Himalaya Shipping Ltd.

Investor presentation

Sept

DISCLAIMER

Forward Looking Statements

This results presentation and any related discussions contain forward-looking statements as defined in Section 21E of the Securities Exchange Act of 1934. Forward-looking statements are statements that do not reflect historical facts and may be identified by words such as “aim”, “believe,” “assuming,” “anticipate,” “could”, “expect”, “intend,” “estimate,” “forecast,” “project,” “likely to”, “plan,” “potential,” “will,” “may,” “should,” “indicative,” “illustrative,” “potential” or other similar expressions and include statements about plans, objectives, goals, strategies, future events or performance, including outlook, prospects, contracts to acquire newbuilding vessels and associated financing agreements, illustrative free cash flow per share and earnings potential based on different scenarios and assumptions, statements about the benefits of our vessels, including the flexibility and ability to bunker with LNG, LSFO, or HSFO, the terms of our charters, dry bulk industry trends and market outlook, including activity levels in the industry, expected trends, including trends in the global fleet, expected demand for and offer of vessels and utilization of the global fleet and our fleet, including expected average rates, fleet growth, new orderings, the impact of an aging global fleet, expected trends regarding iron ore demand, demand outlook, limited supply growth of dry bulk vessels and yard capacity, replacement needs, expectations on demand, and other non-historical statements. These forward-looking statements are not statements of historical fact and are based upon current estimates, expectations, beliefs, and various assumptions, many of which are based, in turn, upon further assumptions, and a number of such assumptions are beyond our control and are difficult to predict. These statements involve significant risks, uncertainties, contingencies and factors that are difficult or impossible to predict and are beyond our control, and that may cause our actual results, performance or achievements to be materially different from what is expressed, implied or forecasted in such forward-looking statements.

Numerous factors, risks and uncertainties that could cause our actual results, level of activity, performance or achievements to differ materially from those expressed, implied or forecasted in the forward-looking statements include but are not limited to: general economic, political and business conditions; general dry bulk market conditions, including fluctuations in charter hire rates and vessel values; our ability to complete the purchase of the vessels we have agreed to acquire and on schedule; our ability to meet the conditions and covenants in our financing agreements; changes in demand in the dry bulk shipping industry, including the market for our vessels; changes in the supply of dry bulk vessels; our ability to successfully employ our dry bulk vessels and the terms of future charters; changes in our operating expenses, including fuel or bunker prices, dry docking and insurance costs; changes in governmental regulation, tax and trade matters and actions taken by regulatory authorities; compliance with, and our liabilities under governmental, tax, environmental and safety laws and regulations; potential disruption of shipping routes due to accidents or political events; our ability to procure or have access to financing and to refinance our debt as it falls due; our continued borrowing availability under our sale and leaseback agreements in connection with our vessels and compliance with the financial covenants therein; fluctuations in foreign currency exchange rates; potential conflicts of interest involving members of our board and management and our significant shareholder; our ability to pay dividends; risks related to climate change, including climate-change or greenhouse gas related legislation or regulations and the impact on our business from climate-change related physical changes or changes in weather patterns, and the potential impact of new regulations relating to climate change, as well as the performance of our vessels; other factors that may affect our financial condition, liquidity and results of operations; and other risks described under “Item 3. Key Information — D. Risk Factors” in our Annual Report on Form 20-F filed with the U.S. Securities and Exchange Commission on March 27, 2024.

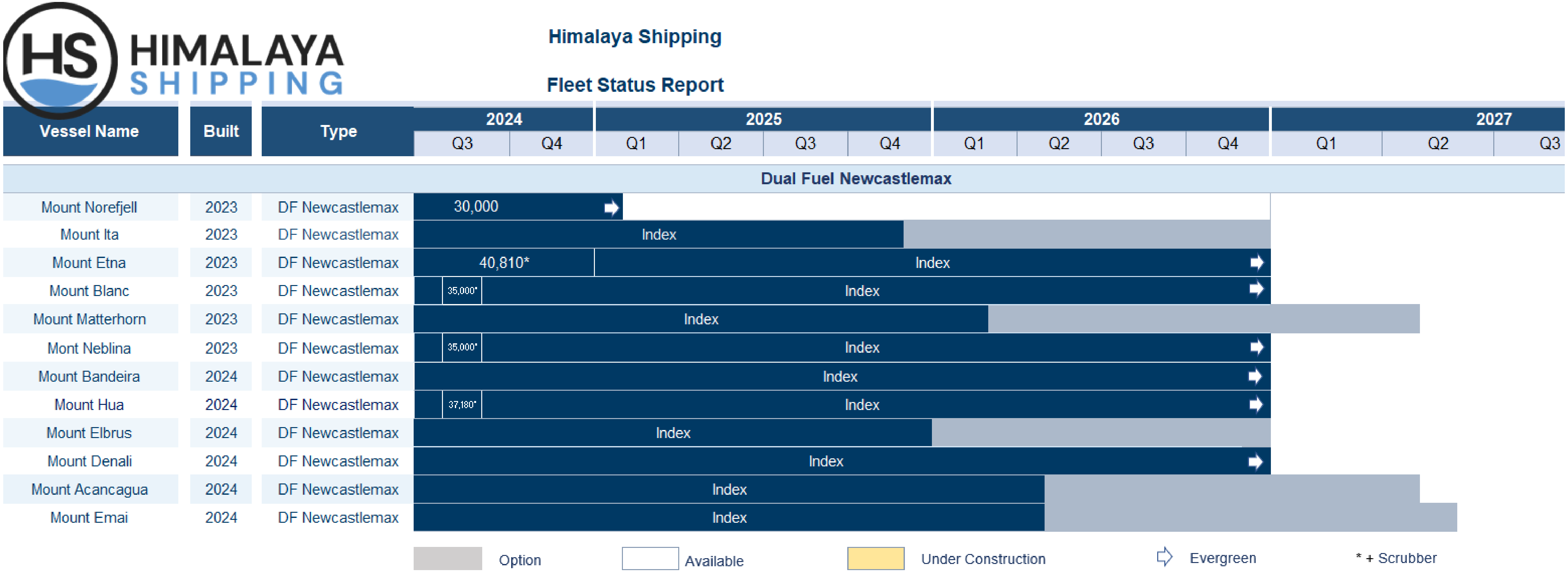
You should not place undue reliance on these forward-looking statements, which speak only as of the date of this press release. Unless legally required, Himalaya Shipping undertakes no obligation to update publicly any forward-looking statements after the date of this press release whether as a result of new information, future events or otherwise, except as required by law.

Non-GAAP Financial Measures

This presentation contains certain selected financial measures on a basis other than U.S. generally accepted accounting principles (“GAAP”), including Adjusted EBITDA, average daily TCE earnings, gross, and illustrative free cash flow. Adjusted EBITDA represents our net income/(loss) plus depreciation of vessels and equipment; total financial expenses, net; and income tax expense. Adjusted EBITDA is presented here because the Company believes this measure increases comparability of total business performance from period to period and against the performance of other companies. Average daily TCE earnings, gross, as presented here, represents time charter revenues and voyage charter revenues adding back address commissions and divided by operational days. For a reconciliation of Adjusted EBITDA and average daily TCE earnings, gross, to the most directly comparable financial measures prepared in accordance with US GAAP, please see the section of our preliminary results for the quarter ended March 31, 2024, Appendix entitled “Unaudited Non-GAAP Measures And Reconciliations”. For a discussion of illustrative free cash flow see slide 15 including the footnotes thereto. We are unable to prepare a reconciliation of illustrative free cash flow without unreasonable efforts.

