

6-K Â Â UNITED STATES SECURITIES AND EXCHANGE COMMISSION Washington, D.C. 20549 Â Â FORMÂ 6-K Â Â REPORT OFFOREIGN PRIVATE ISSUER PURSUANTÂ TOÂ RULEÂ 13a-16Â ORÂ 15d-16 UNDER THE SECURITIES EXCHANGE ACT OF 1934 For the month of December 2024 CommissionÂ FileÂ NumberÂ 001-41095 Â Â IMPERIAL PETROLEUM INC. (Translation of registrantâ€™s name into English) Â Â 331 Kifissias Avenue Eritrea 14561 Athens, Greece (Address of principal executive office) Â Â Indicate by check mark whether the registrant files or will file annualreportsÂ underÂ coverÂ ofÂ FormÂ 20-FÂ orÂ FormÂ 40-F. FormÂ 20-Fâ€,â~â€fâ€fâ€fFormÂ 40-Fâ€,â~ Â Â INFORMATIONCONTAINEDÂ INÂ THISÂ FORMÂ 6-KÂ REPORT Attached to thisÂ reportÂ onÂ FormÂ 6-KÂ asÂ ExhibitÂ 99.1Â is a copy of the press release of Imperial Petroleum Inc. dated DecemberÂ 2, 2024, announcing its financial and operating resultsfor the three and nine months ended SeptemberÂ 30, 2024. EXHIBITÂ INDEX Â 99.1 Â Â Imperial Petroleum Inc. Press Release dated DecemberÂ 2, 2024 ***** Thisreport onÂ FormÂ 6-K, including exhibit 99.1 hereto other than the section entitled â€œCEO, Harry Vafias, Commented:â€, isÂ hereby incorporated by reference into the Companyâ€™sRegistration Statement onÂ FormÂ F-3Â (Reg.Â No.Â 333-268663),Â Post Effective Amendment No.Â 1 toFormÂ F-1Â on FormÂ F-3Â Registration Statement (Reg.Â No.Â 333-266031)Â and Registration Statements onÂ FormÂ S-8Â (Reg.Â Nos.Â 333-275745Â andÂ 333-278813),Â including the prospectuses containedtherein. SIGNATURES Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf bythe undersigned, thereunto duly authorized. Date: DecemberÂ 3, 2024 Â IMPERIAL PETROLEUM INC. By: Â /s/ Harry Vafias Name: Â Harry Vafias Title: Â Chief Executive Officer EX-99.1 Exhibit 99.1 Â IMPERIAL PETROLEUM INC. IMPERIAL PETROLEUM INC. REPORTS THIRD QUARTER AND NINE MONTHS 2024 FINANCIAL AND OPERATING RESULTS ATHENS, GREECE, DecemberÂ 2, 2024â€"IMPERIAL PETROLEUM INC. (NASDAQ: IMPP, the â€œCompanyâ€), a ship-owning company providing petroleumproducts, crude oil and dry bulk seaborne transportation services, announced today its unaudited financial and operating results for the third quarter and nine months ended SeptemberÂ 30, 2024. OPERATIONAL AND FINANCIAL HIGHLIGHTS Â Â â€¢ Â Fleet operational utilization of 65.6% in Q3 24â€™ versus 70.5% in Q3 23â€™. Â Â â€¢ Â Increased idle time in Q3 24â€™ compared to the same period of last year mainly due to seasonal factors, thedrydocking of a product tanker and the minor incident of one of our product tankers which, remained off hire for the whole of Q3 24â€™. Â Â â€¢ Â Spot activity in Q3 24â€™ in the order of 65.7%, reduced compared to previous quarter, due to a rise in tankertime charter activity. Â Â â€¢ Â Revenues of \$33.0Â million in Q3 24â€™ compared to \$29.4Â million in Q3 23â€™ equivalent to a 12.2%increase. Â Â â€¢ Â Net income of \$10.1Â million in Q3 24â€™ compared to \$12.1Â million in Q3 23â€™. Â Â â€¢ Â Adjusted net income of \$10.9Â million in Q3 24â€™ versus \$4.5Â million in Q3 23â€™ up by\$6.4Â million or 142.2%. Â Â â€¢ Â Cash and cash equivalents including time deposits slightly below \$200Â million as of SeptemberÂ 30, 2024versus \$126Â million as of SeptemberÂ 30, 2023- equivalent to a 58.7% rise. Â Â â€¢ Â For the 9M 24â€™ period our total net income was \$46.2Â million while our operating cash flows amounted to\$68.0Â million. Third Quarter 2024 Results: Â Â â€¢ Â Revenues for the three months ended SeptemberÂ 30, 2024 amounted to\$33.0Â million, an increase of \$3.6Â million, or 12.2%, compared to revenues of \$29.4Â million for the three months ended SeptemberÂ 30, 2023, primarily due to an increase in voyage days by 19.5% (145 days) attributed mainly to theincrease of our average number of vessels by 1.27 vessels along with improved revenue stemming from product tankers as three product tankers underwent drydocking