



NASDAQ: SBLK

OSE: SBLK

Financial Results Q1 2019



May 2019

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, the impact of regulation and regulatory, investigative and legal proceedings and legal compliance risks, including the impact of IMO's MARPOL ANNEX VI and any changes thereof 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.

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Q1 2019 Financial Highlights



	Q1 2019	Q1 2018	% Change
Voyage Revenues	\$166.5m	\$121.1m	37.5%
TCE Revenues ⁽¹⁾	\$99.0m	\$81.6m	21.3%
EBITDA	\$46.4m	\$44.4m	4.4%
Adjusted EBITDA	\$43.9m	\$46.4m	(5.5%)
Net Income/(Loss)	\$(5.3)m	\$9.9m	-
Adjusted Net Income/(Loss)	\$(8.5)m	\$11.9m	-
TCE	\$10,624	\$12,586	(15.6%)
TCE (inc. realized FFA and bunker swaps)	\$11,192	\$12,602	(11.2%)
Fleet Utilization	96.5%	100.0%	(3.5%)
Average daily OPEX per vessel ⁽²⁾	\$4,015	\$3,991	0.6%
Average daily Net Cash G&A expenses per vessel	\$971	\$1,101	(11.8%)
Average No. of Vessels	107.3	72.0	49.0%
Adjusted EPS per share basic	\$(0.09)	\$0.18	-
EPS GAAP per share basic	\$(0.06)	\$0.15	-
Weighted average number of shares outstanding, basic	93,080,589 ⁽³⁾	64,107,324	45.2%

Pro Forma Cash & Debt Position⁽⁴⁾

- Total Cash (including minimum liquidity)⁽⁴⁾: \$ 170m
- Total Debt & Capital lease obligations⁽⁴⁾: \$ 1.50b

Notes:

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

(2) Excludes predelivery and one-off expenses

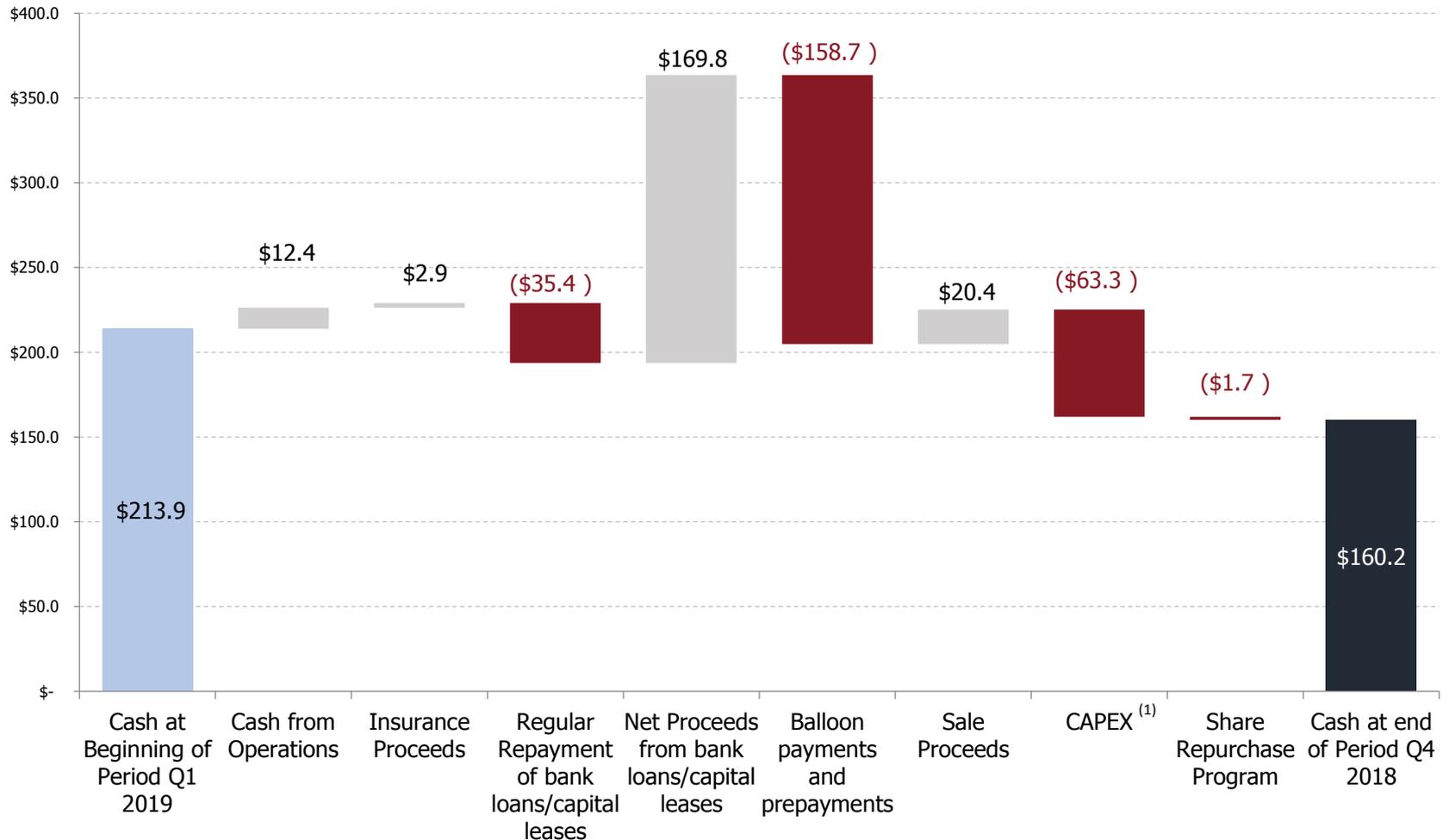
(3) As of today, outstanding number of shares 91,750,000