Chartering position

Fleet status report – Current



Himalaya Shipping

Fleet Status Report

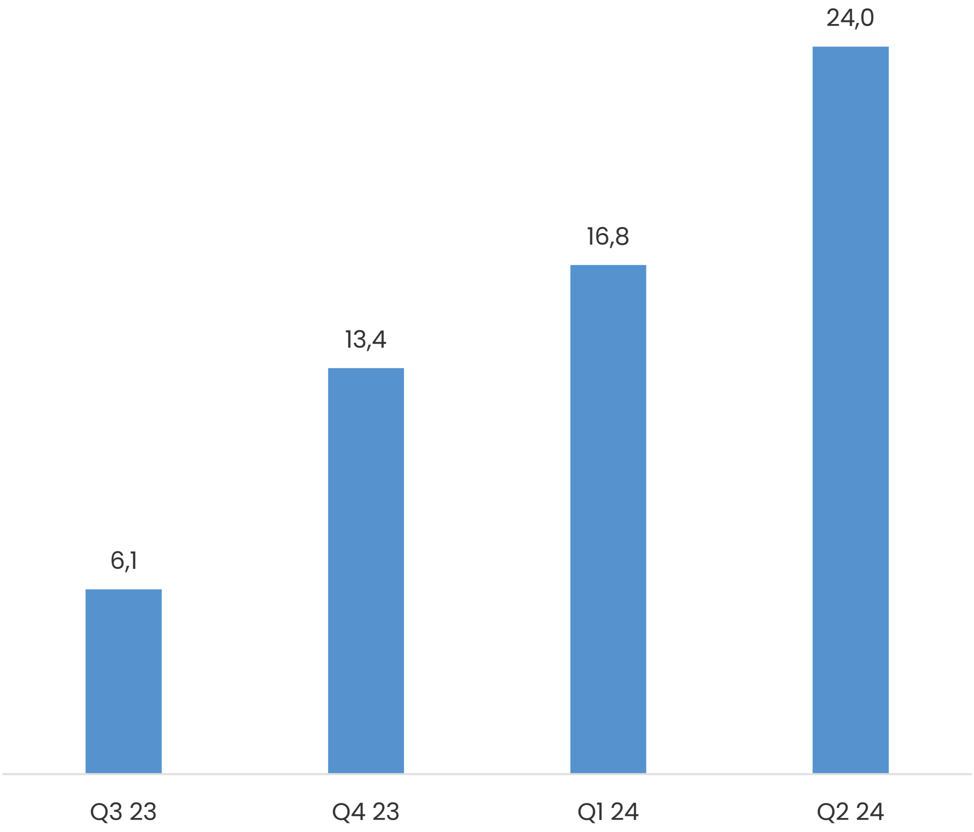
Vessel Name	Built	Type	2024		2025				2026				2027		
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Dual Fuel Newcastlemax															
Mount Norefjell	2023	DF Newcastlemax	30,000 ➔												
Mount Ita	2023	DF Newcastlemax	Index					▨							
Mount Etna	2023	DF Newcastlemax	40,810*		Index ➔										
Mount Blanc	2023	DF Newcastlemax	35,000* Index ➔												
Mount Matterhorn	2023	DF Newcastlemax	Index						▨						
Mont Neblina	2023	DF Newcastlemax	35,000* Index ➔												
Mount Bandeira	2024	DF Newcastlemax	Index ➔												
Mount Hua	2024	DF Newcastlemax	37,180* Index ➔												
Mount Elbrus	2024	DF Newcastlemax	Index						▨						
Mount Denali	2024	DF Newcastlemax	Index ➔												
Mount Acancagua	2024	DF Newcastlemax	Index							▨					
Mount Emai	2024	DF Newcastlemax	Index							▨					

▨ Option ☐ Available 🟨 Under Construction ⇨ Evergreen * + Scrubber

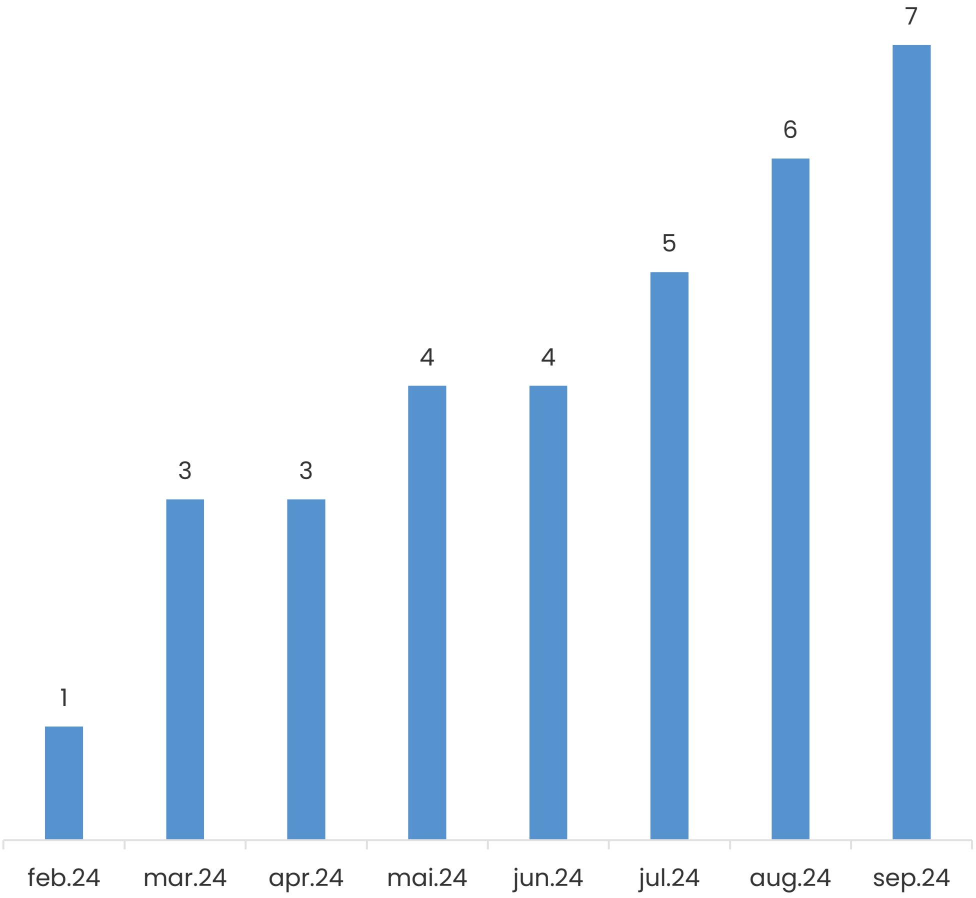
Source: Company Data

Growth in earnings and dividends into an improving market

EBITDA pr Q ($m)

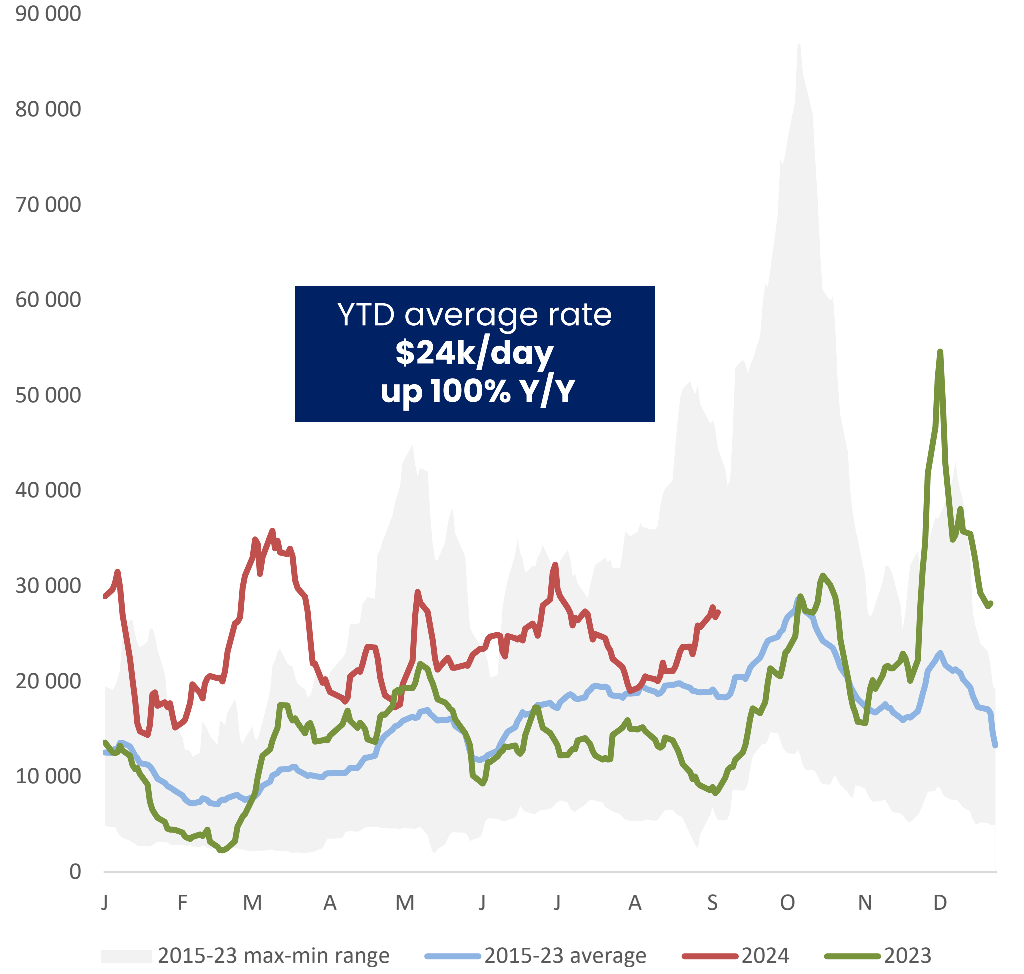


Dividend pr month ($c/share)



