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Taylor Maritime Limited
25 April 2025

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Taylor Maritime Limited (the "Company" or "TML")

Quarterly NAV Announcement, Trading Update and Publication of Factsheet

Eleven new vessel sales for total gross proceeds of 172.5 million
Previously announced vessel sale completed generating additional gross proceeds of 13.9 million
All net proceeds to be applied to debt reduction - on course to zero net bank debt by September 2025
TML transfers listing category after shareholders approved special resolutions
Softer asset values and payment of special dividend drive decrease in NAV quarter-on-quarter
Interim dividend of 2 cents per share declared

Taylor Maritime Limited, the specialist dry bulk shipping company, today announces eleven new vessel sales for gross proceeds of 172.5 million, representing an average 4.0% discount to Fair Market Value[1]. These sales are in addition to the previously announced vessel sale in January of 13.9 million (0.5% discount to 30 September 2024 Fair Market Value) which completed during the quarter. One vessel sale completed post period with the remaining ten sales expected to complete between now and the end of August 2025. Total gross proceeds from the 12 sales agreed and completed in the 2025 calendar year to date stands at 186.4 million.

Once all the sales have completed, the Group's outstanding bank debt is expected to reduce to4.7 million, saving approximately 12.4 million[2] in interest payments on an annualised basis. This represents a significant reduction in debt of 413 million[3] since the Grindrod acquisition in December 2022.

The vessel sales put the Company on course to zero net bank debt and an owned fleet of 19 Japanese built vessels.

Furthermore, the Company announces that its unaudited NAV as at 31 March 2025 was1.11 per Ordinary Share compared to 1.28 per Ordinary Share as at 31 December 2024. The NAV decrease for the quarter was primarily attributable to a c. 32 million fair value loss and a c. 20 million combined interim and special dividend payment. The Company is pleased to declare an interim dividend in respect of the period to 31 March 2025 of 2 cents per Ordinary Share.

The fourth quarterly factsheet of the current financial year is also now available on the Company's website: www.taylormaritime.com.

Commenting on the vessel sales and trading update Edward Buttery, Chief Executive Officer, said:

"Given our cautious view for 2025 amidst geopolitical and trade uncertainty, we have accelerated divestments, capitalising on seasonal improvement in market conditions and positive sentiment relating to Japanese-built vessels to agree the sale of eleven vessels at an average 4.0% discount to Fair Market Value. Proceeds will be used to continue to deleverage toward zero net debt, at pace, while ensuring adequate cash on the balance sheet and maintenance of our regular dividend. Enhanced flexibility facilitated by our transition to a commercial company along with continued focus on operational efficiency and cost reductions will provide further resilience through a potentially volatile 2025. In addition to general overhead savings achieved, the Board and I have agreed a 25% reduction in my salary."

Key Highlights (to 31 March 2025)

Acceleration of vessel sales

- Anticipating volatility given recent developments in US trade policy, the Company took advantage of seasonal improvements in sentiment to accelerate divestments with eleven new vessel sales announced today and a previously announced sale completed during the quarter
- Total gross proceeds from the 12 completed and agreed vessel sales for the 2025 calendar year now stand at 186.4 million. Overall, there have been 39 agreed and completed vessels sales since the beginning of 2023 at an average of 3.6% discount to Fair Market Value[4], generating total gross proceeds of 630.6 million once agreed sales complete

Fleet development and market value

- The fleet comprised 30[5] Japanese-built vessels at quarter end and will reduce to 19[6] Japanese-built vessels after the announced sales complete with an average age of 9.9 years and average carrying capacity of c.44.5 dwt
- The Market Value of the fleet[7] decreased quarter-on-quarter by c.5.3% on a like-for-like basis, to 517.6 million. After softening in January in line with weaker charter market conditions, second-hand asset prices climbed gradually from the end of the Chinese New Year holiday, despite uncertainty caused by a dynamic US trade policy, and remain firmly above their long-term average at the end of the period. Values for second-hand geared dry bulk vessels have so far remained resilient into calendar Q2 with the TML fleet market value drop at the quarter end being attributable to the vessels becoming a year older at the turn of the calendar year

