



PRECIOUS SHIPPING PUBLIC COMPANY LIMITED

SET Opportunity Day

13th May 2008

Website <http://www.preciousshipping.com>

E-Mail psl@preciousshipping.com

Precious Shipping PCL



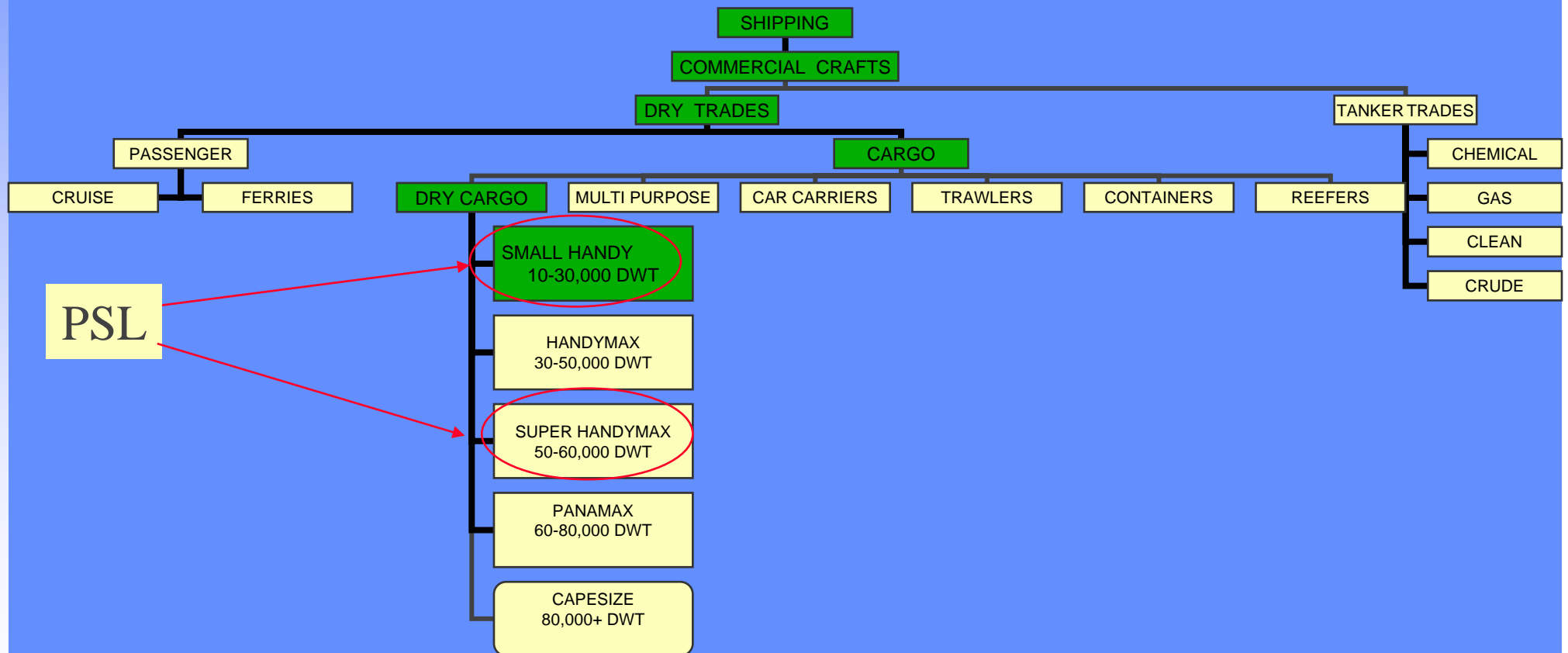
Industry Overview





INDUSTRY OVERVIEW

TYPE OF VESSELS





PSL Fleet

Number Of Vessels	44
Average Age (Simple Average)	19.59 years
Insured Value/Market Value*	USD 1,241.50 Million
Book Value	USD 258.18 Million
Total DWT	1,130,280
Total LDT	256,017
Average DWT per Vessel	25,688

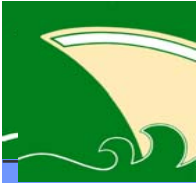
*As on 1st Jan 2008

*Previous valuations:

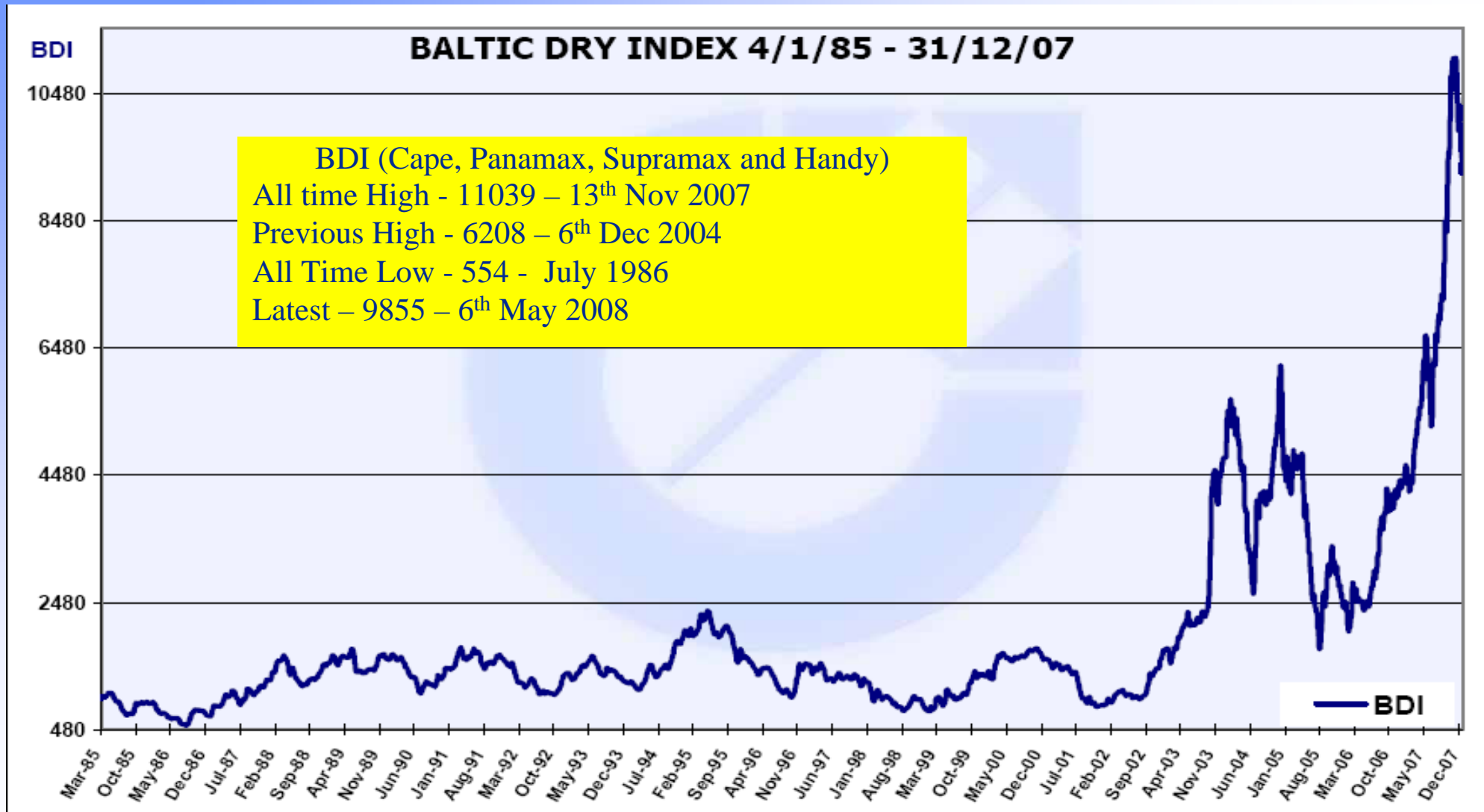
Aries Valuation as on 1st Oct 2007: USD 939 Million

