | (16,137) | | (35,276) | | (26,879) |
| Unrealized foreign exchange loss/(gain) | | - | | 3 | | - | | (1) |
| NET CASH PROVIDED BY OPERATING ACTIVITIES | \$ | 112,451 | \$ | 118,212 | \$ | 334,498 | \$ | 324,307 |
| CASH FLOWS FROM INVESTING ACTIVITIES: | | | | | | | | |
| Acquisition of vessels | | - | | - | | (61,541) | | - |
| Cash paid for vessel expenditures | | (2,831) | | (4,647) | | (12,630) | | (9,350) |
| Advances for vessel acquisitions and other additions | | (424) | | (4,466) | | (2,772) | | (11,993) |
| Net (expenses)/proceeds from sale of vessel | | - | | - | | 53,483 | | - |
| Time deposits (acquired)/withdrawn | | (185,500) | | 26,550 | | (174,350) | | (12,450) |
| NET CASH (USED IN)/PROVIDED BY INVESTING ACTIVITIES | \$ | (188,755) | \$ | 17,437 | \$ | (197,810) | \$ | (33,793) |
| CASH FLOWS FROM FINANCING ACTIVITIES: | | | | | | | | |
| Proceeds from drawdown of credit facilities/sale and leaseback | | - | | 300,000 | | 218,500 | | 300,000 |
| Repayment of credit facilities/sale and leaseback | | (36,892) | | (41,982) | | (107,781) | | (144,045) |
| Prepayment of debt including prepayment fees | | - | | (292,010) | | (70,393) | | (292,010) |
| Deferred financing costs paid | | - | | (2,625) | | (2,185) | | (2,625) |
| Net proceeds from offering of Class A common shares, net of offering costs | | - | | 652 | | - | | 652 |
| Cancellation of Class A common shares | | - | | - | | - | | (4,994) |
| Class A common shares-dividend paid | | (18,809) | | (15,965) | | (53,615) | | (42,434) |
| Series B preferred shares-dividend paid | | (2,384) | | (2,384) | | (7,152) | | (7,152) |
| NET CASH USED IN FINANCING ACTIVITIES | \$ | (58,085) | \$ | (54,313) | \$ | (22,626) | \$ | (192,608) |
| Net (decrease)/increase in cash and cash equivalents and restricted cash | | (134,389) | | 81,335 | | 114,062 | | 97,906 |
| Cash and cash equivalents and restricted cash at beginning of the period | | 496,075 | | 297,284 | | 247,624 | | 280,713 |
| CASH AND CASH EQUIVALENTS AND RESTRICTED CASH AT END OF THE PERIOD | \$ | 361,686 | \$ | 378,619 | \$ | 361,686 | \$ | 378,619 |
| SUPPLEMENTARY CASH FLOW INFORMATION: | | | | | | | | |
| Cash paid for interest | \$ | 12,247 | \$ | 12,654 | \$ | 35,308 | \$ | 43,280 |
| Cash received from interest rate caps | | 4,003 | | 6,832 | | 13,136 | | 21,198 |
| NON-CASH INVESTING ACTIVITIES: | | | | | | | | |
| Acquisition of vessels and intangibles | | - | | - | | 15,987 | | - |
| NON-CASH FINANCING ACTIVITIES: | | | | | | | | |
| Unpaid offering costs | | 445 | | 115 | | 445 | | 115 |
| Unrealized loss on derivative assets/FX option | | (2,336) | | (10,637) | | (8,296) | | (14,961) |

Adjusted EBITDA and Operating Cash Flow Calculator (Illustrative)

The table below presents our illustrative calculator for our fleet for 2025 and 2026, based on historical performance, contracted revenue, and assumed expenses, Capitalized and Drydocking Expenses, Finance Expense (interest, other), and Debt Amortization¹.

