



NASDAQ: SBLK

Financial Results Q1 2018



June 2018

Forward-Looking Statements



Except for the historical information contained herein, this presentation contains among other things, certain forward-looking statements, that involve risks and uncertainties. Such statements may include, without limitation, statements with respect to the Company's plans, objectives, expectations and intentions and other statements identified by words such as "may", "could", "would", "should", "believes", "expects", "anticipates", "estimates", "intends", "plans" or similar expressions. These statements are based upon the current beliefs and expectations of the Company's management and are subject to significant risks and uncertainties, including those detailed in the Company's filings with the Securities and Exchange Commission. Actual results, including, without limitation, operating or financial results, if any, may differ from those set forth in the forward-looking statements. These forward-looking statements involve certain risks and uncertainties that are subject to change based on various factors (many of which are beyond the Company's control).

In addition to these important factors, other important factors that, in the Company's view, could cause actual results to differ materially from those discussed in the forward-looking statements include general dry bulk shipping market conditions, including fluctuations in charterhire rates and vessel values, the strength of world economies, the stability of Europe and the Euro, fluctuations in interest rates and foreign exchange rates, changes in demand in the dry bulk shipping industry, including the market for our vessels, changes in our operating expenses, including bunker prices, dry docking and insurance costs, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, the availability of financing and refinancing, potential conflicts of interest involving our Chief Executive Officer, his family and other members of our senior management, our ability to meet requirements for additional capital and financing to complete our newbuilding program and our ability to complete the restructuring of our loan agreements, vessel breakdowns and instances of off-hire, risks associated with vessel construction and potential exposure or loss from investment in derivative instruments. Please see our filings with the Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties. The information set forth herein speaks only as of the date hereof, and the Company disclaims any intention or obligation to update any forward-looking statements as a result of developments occurring after the date of this communication.

Certain financial information and data contained in this presentation is unaudited and does not conform to generally accepted accounting principles ("GAAP") or to Securities and Exchange Commission Regulations. We may also from time to time make forward-looking statements in our periodic reports that we will furnish to or file with the Securities and Exchange Commission, in other information sent to our security holders, and in other written materials. We caution that assumptions, expectations, projections, intentions and beliefs about future events may and often do vary from actual results and the differences can be material. This presentation includes certain estimated financial information and forecasts that are not derived in accordance with GAAP. The Company believes that the presentation of these non-GAAP measures provides information that is useful to the Company's shareholders as they indicate the ability of Star Bulk, to meet capital expenditures, working capital requirements and other obligations.

We undertake no obligation to publicly update or revise any forward-looking statement contained in this presentation, whether as a result of new information, future events or otherwise, except as required by law. In light of the risks, uncertainties and assumptions, the forward-looking events discussed in this presentation might not occur, and our actual results could differ materially from those anticipated in these forward-looking statements. This presentation is strictly confidential. This presentation is not an offer to sell any securities and it is not soliciting an offer to buy any securities in any jurisdiction where the offer or sale is not permitted.

Q1 2018 Financial Highlights



	<u>3-months</u> <u>period ended</u> <u>March 31,</u> <u>2018</u>	<u>3-months</u> <u>period ended</u> <u>March 31,</u> <u>2017</u>	<u>Increase /</u> <u>(Decrease) %</u>
Voyage Revenues	\$121.1m	\$64.9m	86.6%
TCE Revenues ⁽¹⁾	\$81.6m	\$49.0m	66.5%
EBITDA	\$44.4m	\$14.4m	-
Adjusted EBITDA	\$46.4m	\$18.1m	-
Net Income/(Loss)	\$9.9m	(\$16.0)m	-
Adjusted Net Income/(Loss)	\$11.9m	(\$12.9)m	-
TCE	\$12,586	\$8,156	54.3%
Fleet Utilization	100.0%	99.2%	0.8%
Average daily OPEX per vessel ⁽²⁾	\$3,991	\$3,949	1.1%
Average daily Net Cash G&A expenses per vessel ⁽³⁾	\$1,101	\$1,116	(1.4%)
Average No. of Vessels	72.0	67.3	7.0%
Adjusted EPS	\$0.18	(\$0.21)	-
EPS GAAP	\$0.15	(\$0.26)	-
Weighted average number of shares outstanding, diluted ⁽⁴⁾	64,303,356	61,027,878	5.4%

Notes:

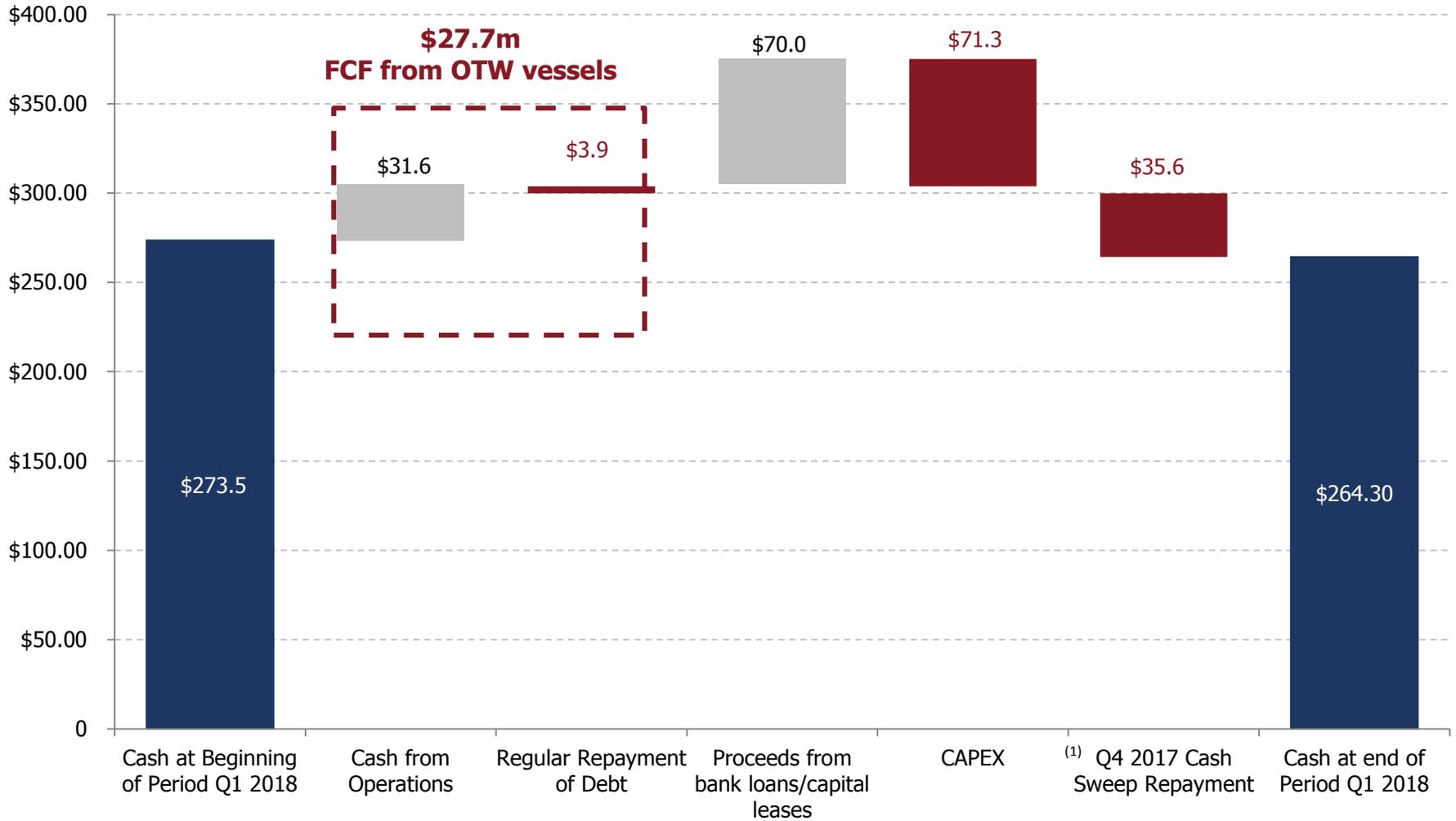
(1) TCE revenues = Total voyage revenues – Voyage expenses – Charter-in hire expenses

(2) Excludes pre-delivery and one-off expenses

(3) Excludes one-off, advisory and restructuring fees and share incentive plans and termination charges, includes management fees