in Q3 23â€™. Â Â â€¢ Â Voyage expenses and vesselsâ€™ operating expenses fo r the three months ended SeptemberÂ 30, 2024were \$13.0Â million and \$7.2Â million, respectively, compared to \$12.6Â million and \$6.1Â million, respectively, for the three months ended SeptemberÂ 30, 2023. The \$0.4Â million increase in voyage expenses is mainlyattributed to the increase in bunkers consumption due to increase in spot days by 11.3% and to expenses incurred in connection with the EU Emission Allowances (EUAs) in order to meet our obligation arising from the CO2 emissions as a result of thenew EU regulations entered into force starting from JanuaryÂ 1, 2024. The increase was partially offset by the decrease in port expenses due to change in trade routes and therefore, decreased transit through the Suez Canal. The \$1.1Â millionincrease in vesselsâ€™ operating expenses was primarily due to the increased size of our fleet by an average of 1.27 vessels. Â Â â€¢ Â Drydocking costs for the three months ended SeptemberÂ 30, 2024 and 2023 were \$0.9Â million and\$2.8Â million, respectively. This decrease is due to the fact that during the three months ended SeptemberÂ 30, 2024, one of our product tankers underwent drydocking while in the same period of last year three of our product tankersunderwent drydocking. Â Â â€¢ Â General and administrative costs for the three months ended SeptemberÂ 30, 2024 and 2023 were\$1.2Â million and \$1.3Â million, respectively. Â Â â€¢ Â Depreciation for the three months ended SeptemberÂ 30, 2024 and 2023 was \$4.3Â million and\$3.5Â million, respectively. The change is attributable to the increase in the average number of our vessels. Â Â â€¢ Â Management fees for the three months ended SeptemberÂ 30, 2024 and 2023 were \$0.4Â million. Â Â â€¢ Â Net gain on sale of vessel for the three months ended SeptemberÂ 30, 2024 and 2023 were nil and\$8.2Â million, respectively. In the three months ended SeptemberÂ 30, 2023, the net gain on sale of vessel was related to the sale of the Aframax tanker Afrapearl II (ex. Stealth Berana) to C3is Inc., a related party. Â Â â€¢ Â Interest income for the three months ended SeptemberÂ 30, 2024 was \$2.3Â million as compared to\$1.7Â million for the three months ended SeptemberÂ 30, 2023. The \$0.6Â million increase is mainly attributed to a higher amount of funds placed under time deposits. Â Â â€¢ Â Foreign exchange (loss)/gain for the three months ended SeptemberÂ 30, 2024 was \$1.7Â million gainas compared to \$0.8Â million loss for the three months ended SeptemberÂ 30, 2023. The \$2.5Â million increase in gain is mainly attributed to fluctuations in exchange rates in key currencies mainly from funds placed under time deposits onforeign currency. Â Â â€¢ Â As a result of the above, for the three months ended SeptemberÂ 30, 2024, the Company reported net incomeof \$10.1Â million, compared to net income of \$12.1Â million for the three months ended SeptemberÂ 30, 2023. Dividends paid on Series A Preferred Shares amounted to \$0.4Â million for the three months ended SeptemberÂ 30, 2024.The weighted average number of shares of common stock outstanding, basic, for the three months ended SeptemberÂ 30, 2024 was 31.4Â million. Earnings per share, basic and diluted, for the three months ended SeptemberÂ 30,2024 amounted to \$0.29 and \$0.27, respectively, compared to earnings per share, basic and diluted, of \$0.56 and \$0.43, respectively, for the three months ended SeptemberÂ 30, 2023. Â Â â€¢ Â Adjusted net income1 was \$10.9Â millioncorresponding to an Adjusted EPS1, basic of \$0.32 for the three months ended SeptemberÂ 30, 2024 compared to an Adjusted net income of \$4.5Â million corresponding to an Adjusted EPS,basic, of \$0.19 for the same period of last year. Â Â â€¢ Â EBITDA1 for the three months ended SeptemberÂ 30,2024 amounted to \$12.2Â million, while Adjusted EBITDA1 for the three months ended SeptemberÂ 30, 2024 amounted to \$13.0Â million. Â Â â€¢ Â An average of 10.4 vessels were owned by the Company during the three months ended SeptemberÂ 30, 2024compared to 9.1 vessels for the same period of 2023. Nine months 2024 Results: Â Â â€¢ Â