HSBC valuation as on 24th May 2007: USD 777 Million

Aries Valuation as on 1st Jan 2007: USD 583 Million

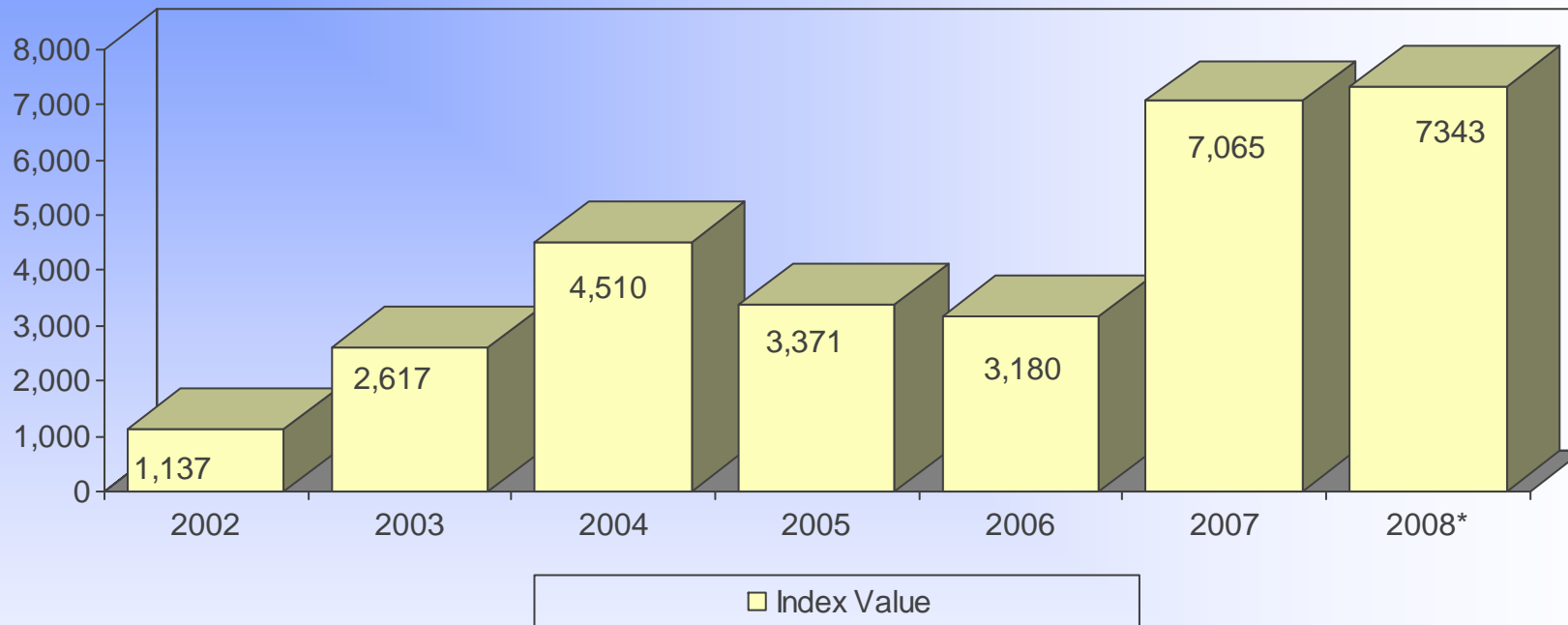


BDI





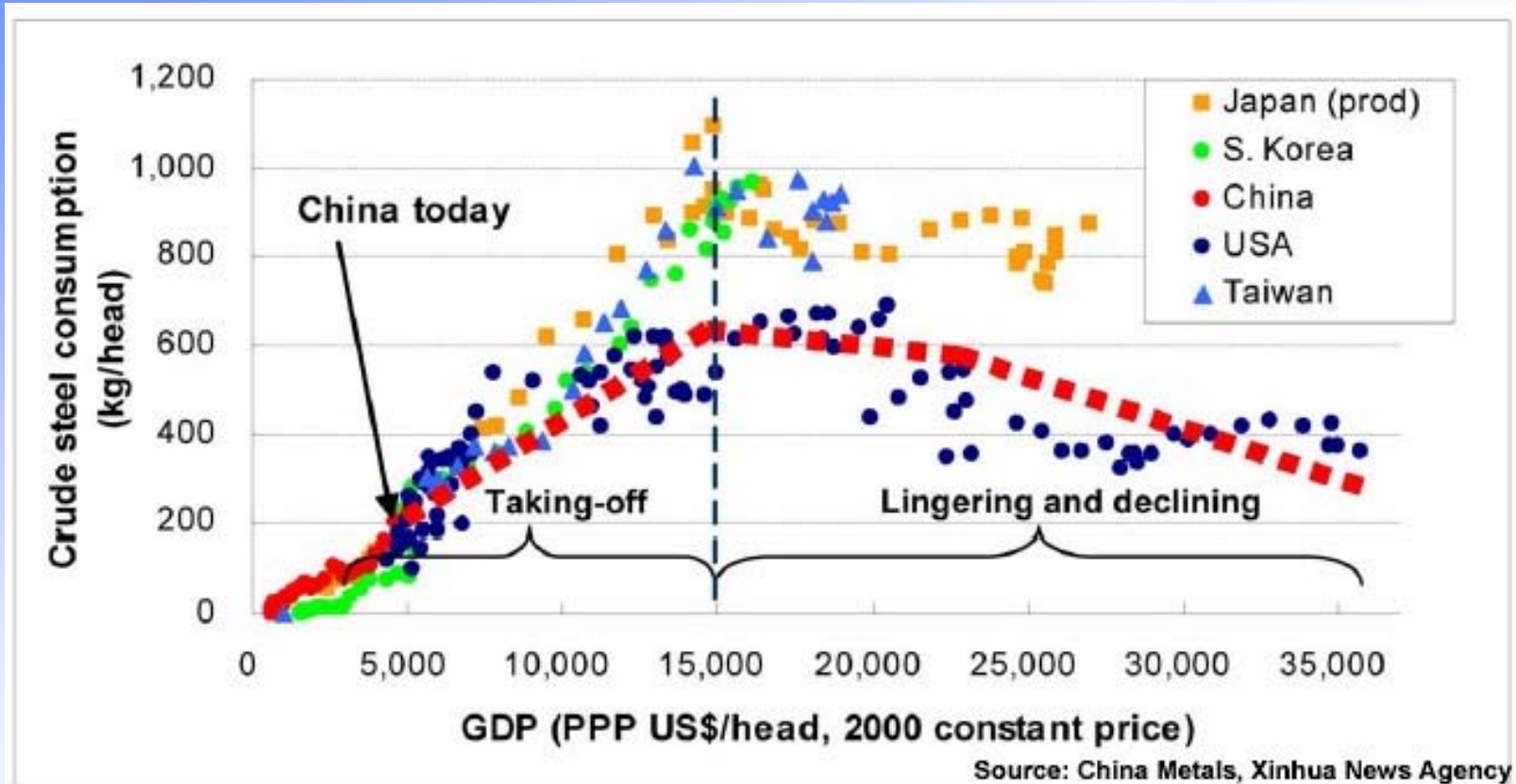
Baltic Dry Index (BDI) - Annual Averages



***2008 avg up to 31st Mar 2008**



Chinese Steel – How long can it continue?



China's steel consumption is still very low by historical standards of countries experiencing industrialization.



China - Some Facts

- Shanghai has built more skyscrapers in the past 15 yrs than New York did in a century
- Iron Ore imports: for 2006: 326 MMT or 50 MMT over 2005, for 2007: 383.6 MMT or 58.6 MMT over 2006, for 2008: estimated 425/450 MMT or 50% of world imports!
- Coal Imports: 2007: 51 MMT, 2008: estimated 65+ MMT after being an exporter of about 80 MMT per annum for last decade!
- Coal production increased 200/250 MMT to 2.5 BMT in 2007 needs to grow by a similar amount to sustain Electricity demand.
- Steel Production: 2004: 280.5 MMT, 2005: 349.5 MMT, 2006: 421 MMT, 2007: about 490 MMT!
- Steel Exports: 2005: 27.6 MMT, 2006: 52 MMT, 2007: 63 MMT!

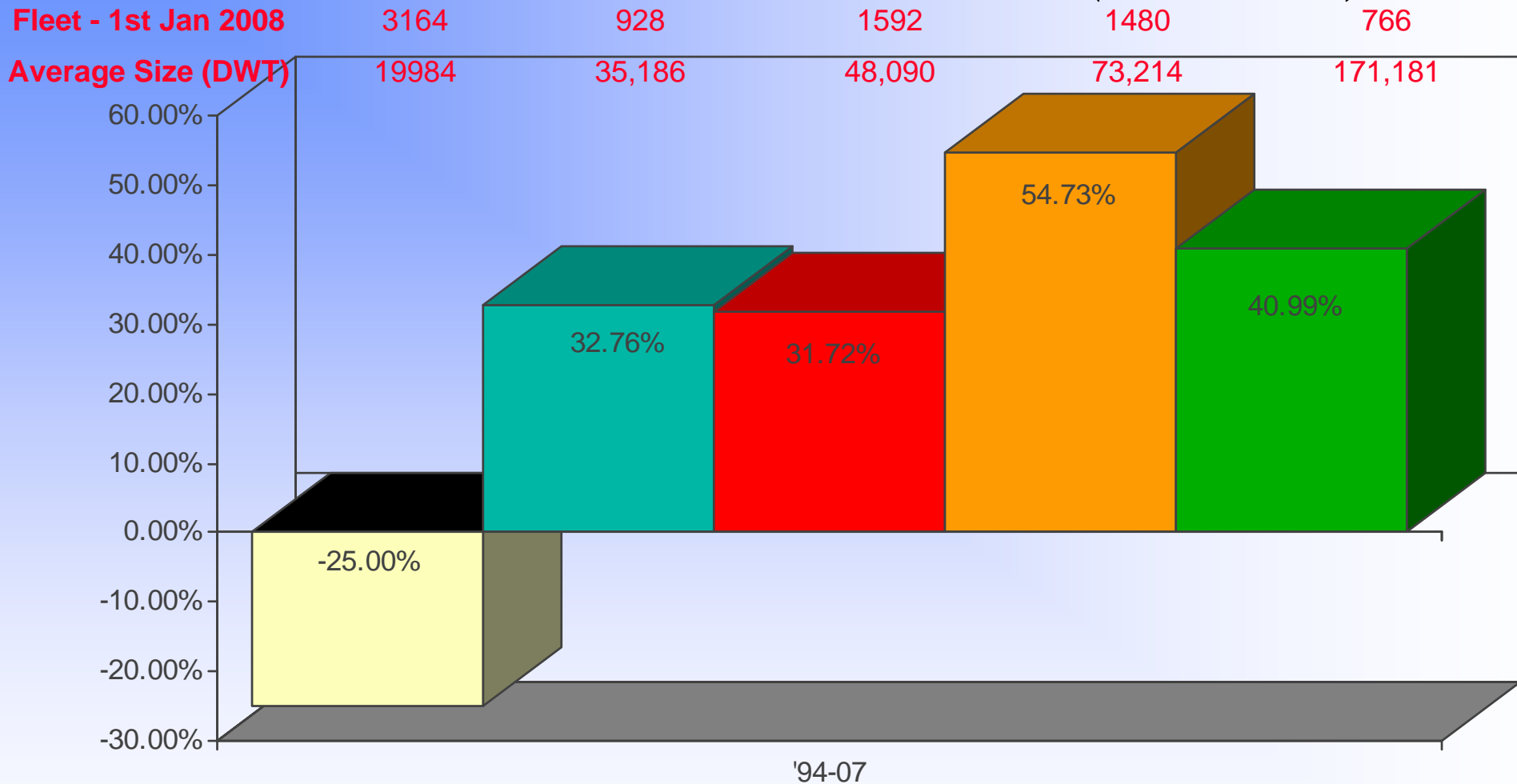


India Vs China

	Year	China	India
Gross National Saving	2002	44%	22%
Trade in Goods	2002	49%	21%
% of World Merchandise export	2003	5.8% (4 th largest exporter)	0.7% (31 st largest exporter)
Stock of FDI	2003	\$501.5bn	\$30.8bn
Inflow of FDI	2003	\$53.5bn	\$4.3bn
Overall illiteracy	2000	6%	35%
Spending on infrastructure		8x	1x
Private Investment-Telecom	1996-2002	\$13bn	\$9.3bn
Private Investment-Energy	1996-2002	\$14.3bn	\$7.5bn
Change in population engaged in agriculture	1981-2001	68% - 45%	67% - 59%
Fiscal deficit % of GDP		<4%	10%
Formal Sector Employment		>20%	<10%



CHANGE IN NUMBER OF SHIPS AS % OF TOTAL FLEET AS OF 1st JAN 2008 (1994-2007)*



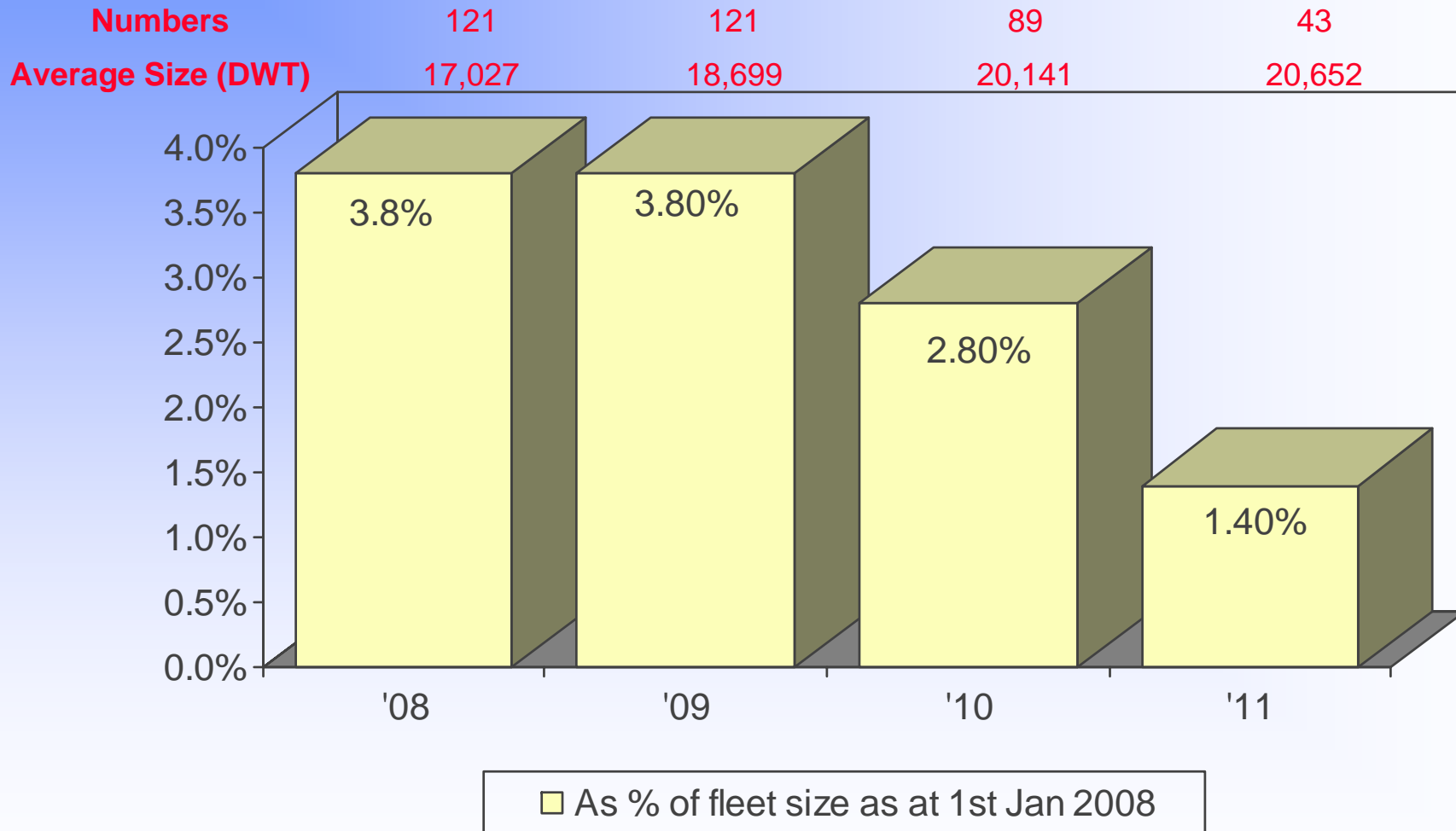
Small Handy Handymax Super Handymax Panamax Capesize