| TEU Category | 2025 | | | 2026 | | |
|---|--------------------------------|------------------|---------------|--------------------------------|------------------|---------------|
| | Spot Revenue days ² | Spot Net Rate | Revenue (\$m) | Spot Revenue days ² | Spot Net Rate | Revenue (\$m) |
| 2,200-2,999 | - | | | 542 | | |
| 3,500 | - | | | 271 | | |
| 4,000-5,470 | - | | | 70 | | |
| 5,500-6,100 | - | | | - | | |
| 6,500-7,000 | - | | | - | | |
| 7,000 eco | - | | | - | | |
| 7,500-8,700 | - | | | - | | |
| 9,000 ECO | - | | | 27 | | |
| 11,000 | - | | | - | | |
| Spot Revenues, Net ^{2,3,12} | | | | | | |
| Fixed Revenues, Net ^{4,12} | | | \$744 | | | \$735 |
| Total Revenues | | | | | | |
| | Ownership Days | Expense/Day (\$) | | Ownership Days | Expense/Day (\$) | |
| OPEX & Mgt Fees ⁵ | 25,300 ¹² | \$7,722 | (\$195) | 24,820 | \$7,813 | (\$194) |
| Voyage Expenses ⁶ | 25,300 ¹² | \$434 | (\$11) | 24,820 | \$439 | (\$11) |
| G&A Expenses ⁷ | | | (\$9) | | | (\$9) |
| Adjusted EBITDA⁸ | | | | | | |
| Capex(DD) ⁹ | | | (\$30) | | | (\$33) |
| Capex(BWTS, other) ¹⁰ | | | (\$7) | | | (\$2) |
| Finance Expense (interest, other) ¹¹ | | | (\$30) | | | (\$27) |
| Debt Amortization ¹¹ | | | (\$145) | | | (\$148) |
| Balloon Installments ¹¹ | | | - | | | - |
| Operating Cash Flow excluding dividends | | | | | | |

| TEU Category | 10Y Historical Average | 15Y Historical Average | Prevailing Market ¹³ |
|--------------|------------------------|------------------------|---------------------------------|
| 2,200-2,299 | 21,784 | 17,610 | 25,000 |
| 3,500 | 27,192 | 21,514 | 32,500 |
| 4,000-5,470 | 30,926 | 25,172 | 34,000 |
| 5,500-6,100 | 33,524 | 28,793 | 36,000 |
| 6,500-7,000 | 38,682 | 33,581 | 39,000 |
| 7,000 eco | 46,938 | 41,663 | 44,000 |
| 7,500-8,700 | 45,945 | 42,106 | 43,000 |
| 9,100 eco | 56,569 | 52,296 | 47,000 |
| 11,000 | 57,588 | 53,782 | 47,000 |

(1) This information is presented for illustrative purposes only and is not a projection of future charter rates, revenues, costs, Adjusted EBITDA, capex, finance expense (interest, other), debt amortization, or operating cash flow, which may vary materially from the data which may be derived from the assumptions on which this table is based.

(2) Spot Revenue Days are presented based on midpoint redelivery date plus updated offhire days accrued up to September 30, 2025, plus updated offhire days scheduled for drydocking during the remaining lifetime of the contract.

(3) Spot Revenue, Net should be after deduction of market standard commissions totaling 5%. Open days have been adjusted for 1.3% of unplanned offhire.

(4) Fixed Revenue, Net is estimated based on the midpoint redelivery date plus updated offhire days up to September 30, 2025, plus updated offhire days scheduled for drydocking during the remaining lifetime of the contract and is net of all address and brokerage commissions, adjusted based on historical utilization rates, excluding non cash items \$9.9 million amortization of the intangible liabilities-charter agreements from below market charters and \$3.2 million negative effect of the straight line from the time charter modifications for the nine-month period ended September 30, 2025, as presented in Q3 2025 press release. Thereafter no effect is included for 2025 and 2026 from amortization of intangible liabilities charter agreements and effect of the straight line from the time charter modifications.

(5) OPEX and Mgt Fees are based on average per vessel per day for 2023 and 2024, adjusted by 2.6% inflation for year 2025 (sourced by IMF) and 1.18% (sourced by MSI) every year from 2026 onwards.