Strong start to the year and strong seasonality ahead

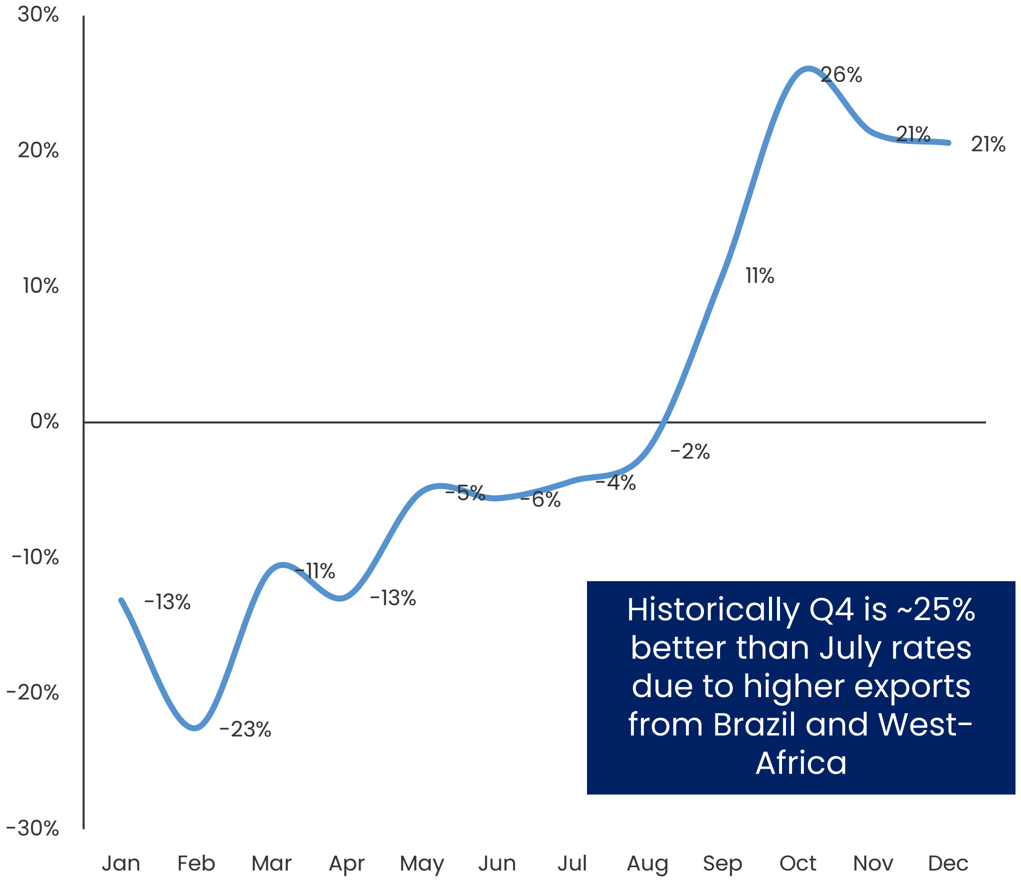
Baltic 5TC Index



YTD average rate
$24k/day
up 100% Y/Y

Baltic 5TC Index Seasonality

Capesize Earnings Seasonality (1990-Present)
Average Monthly deviation vs. yearly average

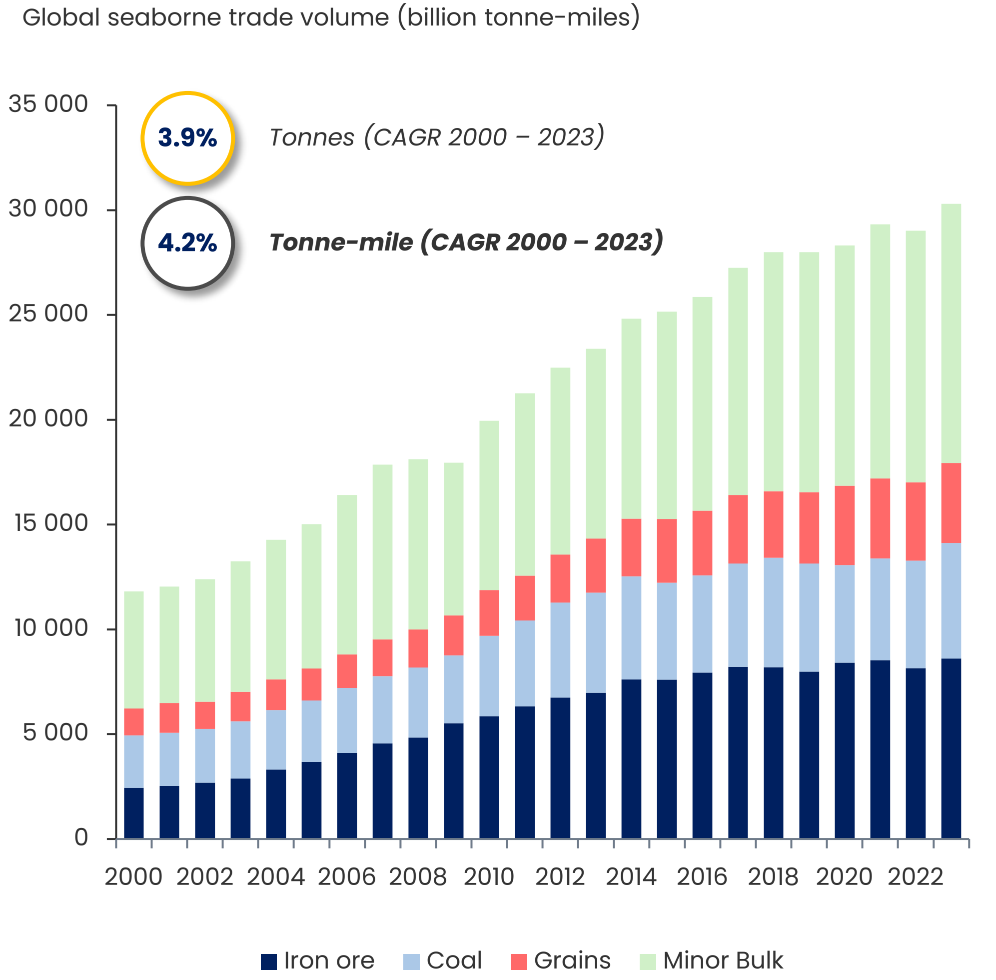


Historically Q4 is ~25% better than July rates due to higher exports from Brazil and West-Africa