* Super Handymax (2002-2007)



Industry Over view – Small Handies (As of 31st Mar 2008)

NEW BUILDINGS ON ORDER UPTO DEC 2011 (11.8%)

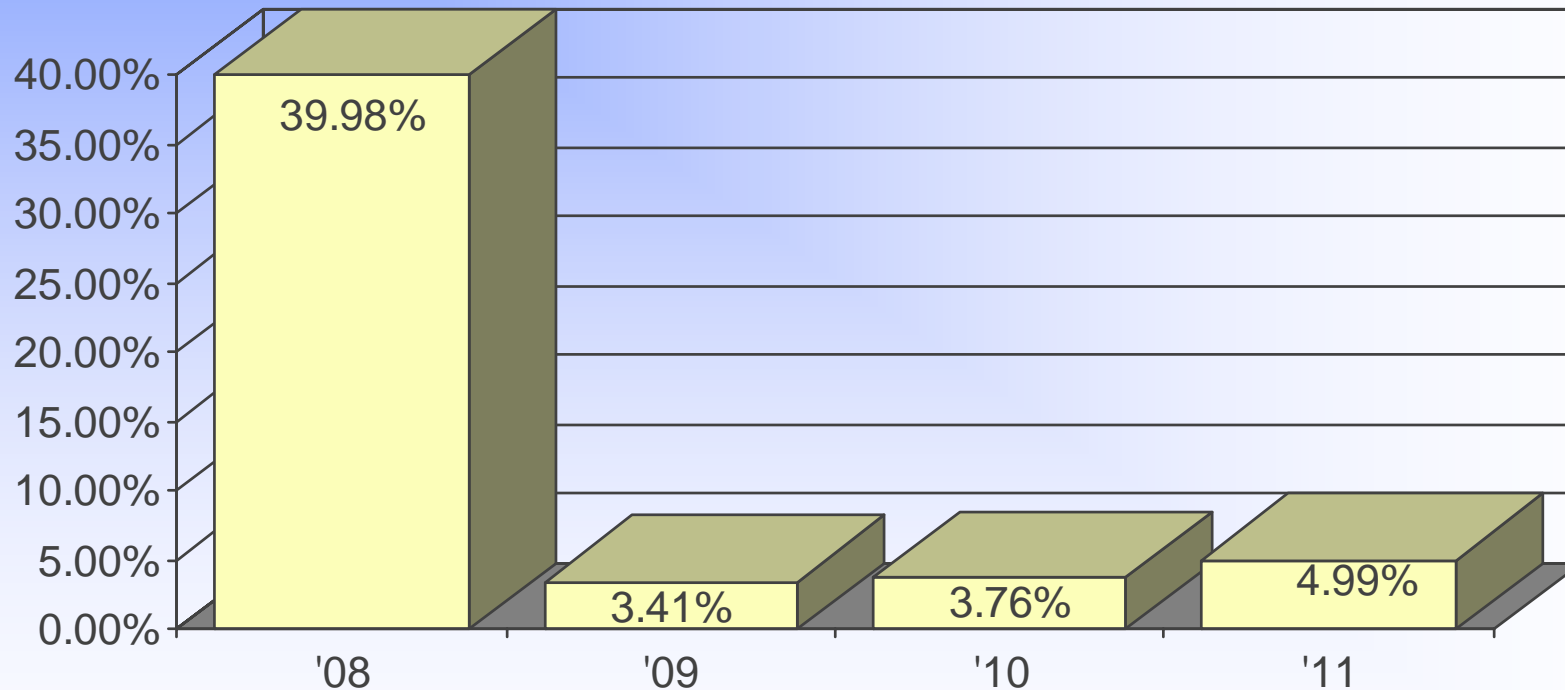




Industry Over view – Small Handies (As of 31st Mar 2008)

POTENTIAL SCRAPPING OF SHIPS 27 YEARS OR OLDER UPTO DEC 2011 (52.14% !)

Numbers	1,265	108	119	158
Average Size (DWT)	18,949	20,284	20,060	22,759

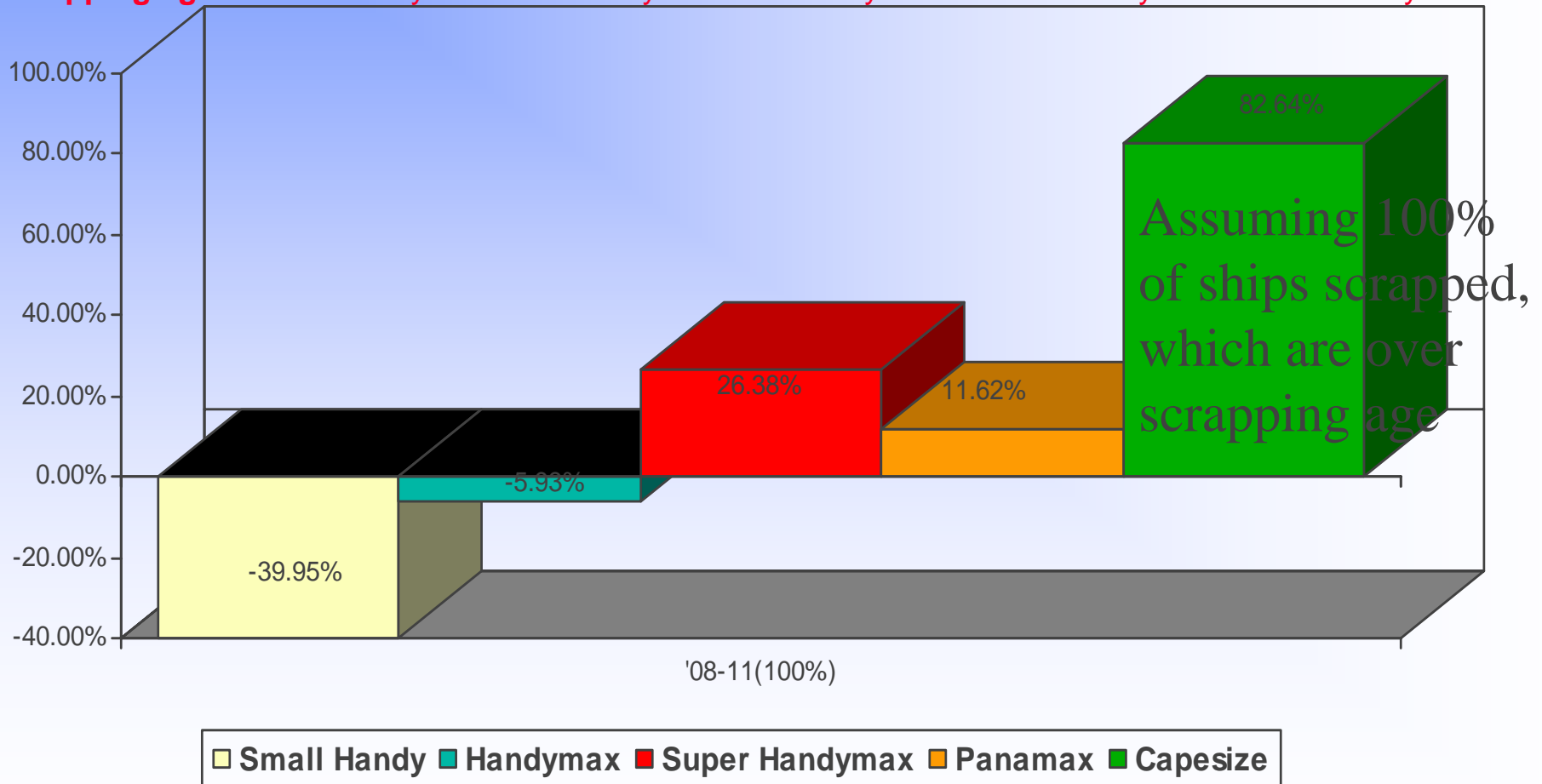


As % of fleet size as at 1st Jan 2008



CHANGE IN NUMBER OF SHIPS AS % OF TOTAL FLEET AS OF 1st JAN 2008

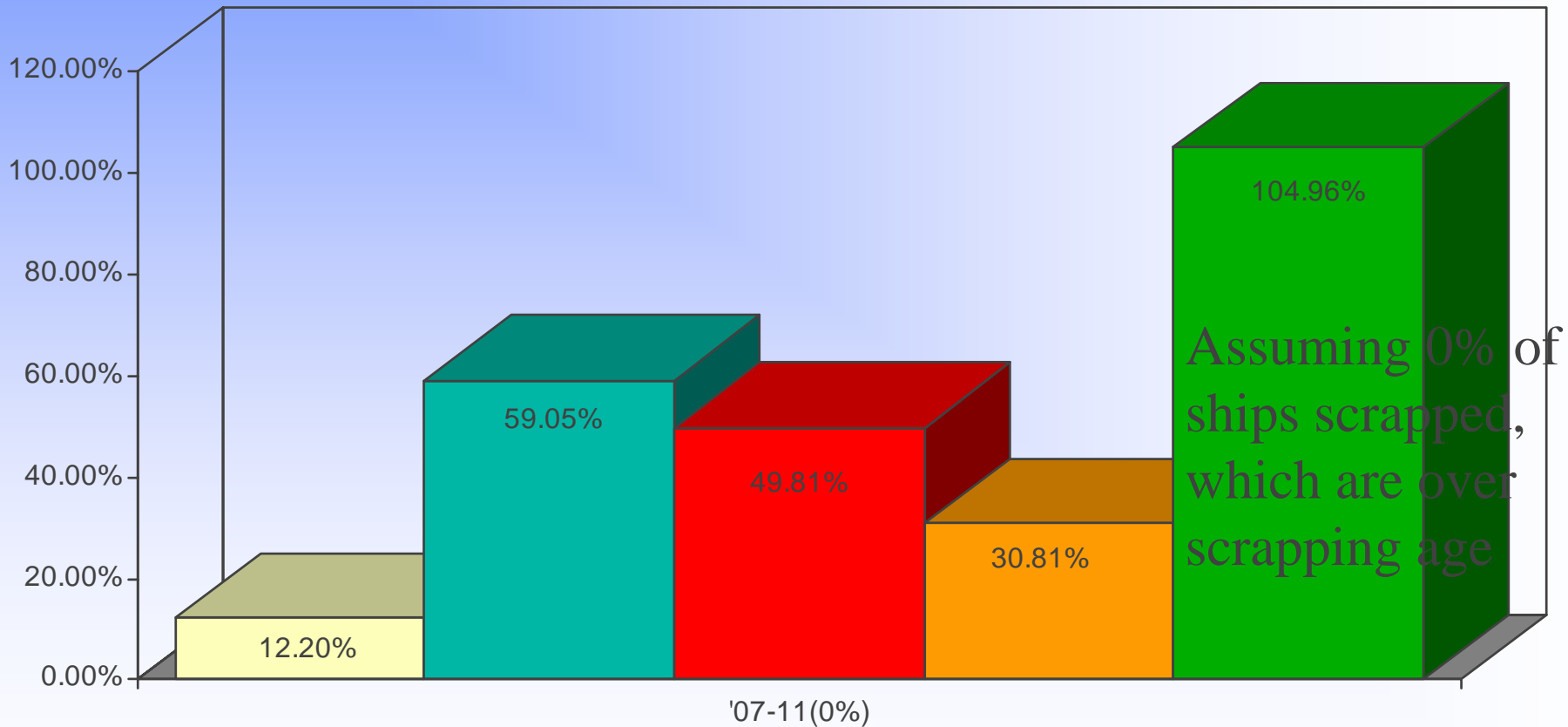
Fleet - 1st Jan 2008	3164	928	1592	1480	766
Projected – 1st Jan 2012	1900	873	2012	1652	1399
Av. Size (DWT)	20,280	34,065	52,502	72,180	173,011
Av scrapping age	27 yrs	25 yrs	25 yrs	24 yrs	22 yrs