(4) Proforma for secured debt to be drawn

Q1 Cash Flow



Q1 Cash Flow Breakdown



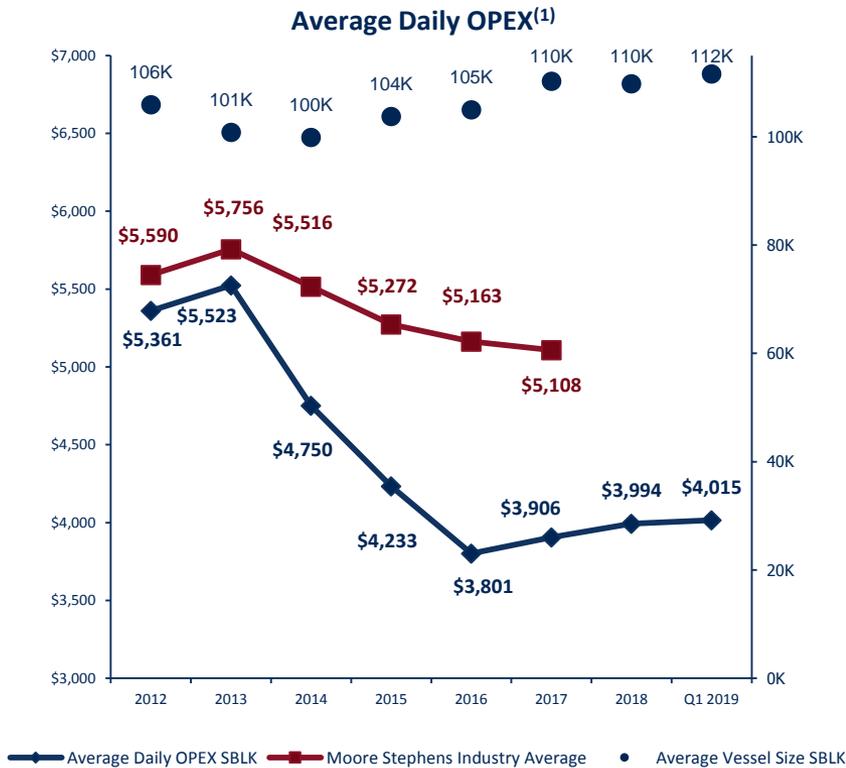
(1) \$27.8 million for the acquisition of 2 ER vessels, \$4.4 for NB CAPEX, \$29.2 million for scrubber capex and \$1.8 million for BWTS