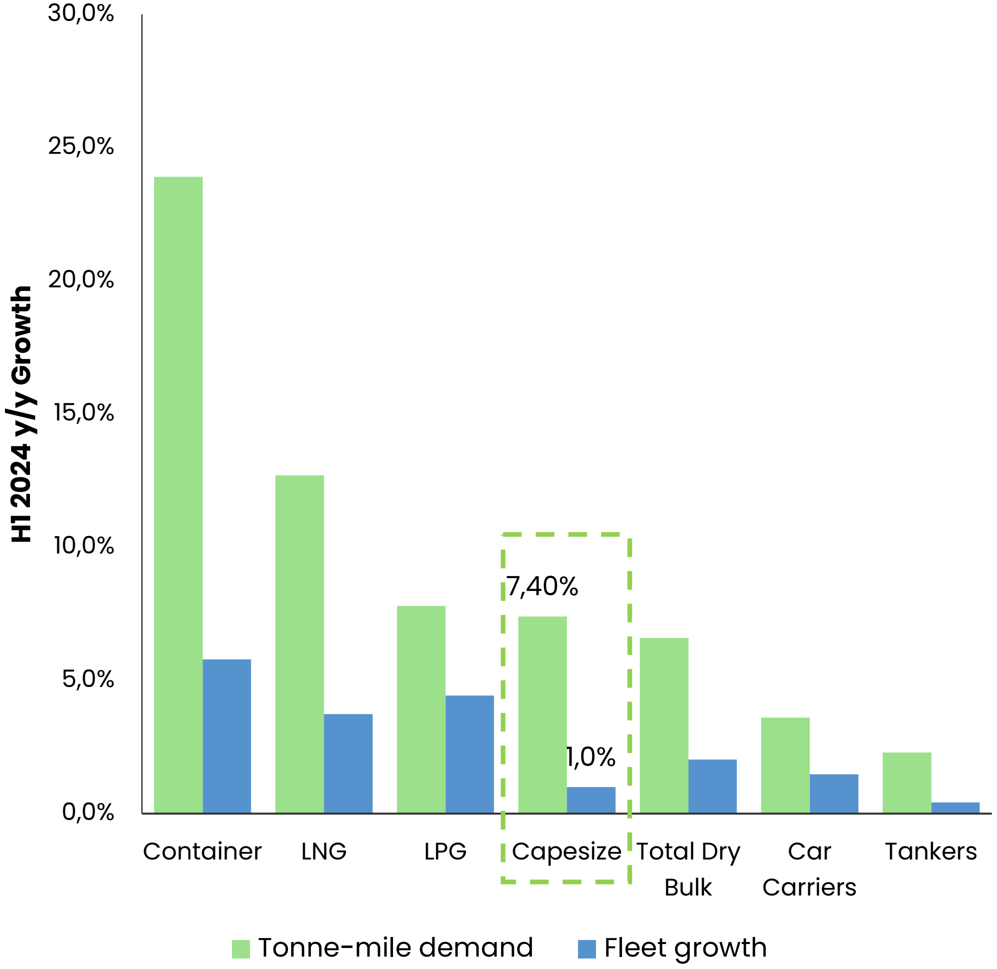
Source: Clarksons Shipping Intelligence Index

Demand has been growing

Tonne-mile demand historically outpaced volume growth



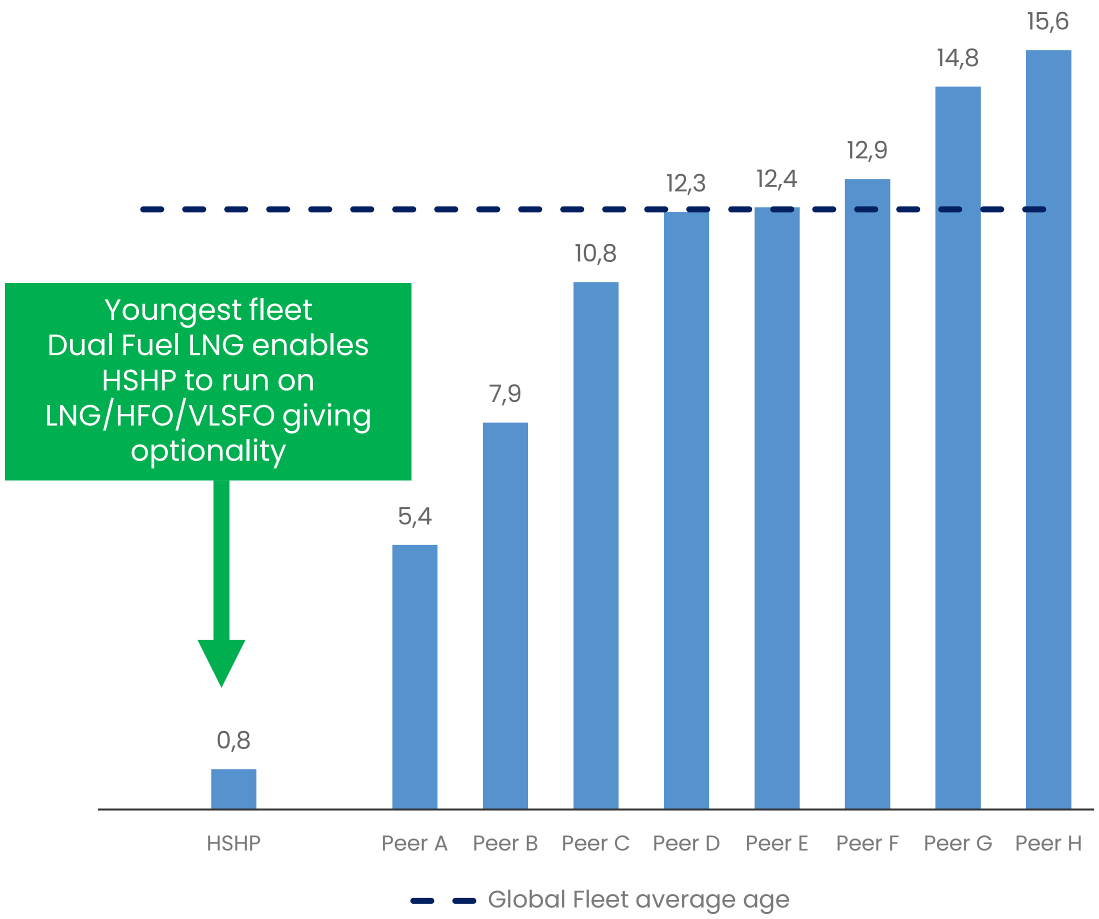
Capesize have favorable supply/demand dynamics



Source: Clarksons Shipping Intelligence Network, AIS, Arrow

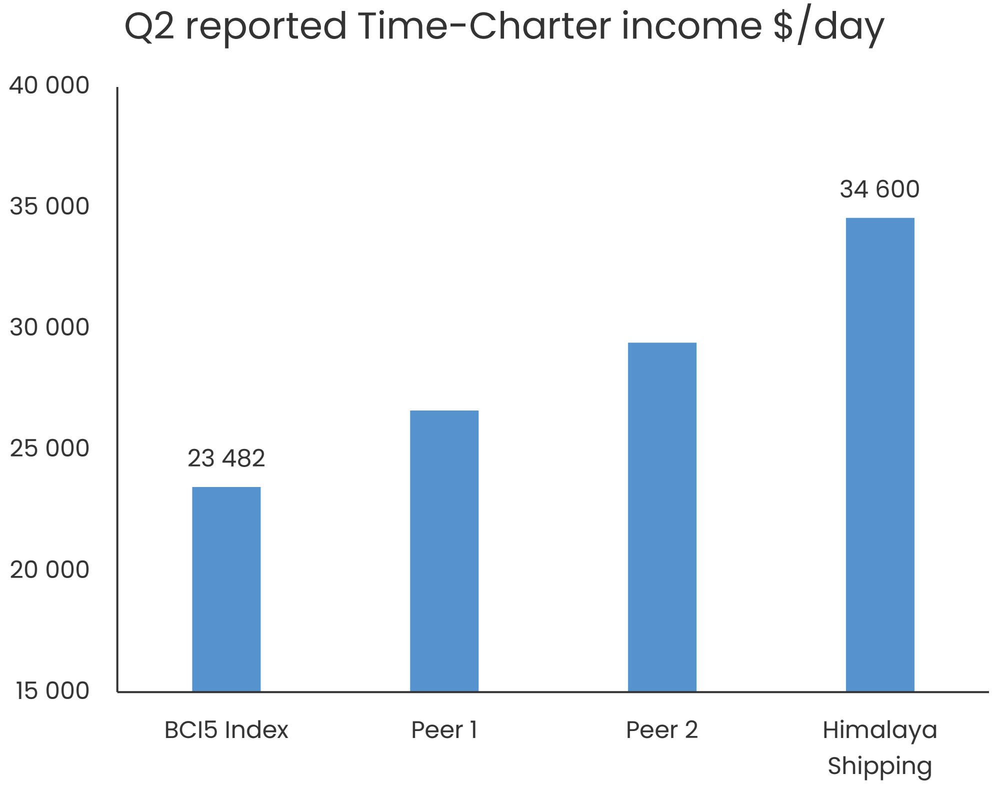
Himalaya have the right ships - gives premium rates