CHANGE IN NUMBER OF SHIPS AS % OF TOTAL FLEET AS OF 1st JAN 2008

Fleet - 1st Jan 2008	3164	928	1592	1480	766
Projected – 1st Jan 2012	3550	1476	2385	1936	1570
Av Size (DWT)	19,840	34,468	50,655	74,140	167,142



Small Handy
 Handymax
 Super Handymax
 Panamax
 Capesize



Small Handy - New Buildings Projected vs Delivered

Net Change

-162

-154

-124

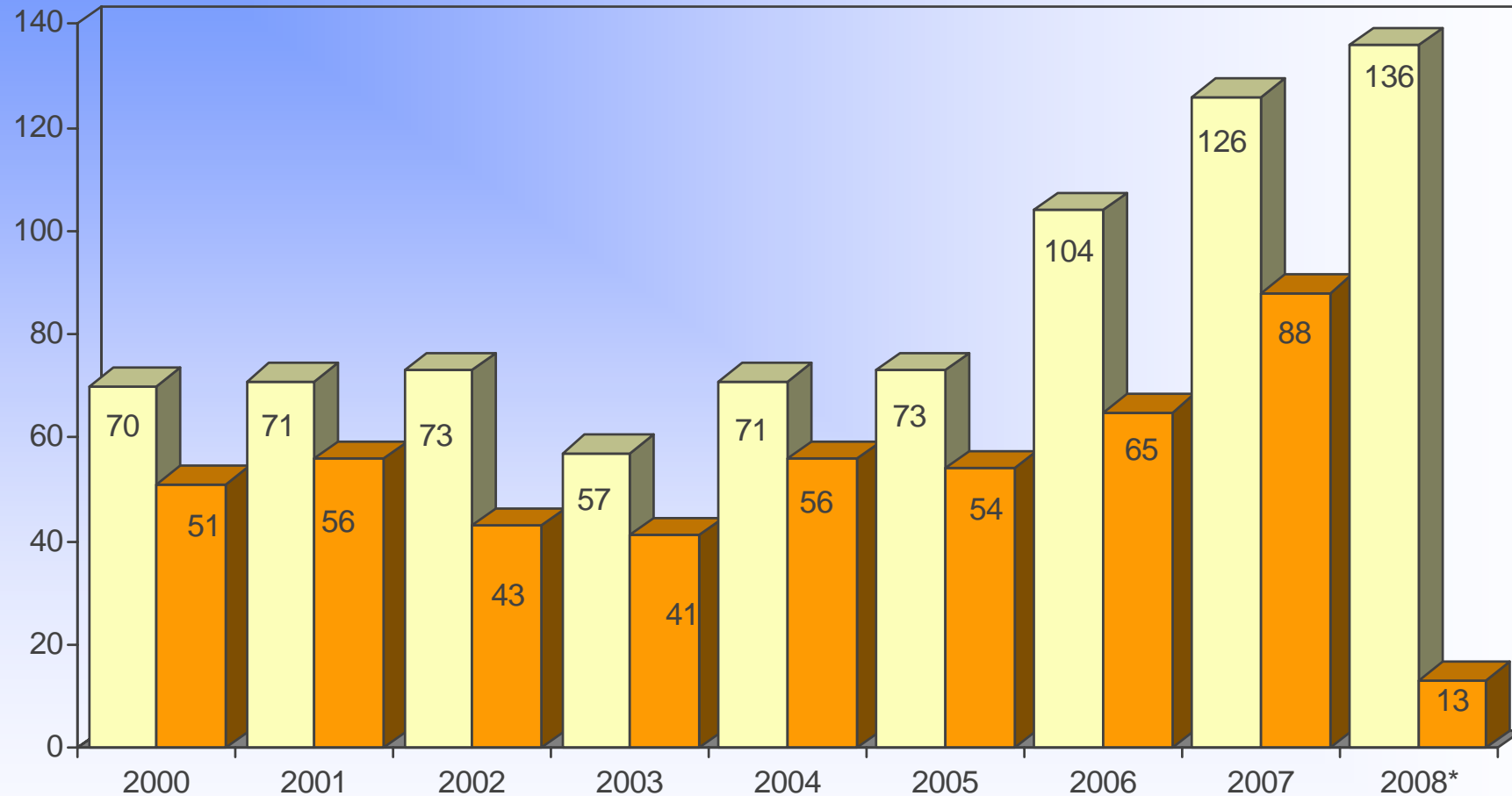
-109

1

46

9

80



Projected Delivered

*2008 delivered up to Mar 2008



Soai Rap Shipyard



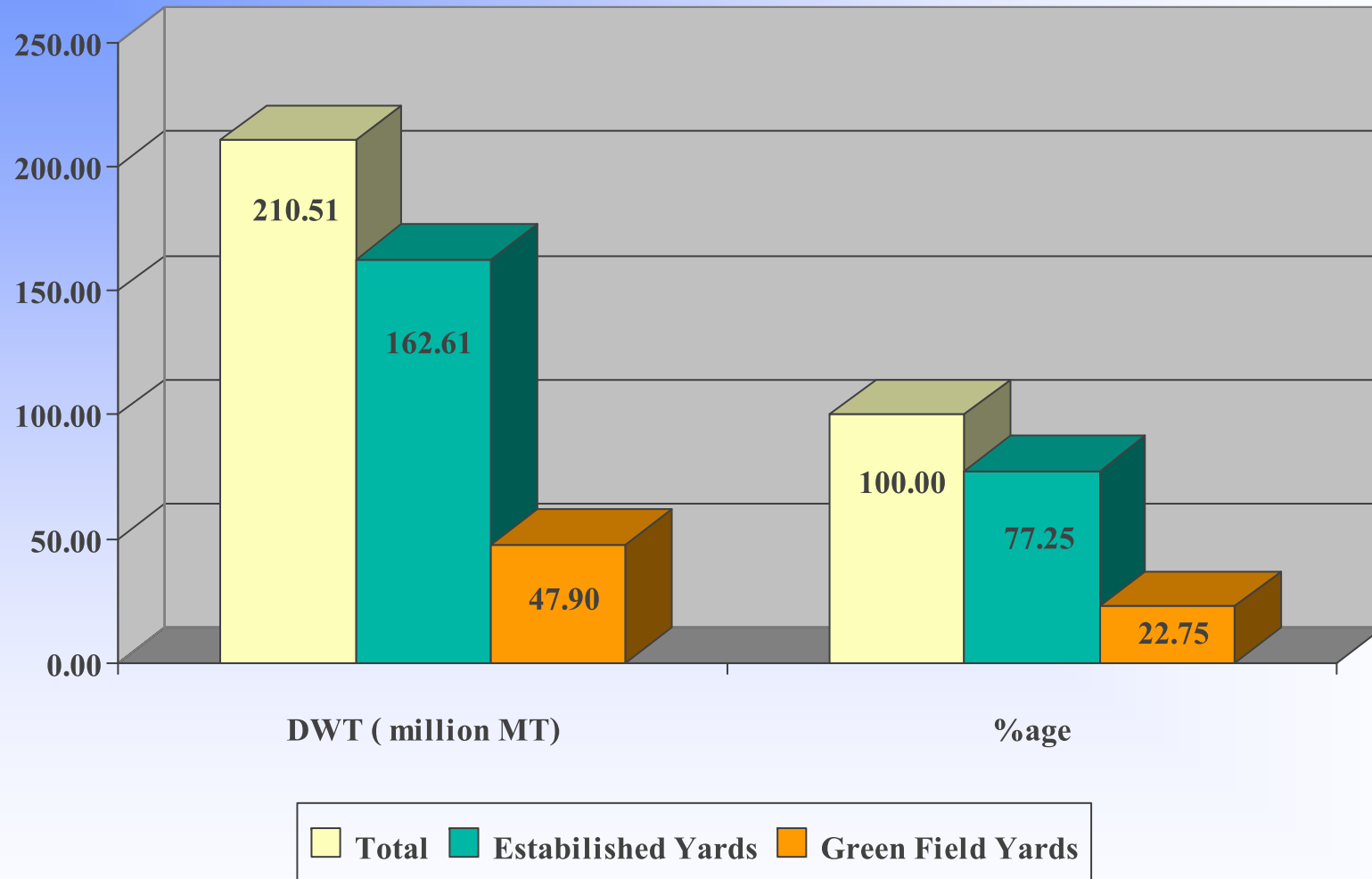


Greenfield Yards

	China	Korea	Japan
(a) Yards with deliveries in 2007	69	18	34
(b) Total yards with current orders	129	26	34
(c = b - a) Greenfield yards	60	8	0



Confirmed Orders, all ships (China, Korea and Japan)





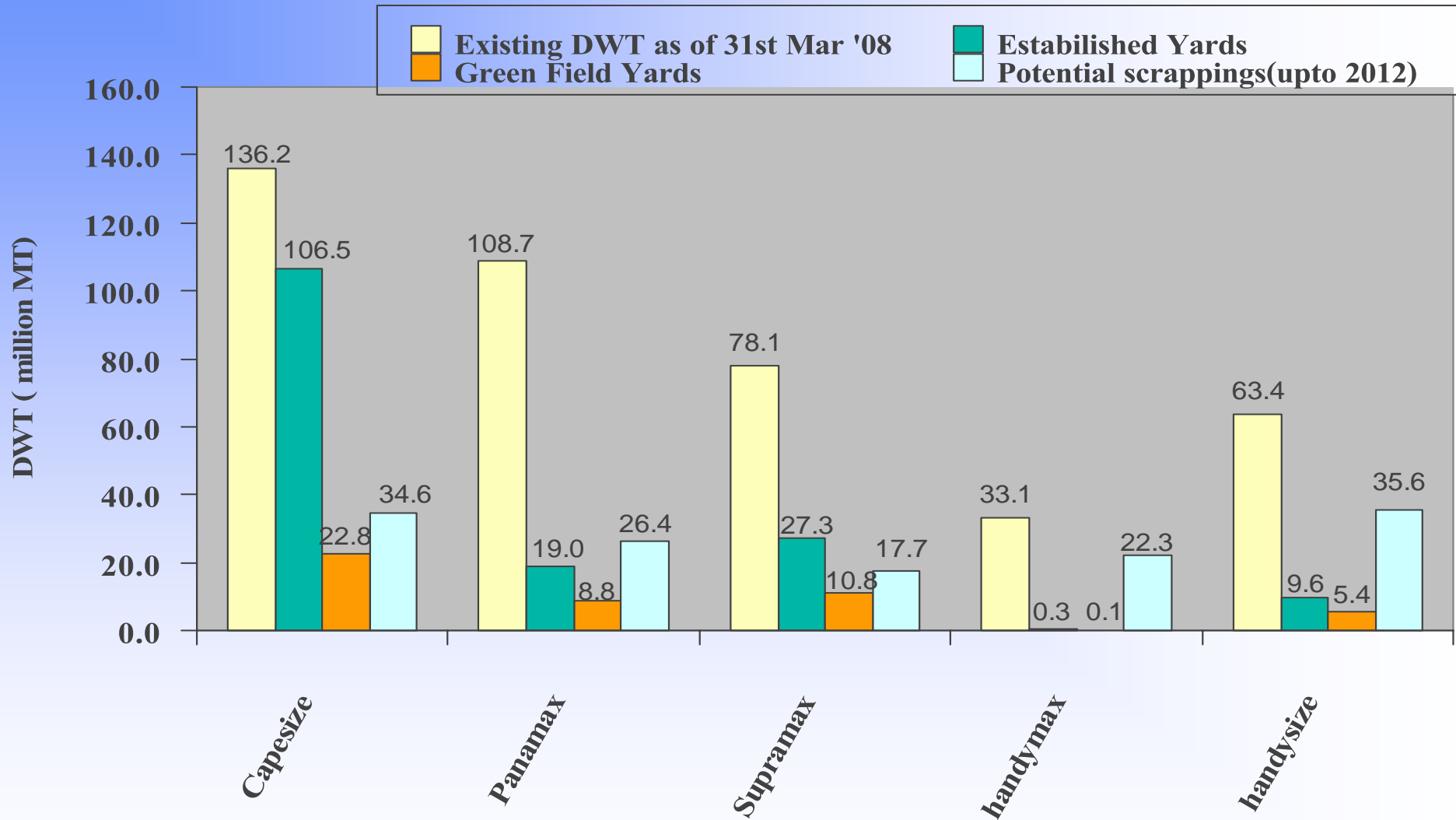
Confirmed Orders (China, Korea and Japan)