Continued Operational Excellence

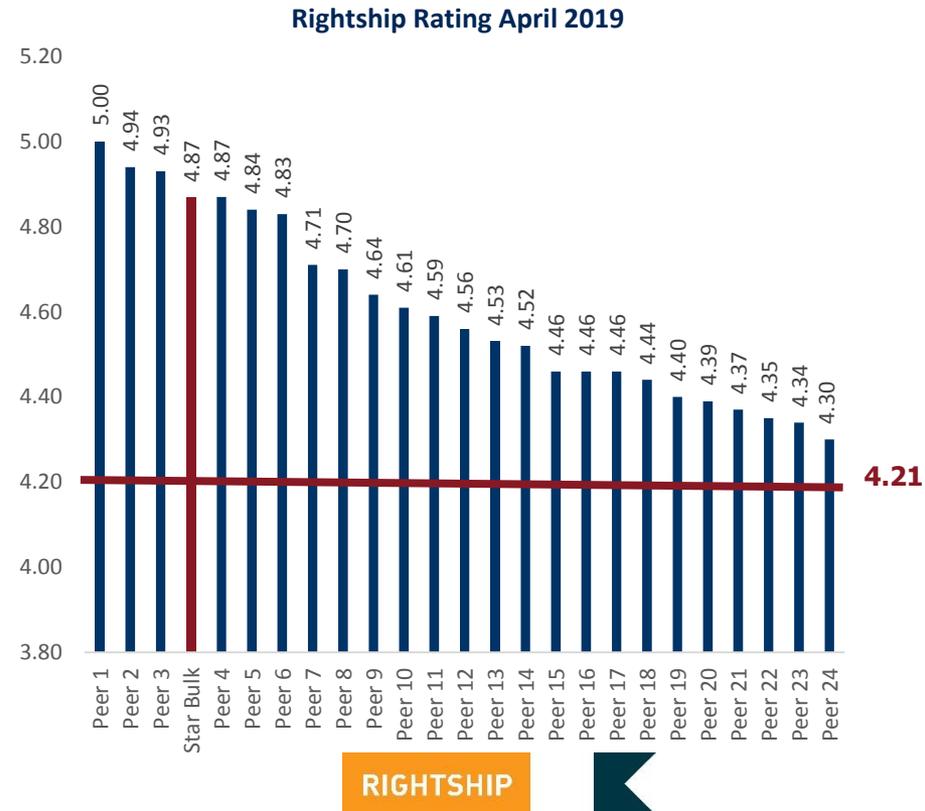


- For Q1 2019 vessel OPEX were \$4,015⁽¹⁾ per vessel per day
- Net cash G&A⁽²⁾ expenses per vessel per day were \$971 for Q1 2019