The youngest fleet – Firmly positioned for distributions



Youngest fleet
Dual Fuel LNG enables HSHP to run on LNG/HFO/VLSFO giving optionality

Solid Premium to Index

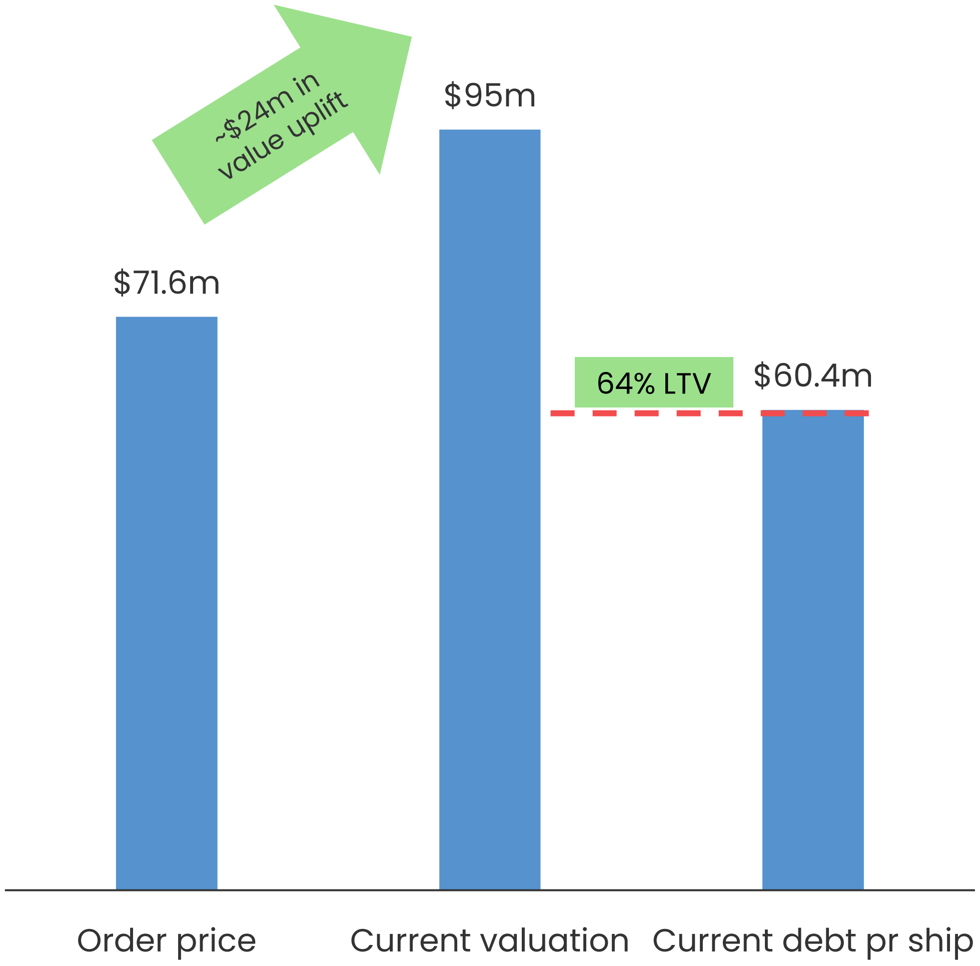


The 11 "index ships" fixed on average at 42.25% premium to Baltic Cape index

Source: Bloomberg, Clarksons Shipping Intelligence Index - Owned fleets only - Fleet age adjusted for Newbuilding orders

Ordered at the right time – financed long-term at fixed price

Modest leverage



Financing fixed for 7 years gives attractive break-even

Fixed bareboat day-rate[2]	$/day	16,567
Scrubber financing[3]	$/day	841
Estimated Opex	"	6,400
Estimated SG&A	"	732
Estimated cash break-even	**"**	**24,540**
Estimated scrubber benefit when sailing[4]	$/day	(2,200)
Earnings premium[5]	42%	(6,300)
Capesize index eq cash break-even rate	$/day	**~16.300[5]**

Source; Himalaya Shipping. Clarksons. Debt based on $725.5m total debt net of deferred financing costs. Based on Company estimated average debt financing for 12 vessels, including scrubber financing for four vessels. 2. Blended fixed bareboat day-rate. 3. Floating interest rate scrubber financing for four vessels. 4. VLSFO – HSFO spread of $110 basis Singapore bunkering for a consumption of 10,000 tons per year with 75% benefit to the Shipowner. Platts quoted bunker spread 14 Aug 2024 is $120/t. 5. 11 index-linked charters with a contracted premium to BCI 5TC of 42%. Source: Clarksons Shipping Intelligence Network (https://sin.clarksons.net/) as of January 26, 2023 and Company estimates. 5. Capesize index rate adjusted for 5% commission

Capital discipline

Attractive cash-break even of ~$16k/day on Capesize index equivalent

Full alignment between shareholders and management – board and sponsors own ~1/3 of the equity

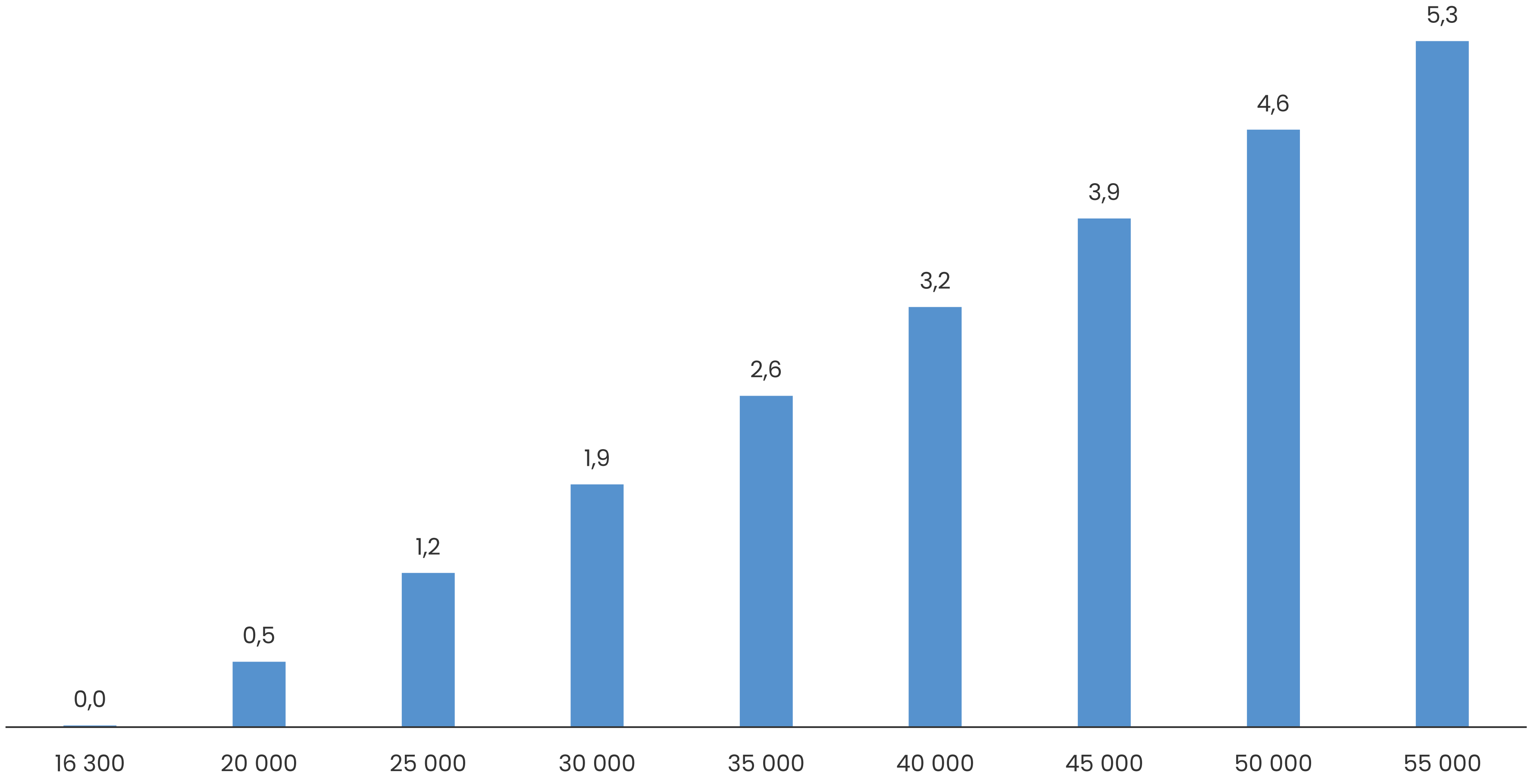
No reinvestment plans – youngest fleet in the industry means limited capital needs