Subsegment	Greenfield Yards		Established yards		Grand Total
	DWT	% over total	DWT	% over total	
Capesize*	22,745,900	17.60%	106,462,342	82.40%	129,208,242
Panamax	1,509,900	11.54%	11,579,628	88.46%	27,729,834
Supramax	10,838,806	28.45%	27,261,437	71.55%	38,100,279
Handymax	130,000	31.07%	288,400	68.93%	418,400
Handysize	5,420,800	36.01%	9,634,181	63.99%	15,054,981
Grand Total	47,899,606	22.75%	162,612,094	77.25%	210,511,736

*Capesize includes VLOC, Handy cape and post panamax



Confirmed Orders: Established vs Green Field Yards (China, Korea + Japan) As of 31st Mar 2008





Expert Opinions 2007 & 2008





Estimated New Cargo Carrying Capacity for 2007 in MMT

Type	Newbuildings M tdw	Est. dwcc	
		Low	High
Cape	9.880	62	65
Panamax	9.015	63	65
Handymax	5.806	49	52
Handy	2.190	19	22
Total	26.891	193	204
Number of voyages per year		7.2	7.6

Source:
Howe Robinson Shipbrokers,
Dry Cargo Market - Outlook for 2007



Estimated Additional Cargo availability in 2007 in MMT

Cargo	Range	
	Low	High
Iron Ore	65	70
Thermal Coal	5	10
Steel	10	25
Cement	-5	0
Grain	0	5
Chinese Coastal	20	30
Other Ores	5	10
Misc	5	10
Containerisation	-5	-3
Total	130	207

Source:
Howe Robinson Shipbrokers,
Dry Cargo Market - Outlook for 2007



Estimated Annualised Dead Weight Cargo carrying Capacity of the Fleet on Order (MMT per annum)

	2008	2009	2010
VLOC/VLCC	24	24	26
Cape	59	148	270
Panamax	58	85	156
Handymax	81	145	149
Handy	30	48	39
Total	252	450	640

Source:
Howe Robinson Shipbrokers,
Dry Cargo Market - Outlook for 2008



Forecast Dry Bulk Trade for 2008 (MMT)

	2008f (MMT)	
	Low	High
Iron Ore	+100	+110
Chinese Coastal Coal	+40	+50
Thermal Coal	+25	+30
Minor Bulk	+25	+35
Grain	+12	+16
Met Coal	+7	+13
Steel	+5	+10
Containers	-10	-20
Total	+204	+244

Source:
Howe Robinson Shipbrokers,
Dry Cargo Market - Outlook for 2008

PSL's Strategy





PSL's Strategy

- **Sell older ships and en-cash capital gains on a regular annual basis for the next few years**
- **Purchase New Buildings from shipyards to rejuvenate the fleet and replace ships sold/scrapped**
- **Acquire additional ships from the second-hand markets as and when opportunities present themselves over the next few years**
- **Fix Ships on Long Term Time Charter when markets are high and achieve a 50% forward cover on a rolling 4 year basis**
- **Exploit the spot market for maximising profit from the spot fleet**

PSL New Building Strategy

Vessel	Hull No.	DWT (MT)	Est Delivery	Builder
1	329	32,000	15th Mar 2010	ABG Shipyard
2	330	32,000	31st Jul 2010	ABG Shipyard
3	331	32,000	15th Dec 2010	ABG Shipyard
4	333	32,000	30th Apr 2011	ABG Shipyard
5	334	32,000	31st Aug 2011	ABG Shipyard
6	335	32,000	31st Dec 2011	ABG Shipyard
7	336	32,000	30th Apr 2012	ABG Shipyard
8	337	32,000	31st Aug 2012	ABG Shipyard
9	338	32,000	31st Dec 2012	ABG Shipyard
10	339	32,000	30th Apr 2013	ABG Shipyard
11	340	32,000	31st Aug 2013	ABG Shipyard
12	342	32,000	31st Dec 2013	ABG Shipyard
13	313	54,000	31st Dec 2010	ABG Shipyard
14	315	54,000	30th Jun 2011	ABG Shipyard
15	316	54,000	31st Dec 2011	ABG Shipyard
16	347	54,000	31st May 2012	ABG Shipyard
17	348	54,000	31st Oct 2012	ABG Shipyard
18	349	54,000	31st Dec 2012	ABG Shipyard

PSL New Buildings - Brief Description

Size	32K DWT	54K DWT
Hull	Double Hull	Double Hull
Hatch Type	Open hatch type	Conventional
LOA	182.50 m	190.00 m
LBP	175.00 m	182.00 m
Beam	29.00 m	32.26 m
Holds	5	5
Hatches	5	5
Hold Types	2,3,4 box type, 1 & 5 semi box with lower hopper	Conventional with top & bottom hoppers
Cargo Gear	4 x 30 MT cranes	4 x 36 MT cranes
Class	NK, complying with new CSR requirements to the highest class	ABS, complying with new CSR requirements to the highest class
Speed*	Laden 14 K	Laden 13.75 K
Consumption*	Laden 26MT/day, Ballast 21.5 MT/day	Laden 32.5 MT/day, Ballast 29.5 MT/day
Main Engine	MAN B & W 6S46MC-C Marine Diesel. 7860 kW MCR	MAN B & W 6S50MC-C Marine Diesel. 9480 kW x 127 rpm (MCR)
Diesel Generators	2 sets. 500 kW each approx	3 sets. 600 kW each approx
Shaft Generator	1, Driven off main engine shaft	-
Accommodation	European style	European style

* Subject to model testing and sea trials.



PSL New Buildings - Payment terms and funding

Installment Number	Occasion	32K Ship (USD)	54K Ship (USD)	Source
1st	Signing the contract (20%)	5,999,999	7,599,999	Internal cash Flow
2nd	Steel cutting for the ship (20%)	5,999,999	7,599,999	Bank loan
3rd	Keel Laying of the Ship (20%)	5,999,999	7,600,000	Bank loan
4th	Launching of the Ship (20%)	6,000,000	7,600,000	Bank loan
5th	Delivery of the Ship (20%)	6,000,000	7,600,000	Bank loan

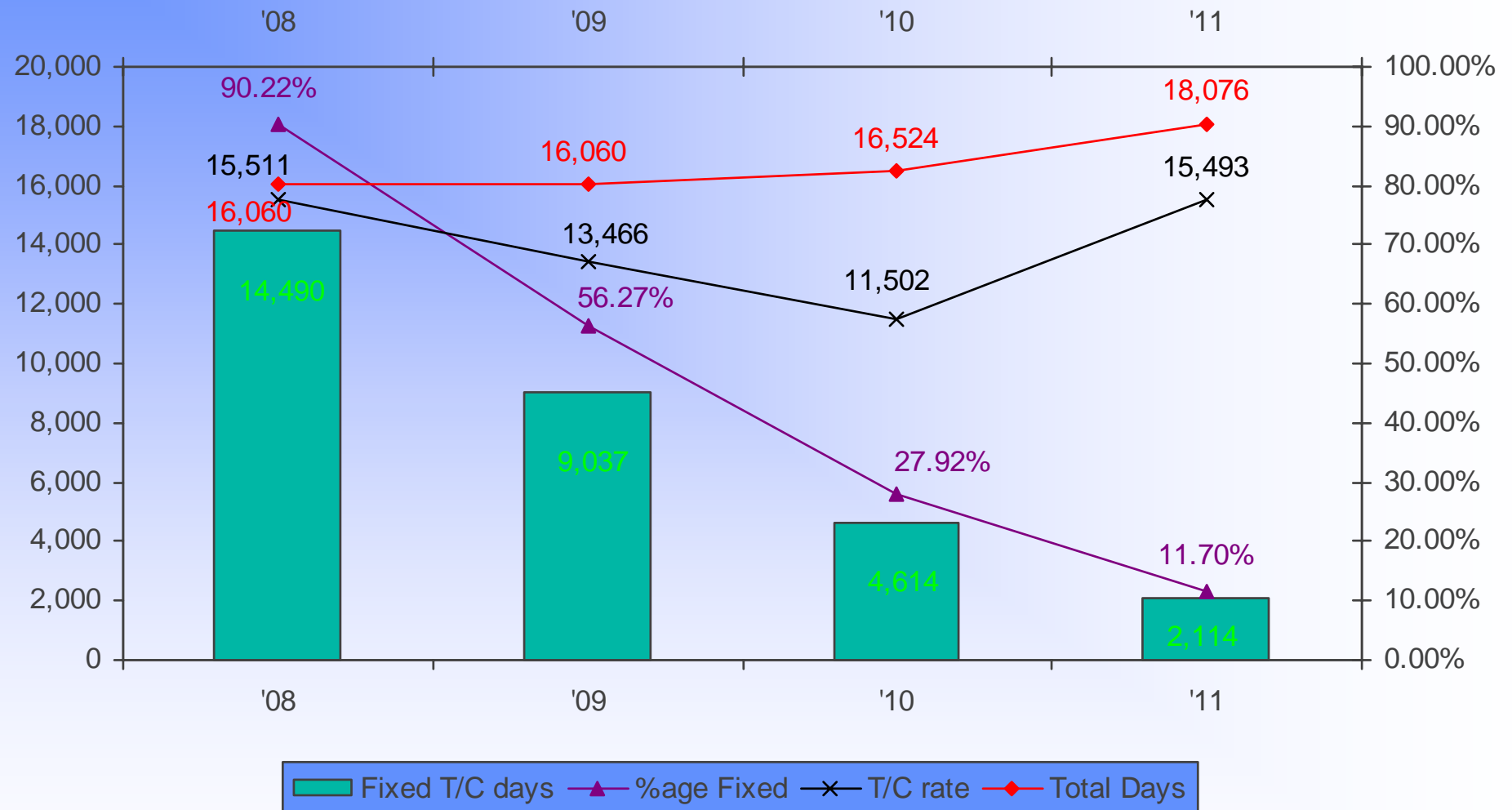


PSL New Buildings - Payment terms and funding

Ins. No.	Occasion	Source	2007	2008	2009	2010	2011	2012	2013	Total
1st	Signing the contract (20%)	Internal cash Flow	94,799,985	22,799,997						117,599,982
2nd	Steel cutting for the ship (20%)	Bank loan		66,399,990	51,199,992					117,599,982
3rd	Keel Laying of the Ship (20%)	Bank loan		5,999,999	39,199,996	40,799,997	31,599,996			117,599,988
4th	Launching of the Ship (20%)	Bank loan			6,000,000	33,200,000	33,200,000	33,200,000	12,000,000	117,600,000
5th	Delivery of the Ship (20%)	Bank loan				25,600,000	33,200,000	40,800,000	18,000,000	117,600,000
Total			94,799,985	95,199,974	96,399,988	99,599,997	97,999,996	74,000,000	30,000,000	587,999,952