(6) Voyage Expenses are based on average per vessel per day for 2023 and 2024, excluding brokerage commission which is deducted from Revenues, adjusted by 2.6% inflation for year 2025 and 1.18% every year from 2026 onwards.

(7) G&A Expenses excluding stock awards are based on 2023 and 2024, adjusted by 2.6% inflation for year 2025 and 1.18% every year from 2026 onwards.

(8) Adjusted EBITDA represents net income available to common shareholders before interest income and expense, earnings allocated to preferred shares, depreciation and amortization of drydocking net costs, gains or losses on the sale of vessels, amortization of intangible liabilities, charges for share based compensation, fair value adjustment on derivative assets, income tax, and the effect from straight-lining time charter modifications Adjusted EBITDA is a non-GAAP quantitative measure and is not defined in US GAAP and should not be considered an alternate to Net income or any other financial metric required by such accounting principles.

(9) Capex (DD) is estimated based on average costs in 2023 and 2024, adjusted by 2.6% inflation for year 2025 and 1.18% every year from 2026 onwards.

(10) Capex (BWTS, other) is estimated based on average costs in 2023 and 2024, adjusted by 2.6% inflation for year 2025 and 1.18% every year from 2026 onwards. Other include also capitalized capex that have been publicly disclosed.

(11) Finance Expense (interest, other) includes (i) interest expense which is estimated based on balances including scheduled fixed amortization schedule, margin/coupon as contractually agreed and 3M SOFR plus CAS (when applicable) (interest rate cap notional amount covers ~76% of the outstanding floating debt at September 30, 2025), and (ii) any finance fees that has been publicly disclosed (capitalized or expensed).

(12) In May 2025, Dimitris Y was contracted to be sold and delivered to the buyers on October 13, 2025.

(13) Approximate / indicative rates perceived to be prevailing in the market in October 2025 for charters of more than one year, based on data sourced from various brokers and analysts.

Indicative CAPEX, based on average costs FY2023 – FY2024 and adjusted for annualized inflation modelled at 2.6% and 1.18% for 2025 and 2026, respectively

- Average special survey & dry-docking for 2025 and 2026: ~\$2.74 million (11 vessels) and \$2.77 million (12 vessels) per ship, respectively. Total average off-hire days for 2025 and 2026 are 63 days and 47 days, respectively.
- Total Other Capex for 2025 and 2026: ~\$7.1 million and \$1.5 million, respectively. Total Other Capex include also capitalized capex that have been publicly disclosed, if any.

Decarbonization

- CAPEX related to energy-saving & emissions-reducing retrofits (“ESDs”) will be subject to commercial agreement with charterers on a case-by-case basis and other requirements.
- Where possible, in order to minimize off-hire, we arrange for regulatory dry-dockings and upgrade work to be concurrent.

(Expressed in thousands of U.S dollars)

Reconciliation of Non-U.S. GAAP Financial Measures

Adjusted EBITDA

Adjusted **EBITDA** represents net income available to common shareholders before interest income and expense, earnings allocated to preferred shares, depreciation and amortization of drydocking net costs, gains or losses on the sale of vessels, amortization of intangible liabilities, charges for share based compensation, fair value adjustment on derivative assets, income tax, and the effect from straight-lining time charter modifications. Fair value adjustments on derivative assets and earnings allocated to preferred shares. Adjusted **EBITDA** is a non-US GAAP quantitative measure used to assist in the assessment of the Company's ability to generate cash from its operations. The Company believes that the presentation of Adjusted **EBITDA** is useful to investors because it is frequently used by securities analysts, investors and other interested parties in the evaluation of companies in our industry. Adjusted **EBITDA** is not defined in **US GAAP** and should not be considered to be an alternate to Net income or any other financial metric required by such accounting principles. Our use of Adjusted EBITDA may vary from the use of similarly titles measures by others in our industry.