Chartering outperformance through seasonally softer period

- The fleet generated average time charter equivalent ("TCE") earnings of 10,252 per day for the quarter (versus 12,150 per day for the quarter ended 31 December 2024) with sentiment-driven freight market weakness from the previous period carrying over into January before spot rates began steadily improving from the end of the Chinese New Year holiday period

- Relative to benchmark indices [8], the combined Handysize fleet outperformed by 1,775 per day (c.21%) and the Supra/Ultramax fleet outperformed by 2,258 per day (c.27%)

Progress with debt reduction

- The Group's outstanding debt stood at250.1 million as at 31 March 2025 (vs 252.0 million as at 31 December 2024) representing a debt-to-gross assets ratio of 38.7% (versus 35.4% at 31 December 2024). This comprises 187.4 million bank debt, 40.3 million relating to leases for four ships and a 22.4 million purchase option which is treated as debt for accounting purposes (note that it is not an obligation and will fall away upon expiry)
- All net sales proceeds, plus a portion of existing cash on the balance sheet, will be applied to the repayment of bank debt, which is expected to reduce from 187.4 million at March 2025 to 4.7 million drawn from the existing revolving credit facility ("RCF"), noting that retaining some bank debt as well as undrawn capacity is beneficial for liquidity and future financial flexibility if required. We therefore expect the Group's outstanding debt to reduce to 47.2 million by September 2025 (including 20.2 million of lease related indebtedness and 22.4 million purchase option), which would represent a debt-to-gross assets ratio of 10.4% (or 5.7% excluding the purchase option) based on Fair Market Values as at end of March 2025

Transfer of listing category, consequential changes to Company's articles and name change

- On 13 January 2025, shareholders approved the transfer of the Company's ordinary shares listing from the closed-ended investment funds category to the equity shares (commercial companies) category of the Official List (the "Transfer"), along with consequential changes to TML's Articles of Incorporation and a proposal to change the Company name to "Taylor Maritime Limited"
- The Transfer and the consequential changes took effect on 10 February 2025

Board changes

- On 11 February 2025, Mr. Alexander Slee (Deputy CEO), Ms. Yam Lay Tan (CFO) and Ms. Camilla Pierrepont (Chief Strategy Officer) were appointed as Executive Directors of the Company

Post-period trading update (since 31 March 2025)

- The number of covered fleet ship days remaining for the 2025 financial year stands at 43% at an average TCE rate of 13,117 per day with a portion of the fleet maintained on short charters to provide optionality for further sales

Dry bulk market review and outlook

Following the unseasonably weak end to the 2024 calendar year, charter rates remained subdued in January, reaching a low point during Chinese New Year, before rising gradually through to the end of the quarter with US tariff announcements seemingly having a limited direct impact on dry bulk trade.

Second-hand asset values followed a similar trajectory to charter rates over the course of the period yet remained well above historical averages, proving resilient in the face of broader market uncertainty. Lack of clarity concerning proposed levies on US port calls by China-linked vessels did, however, impact liquidity with trading of Chinese-built second-hand vessels slowing during the quarter while Japanese-built ships experienced higher turnover. The US Trade Representative has since clarified that Chinese-built bulker vessels under 80,000 dwt, which encompasses the Handy and Supra/Ultramax segments, are exempt from the new measures.

The direct impact of tariffs on dry bulk trade has so far been limited. However, the US Administration's announcement of further tariffs in early April and retaliatory measures taken in response, particularly by China, have increased uncertainty and led to concerns over broader macroeconomic deterioration. Should trade frictions escalate and lead to lower industrial activity and global GDP growth, the dry bulk sector could face less demand than previously forecast. Retaliatory tariffs, however, may also result in a rerouting of trade routes with a potentially positive impact on tonne-mile demand.