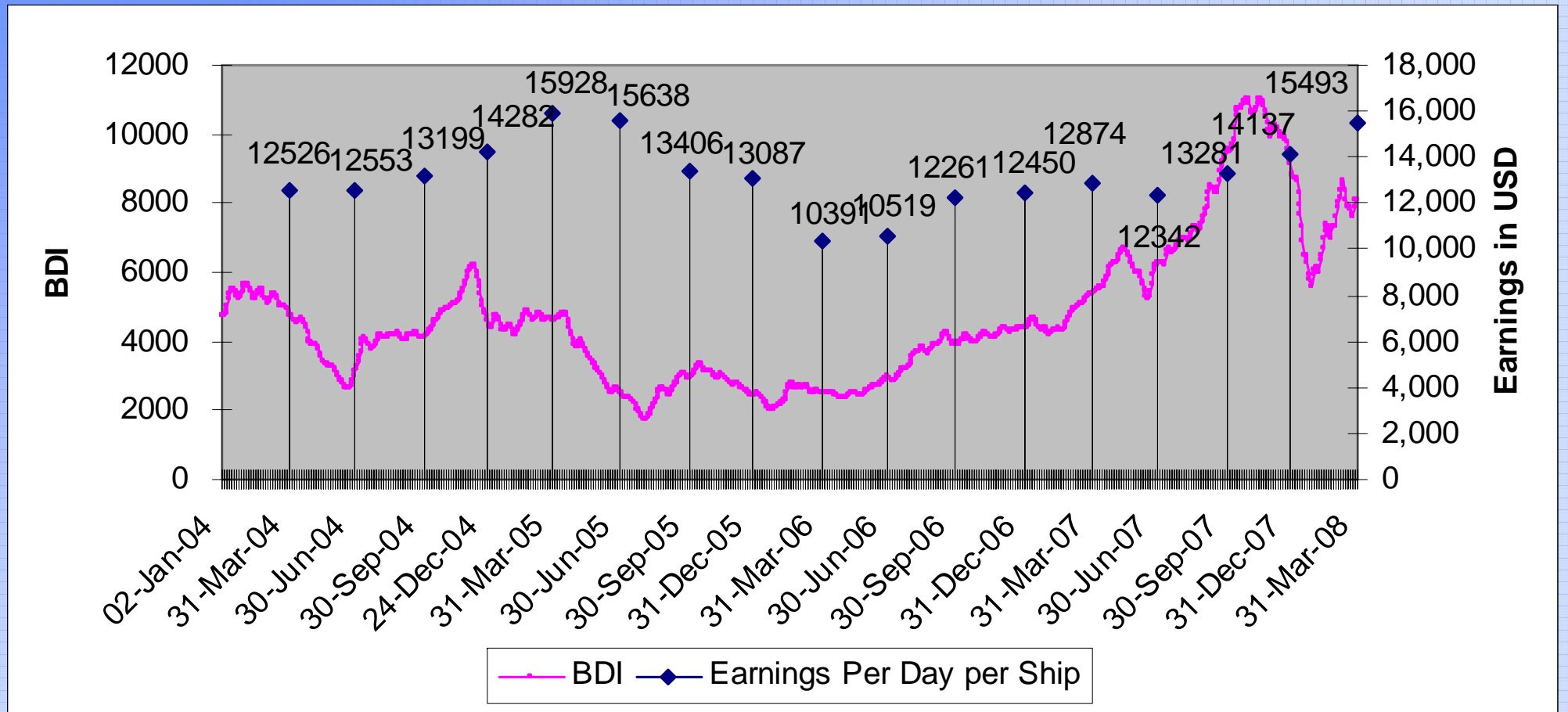


Rolling 4 Year Forward Book (As of 31st Mar 2008)





BDI Vs PSL Earnings per day per ship





Earnings per day per ship vs Expenses





Operating Expenses

- These are the fixed costs required to run a ship and are evenly spread over the entire year of 365 days
- PSL's Opex per day per ship for Q1'2008 was USD 4,639 broken up into:

Item	USD	%
Crew costs(Abt 26 people /ship)	1,497	32.27%
Manning Expenses	235	5.07%
Lub oils	300	6.47%
Insurance	301	6.49%
Repairs/Maintenance	131	2.82%
Stores/Spares	593	12.78%
Drydocks/Special Surveys	1,008	21.73%
Victualling	182	3.92%
Management Expenses	375	8.08%
Misc expenses	17	0.37%
Total	4,639	100.00%

Operating Expenses Comparison

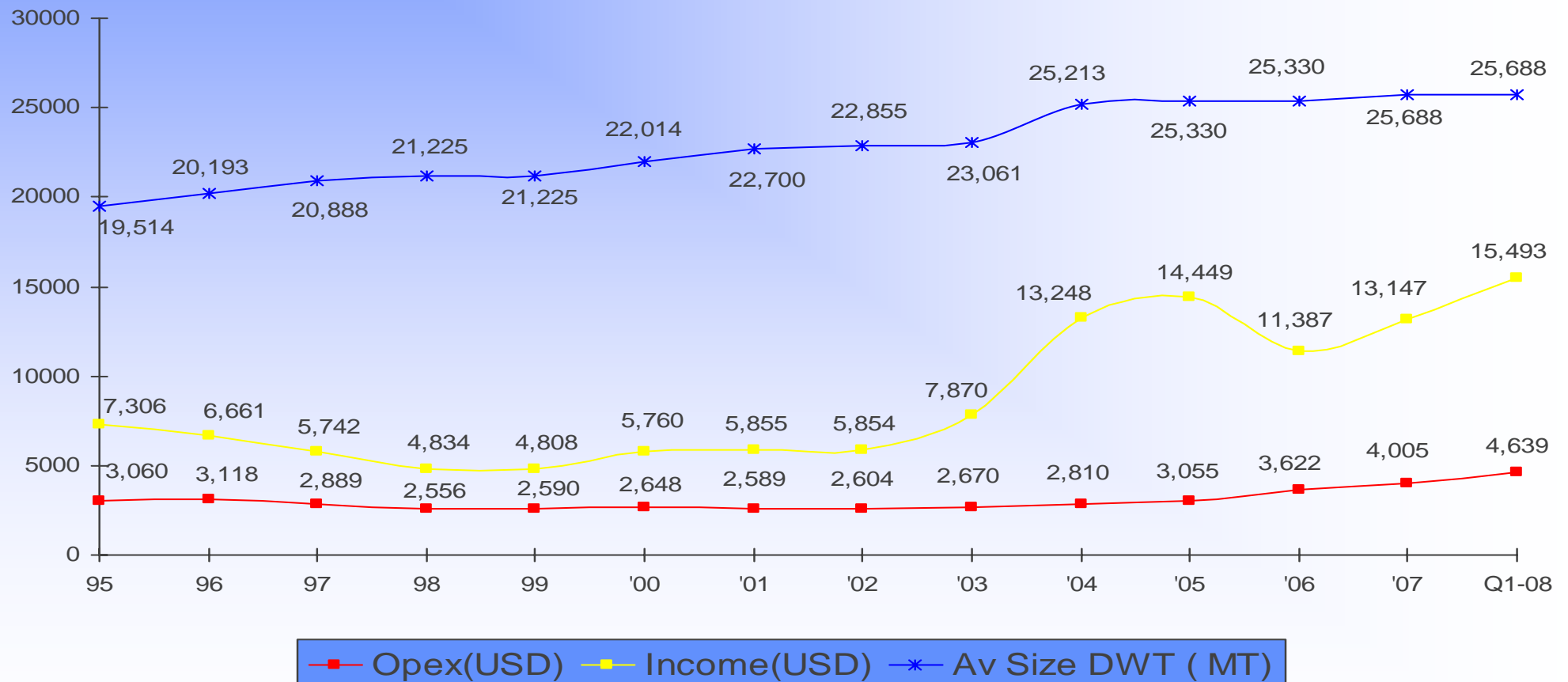
- OPEX Comparison with Industry compiled by Moore Stephens & Co.
- OPEX excluding dry dock and special survey cost

Precious Shipping Public Company Limited			
Source: Moore Stephens and Company			
	Industry	PSL	PSL
For year	2006	2006	2007
Particulars	US\$ (Per Day)	US\$ (Per Day)	US\$ (Per Day)
Crew Wages	1,331	1,264	1,318
Provisions	149	152	167
Crew Other	222	161	218
Crew Cost Total	1,702	1,577	1,703
Lubricants	259	238	301
Stores Other	307	242	232
Stores Total	566	480	533
Spares	330	214	210
Repairs & Maintenance	293	117	111
Repairs & Maintenance Total	623	331	321
P & I Insurance	215	155	153
Insurance	244	163	286
Insurance Total	459	318	439
Registration Costs	28	0	0
Management Fees	380	143	187
Sundries	181	58	43
Administration Total	589	201	230
Total Operating Costs	\$3,939	\$2,907	\$3,226



Average Opex / TC Rates 1995 / Q1-2008

Year	95	96	97	98	99	00	01	02	03	04	05	06	07	Q1-08
Av Age	15.97	16.18	14.24	14.59	15.59	15.57	15.65	15.82	16.60	17.35	18.98	19.98	19.59	19.59