Adjusted **EBITDA** is presented herein on a forward-looking basis in certain instances. The Company has not provided a reconciliation of any such forward looking **non-US GAAP** financial measure to the most directly comparable **US GAAP** measure due to the inherent difficulty in accurately forecasting and quantifying certain amounts necessary for such reconciliation, and we are not able to provide such reconciliation of such forward-looking non-U.S. GAAP financial measure without unreasonable effort.

| Adjusted EBITDA - Unaudited | | | | |
|--|---|---|--|--|
| | Three months ended September 30, 2025 | Three months ended September 30, 2024 | Nine months ended September 30, 2025 | Nine months ended September 30, 2024 |
| Net income available to Common Shareholders | 92,635 | 78,763 | 306,698 | 253,912 |
| Adjust: | | | | |
| Depreciation and amortization | 30,696 | 24,965 | 90,817 | 73,775 |
| Amortization of intangible liabilities | (3,355) | (1,518) | (9,888) | (4,523) |
| Fair value adjustments on derivative assets | 1,106 | 4,193 | 3,397 | 4,957 |
| Interest income | (5,434) | (4,705) | (13,305) | (12,532) |
| Interest expense | 9,542 | 12,540 | 30,005 | 32,883 |
| Stock-based compensation expense | 2,120 | 2,122 | 6,364 | 6,582 |
| Earnings allocated to preferred shares | 2,384 | 2,384 | 7,152 | 7,152 |
| Income tax | - | - | - | 1 |
| Effect from straight lining time charter modifications | 483 | 4,605 | 3,221 | 8,854 |
| Loss/(gain) on sale of vessels | 14 | - | (28,329) | - |
| Adjusted EBITDA | 130,191 | 123,349 | 396,672 | 371,061 |

Normalized Net Income

Normalized net income represents net income available to common shareholders, after adjusting for certain non-recurring items. Normalized net income is a non-GAAP quantitative measure which we believe will assist investors and analysts who often adjust reported net loss for items that do not affect operating performance or operating cash generated. Normalized net income is not defined in US GAAP and should not be considered to be an alternate to net income or any other financial metric required by such accounting principles. Our use of Normalized net income may vary from the use of similarly titled measures by others in our industry.

Normalized Net Income - Unaudited

| | Three months ended September 30, 2025 | Three months ended September 30, 2024 | Nine months ended September 30, 2025 | Nine months ended September 30, 2024 |
|--|---|---|--|--|
| Net income available to Common Shareholders | 92,635 | 78,763 | 306,698 | 253,912 |
| Fair value adjustment on derivative assets | 1,106 | 4,193 | 3,937 | 4,957 |
| Loss/(gain) on sale of vessels | 14 | - | (28,329) | - |
| Acceleration of deferred financing costs on full repayment of Credit Facilities/Sale and Leaseback agreements | - | 2,757 | - | 2,757 |
| Prepayment fee on full repayment of Sale and Leaseback Agreement-CMBFL-\$54,000 | - | 685 | - | 685 |
| Accelerated write off of deferred financing charges related to full repayment of ESUN Credit Facility | - | - | 102 | - |
| Accelerated write off of deferred financing charges related to full repayment of Macquarie Credit Facility | - | - | 216 | - |
| Accelerated write off of deferred financing charges related to full repayment of HCOB-CACIB Credit Facility | - | - | 382 | - |
| Prepayment fee on partial/full repayment of Macquarie Credit Facility | - | 185 | 175 | 185 |
| Effect from new share-based compensation awards plus acceleration and forfeit of certain share-based compensation awards | - | - | - | (201) |
| Normalized net income | 93,755 | 86,583 | 283,181 | 262,295 |

Year - End Adj. Net Debt to Trailing 12M (TTM) Adj. EBITDA - Reconciliation

(Expressed in thousands of U.S dollars)