- We are consistently in the top 5 dry bulk operators in Rightship Ratings

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



...without compromising quality



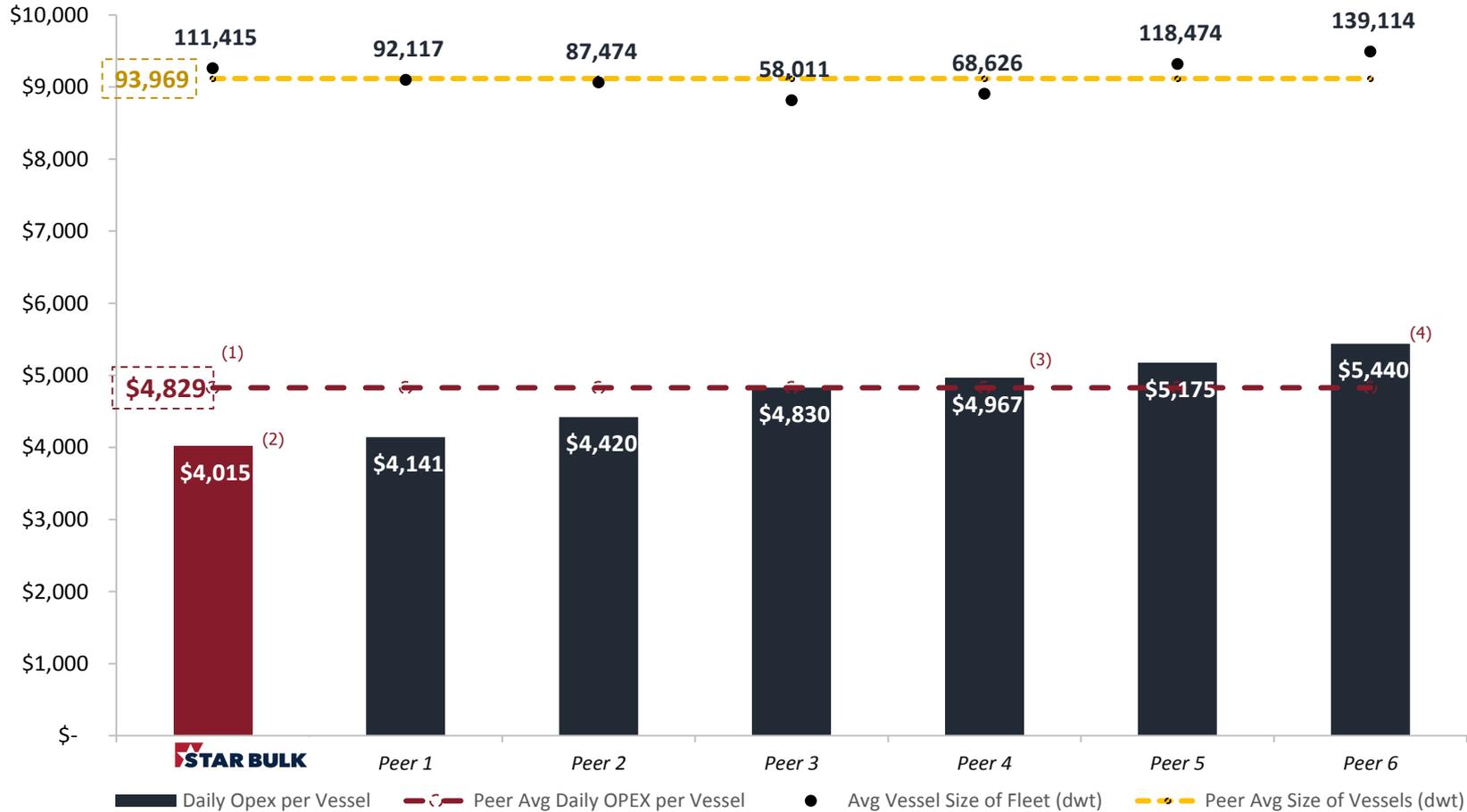
(1) Figures exclude pre-delivery expenses