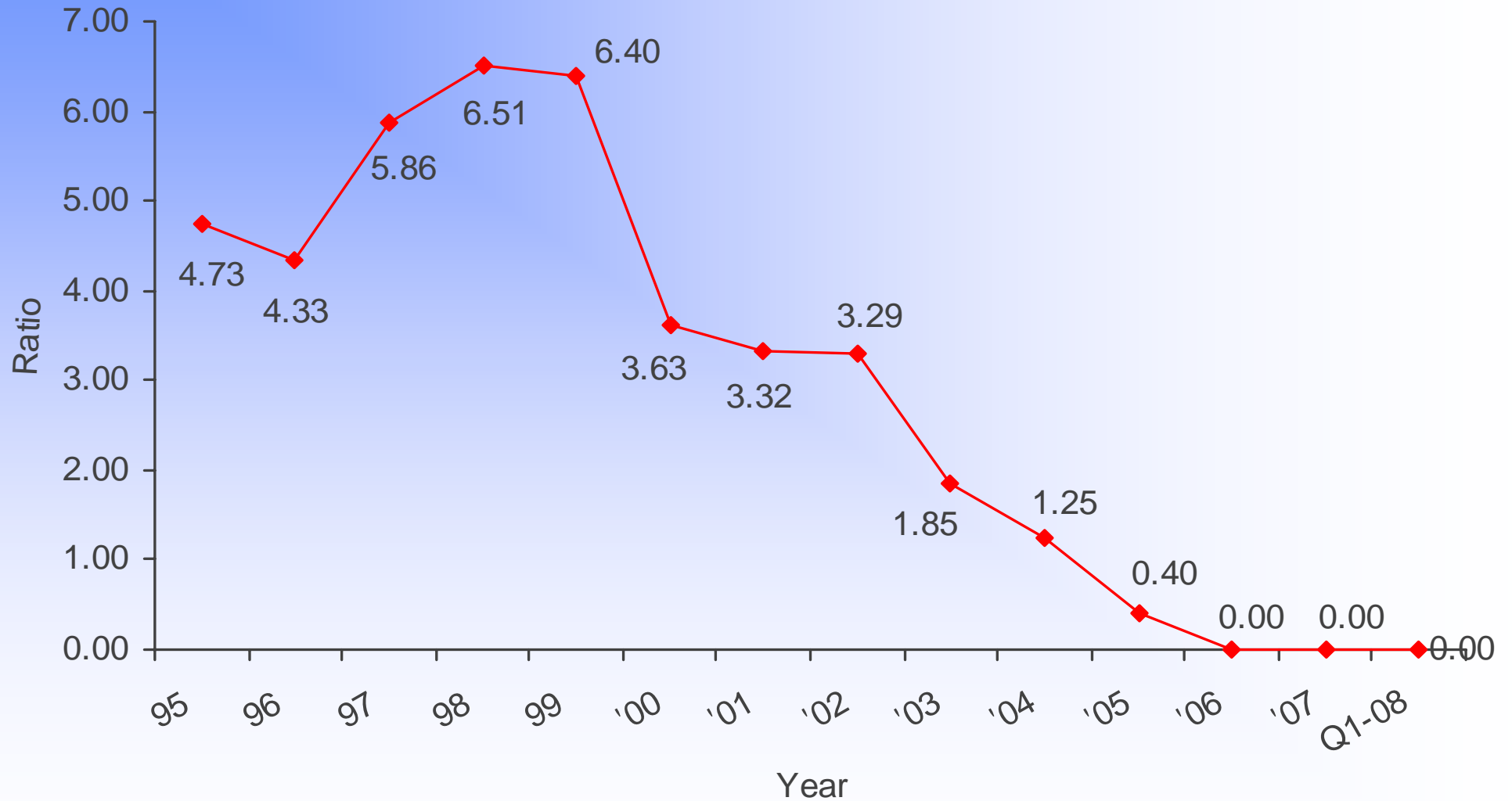


Financials



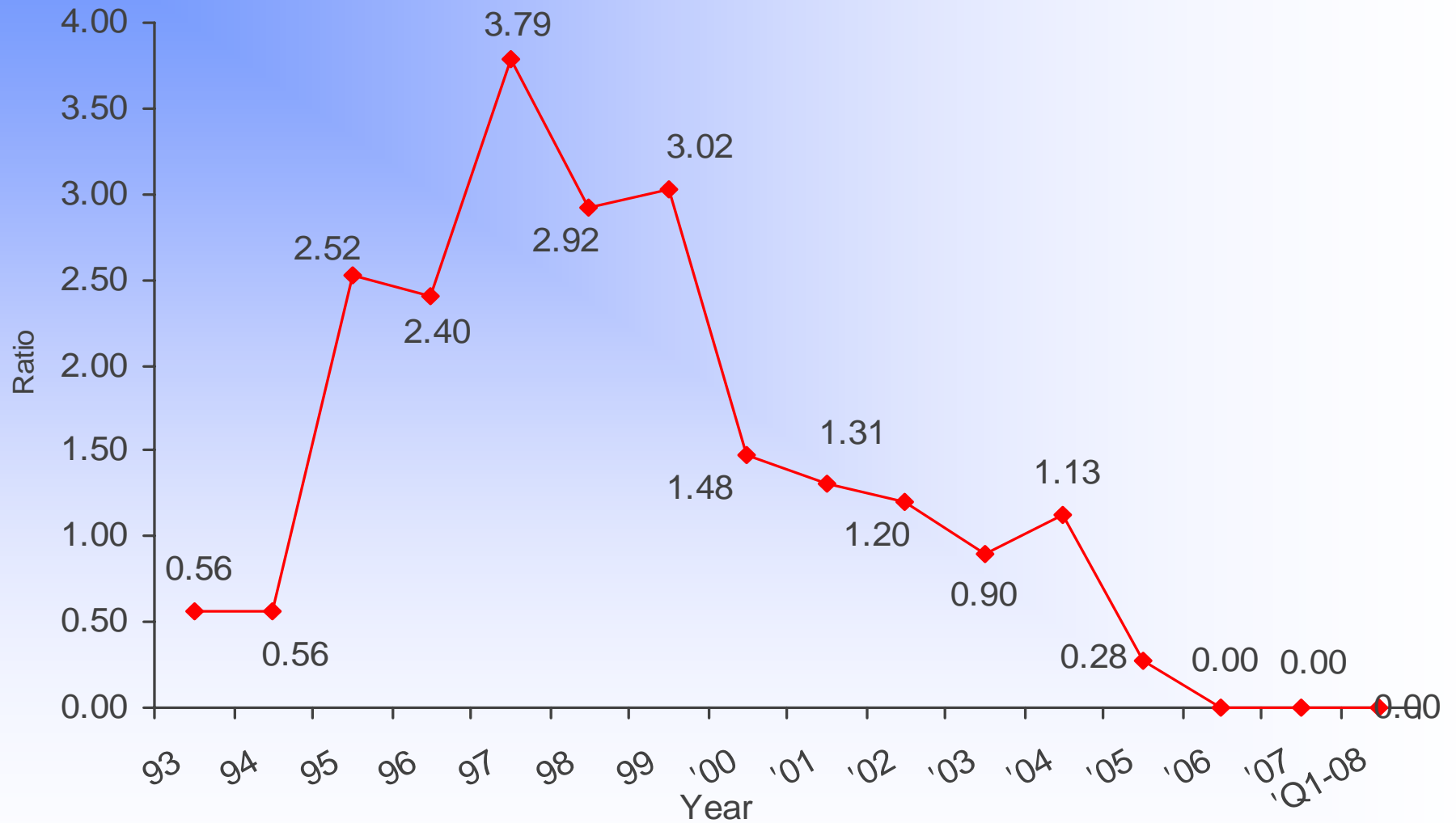


FUNDED DEBT / EBITDA

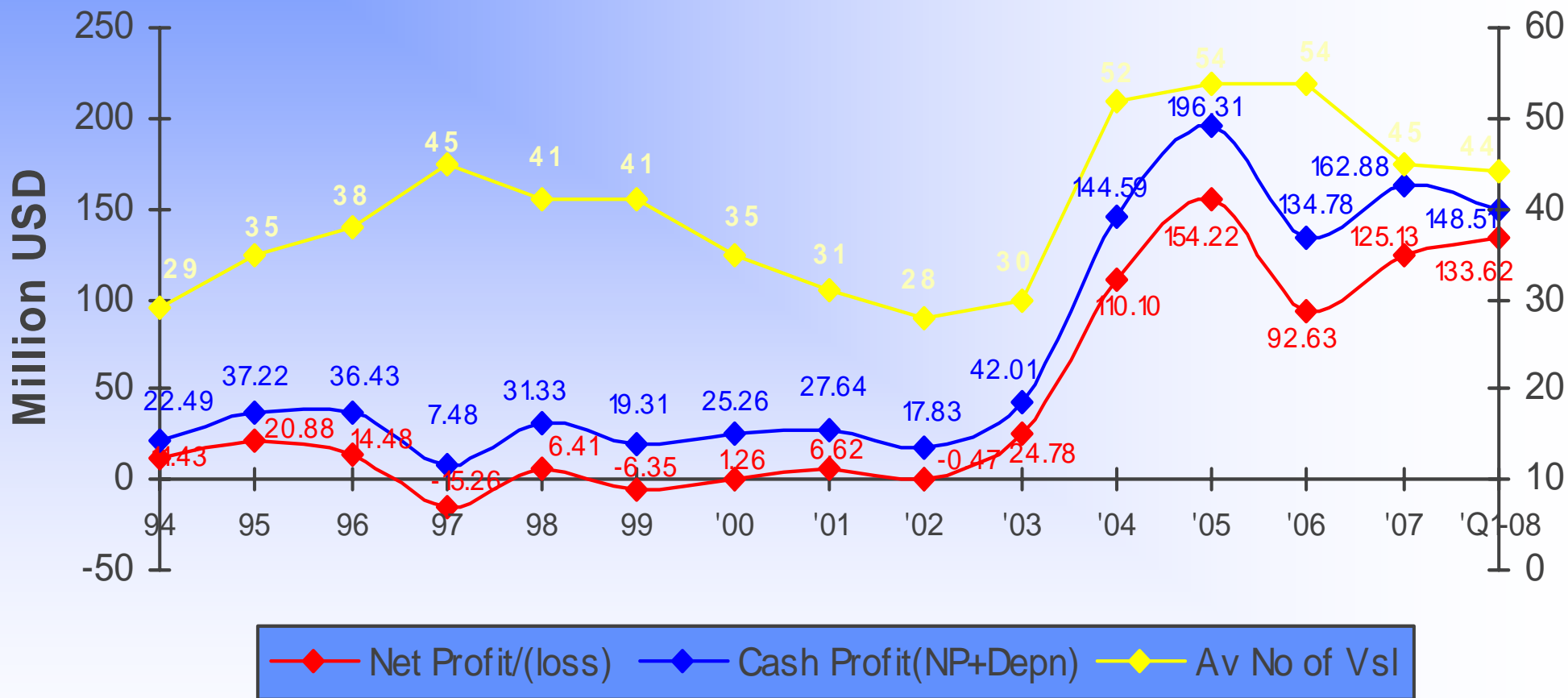




FUNDED DEBT/EQUITY RATIO



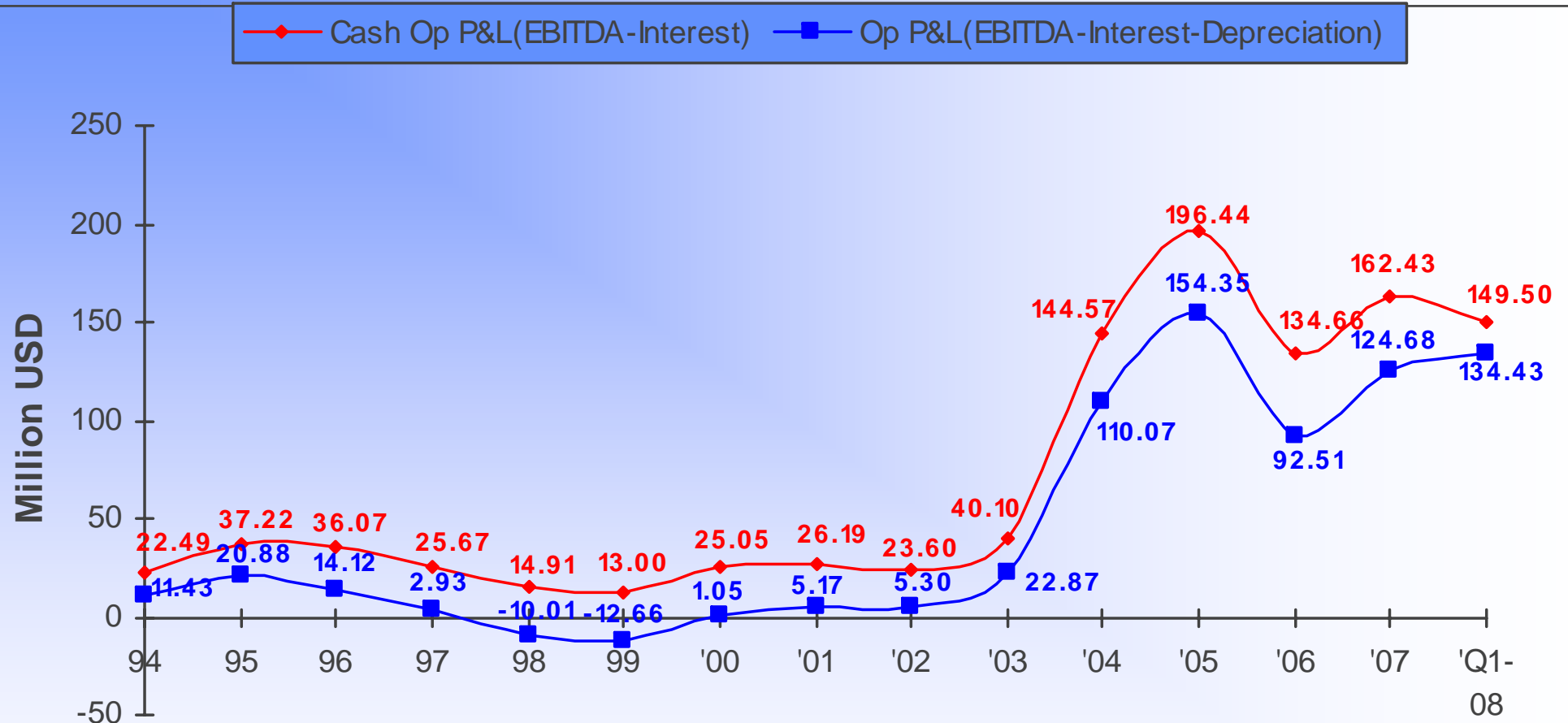
Net Profit / Cash Profit



Q1-2008 Numbers annualized



Cash Operating Profit/ Operating Profit



Q1-2008 Numbers annualized



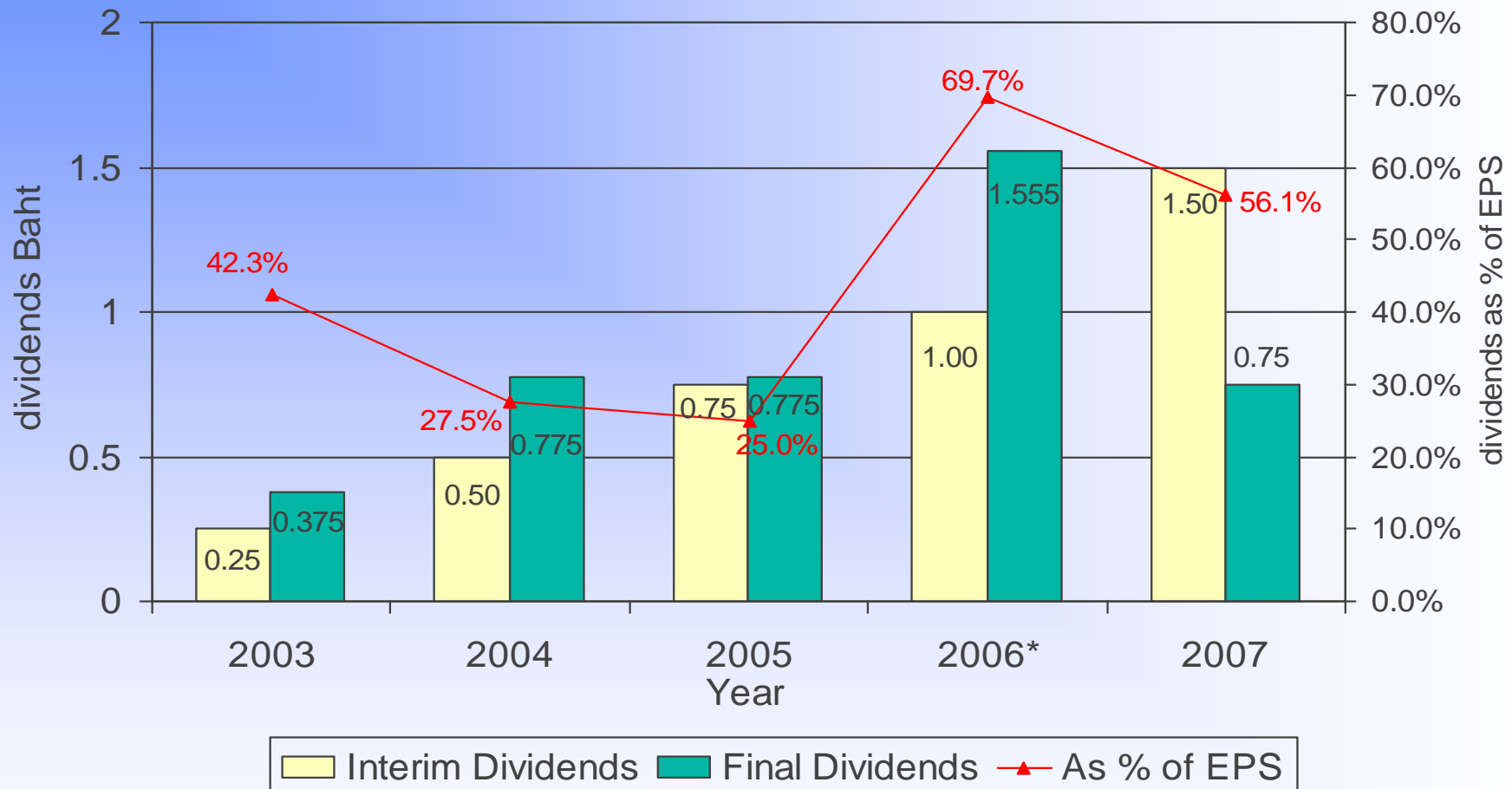
FINANCIAL PROFILE PRE / POST 1997 ASIAN FINANCIAL CRISIS

	High (Year)	Low (Year)	Q1-08
Funded Debt	\$256.6m (1997)	\$185m (1999)	\$0.00m
Equity	\$94.4m (1996)	\$61.3m (1999)	\$410.39m
Funded Debt/Equity	3.79 (1997)	2.40 (1996)	0.00
EBITDA	\$52.4m (1996)	\$28.9m (1999)	\$37.70m
Debt/EBITDA	6.5 (1998)	4.33 (1996)	0.00
Daily Earnings	\$7,306 (1995)	\$4,808 (1999)	\$15,493
Daily Opex	\$3,118 (1996)	\$2,556 (1998)	\$4,639
Total Assets	\$367.0m (1996)	\$270.6m (1999)	\$463.58m
Net Profit/(Loss)	\$20.9m (1995)	\$(15.3m) (1997)	\$33.40m
Total Revenues	\$127.21 (1996)	\$96.53m (1995)	\$60.64m



Dividend policy: not less than 25% of net profit

Actual Dividend Paid Out



- *2006 Final Dividend includes 1:1 bonus share at par
- All dividends shown adjusted for 1:1 bonus shares at par
- 2007 Final dividend



Awards and Achievements





Industry Awards and Honors



Precious Shipping PCL



Marine Money Ranking: Methodology

Methodology: Simple Average of Performance Ranks

Performance Ranks:

Total Return to Shareholders (TRS)	(Change in Share Price + Dividend) / (Share Price at the beginning of Period)
Assets Turnover	Sales / Total Assets
Profit Margin	EBITDA / Sales
Return on Equity(ROE)	Net Income / Average Shareholders Equity
