16

THE GREAT EASTERN
SHIPPING COMPANY LIMITED

OCEAN HOUSE, 134/A, Dr. Annie Besant Road, Worli, Mumbai - 400 018, INDIA. Tel.: +91(22) 6661 3000 / 2492 2100 Fax : +91(22) 2492 5900

Our Ref.: S/057/2013/JMT

May 06, 2013

Bombay Stock Exchange
1st Floor, Phiroze Jeejeebhoy Towers,
Dalal Street,
MUMBAI – 400 001

Fax No.22723121/3719

Dear Sir,

Further to our letter dated May 06, 2013 (Ref: S/056/2013/JMT), we enclose herewith Press Release to be issued pertaining to the audited Financial Results for the year ended March 31, 2013.

You are requested to take note of the above.

Thanking You,
Yours faithfully,
For The Great Eastern Shipping Co. Ltd.

Jayesh M. Trivedi
Vice President (Secl. & Legal) & Company Secretary

CC: National Stock Exchange, Mumbai Fax No.26598237

CC: Wholesale Debt Market,
National Stock Exchange, Mumbai Fax No.: 26598238

CC: Luxembourg Stock Exchange, LUXEMBOURG.
Attn: Mr. Braun – Commercial Dept. ost@bourse.lu

16

PRESS RELEASE

GE Shipping FY13 consolidated Net Profit at Rs.537.76 crs

Proposes final dividend of Rs 4.50 per share

The Board of Directors of The Great Eastern Shipping Company Ltd. (G E Shipping) today approved the Audited Results for the financial year ended 31st March 2013.

KEY HIGHLIGHTS:

Standalone			Consolidated	
FY'13	**FY'12**	**(Amount in Rs. crs)**	**FY'13**	**FY'12**
		Income Statement		
2033.79	2004.74	Revenue (including other income)	3400.45	3233.27
729.71	781.26	EBITDA (including other income)	1553.26	1363.79
146.26	143.34	Net Profit	537.76	316.55
		Balance Sheet		
9745.32	9925.22	Total Assets	14449.04	13681.39
5000.79	5130.51	Equity	6341.76	5995.93
3625.72	3874.42	Total Debt (Gross)	6739.32	6407.15
425.95	874.75	Long Term Debt (Net of Cash)	2654.21	2858.13
		Cash Flow		
500.75	117.75	From operating activities	1231.77	765.58
113.35	462.71	From investing activities	(587.24)	(17.74)
(772.87)	(281.81)	From financing activities	(512.29)	-554.11
(158.77)	298.65	Net cash inflow/(outflow)	132.24	193.73
		Key financial figures		
35.88%	38.97%	EBITDA Margin (%)	45.68%	42.18%
2.89%	2.70%	Return on Equity (ROE) (%)	8.72%	5.34%
4.03%	4.67%	Return on Capital Employed (ROCE) (%)	6.91%	6.16%
0.73	0.76	Gross Debt/Equity Ratio (x)	1.06	1.07
0.09	0.17	Net Debt/Equity Ratio (x)	0.42	0.48
54.12	47.56	Exchange rate USD/INR, average (Rs)	54.12	47.56
54.29	50.88	Exchange rate USD/INR, end of period (Rs)	54.29	50.88
		Share related figures		
9.60	9.41	Earnings per share, EPS (Rs)	35.31	20.79
9.58	9.39	Diluted earnings per share (Rs)	35.24	20.74
33.46	31.48	Cash Profit per share (Rs)	76.28	56.73
7.50	6.50	Dividend per share (Rs)	7.50	6.50

Performance Review of Q4 FY 2012-13:

Break up of Revenue days (Shipping):

Revenue Days	Q4'FY13	Q4'FY12
Owned Tonnage	2,745	3,022
Inchartered Tonnage	195	183
Total Revenue Days	**2,940**	**3,205**
Total Owned Tonnage (mn.dwt)	**2.53**	**2.62**

Average TCY's earned in various categories:

Average (TCY $ per day)	Q4'FY13	Q4'FY12	% Chg
Crude Carriers	17,534	19,829	(12)%
Product Carriers (Incl. Gas)	17,135	13,353	28%
Dry Bulk	7,827	15,130	(48)%

FLEET DEVELOPMENT:

Sale & Purchase Activities during Q4 FY2012-13:

During the quarter:

- The Company sold & delivered its 1995 built Panamax dry bulk carrier 'Jag Arnav' to the buyers.
- The Company contracted to sell its 1988 built General Purpose (GP) product carrier 'Jag Parwar' with delivery in Q1FY14.

Subsequent to the quarter:

- The Company delivered its 1988 built General Purpose (GP) product carrier 'Jag Parwar' to the buyers.
- The Company contracted to sell its 1999 built Aframax crude carrier 'Jag Leela' with delivery in Q1FY14.