(2) Excludes share incentive plans, includes management fees

Industry Leading OPEX Q1 2019



OPEX Benchmarking based on latest published financial statements



Avg. Age of Fleet 8.0

8.5

9.2

9.0

3.2

9.4

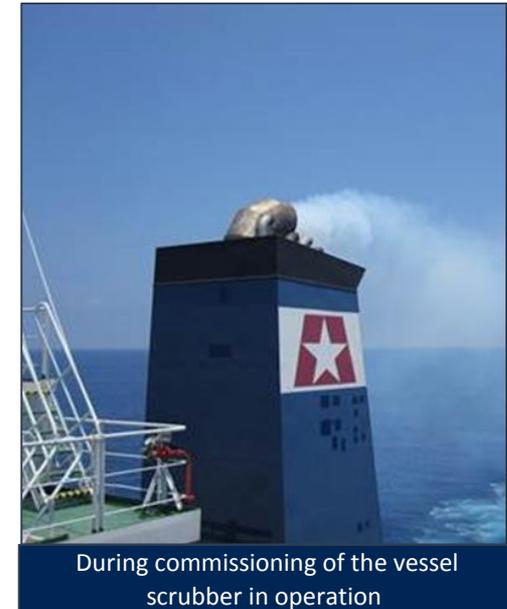
6.3

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

3) Excludes management fees
 4) Includes management fees

Scrubber Installation Update May 2019

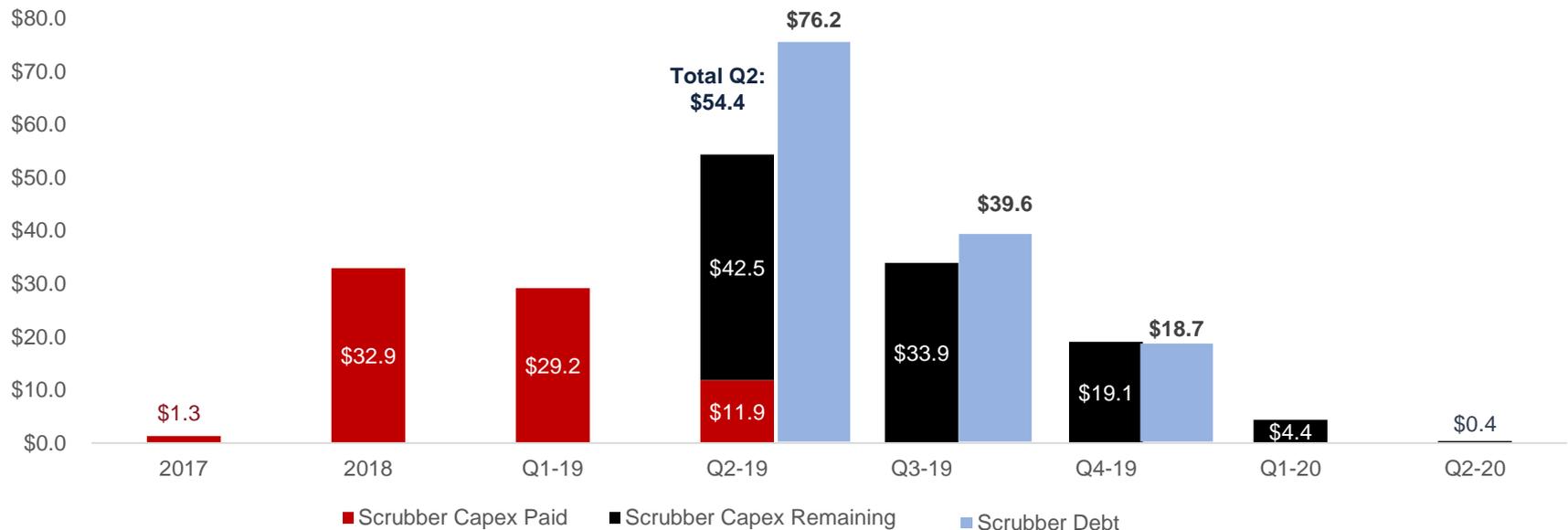
- **Early decision** for a fleet wide scrubber installation program.
 - Captive installation contracts with major shipyards, securing berth space and competitive installation cost.
- **101 Star Bulk vessels** to be fitted with scrubbers in 2019.
- **By May 2019, 40 scrubber towers** will have been installed in China and Europe.
- **By June 2019, 60 scrubber towers** will have been installed in China and Europe.
- 120 specialized and exclusive technicians deployed at any time onboard our vessels.
- **Average time** of retrofitting scrubber towers at **~16 days**.
- **Scrubber CAPEX** estimated at **\$176 million**.