Cash flow from operation targets to be distributed in monthly dividends

Already announced 7 monthly dividends - $0.07c for August 2024

Solid dividend capacity

Illustrative FCF $ per share based on Capesize index rate



16 300	0,0
20 000	0,5
25 000	1,2
30 000	1,9
35 000	2,6
40 000	3,2
45 000	3,9
50 000	4,6
55 000	5,3

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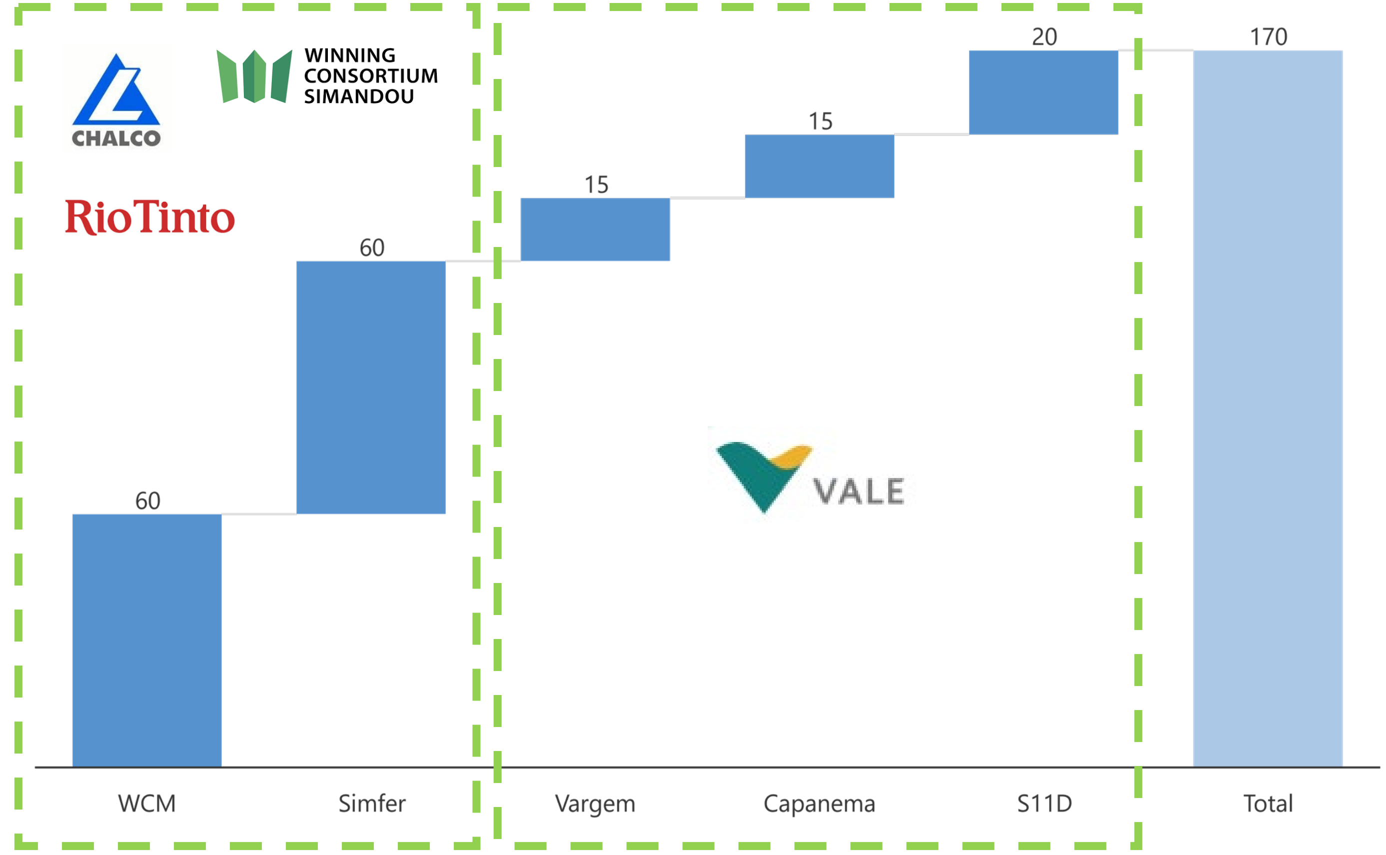
1. This information has been prepared for illustrative purposes only and does not represent the Company's forecast. It is based, among other things, on industry data, internal data and estimates of the Company and is inherently subject to risk and uncertainties. Actual results may differ materially from the assumptions and circumstances reflected in the above illustrative financial information. 2. Assumes BCI5 Index rates + 42% premium (less 5%) commission) + $2,200 in scrubber benefit less $24,540/d in cash breakeven x 12 ships, divided on 43,900,000 shares outstanding

Significant iron ore volumes coming – driving tonne-mile demand

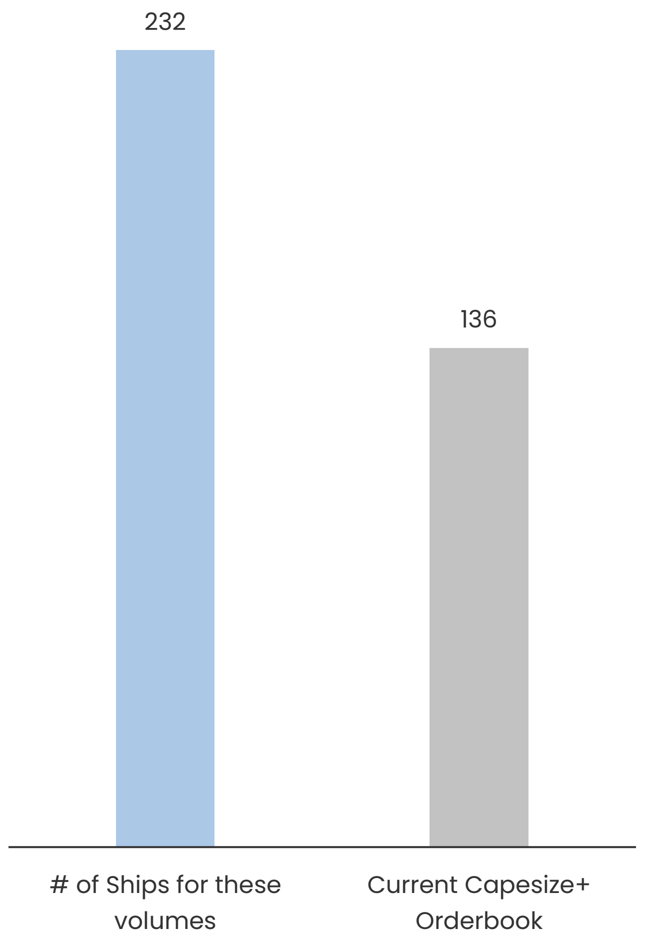
Addition iron ore volumes in Atlantic basin (MT/y) – 3x longer than from Australia

Simandou project – Guinea
Start-up 2025 – full volumes 2028

Vale capacity increases by 2026



Required # ships 50% > orderbook[1]



Source: Clarksons, Rio Tinto, Vale, Himalaya Shipping. 1) Assumed 170MT pr year carried on 210k DWT Newcastlemaxes (95% fully loaded). Each ship able to do 3.65 round voyages pr year

Chinese Iron ore stockpiles – No drama!