(4) Numbers reflect reverse split announcement on June 2016

Solid Cash Flow Generation

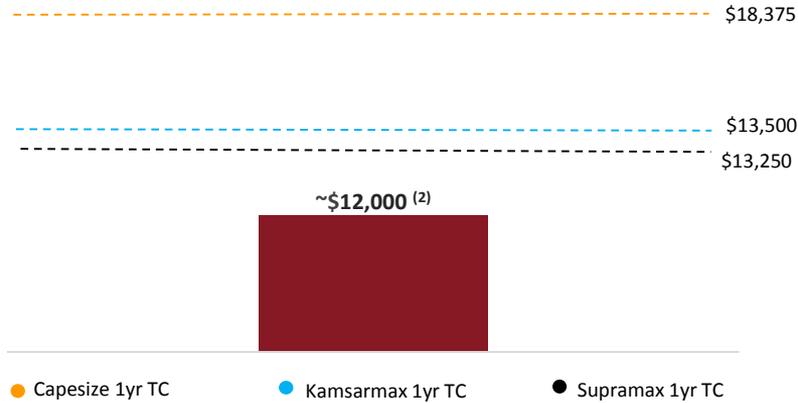


(1) This represents the cash sweep payment made for Q4 2017 in Q1 2018

Strong Liquidity Position

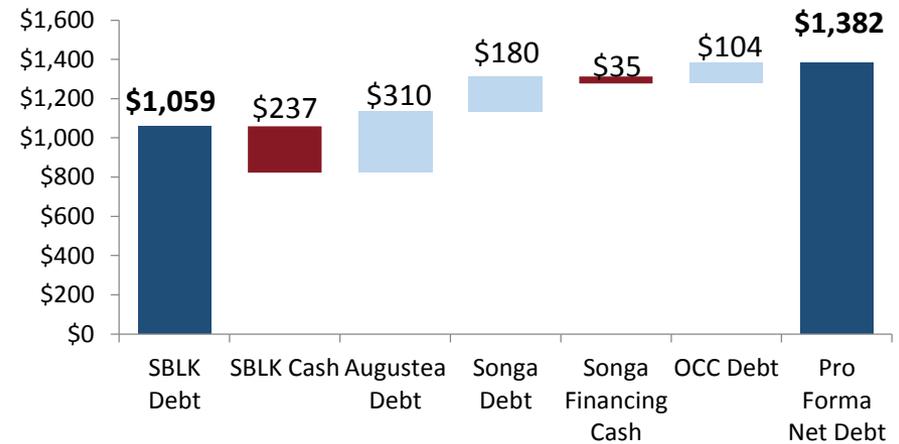


Fleet-wide Net TCE FCF Breakeven Rate

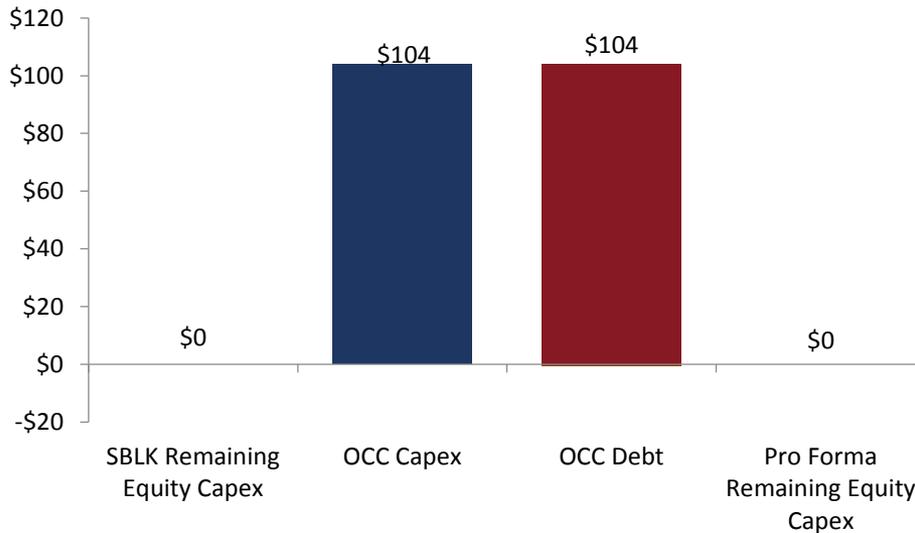


Source: Clarkson Research Services Ltd. (Shipping Intelligence Network, database), as of 5 June 2018