ongoing profitability, our financial strength is shown by our cash of about \$200 million in conjunction with zero leverage. Market was volatile and weak during Q3 24 and it still remains an unknown how future geopolitical tensions will affect the tanker and broader shipping market overall. Conference Call details: On December 2, 2024 at 10:00 am ET, the company's management will host a conference call to discuss the results and the company's operations and outlook. Online Registration: Conference call participants should pre-register using the below link to receive the dial-in numbers and a personal PIN, which are required to access the conference call.

<https://register.event.com/register/BI58bf738ae0ac4adfb87e3222819503a9> Slides and audio webcast: There will also be a live and then archived webcast of the conference call, through the IMPERIAL PETROLEUM INC. website (www.ImperialPetro.com). Participants to the live webcast should register on the website approximately 10 minutes prior to the start of the webcast. About IMPERIAL PETROLEUM INC. IMPERIAL PETROLEUM INC. is a ship-owning company providing petroleum products, crude oil and drybulk seaborne transportation services. The Company owns a total of eleven vessels on the water ("six M.R. product tankers, two suezmax tankers and three handysize drybulk carriers") with a total capacity of 711,000 deadweight tons (dwt), and has contracted to acquire an additional 40,000 dwt M.R. product tanker and an additional seven drybulk carriers of 443,000 dwt aggregate capacity. Following these deliveries the Company's fleet will count a total of 19 vessels. IMPERIAL PETROLEUM INC.'s shares of common stock and 8.75% Series A Cumulative Redeemable Perpetual Preferred Stock are listed on the Nasdaq Capital Market and trade under the symbols "IMPP" and "IMPPP" respectively. Forward-Looking Statements Matters discussed in this release may constitute forward-looking statements. Forward-looking statements reflect our current views with respect to future events and financial performance and may include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The forward-looking statements in this release are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, management's examination of historical operating trends, data contained in our records and other data available from third parties. Although IMPERIAL PETROLEUM INC. believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, IMPERIAL PETROLEUM INC. cannot assure you that it will achieve or accomplish these expectations, beliefs or projections. Important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including changes in charter hire rates and vessel values, charter counterparty performance, changes in demand that may affect attitudes of time charterers to scheduled and unscheduled drydockings, shipyard performance, changes in IMPERIAL PETROLEUM INC.'s operating expenses, including bunker prices, drydocking and insurance costs, ability to obtain financing and comply with covenants in our financing arrangements, actions taken by regulatory authorities, potential liability from pending or future litigation, domestic and international political conditions, the conflict in Ukraine and related sanctions, the conflict in Israel and Gaza, potential disruption of shipping routes due to ongoing attacks by Houthis in the Red Sea and Gulf of Aden or accidents and political events or acts by terrorists. Risks and uncertainties are further described in reports filed by IMPERIAL PETROLEUM INC. with the U.S. Securities and Exchange Commission. Fleet List and Fleet Deployment For information on our fleet and further information: Visit our website at www.ImperialPetro.com Company Contact: Fenia Sakellaris IMPERIAL PETROLEUM INC. E-mail: info@ImperialPetro.com Fleet Data: The following key indicators highlight the Company's operating performance during the periods ended September 30, 2023 and September 30, 2024. 