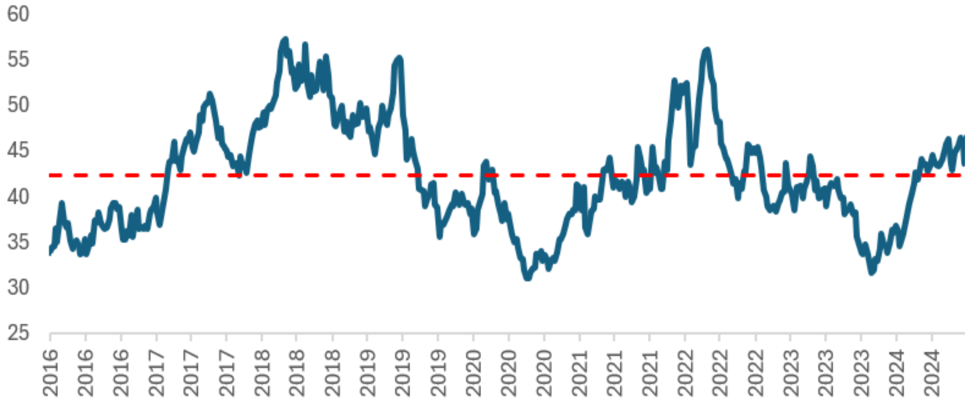
Iron ore stockpiles currently around 150Mt (All time high 161 Mt in 2017/18), BUT..

Steel production is significantly higher now than in 2017/18 – only natural with higher stockpiles!

Iron ore stocks are on about the long term average in terms of days consumption

- *Blending facilites for export to Japan/Korea/Taiwan requires stock*
- *Physical iron ore contracts traded on the DCE requires physical backing by iron ore*
- *One reputable bank estimates the Working Capital iron ore stocks to be as high as **20-40 Mt**, which naturally distorts the statistics*

And when you look at average stock in days of import, they show the same pattern



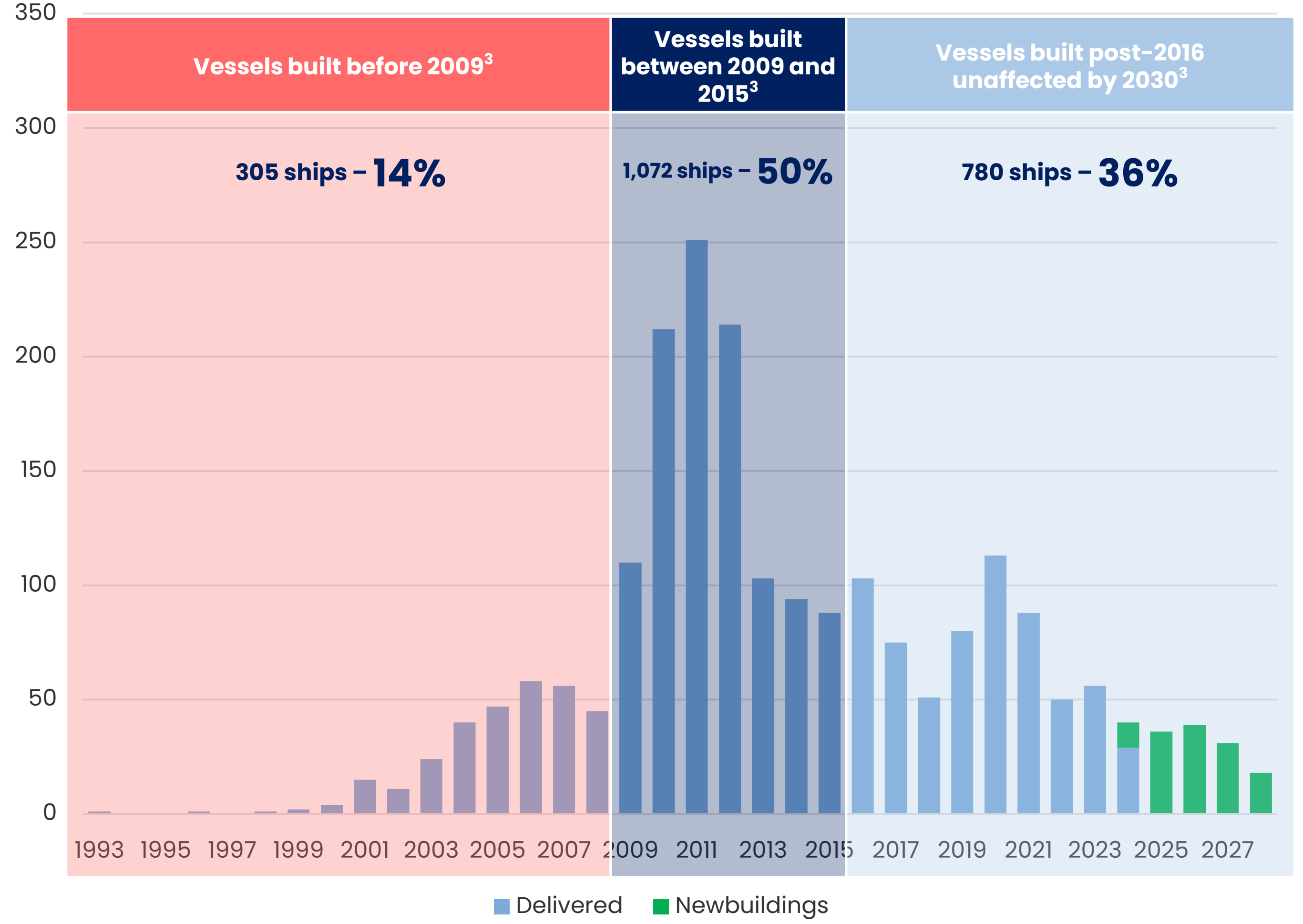
- *Domestic FE content 20% - Imported FE 62%*
- *FE adjusted basis domestic production have a high cost base and are likely currently priced out*

Why buy 20% FE domestic content when you can have 62% FE imported at the same price or even cheaper?

Source: Arrow

Significant replacement needs

Capesize+ fleet by delivery year in # ships



60% of the fleet >20 years by 2033

Year	# ships turning 20 years	% of fleet >20 years
Current	77	4%
2024	22	1%
2025	47	7%
2026	58	10%
2027	56	13%
2028	45	15%
2029	110	21%
2030	212	31%
2031	251	44%
2032	214	55%
2033	103	60%

Unlikely to be able to build significant capacity before 2028

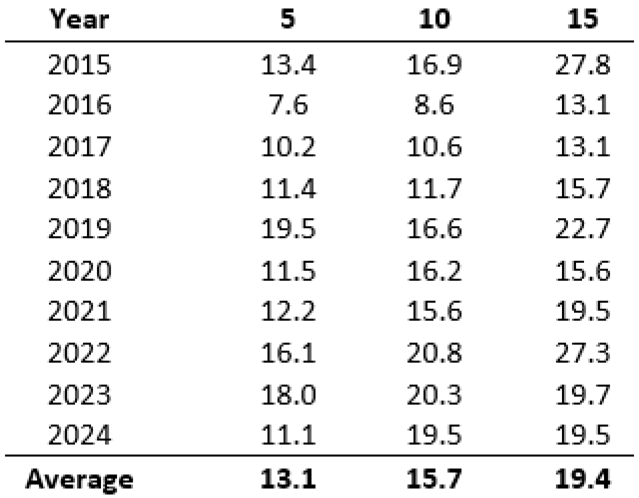
Source: Clarksons Shipping Intelligence Network (https://sin.clarksons.net/)

In addition, the aging fleet will need to drydock..

Drydock data shows 3,2 % further impact on utilization from 2025-2027!