Adjusted Net Debt / Adjusted EBITDA

| | Year Ending | | | | | | | TTM |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 31-Dec-2018 | 31-Dec-2019 | 31-Dec-2020 | 31-Dec-2021 | 31-Dec-2022 | 31-Dec-2023 | 31-Dec-2024 | 3Q25 |
| Adjusted EBITDA (TTM) | 97,241 | 156,956 | 163,186 | 236,333 | 398,350 | 462,058 | 494,732 | 520,343 |
| Gross Debt | (889,177) | (912,850) | (781,939) | (1,085,576) | (949,525) | (823,177) | (691,099) | (731,600) |
| Less: Cash and cash equivalents and time deposits | 90,072 | 147,637 | 92,262 | 203,542 | 278,480 | 294,713 | 273,774 | 562,186 |
| Net Debt | (799,105) | (765,213) | (689,677) | (882,034) | (671,045) | (528,464) | (417,325) | (169,414) |
| plus | | | | | | | | |
| Accounts receivable, net | 1,927 | 2,350 | 2,532 | 3,220 | 3,684 | 4,741 | 12,501 | 32,921 |
| Inventories | 5,769 | 5,595 | 6,316 | 11,410 | 12,237 | 15,764 | 18,905 | 13,387 |
| Prepaid expenses and other current assets | 6,214 | 8,132 | 6,711 | 25,224 | 33,765 | 40,464 | 31,949 | 33,842 |
| Due from related parties | 817 | 3,860 | 1,472 | 2,897 | 673 | 626 | 342 | 173 |
| Other non-current assets (claimable amounts) | - | - | - | - | 9,393 | 8,311 | - | - |
| Accounts payable | (9,586) | (9,052) | (10,557) | (13,159) | (22,755) | (17,601) | (26,334) | (42,608) |
| Accrued liabilities | (15,407) | (22,916) | (19,127) | (32,249) | (36,038) | (28,538) | (46,926) | (43,223) |
| Current portion of deferred revenue | (3,118) | (9,987) | (5,623) | (8,496) | (12,569) | (40,331) | (44,742) | (51,119) |
| Due to related parties | (3,317) | (109) | (225) | (543) | (572) | (717) | (723) | (716) |
| Deferred revenue, net of current portion | - | - | - | (101,288) | (119,183) | (82,115) | (57,551) | (32,337) |
| Total Working capital | (16,701) | (22,127) | (18,501) | (112,984) | (131,365) | (99,396) | (112,579) | (91,671) |
| Net Debt adjusted by working capital | (815,806) | (787,340) | (708,178) | (995,018) | (802,410) | (627,860) | (529,904) | (261,085) |
| Adjusted Net Debt/Adjusted EBITDA | 8.4 | 5.0 | 4.3 | 4.2 | 2.0 | 1.4 | 1.1 | 0.5 |

Adjusted Net Debt represents net debt after adjusting for working capital, and adjusted net debt/adjusted EBITDA is the ratio of adjusted net debt to adjusted EBITDA, each being a non-U.S. GAAP quantitative measure, which we believe will assist investors and analysts to assess our leverage. Adjusted net debt is not defined in U.S. GAAP and should not be considered to be an alternate to net debt or any other financial metric required by such accounting principles. Our use of adjusted net debt may vary from the use of similarly titled measures by others in our industry.

EPS & Normalized EPS – Reconciliation (1/2)

(Expressed in thousands of U.S dollars, except share data)

EPS – Basic & Fully Diluted

| | Three months ended September 30, 2025 | Three months ended September 30, 2024 | Nine months ended September 30, 2025 | Nine months ended September 30, 2024 |
|--|---|---|--|--|
| Numerator: | | | | |
| Net income available to common shareholders basic and diluted: | 92,635 | 78,763 | 306,698 | 253,912 |
| Denominator: | | | | |
| Class A Common shares | | | | |
| Common share and common share equivalents, basic | 35,757,185 | 35,411,553 | 35,651,708 | 35,272,574 |
| plus weighted average number of RSUs with service conditions | - | 348,625 | - | 348,625 |
| Common share and common share equivalents, dilutive | 35,757,185 | 35,760,178 | 35,651,708 | 35,621,199 |
| Basic earnings per share: | | | | |
| Class A | 2.59 | 2.22 | 8.60 | 7.20 |
| Diluted earnings per share: | | | | |
| Class A | 2.59 | 2.20 | 8.60 | 7.13 |