1) FLEET DATA: Q3 2023 Q3 2024 9M 2023 9M 2024 Average number of vessels (1) 9.14 10.41 10.34 10.18 Period end number of owned vessels in fleet 9 9 9 9 9 9 Total calendar days for fleet (2) 841 958 2,822 2,789 Total voyage days for fleet (3) 745 890 2,692 2,690 Fleet utilization (4) 88.6% 92.9% 95.4% 96.5% Total charter days for fleet (5) 180 261 261 261 261 261 Total spot market days for fleet (6) 565 629 1,794 2,044 Fleet operational utilization (7) 70.5% 65.6% 77.0% 75.5% 1) Average number of vessels is the number of owned vessels that constituted our fleet for the relevant period, as measured by the sum of the number of days each vessel was a part of our fleet during the period divided by the number of calendar days in that period. 2) Total calendar days for fleet are the total days the vessels we operated were in our possession for the relevant period including off-hire days associated with major repairs, drydockings or special or intermediate surveys. 3) Total voyage days for fleet reflect the total days the vessels we operated were in our possession for the relevant period net of off-hire days associated with major repairs, drydockings or special or intermediate surveys. 4) Fleet utilization is the percentage of time that our vessels were available for revenue generating voyage days, and is determined by dividing voyage days by fleet calendar days for the relevant period. 5) Total charter days for fleet are the number of voyage days the vessels operated on time or bareboat charters for the relevant period. 6) Total spot market charter days for fleet are the number of voyage days the vessels operated on spot market charters for the relevant period. 7) Fleet operational utilization is the percentage of time that our vessels generated revenue, and is determined by dividing voyage days excluding commercially idle days by fleet calendar days for the relevant period. Reconciliation of Adjusted Net Income, EBITDA, adjusted EBITDA and adjusted EPS: Adjusted net income represents net income before impairment loss, net (gain)/loss on sale of vessel and share based compensation. EBITDA represents net income before interest and finance costs, interest income and depreciation. Adjusted EBITDA represents net income before interest and finance costs, interest income, depreciation, impairment loss, net (gain)/loss on sale of vessel and share based compensation. Adjusted EPS represents Adjusted net income attributable to common shareholders divided by the weighted average number of shares. EBITDA, adjusted EBITDA, adjusted net income and adjusted EPS are not recognized measurements under U.S. GAAP. Our calculation of EBITDA, adjusted EBITDA, adjusted net income and adjusted EPS may not be comparable to that reported by other companies in the shipping or other industries. In evaluating Adjusted EBITDA, Adjusted net income and Adjusted EPS, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. EBITDA, adjusted EBITDA, adjusted net income and adjusted EPS are included herein because they are a basis, upon which we and our investors assess our financial performance. They allow us to present our performance from period to period on a comparable basis and provide investors with a means of better evaluating and understanding our operating performance. (Expressed in United States Dollars, except number of shares) Third Quarter Ended September 30th, Nine months Period Ended September 30th, 2023 2024 2023 2024 Net Income - Adjusted Net Income 12,119,472 10,061,069 64,670,059 46,240,111 Less/Plus net (gain)/loss on sale of