Scrubbers CAPEX

- Remaining Scrubber CAPEX as of May 17th, 2019: \$100 million
- Secured debt financing of approximately 70%, ~\$135 million
- We have raised ~ \$22.4 million of scrubber debt financing
- No additional equity to be paid

Estimated Remaining Scrubber CAPEX^{(1) (2)}



Note:

(1) As of May 17th, 2019 for 104 vessels

(2) Indicative schedule based on current forward FX rates, expected milestone dates and relevant contract obligations. Schedule may be altered due to various reasons (manufacturers' logistics, vessel itineraries, FX rate movement etc)

Q2 2019 Coverage

- We have fixed more than 76% of our fleet for Q2 2019

Fleet Employment – Q2 2019⁽¹⁾



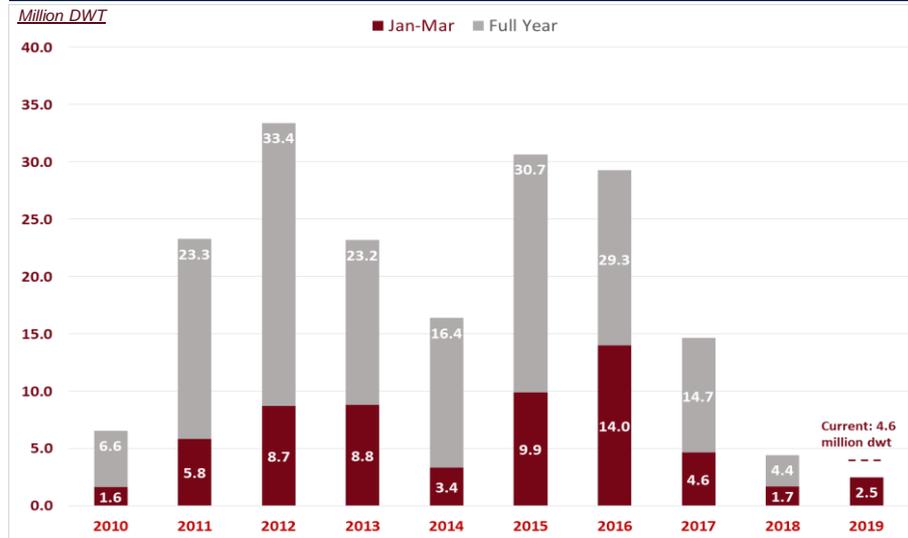
(1) Note: As of May 20th, 2019

Dry Bulk Supply Update

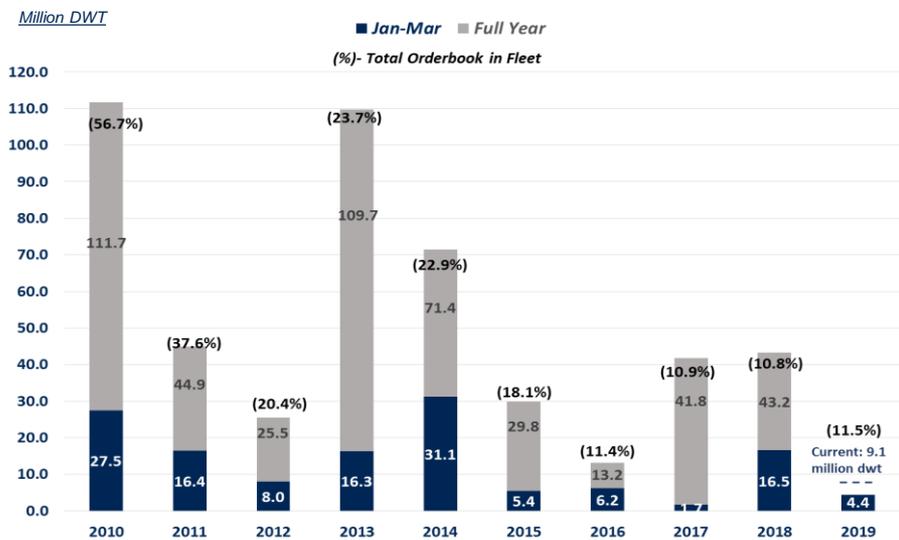


- Current fleet growth at +2.7% y-o-y versus +2.9% during full year 2018.
 - YTD Deliveries at 10.7m dwt, up from 10.4m dwt same period in 2018
 - YTD Demolition at 4.6m dwt, up from 1.6m dwt same period in 2018
 - YTD Contracting at 8.0m dwt, down from 17.7m dwt same period in 2018
- Orderbook currently estimated at ~11.5% of the fleet.
- Contained contracting will keep 2019/21 deliveries close to multi year lows.
- Vessels above 15 years of age currently at ~14.7% of the fleet.
- 2019 dry bulk fleet growth projected between +2.0% and +2.5%
- Off hires related to IMO 2020 regulation to limit effective supply by up to 1.0% during 2019/20 - Higher bunker costs as of January 2020 to induce slow steaming