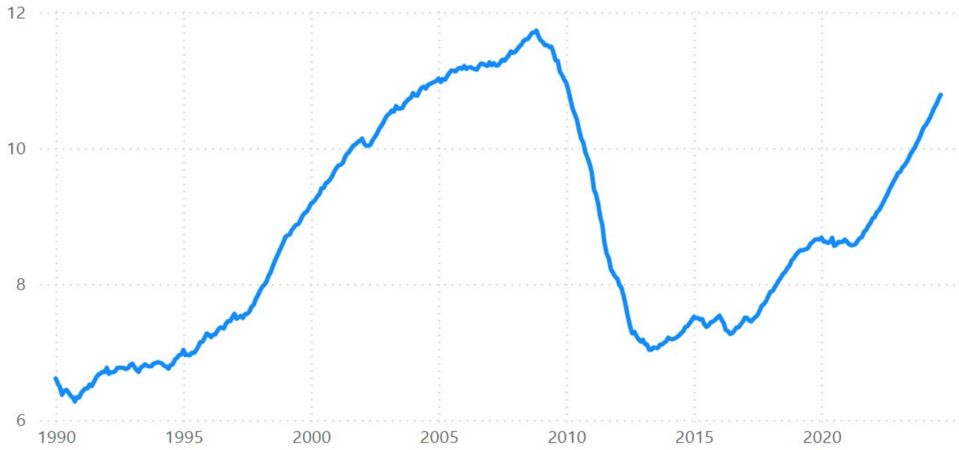
«Many small streams makes a large river»

Average time/days spent at drydock shipyard by age:



Year	5	10	15
2015	13.4	16.9	27.8
2016	7.6	8.6	13.1
2017	10.2	10.6	13.1
2018	11.4	11.7	15.7
2019	19.5	16.6	22.7
2020	11.5	16.2	15.6
2021	12.2	15.6	19.5
2022	16.1	20.8	27.3
2023	18.0	20.3	19.7
2024	11.1	19.5	19.5
Average	**13.1**	**15.7**	**19.4**

Average capesize fleet age:



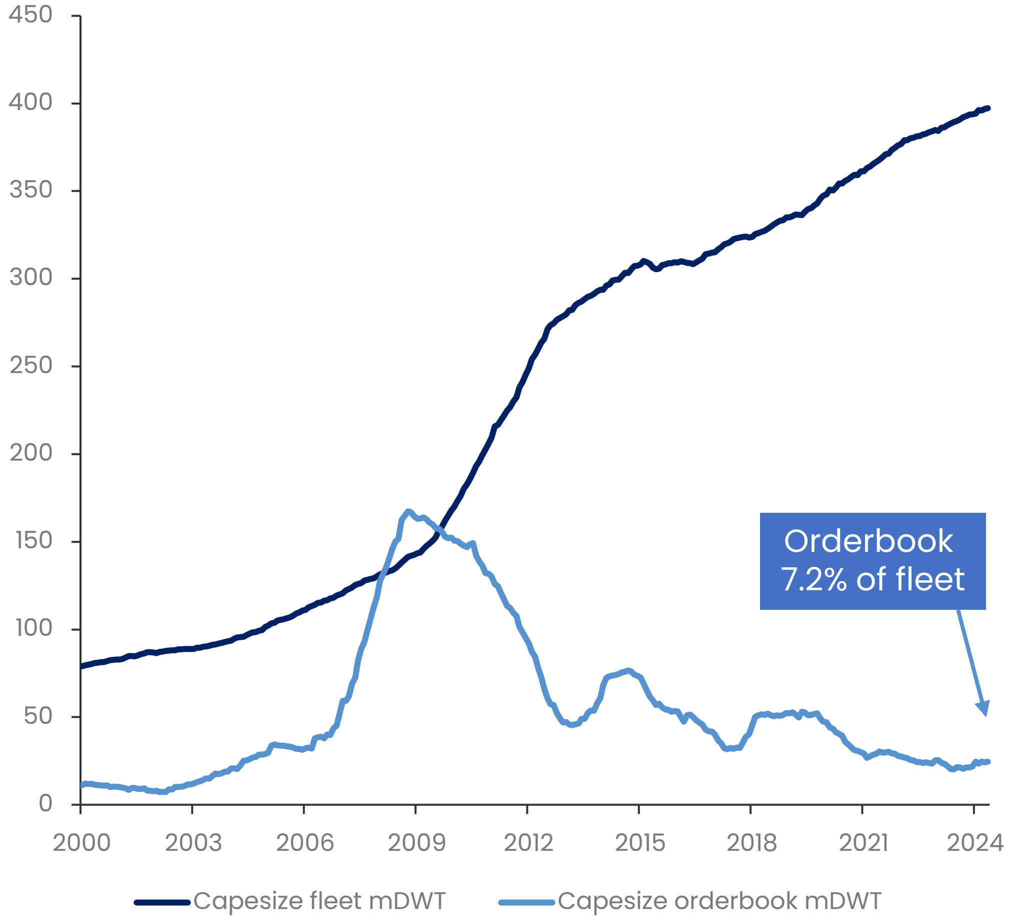
- *As we move closer to the end of the decade, the drydock impact will continue to boost Cape/Newc demand*
- *2010 was a big delivery year- hence over 10% of the fleet will engage in 15 year SS in 2025*

And with an aging fleet forced to drydock or be scrapped, this will be an additional positive impact on cape/newc freight rates

Source: Clarksons Shipping Intelligence Network (https://sin.clarksons.net/)

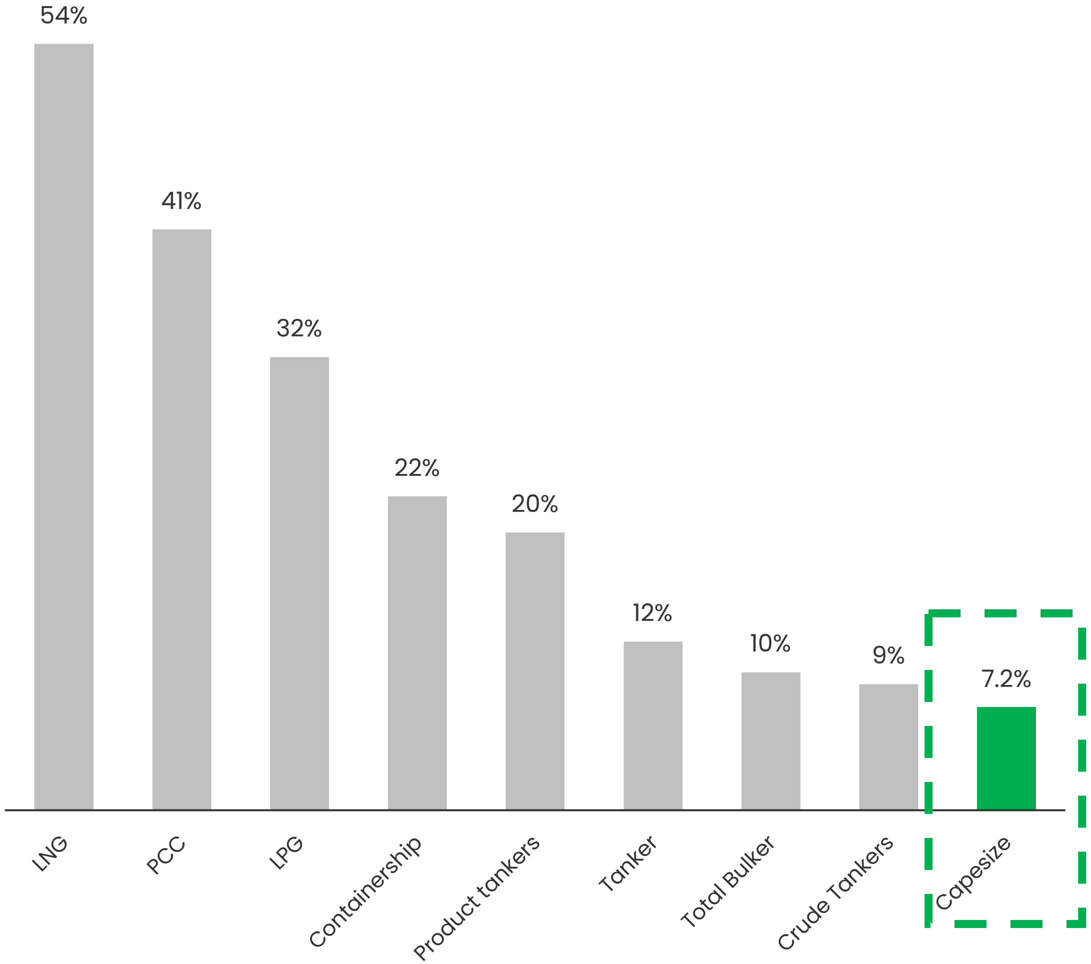
Limited supply of new ships

25-year low orderbook



Orderbook 7.2% of fleet

Highly supportive OB/Fleet Ratio



Source: Clarksons Shipping Intelligence Network (https://sin.clarksons.net/)