Normalized EPS – Basic & Fully Diluted

| | Three months ended September 30, 2025 | Three months ended September 30, 2024 | Nine months ended September 30, 2025 | Nine months ended September 30, 2024 |
|--|--|--|---|---|
| Net income available to common shareholders | 92,635 | 78,763 | 306,698 | 253,912 |
| Fair value adjustment on derivative assets | 1,106 | 4,193 | 3,937 | 4,957 |
| Loss/(gain) on sale of vessels | 14 | - | (28,329) | - |
| Acceleration of deferred financing costs on full repayment of Credit Facilities/Sale and Leaseback agreements | - | 2,757 | - | 2,757 |
| Prepayment fee on full repayment of Sale and Leaseback Agreement- CMBFL-\$54,000 | - | 685 | - | 685 |
| Accelerated write off of deferred financing charges related to full repayment of ESUN Credit Facility | - | - | 102 | - |
| Accelerated write off of deferred financing charges related to full repayment of Macquarie Credit Facility | - | - | 216 | - |
| Accelerated write off of deferred financing charges related to full repayment of HCOB-CACIB Credit Facility | - | - | 382 | - |
| Prepayment fee on partial/full repayment of Macquarie Credit Facility | - | 185 | 175 | 185 |
| Effect from new share-based compensation awards plus acceleration and forfeit of certain share-based compensation awards | - | - | - | (201) |
| Normalized net income | 93,755 | 86,583 | 283,181 | 262,295 |
| Numerator: | | | | |
| Normalized net income available to common shareholders basic and diluted: | 93,755 | 86,583 | 283,181 | 262,295 |
| Denominator: | | | | |
| Class A Common shares | | | | |
| Common shares and common shares equivalents, basic | 35,757,185 | 35,411,553 | 35,651,708 | 35,272,574 |
| plus weighted average number of RSUs with service conditions | - | 348,625 | - | 348,625 |
| Common share and common share equivalents, dilutive | 35,757,185 | 35,760,178 | 35,651,708 | 35,621,199 |
| Normalized earnings per share: | | | | |
| Class A | 2.62 | 2.45 | 7.94 | 7.44 |
| Normalized Diluted earnings per share: | | | | |
| Class A | 2.62 | 2.42 | 7.94 | 7.36 |

Normalized Earnings per Share (Normalized EPS) represents Earnings per Share (EPS) after adjusting for certain non-recurring items. Normalized Earnings per Share is a non-U.S. GAAP quantitative measure which we believe will assist investors and analysts who often adjust reported Earnings per Share for items that do not affect operating performance or operating cash generated. Normalized Earnings per Share is not defined in U.S. GAAP and should not be considered to be an alternate to Earnings per Share as reported or any other financial metric required by such accounting principles. Our use of Normalized Earnings per Share may vary from the use of similarly titled measures by others in our industry.

EPS & Normalized EPS – Reconciliation (2/2)

(Expressed in thousands of U.S dollars, except share data)

Reconciliations of Basic and Normalized Basic EPS

| | Three months ended September 30, 2025 | Three months ended September 30, 2024 | Nine months ended September 30, 2025 | Nine months ended September 30, 2024 |
|---|---|---|--|--|
| Basic earnings per share: | | | | |
| Class A | 2.59 | 2.22 | 8.60 | 7.20 |
| Numerator: | | | | |
| Normalized net income adjustments-Class A Common shares | 1,120 | 7,820 | (23,517) | 8,383 |
| Denominator: | | | | |
| Common share and common share equivalents, basic | 35,757,185 | 35,411,553 | 35,651,708 | 35,272,574 |
| Adjustment on basic EPS | 0.03 | 0.23 | (0.66) | 0.24 |
| Normalized Basic EPS | 2.62 | 2.45 | 7.94 | 7.44 |