While short-term demand uncertainty has increased, the medium-term outlook remains positive given supportive supply-side dynamics. Fleet growth is expected to remain modest by historical standards with net supply growth forecasts for the geared dry bulk segment of 4.4% in 2025 according to Clarksons, following several years of limited ordering and newbuilding activity. Meanwhile, a significant portion of the global geared dry bulk fleet continues to approach scrapping age, with 10.5% of the current Handysize fleet and 5.7% of the current Supra/Ultramax fleet reaching 25 years or older in 2025. Relatively firm freight market rates in recent years have led owners to keep older vessels in service, however, with a softer 2025 in play, scrapping activity may accelerate, providing further support to the supply side.

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Notes to Editors

About the Company

Taylor Maritime Limited (formerly Taylor Maritime Investments Limited) is a shipping company listed under the equity shares (commercial companies) category of the Official List, with its shares trading on the Main Market of the London Stock Exchange since May 2021. Between May 2021 and February 2025, the Company was listed under the closed-ended investment funds category of the Official List. The Company's strategy is focused upon providing investors with an attractive level of regular, stable, growing income, and the potential for capital growth. The Group engages in shipping activities, optimising earnings from safely operating and trading the fleet under an enhanced strategy, using a mix of time charter, voyage, and CoA cargo cover.

The Company, through its subsidiaries, currently has an owned fleet of 29 dry bulk vessels (following the completion of one vessel sale post period) consisting of 19 Handysize vessels and 10 Supra/Ultramax vessels (including one vessel under JV agreement and 10 vessels held for sale). The Company also has six vessels in its chartered in fleet. The ships are employed utilising a variety of employment/charter strategies.

The Company's target dividend policy is 8 cents p.a. paid on a quarterly basis

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For more information, please visit www.taylormaritime.com.

About Geared Vessels

Geared vessels are characterised by their own cargo loading and discharging equipment. The Handysize and Supra/Ultramax market segments are particularly attractive, given the flexibility, versatility and port accessibility of these vessels which carry necessity goods - principally food and products related to infrastructure building - ensuring broad diversification of fleet activity and stability of earnings through the cycle.

IMPORTANT NOTICE

The information in this announcement may include forward-looking statements, which are based on the current expectations and projections about future events and in certain cases can be identified by the use of terms such as "may", "will", "should", "expect", "anticipate", "project", "estimate", "intend", "continue", "target", "believe" (or the negatives thereon) or other variations thereon or comparable terminology. These forward-looking statements are subject to risks, uncertainties and assumptions about the Company, including, among other things, the development of its business, trends in its operating industry, and future capital expenditures and acquisitions. In light of these risks, uncertainties and assumptions, the events in the forward-looking statements may not occur.

References to target dividend yields and returns are targets only and not profit forecasts and there can be no assurance that these will be achieved.

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[1] Discount calculated to 31 December 2024 Fair Market Values for sales agreed before period end and calculated to 31 March 2025 Fair Market Values for sales agreed post period

[2] Inclusive of savings from lease liabilities

[3] Inclusive of bank debt and lease liabilities

[4] Includes completed and agreed sales, one vessel divested on a sale-and-leaseback transaction but excludes two vessel sales within the Group

[5] Including one long-term chartered in vessel with a purchase option, vessels held for sale and one vessel under JV arrangement

[6] Including one long-term chartered in vessel with a purchase option and one vessel under JV arrangement

[7] Excludes one vessel under JV arrangement. Note FMV accounts for nine vessels at the agreed sales price net of commission with the remaining vessels included at brokers' valuations

[8] The Company uses adjusted Baltic Handysize Index 38k dwt and Baltic Supramax Index 58k dwt Time Charter Average (TCA) figures net of commissions and weighted according to average dwt of the Group's combined Handysize and Supra/Ultramax fleets, respectively

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