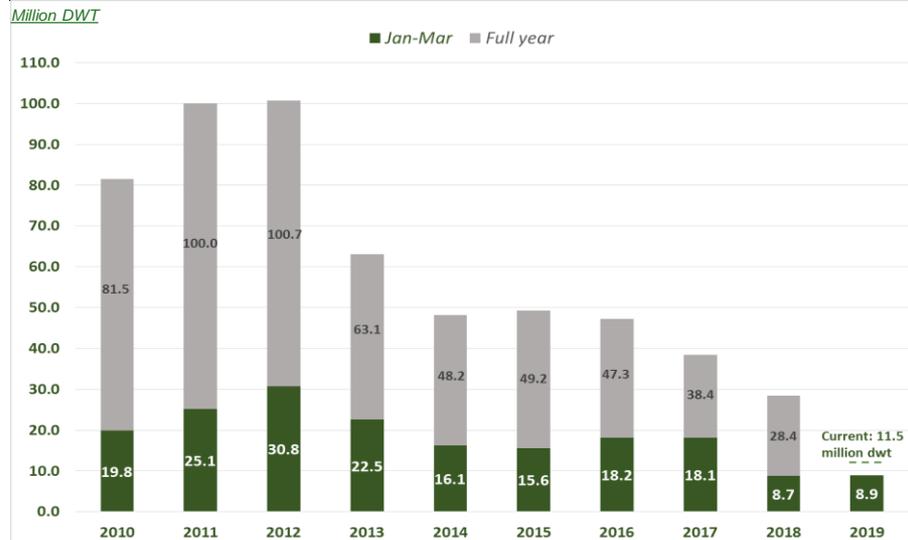
Dry Bulk Demolition



Dry Bulk New Orders



Dry Bulk Deliveries



Dry Bulk Demand Update

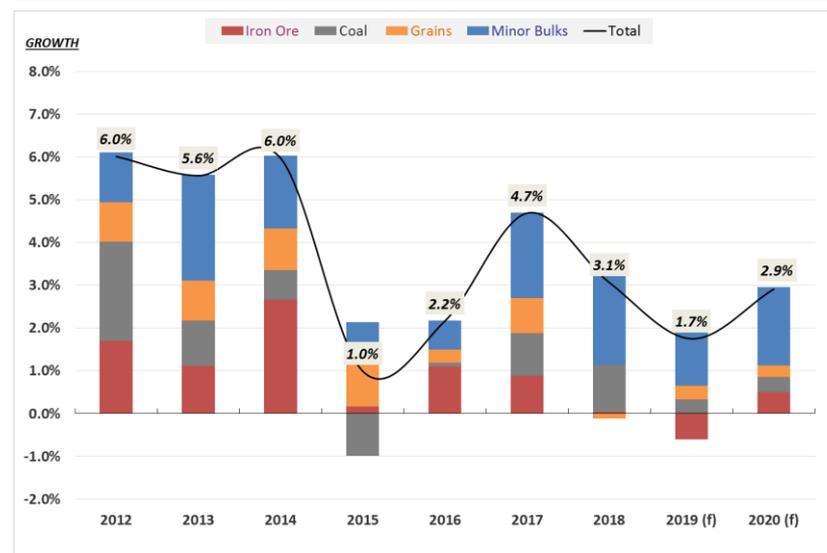
- Trade growth projected to slow down to +1.7% during 2019, due to disruptions in Iron ore supply during the first half, China-US trade war escalation and China coal restrictions.
- Restocking across all dry bulk cargoes is expected during the second half of 2019 ahead of IMO 2020 inflationary pressures.

Key Dry bulk cargoes:

- **Iron ore trade growth in 2019 projected at -0.5% y-o-y vs +0.2% in 2018** (2019 ton-miles -2.3% vs +0.1% in 2018)
 - First half volumes & ton-miles affected by Vale mine accident and cyclones in Australia. Iron ore volumes likely to be compensated by other miners (Australia, Anglo America Minas Rio) and internal ramp up of the SD11 mine.
- **Thermal & Coking Coal growth in 2019 at +1.6% y-o-y vs +5.0% in 2018** (2019 tons-miles +1.8% vs +5.8% in 2018)
 - China and India coal needs for electricity generation exceeding domestic coal production growth. Warmer weather and China imports restrictions creating uncertainty.
- **Grains incl. soybeans growth in 2019 at +1.8% y-o-y vs -0.7% in 2018** (2019 ton-miles +2.7% vs -1.0% in 2018)
 - African swine flu and US - China trade war escalation affecting soybean and grain trades over the last year.
- **Minor bulk growth in 2019 at +3.5% y-o-y vs +3.9% in 2018** (2019 ton-miles +4.2% vs +5.1% in 2018)
 - Bauxite from West Africa continue to generate ton-miles for Capesize vessels. ASEAN and India infrastructure development projected to remain strong with One Belt One Road project supporting growth looking forward.

Dry Bulk Trade (Million tons)	2014	2015	2016	2017	2018	2019 (f)	2020 (f)
Iron ore	1,340	1,364	1,418	1,473	1,476	1,468	1,484
Coal	1,216	1,137	1,140	1,201	1,261	1,282	1,303
Grains	407	429	450	476	473	481	490
Minor Bulks	1,863	1,903	1,891	1,946	2,022	2,092	2,161
Total Dry	4,826	4,832	4,899	5,096	5,232	5,323	5,439
Annual Growth (tons)	246	5	67	198	135	91	116
Annual Growth (%)	5.4%	0.1%	1.4%	4.0%	2.7%	1.7%	2.2%
Ton-miles growth	6.0%	1.0%	2.2%	4.7%	3.1%	1.7%	2.9%

Dry Bulk Ton-miles – Full Year Growth



Source: Clarkson Research Services Ltd. (Shipping Intelligence Network, database)