Reconciliations of Diluted, and Normalized Diluted EPS

| | Three months ended September 30, 2025 | Three months ended September 30, 2024 | Nine months ended September 30, 2025 | Nine months ended September 30, 2024 |
|---|---|---|--|--|
| Diluted earnings per share: | | | | |
| Class A | 2.59 | 2.20 | 8.60 | 7.13 |
| Numerator: | | | | |
| Normalized net income adjustments-Class A Common shares | 1,120 | 7,820 | (23,517) | 8,383 |
| Denominator: | | | | |
| Common share and common share equivalents, dilutive | 35,757,185 | 35,760,178 | 35,651,708 | 35,621,199 |
| Adjustment on diluted EPS | 0.03 | 0.22 | (0.66) | 0.23 |
| Normalized Diluted EPS | 2.62 | 2.42 | 7.94 | 7.36 |

Debt Structure as at September 30, 2025

(Expressed in millions of U.S dollars)

| | Collateralized Ships | Outstanding Balance as at September 30, 2025 | Interest | Repayment | Balloon Installment | Maturity |
|--|--|--|--|--|---------------------|----------|
| 2027 USPP Notes | MSC Tianjin, MSC Qingdao, Kumasi, Ian H, GSL Ningbo, GSL Nicoletta,, Manet, Julie, GSL Christen, GSL Chateau d'if, CMA CGM Thalassa, CMA CGM Sambhar, CMA CGM Jamaica, CMA CGM Berlioz, CMA CGM America, CMA CGM Alcazar | \$192.50 | Interpolated interest rate 2.84% plus margin 2.85% | 15% p.a (\$13.1 million quarterly installments) | \$87.50 | 15-07-27 |
| UBS Facility | Dolphin II, Athena, Orca I, GSL Mamitsa, GSL Elizabeth, GSL Lalo, GSL Susan, GSL Rossi, GSL Alice, GSL Melina, GSL Eleftheria, GSL Mercer, GSL Chloe, GSL Maren, GSL Sofia, GSL Effie, GSL Alexandra, GSL Lydia | \$78.00 | 2.15%+SOFR | 11 quarterly installments of \$7.0 million | \$1.00 | 2-4-28 |
| CMBFL Finance Lease | GSL Tripoli, GSL Tinos, GSL Syros | \$28.90 | 2.75% + SOFR | 8 quarterly installments of \$0.99 million | \$21.00 | 13-09-27 |
| | GSL Kithira | \$9.96 | 2.75% + SOFR | 9 quarterly installments of \$0.33 million | \$7.00 | 12-10-27 |
| New Senior Secured Term Loan Facility (CACIB-BOFA-ABN-FIRST CITIZENS) | Panama Express, Costa Rica Express, Agios Dimitrios, Nicaragua Express, Jamaica Express, Mexico Express, Colombia Express, ZIM Xiamen, ZIM Norfolk, Anthea Y | \$252.0 | 1.85%+SOFR | 8 quarterly installments of \$12.0 million plus 4 quarterly installments of \$10.0 million plus 4 quarterly installments of \$8.0 million plus 4 quarterly installments of \$6.0 million | \$60.00 | 15-08-30 |
| Minsheng Finance Lease | Bremerhaven Express | \$41.91 | 2.50% + SOFR | 37 quarterly installments of \$0.86 million | \$10.00 | 27-12-34 |
| | Sydney Express Istanbul Express Czech | \$128.33 | 2.50% + SOFR | 38 quarterly installments of \$2.59 million | \$40.00 | 09-01-35 |
| Total | | \$731.60 | | | \$216.50 | |

Revenue origin by country as at September 30, 2025 (unaudited)