Total non current liabilities Â Total liabilities Â Â Â Â 14,529,068 Â Â Â 28,260,751 Â Â Â Â Â Â Â Â Â Â Â Commitments and contingencies Â Â Â Stockholdersâ™ equity Â Â Â Common stock Â Â Â 332,573 Â Â Â 379,786 Â Preferred Stock, Series A Â Â Â 7,959 Â Â Â 7,959 Â Preferred Stock, Series B Â Â Â 160 Â Â Â 160 Â Treasury stock Â Â Â (5,885,727)Â Â Â (8,390,225)Â Additional paid-in capital Â Â Â 270,242,635 Â Â Â 281,527,442 Â Retained earnings Â Â Â 97,607,873 Â Â Â 142,542,247 Â Â Â Â Â Â Â Â Â Total stockholdersâ™ equity Â Â Â 362,305,473 Â Â Â 416,067,369 Â Â Â Â Â Â Â Â Â Total liabilities and stockholdersâ™ equity Â Â Â 376,834,541 Â Â Â 444,328,120 Â Â Â Â Â Â Â Â Imperial Petroleum Inc. Unaudited Consolidated Statements of Cash Flows (Expressed in United States Dollars Â Â Â Nine month Periods Ended September 30, Â Â Â 2023 Â Â 2024 Â Cash flows from operating activities Â Â Â Net income for the period Â Â Â 64,670,059 Â Â Â 46,240,111 Â Adjustments to reconcile net income to net cash provided by operating activities: Â Â Â Depreciation Â Â Â 12,144,043 Â Â Â 12,525,453 Â Amortization of deferred finance charges Â Â Â 474,039 Â Â Â â€"â€, Â Non - cash lease expense Â Â Â 46,859 Â Â Â 53,681 Â Share based compensation Â Â Â 1,682,448 Â Â Â 2,732,020 Â Impairment loss Â Â Â 8,996,023 Â Â Â â€"â€, Â Net (gain)/loss on sale of vessel Â Â Â (8,182,777)Â Â Â 1,589,702 Â Unrealized foreign exchange loss on time deposits Â Â Â â€"â€, Â Â Â 580,990 Â Dividend income from related party Â Â Â (212,500)Â Â Â â€"â€, Â Changes in operating assets and liabilities: Â Â Â (Increase)/decrease in Â Â Â Trade and other receivables Â Â Â (5,804,281)Â Â Â 1,010,078 Â Other current assets Â Â Â 41,636 Â Â Â 206,747 Â Inventories Â Â Â (2,689,405)Â Â Â 598,099 Â Changes in operating lease liabilities Â Â Â (46,859)Â Â Â (53,681)Â Advances and prepayments Â Â Â (343,434)Â Â Â (127,225)Â Due from related parties Â Â Â (1,505,223)Â Â Â 2,206,821 Â Increase/(decrease) in Â Â Â Trade accounts payable Â Â Â 1,191,399 Â Â Â (1,876,732)Â Due to related parties Â Â Â 2,865,875 Â Â Â 2,253,296 Â Accrued liabilities Â Â Â 1,230,122 Â Â Â 621,976 Â Deferred income Â Â Â (827,135)Â Â Â 54,963 Â Â Â Â Â Â Â Net cash provided by operating activities Â Â Â 73,730,889 Â Â Â 68,616,299 Â Â Â Â Â Â Â Cash flows from investing activities Â Â Â Proceeds from sale of vessel, net Â Â Â 3,865,890 Â Â Â 41,153,578 Â Acquisition and improvement of vessels Â Â Â (27,684,795)Â Â Â (74,593,568)Â Increase in bank time deposits Â Â Â (138,646,650)Â Â Â (120,331,710)Â Maturity of bank time deposits Â Â Â 129,905,200 Â Â Â 119,829,230 Â Proceeds from seller financing Â Â Â â€"â€, Â Â Â 35,700,000 Â Â Â Â Â Â Â Â Â Net cash (used in)/provided by investing activities Â Â Â (32,560,355)Â Â Â 1,757,530 Â Â Â Â Â Â Â Â Â Cash flows from financing activities Â Â Â Proceeds from equity offerings Â Â Â 27,950,586 Â Â Â â€"â€, Â Proceeds from warrants exercise Â Â Â â€"â€, Â Â Â 8,600,000 Â Stock issuance costs Â Â Â (303,933)Â Â Â Â â€"â€, Â Stock repurchase Â Â Â (220,571)Â Â Â (2,504,498)Â Dividends paid on preferred shares Â Â Â (1,515,789)Â Â Â (1,248,254)Â Loan repayments Â Â Â (70,438,500)Â Â Â â€"â€, Â Cash retained by C3is Inc. at spin-off Â Â Â (5,000,000)Â Â Â â€"â€, Â Â Â Â Â Â Â Net cash (used in)/provided by financing activities Â Â Â (49,528,207)Â Â Â 4,847,248 Â Â Â Â Â Â Â Net (decrease)/increase in cash and cash equivalents Â Â Â (8,357,673)Â Â Â 75,221,077 Â Cash and cash equivalents at beginning of period Â Â Â 57,506,919 Â Â Â 91,927,512 Â Â Â Â Â Â Â Â Â Cash and cash equivalents at end of period Â Â Â 49,149,246 Â Â Â 167,148,589 Â Â Â Â Â Â Â Â Â Cash breakdown Â Â Â Cash and cash equivalents Â Â Â 49,149,246 Â Â Â 167,148,589 Â Â Â Â Â Â Â Â Â Total cash and cash equivalents shown in the statements of cash flows Â Â Â 49,149,246 Â Â Â 167,148,589 Â Â Â Â Â Â Â Â Â