MARKET COMMENTARY:

The crude tanker market continued to underperform in Q4FY13. Subdued demand from the western economies and seasonal refinery maintenance added to tonnage oversupply reflected in lower earnings.

The product tanker market echoed showed some strength on back of robust demand of distillate cargos from US to South American countries. Steady product demand from Asia also resulted in healthy cargo movement and utilization. But any meaningful rise in the charter rates was capped by new addition of vessels in the market.

The charter rates for large asset classes in the dry bulk sector remained depressed throughout the quarter mainly due to lower iron ore imports from Brazil to Asia and lower coal shipments from Australia due to heavy floods. Improvement in the grains exports especially from South America supported utilization levels of smaller asset classes. Even though substantial scrapping of vessels was witnessed, the issue of new supply overhang loomed over the freight rates.

FLEET PROFILE: as on date

Categories	No. of ships	Avg age (years)
Crude Carriers	9	10.6
Product Carriers	12	8.5
Gas Carriers	1	23.0
TANKERS TOTAL	**22**	**10.2**
Capesize	1	17.0
Kamsarmax	3	1.3
Supramax	4	6.3
Handymax	1	16.0
DRY BULK TOTAL	**9**	**7.8**
TOTAL FLEET (2.50 mn dwt)	**31**	**9.6**

OUTLOOK:

Tanker Market:

International Energy Agency (IEA) expects oil demand growth to remain muted for 2013 (0.9% to 90.6 mb/d) on the back of the unstable European environment, US govt. spending cuts and weakening of commodity demand from China. As anticipated, structural changes in the trade patterns have already started showing their impact on the tanker industry. With US turning net exporter of refined products, the product tanker segment is expected to perform relatively better than the crude segment in the coming

5/6

years. But a recent boom in ordering of new product tankers can negate a significant improvement in the charter rates going forward.

Dry Bulk Market:

China is likely to continue to focus on large scale infrastructure development to achieve desired economic growth. India is also expected to step up its coal imports to fire its mega power projects in the medium term. All these factors reflect a steady demand growth for the major bulk commodities. As a result of the difficult operating environment, scrapping activities have increased and close to 7.5mn dwt of dry bulk vessels got scrapped in Q1CY13. But looking at the current supply issues, the industry requires massive scrapping to shorten the demand supply mismatch.

REVENUE VISIBILITY:

The revenue visibility for the balance part of FY 2013-14 is around Rs.381 crores. Crude tankers and product carriers (incl. Gas) are covered to the extent of around 42% and 56% of their operating days respectively. In case of dry bulk carriers, they are covered to the extent of around 26% of the fleet's operating days.

DEVELOPMENTS IN THE SUBSIDIARIES:

Greatship (India) Limited (GIL):

GIL and its subsidiaries currently own and operate assets in the following categories.

Categories	No. of assets
Offshore Logistics	
-Platform Supply Vessels (PSV)	4
- Anchor Handling Tug cum Supply Vessels (AHTSV)	9
- Multipurpose Platform Supply and Support Vessels (MPSSV)	2
- Platform/ ROV Support Vessels (ROVSV)	6
Drilling Services	
-350 ft Jackup Rigs	3
Total	**24**

6/6

Sale & Purchase Activities during Q4 FY2012-13:

During the quarter:

- Greatship Global Offshore Services Pte. Ltd., a subsidiary of GIL took delivery of a Platform/ROV Support Vessel, "Greatship Ragini" from Colombo Dockyard Plc, Sri Lanka.
- Greatship Global Energy Services Pte. Ltd., a subsidiary of GIL took delivery of a mobile offshore self elevating drilling rig, Le Tourneau 116(E) – 'Greatdrill Chaaya' from Lamprell Energy Ltd, UAE.

OUTLOOK:

In Q4FY13, oil prices witnessed volatility within a range. However subsequent to the end of the quarter oil prices along with other commodities corrected sharply. Disappointing economic data from US, EU and China has created some doubts on the demand sustainability and therefore on the price of oil.

Demand for offshore support and drilling services has remained reasonably strong over the last few years, with oil prices still well above the threshold for E & P profitability. However, with the wave of new building deliveries expected primarily from yards located in South East Asia and China, excessive capacity addition in the coming years could cause some concern on utilizations and rates going forward.

REVENUE VISIBILITY:

The revenue visibility for the balance part of FY 2013-14 is around Rs.1,108 crores. PSVs and AHTSVs are covered to the extent of around 43% and 57% of their operating days respectively. ROVSVs and MPSSVs have coverage of around 67% and 70% for the balance part of FY2014. In case of Jackup rigs, they are covered to the extent of 86% of the operating days.

Place: Mumbai
Date: 6th May, 2013

---------- Visit us at www.greatship.com ----------

For further details, please email us at corp_comm@greatship.com
Q4 FY13 Earnings Call scheduled at **05.00 pm (IST) on Monday, 6th May 2013.**
To participate, kindly dial **(+91) - 22 – 67934400**