(Expressed in millions of U.S dollars)

| Unaudited revenue origin by country ¹ | Nine months ended September 30, 2025 | | Nine months ended September 30, 2024 | |
|--|--------------------------------------|-----------------------|--------------------------------------|-----------------------|
| | Revenue (USD million) | Percentage of revenue | Revenue (USD million) | Percentage of revenue |
| Denmark (Maersk) | 185.49 | 32.23% | 176.93 | 33.47% |
| Germany (Hapag-Lloyd) | 110.64 | 19.23% | 31.39 | 5.94% |
| France (CMA CGM) | 104.96 | 18.24% | 123.39 | 23.46% |
| Switzerland (MSC) | 63.37 | 11.01% | 46.32 | 8.76% |
| Israel (ZIM) | 51.45 | 8.94% | 65.26 | 12.35% |
| China, including Hong Kong (COSCO & OOCL) | 32.48 | 5.64% | 39.18 | 7.41% |
| Singapore (ONE, Swire Shipping, RCL Feeder) | 19.03 | 3.31% | 22.84 | 4.32% |
| USA (Matson) | 5.80 | 1.00% | 9.62 | 1.82% |
| Taiwan (Wan Hai) | 2.28 | 0.40% | 10.40 | 1.97% |
| Denmark / Dubai (Unifeeder) ² | - | - | 2.68 | 0.50% |
| Total | 575.50 | 100% | 528,61 | 100% |

1. Based on jurisdiction of head office of each charterer

2. Unifeeder is headquartered in Denmark, but owned by DP World (Dubai)



Evolving Regulatory Environment (Highlights)

- EEXI – (IMO) Energy Efficiency Existing Ship Index. Determined by ship’s technical characteristics. Pass or fail. Compliance required by ship’s first annual IAPP survey after January 1, 2023
- CII – (IMO) Carbon Intensity Indicator. Determined by ship’s operating performance. Rated A - E. Assessed annually, on backward-looking basis: first ratings determined in 2024, based on 2023 data. Parameters to tighten over time
- EU ETS – European Union Emissions Trading System. Shipping included within EU ETS, with phase-in from January 1, 2024. Cap and trade model. Emissions Allowances (EUAs) must be acquired and surrendered for CO2 emitted in EU jurisdiction
- FEUM – FuelEU Maritime. Part of European Union “Fit for 55” decarbonization program. Costs & penalties determined by the GHG (Greenhouse Gas)-intensity of fuel burned. Introduced from January 1, 2025. Parameters to tighten over time
- Net Zero Framework – (IMO) Global Fuel Standard. Economic measures to be determined by greenhouse gas fuel intensity (GFI) and energy use, on a well-to-wake basis. Draft regulations reviewed & put to vote in October 2025. Vote failed & implementation deferred by one year



Expected Implications for Global Containership Fleet

- Reduced operating speeds to disproportionately reduce fuel consumption and emissions. Decrease in average operating speed of global fleet by one knot would reduce effective supply by ~6% [Red Sea disruption has distorted this trend, with operating speeds increased to offset longer trade distances]
- Vessel operations optimized for CII algorithm and ratings
- Investment in Energy Saving Technologies (ESTs), clean(er) fuels and propulsion technologies, heightened emphasis on real-time data capture, and carbon mitigation technologies
- Increasing challenges & costs implicit in managing growing regulatory complexity



GSL Actions to Maintain Commercial Positioning of Fleet¹

- Engine Power Limiters (EPLs) installed, where appropriate, to facilitate compliance with EEXI
- Retro-fitting Energy Saving Technologies (ESTs) to ships, for regulatory compliance / commercial value-add / subject to commercial agreement with charterers; exploring & participating in selected carbon capture & mitigation technologies
- Fleet upgraded to ensure technical and operational compatibility with bio-fuel blends
- Applying technologies and protocols - including high frequency data capture and live performance management - to enhance cooperation between owners (GSL) and operators (charterers) for energy-optimized vessel operations, and to facilitate emissions reporting
- Maximizing optionality, to stay nimble and to manage evolving regulatory risks & challenges

(1) For further details, please refer to the Climate Strategy section of our latest ESG report, available on our website (www.globalshiplease.com) which is not, and shall not be deemed to be, part of this presentation