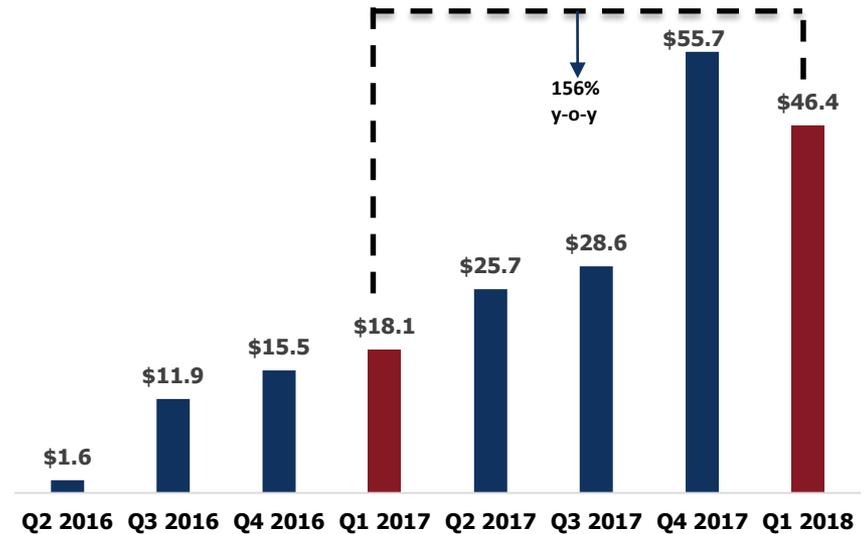
Pro Forma Cash & Debt position⁽¹⁾



Remaining Capex - Fully Financed



Adjusted EBITDA evolution



(1) SBLK cash and debt as of June 11, 2018

(2) Pro forma for 108 vessels on a fully delivered basis

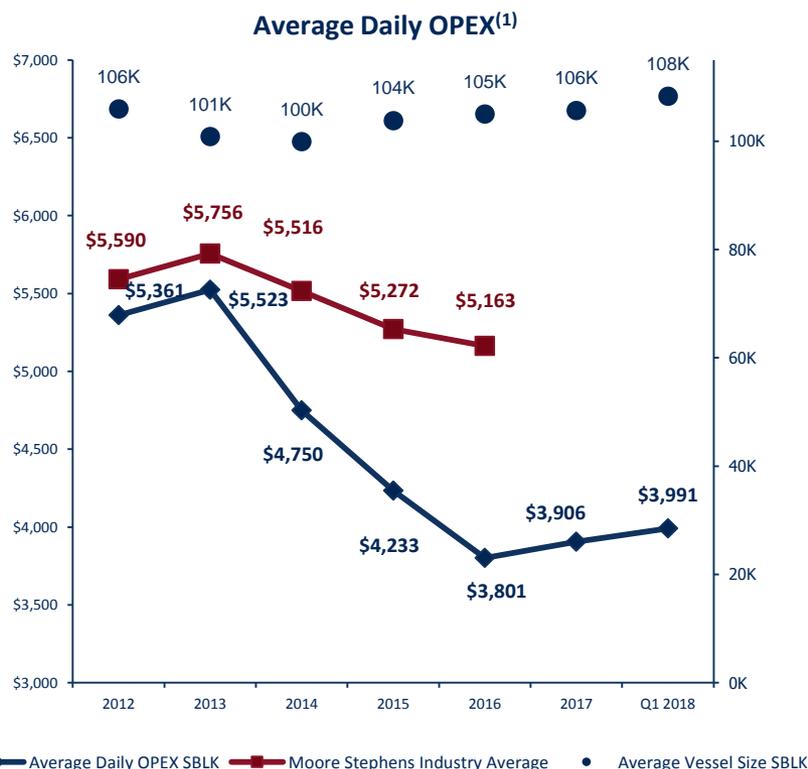
Continued Operational Excellence



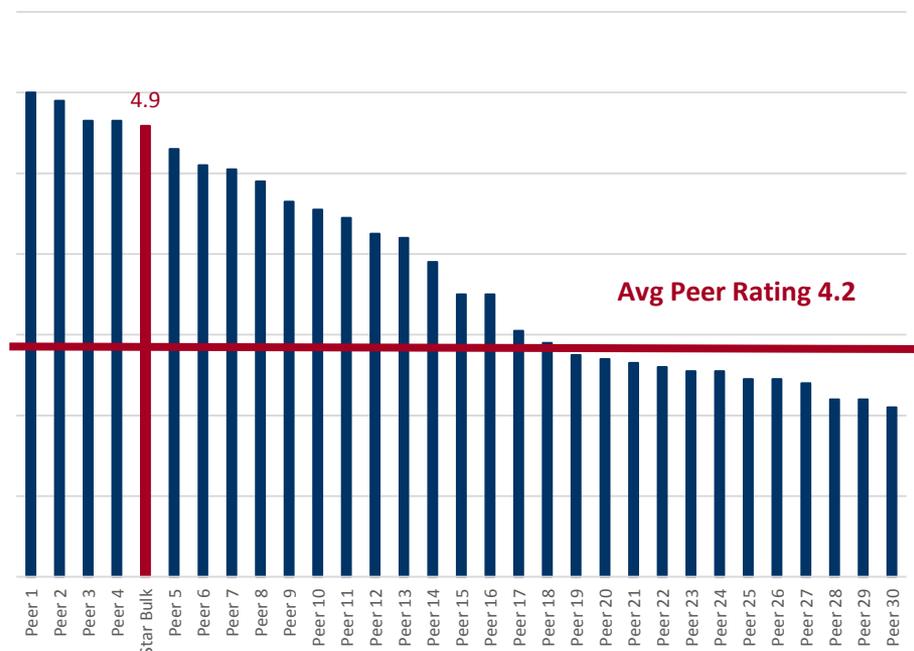
- For Q1 2018 vessel OPEX were \$3,991⁽¹⁾ per vessel per day
- Net cash G&A⁽²⁾ expenses per vessel per day were \$1,101 for Q1 2018
- We are consistently in the top 5 dry bulk operators in Rightship Ratings

We operate a fleet with one of the lowest average daily OPEX...

...without compromising quality...⁽³⁾



Rightship Rating



Source: Moore Stephens, Company Filings

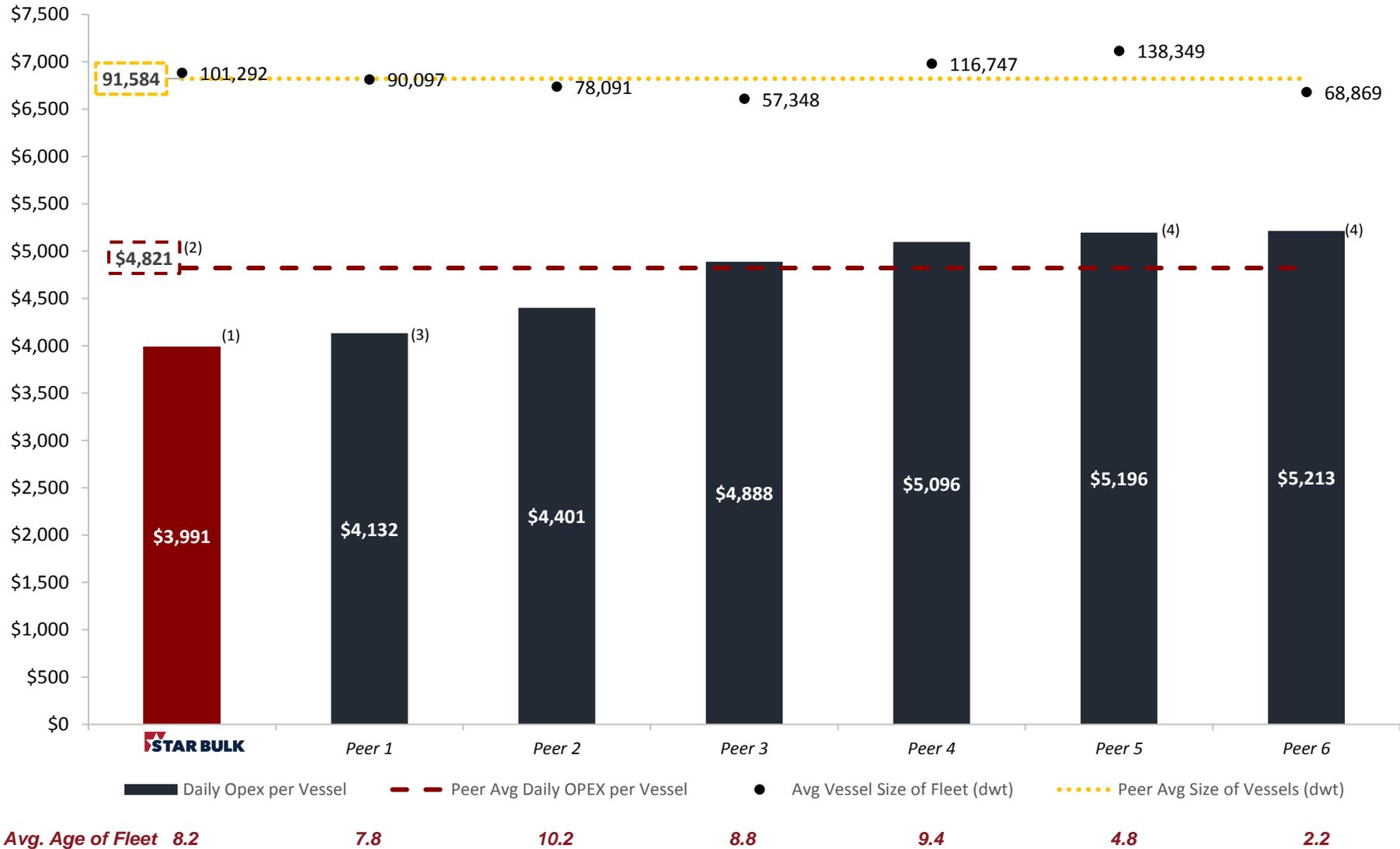


(1) Figures exclude pre-delivery expenses

(2) Excludes one-off severance payments, advisory and restructuring fees share incentive plans and termination charges, includes management fees