Return on Assets(ROA)	EBIT / Average Total Assets
Price / Book Value	Market Value of Equity / Book Value of Equity



Marine Money International Ranking 2006

Marine Money International Rankings 2006					
Summary of 1st Ranks Vs. PSL Rank					
Performance Ranks					
Particulars	1st Rank	1st Rank Ratio	PSL Rank	PSL Ratio	Industry Median
Total Return to Shareholders (TRS)	Precious Shipping	235.07%	1	235.07%	14.14%
Turnover Rate	Noble Group	3.60	28	0.66	0.39
Profit Margin	Double Hull Tankers	75.71%	13	64.55%	32.35%
Return on Equity(ROE)	Frontline Limited	77.18%	14	29.68%	16.94%
Return on Asstes(ROA)	Courage Marine Group	32.39%	2	26.19%	9.23%
Price / Book Value	Trailer Bridge Inc	107.61	17	2.21	1.65



Shareholder's returns





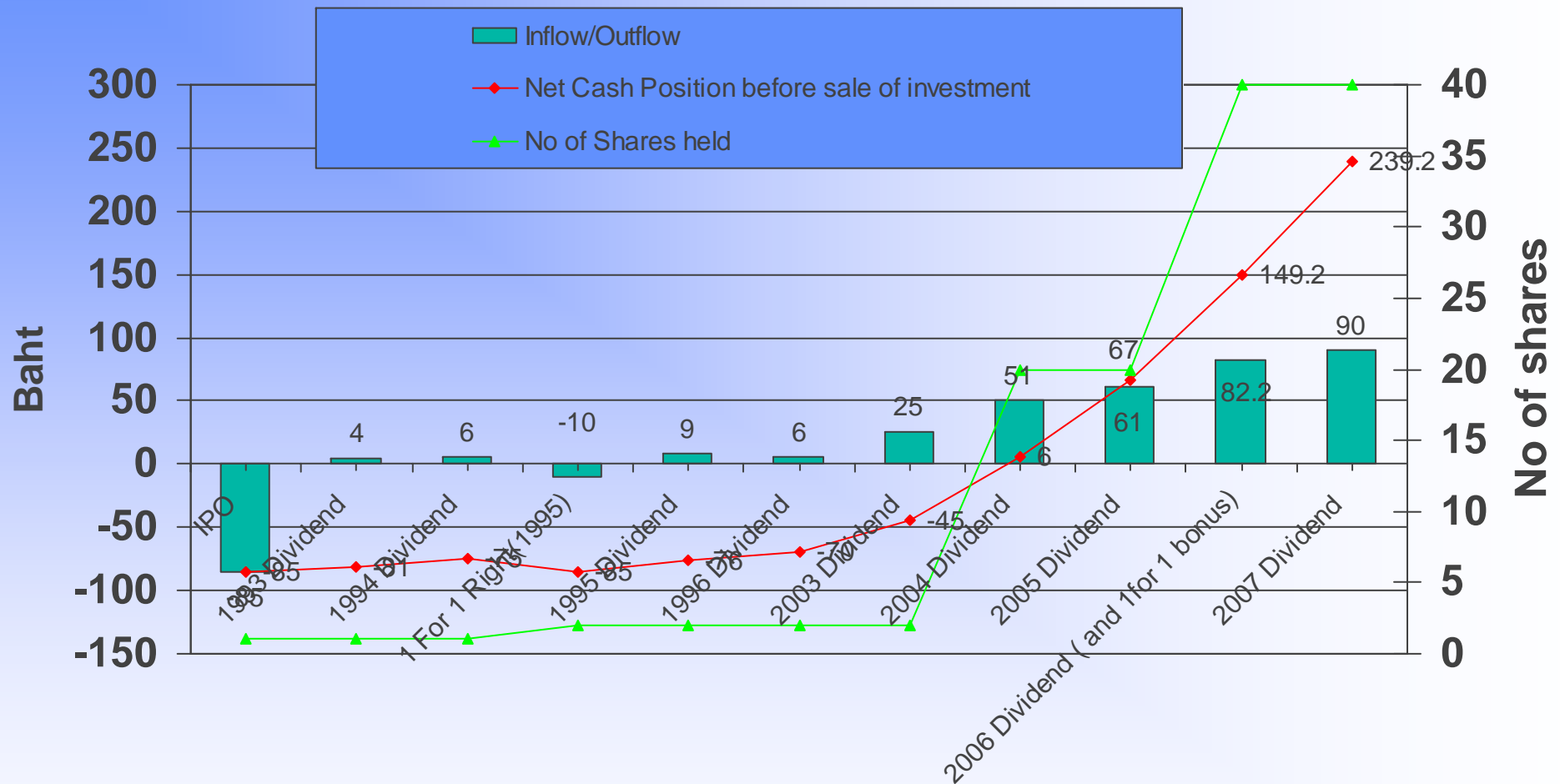
SHAREHOLDER SCORECARD-Bangkok Post 18th May 2007

BEST AND WORST PERFORMERS

Top 20th percentile across all scorecards			TSR (%)			
	Market value (bt m)	Sector	1-year	3-year	5-year	10-year
■ Central Pattana	49,241	Property development	60.1	34.3	61.6	20.6
■ Minor International	34,446	Food and beverages	86.5	66.1	77.8	37.2
■ Precious Shipping	26,520	Transportation and logistics	77.0	21.5	113.8	31.8
■ Central Plaza Hotel	8,978	Tourism	59.8	50.8	46.6	34.8
■ Ramkhamhaeng Hospital	5,424	Health care	76.6	42.0	106.2	31.3
■ Minor Corporation	4,368	Commerce	85.5	80.6	79.1	28.0
■ Bangkok Ranch	4,052	Agribusiness	290.4	736.6	257.7	43.6



Total Return to Shareholders: 1993 to 2008



1 IPO share value after 14 years @ 24.30 B / share (as of 18th Apr 2008) adjusted for rights , splits and bonus = 972 Baht

Total net Cash position = Baht 1211.20, Returns = 14.25 times



A PRECIOUS SHIPPING PRESENTATION