(3) As of June 2018

Industry Leading OPEX Q1 2018



1) Excludes pre-delivery expenses
 2) Peer Average figures exclude SBLK

3) Includes dry-docking costs
 4) Includes management fees

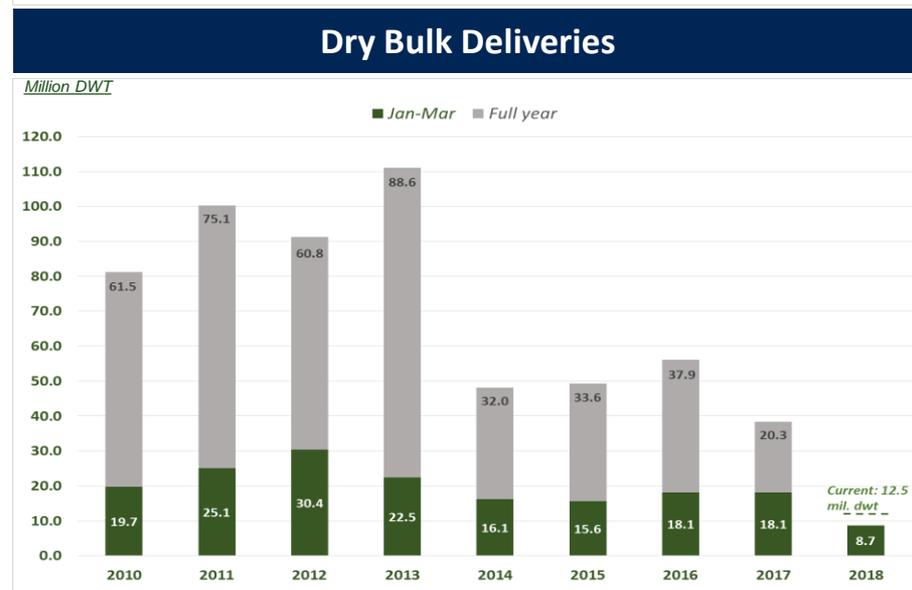
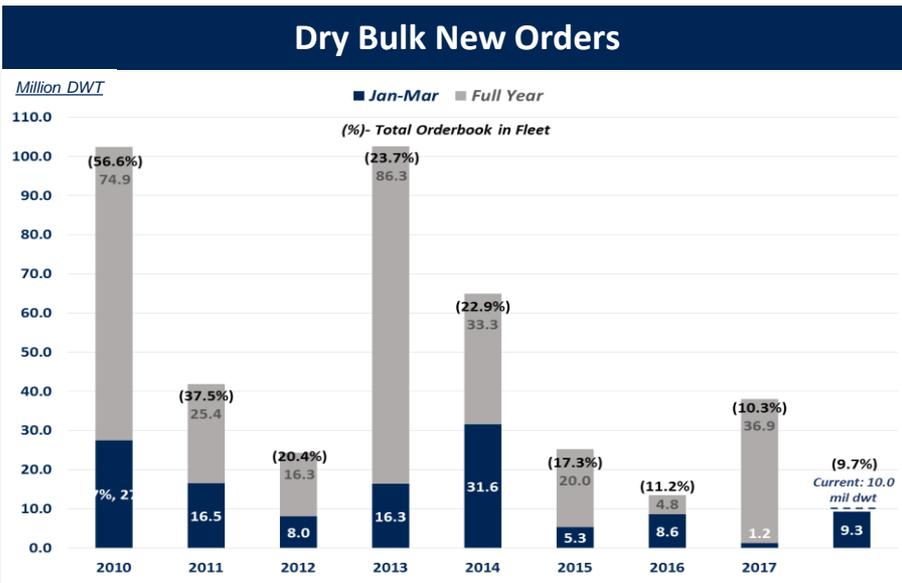
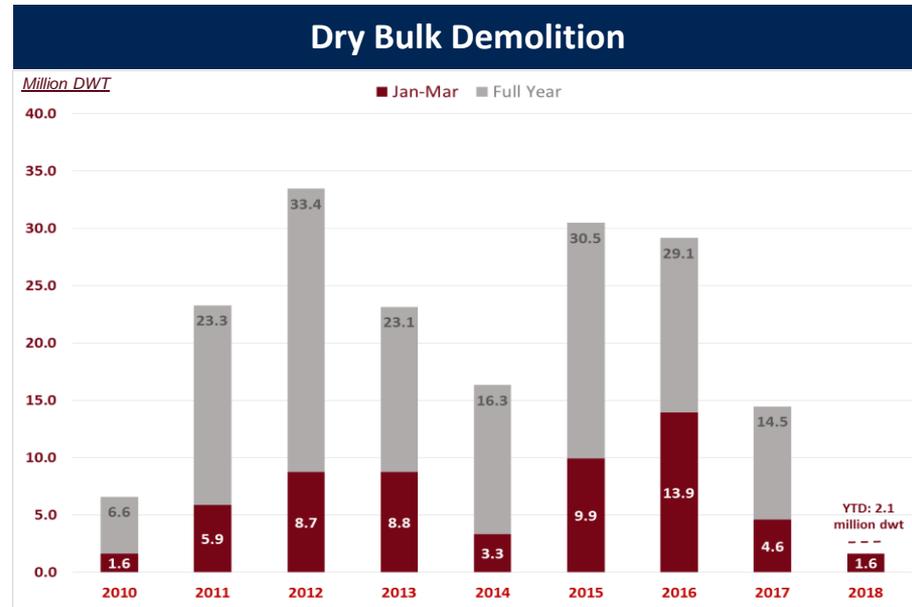
35 Vessels Fixed on Period Charters

We have fixed 35 vessels on period charters:

Fleet Employment							
Vessel	Size	2018			2019		Charter Rate
		2Q	3Q	4Q	1Q	2Q	
Star Virgo	Newcastlemax	[Bar]			[Bar]		5TC +Premium
Star Ariadne		[Bar]			[Bar]		5TC +Premium
Star Eleni		[Bar]			[Bar]		5TC +Premium
Peloreus	Capesize	[Bar]			[Bar]		5TC +Premium
Star Angie		[Bar]			[Bar]		\$17,600
Star Aurora		[Bar]			[Bar]		\$16,050
Star Triumph		[Bar]			[Bar]		\$17,500
Star Sirius	Post Panamax	[Bar]			[Bar]		\$15,500
Madredeus		[Bar]			[Bar]		\$14,000
Amami		[Bar]			[Bar]		\$14,000
Star Vega	Kamsarmax	[Bar]			[Bar]		\$14,388
Mercurial Virgo		[Bar]			[Bar]		\$13,500
Pendulum		[Bar]			[Bar]		\$12,250
Star Charis		[Bar]			[Bar]		\$13,250
Star Georgia		[Bar]			[Bar]		\$13,350
Star Markella		[Bar]			[Bar]		\$12,500
Laura		[Bar]			[Bar]		\$13,000
Star Renee		[Bar]			[Bar]		\$12,925
Star Angelina		[Bar]			[Bar]		\$14,000
Star Jennifer		[Bar]			[Bar]		\$11,450
Star Sophia	Panamax	[Bar]			[Bar]		\$15,500
Star Emily		[Bar]			[Bar]		\$12,450
Star Iris		[Bar]			[Bar]		\$12,450
Mackenzie	Ultramax	[Bar]			[Bar]		\$11,750
Kennadi		[Bar]			[Bar]		\$12,500
Roberta		[Bar]			[Bar]		\$14,250
Star Antares		[Bar]			[Bar]		\$13,500
Star Aquarius		[Bar]			[Bar]		\$13,250
Star Challenger		[Bar]			[Bar]		\$13,250
Star Pisces		[Bar]			[Bar]		\$13,750
Star Epsilon	Supramax	[Bar]			[Bar]		\$10,750
Star Gamma		[Bar]			[Bar]		\$11,150
Star Omicron		[Bar]			[Bar]		\$11,250
Star Theta		[Bar]			[Bar]		\$12,600
Star Zeta		[Bar]			[Bar]		\$12,850

Dry Bulk Supply Update

- Fleet growth is currently running at +2.4% down from +3.9% during the same period in 2017
 - YTD Demolition activity has declined to 2.1 mdwt from 7.3 mdwt during Jan-May 2017
 - YTD Deliveries activity has declined to 12.5 mdwt down from 23.8 mdwt during Jan-May 2017
 - Contracting activity increased to 9.7 mdwt up from 7.4 mdwt during Jan-May 2017
- Orderbook currently estimated at ~9.7% of the fleet
- Vessels above 15 years of age currently at ~14.0% of the fleet
- Low 2015/16 contracting expected to trim 2018/19 deliveries and contain net fleet growth between +1.5%+2.5%



Dry Bulk Demand Update



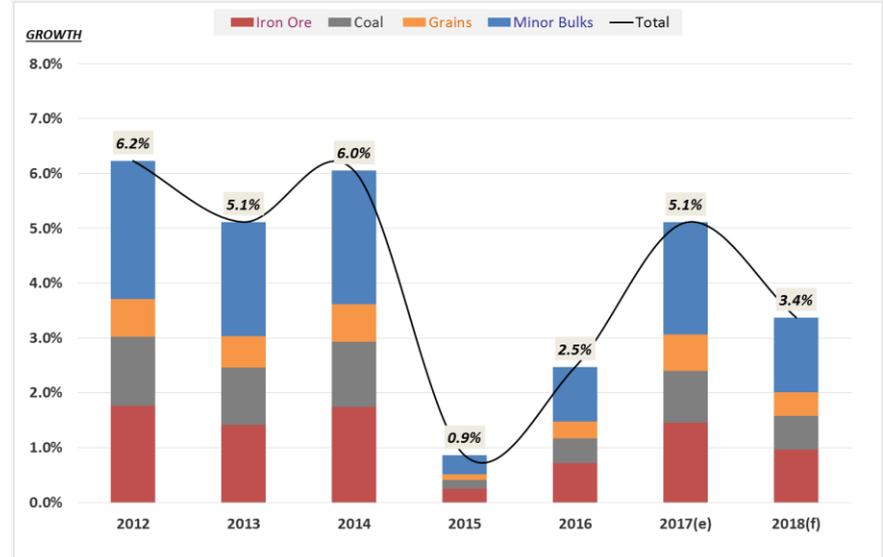
- Full Year 2018 trade projected to grow +2.6% vs +4.0% in 2017 and +1.7% in 2015/16
- Ton-mile demand projected to grow at a faster pace +3.4% vs +5.1% in 2017 and +2.5% in 2015/16

Key Dry bulk cargoes:

- **Iron ore trade in 2018 projected to grow +3.2% y-o-y (+3.9% in ton-miles)**
 - China supply side reforms supporting steel prices at record high levels and increase in global steel production stimulate growth in iron ore demand. Strong demand for high grade iron ore mainly produced in Brazil positive for ton-miles (SD 11 mine).
- **Thermal & Coking Coal projected to grow +1.6% (+1.7% in tons-miles)**
 - China and India coal needs for electricity generation currently exceeding domestic coal production growth while low stocks support imports. Coal increasing distances due to lower North Pacific production and exports as of 2018.
- **Grains incl. soybeans projected to grow +1.2% y-o-y (+2.7% in ton-miles)**
 - Healthy demand from the Pacific and Atlantic exports concentration has been positive for dry bulk ton-miles. Uncertainty surrounding US-China tariffs remains.
- **Minor bulk projected to grow +3.1% y-o-y (+4.0% in ton-miles)**
 - Global minor bulk growth recovery in line with global GDP revisions. West African bauxite ton-mile generation, ASEAN and India infrastructure development acceleration. One Belt One Road project expected to support growth.

Dry Bulk Trade (Million tons)	2014	2015	2016	2017(e)	2018 (f)
Iron ore	1,340	1,364	1,418	1,473	1,520
Coal	1,216	1,138	1,142	1,209	1,228
Grains	432	460	481	515	521
Minor Bulks	1,844	1,872	1,875	1,917	1,975
Total Dry	4,832	4,833	4,915	5,113	5,245
<i>Annual Growth (tons)</i>	248	0	83	197	132
<i>Annual Growth (%)</i>	5.4%	0.0%	1.7%	4.0%	2.6%
<i>Ton-miles growth</i>	6.0%	0.9%	2.5%	5.1%	3.4%

Dry Bulk Ton-miles – Full Year Growth



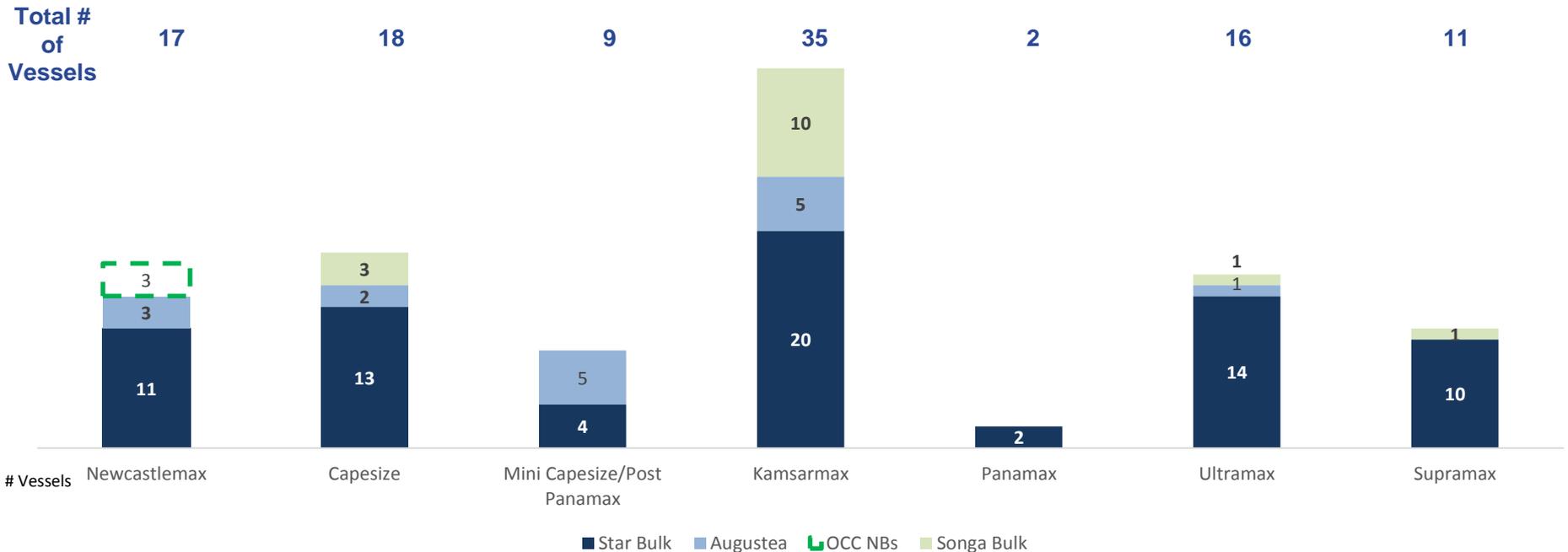
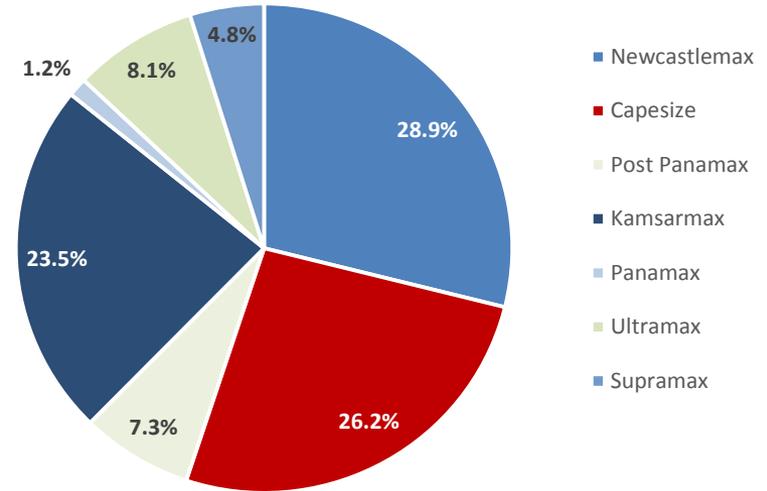
APPENDIX



Diverse Fleet Covering All Segments

- Fully delivered fleet of 108 vessels
- 39,420 ownership days on a fully delivered basis
- Average age of ~7.3 years
- 35 Newcastlemax / Capesize vessels

Million DWT

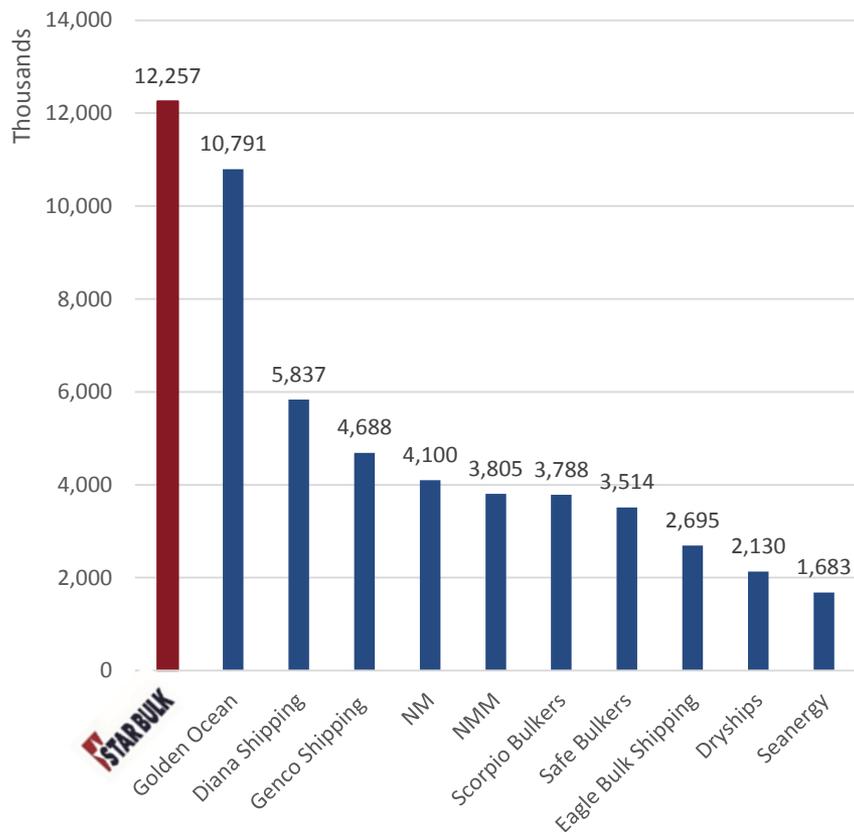


Industry Leading Dry Bulk Owner

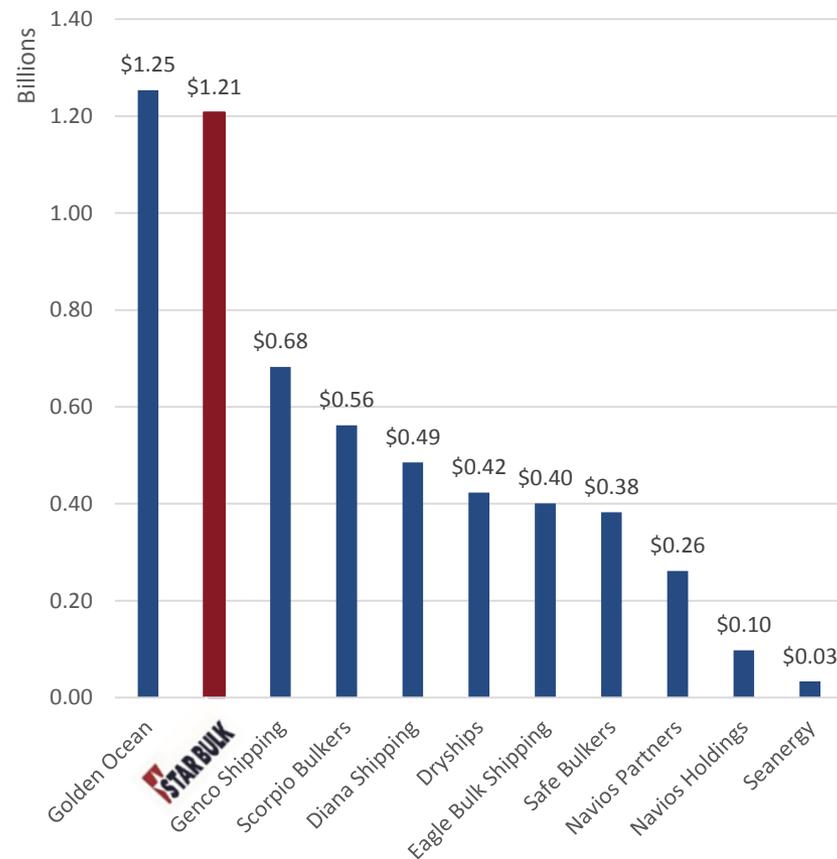


- The largest US listed owner (by dwt) of drybulk vessels
- Market capitalization >\$1.2 billion assuming completion of recently announced transactions

Peer Comparison according to DWT



Peer Comparison according to Market Cap⁽¹⁾



Source: Public filings and information from public sources as of June 11, 2018

(1) Market capitalization calculated on the basis of approximately 92 million shares outstanding and the share price as of June 11, 2018

Income Statement 1st Quarter 2018



(in \$000's)	3-months period ended March 31, 2018	Non-cash Adjustments	3-months period ended March 31, 2018	3-months period ended March 31, 2017
REVENUES:	121,057	-	121,057	64,866
EXPENSES:				
Voyage expenses	(22,695)	-	(22,695)	(14,999)
Charter in expense	(16,470)	-	(16,470)	(873)
Vessel operating expenses	(26,273)	-	(26,273)	(24,415)
Drydocking expenses	(1,120)	-	(1,120)	(1,392)
Management fees	(1,930)	-	(1,930)	(1,814)
Gain/(Loss) on forward freight agreements and bunker swaps	(812)	917	105	(83)
General and administrative expenses	(7,319)	1,062	(6,257)	(5,382)
Other operational Loss	-	-	-	-
Other Operational gain	5	-	5	2,166
Gain/(Loss) on sale of vessel	-	-	-	-
Total expenses	(76,614)	1,979	(74,635)	(46,792)
EBITDA	44,449	1,973	46,422	18,074
Depreciation	(21,168)	-	(21,168)	(19,645)
Operating (loss)/ income	23,275	1,979	25,254	(1,571)
Interest and finance costs	(14,273)	123	(14,150)	(11,006)
Loss on debt extinguishment	-	-	-	-
Interest income and other	893	-	893	620
Gain/(Loss) on derivative financial instrument	(1)	(137)	(138)	(851)
Total other income (expenses), net	(13,381)	(14)	(13,395)	(11,237)
Equity in income /loss of investee	6	(6)	-	-
Net income before tax	9,900	1,959	11,859	(12,808)
Income tax	-	-	-	(65)
Net income	9,900	1,959	11,859	(12,873)
Earnings per share, diluted	\$0.15		\$0.18	(\$0.21)

THANK YOU

Contacts

Company:

Simos Spyrou, Christos Begleris
Co - Chief Financial Officers
Star Bulk Carriers Corp.
c/o Star Bulk Management Inc.
40 Ag. Konstantinou Av.
Maroussi 15124
Athens, Greece
Tel. +30 (210) 617-8400
Email: info@starbulk.com
www.starbulk.com

Investor Relations / Financial Media:

Nicolas Bornozis
President
Capital Link, Inc.
230 Park Avenue, Suite 1536
New York, NY 10169
Tel. (212) 661-7566
E-mail: starbulk@capitallink.com
www.capitallink.com