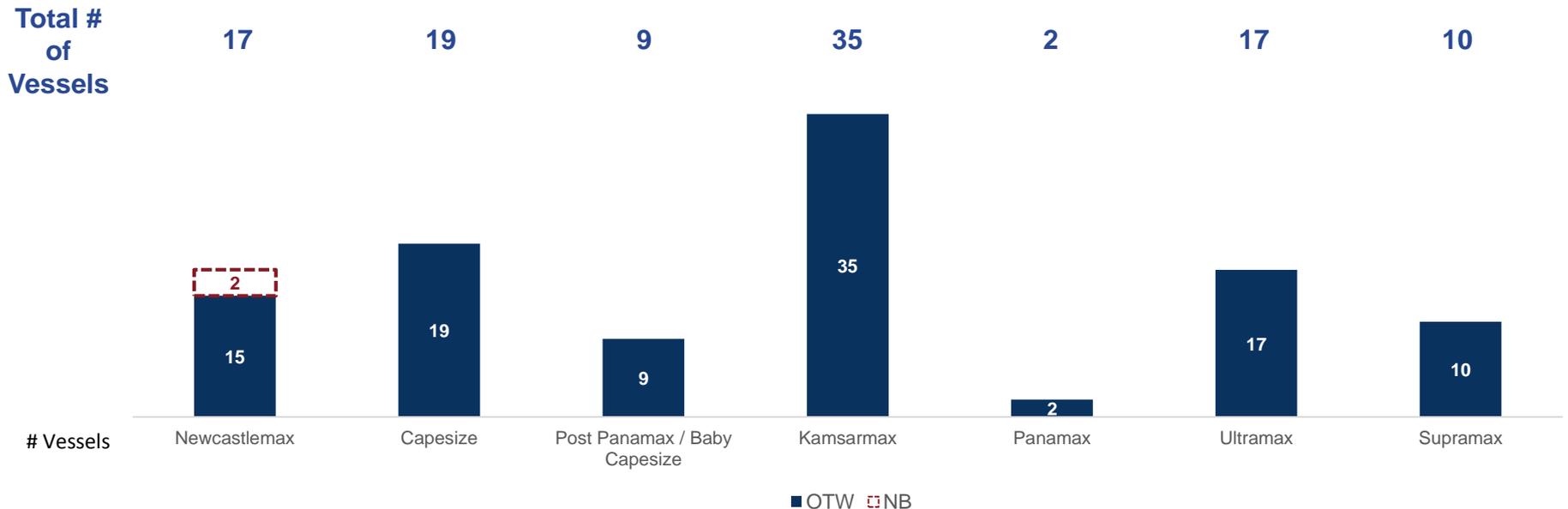
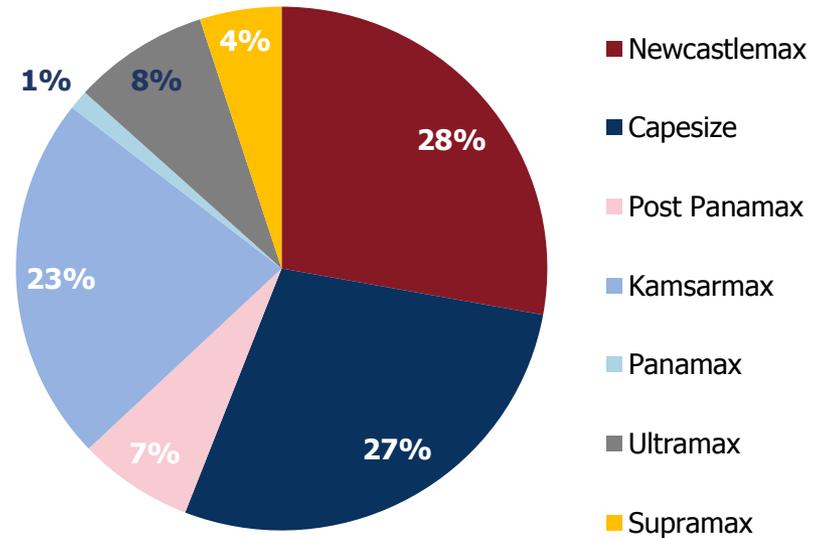
APPENDIX



Diverse Fleet Covering All Segments

- Fully delivered fleet of 109 vessels
- 39,785 ownership days on a fully delivered basis
- Average age of ~8.0 years
- 36 Newcastlemax / Capesize vessels

Million DWT



Income Statement 1st Quarter 2019



(in \$000's)	3-months period ended March 31, 2019	Non-cash Adjustments	3-months period ended March 31, 2019	3-months period ended March 31, 2018
REVENUES:	166,490	(641)	165,849	121,057
EXPENSES:				
Voyage expenses	(44,906)	-	(44,906)	(22,695)
Charter in expense	(22,617)	-	(22,617)	(16,470)
Vessel operating expenses	(39,077)	-	(39,077)	(26,273)
Drydocking expenses	(9,715)	-	(9,715)	(1,120)
Management fees	(4,089)	-	(4,089)	(1,930)
Gain/(Loss) on forward freight agreements and bunker swaps	8,341	(3,085)	5,256	105
General and administrative expenses	(7,233)	251	(6,982)	(6,257)
Other operational loss/(gain)	-	-	-	-
Other Operational gain	156	-	156	5
Gain/(Loss) on sale of vessel	(313)	313	-	-
Total expenses	(119,453)	(2,521)	(121,974)	(74,635)
EBITDA	46,424	(2,549)	43,875	46,422
Depreciation	(29,825)	-	(29,825)	(21,168)
Operating (loss)/ income	17,212	(3,162)	14,050	25,254
Interest and finance costs	(22,236)	-	(22,236)	(14,150)
Loss on debt extinguishment	(823)	-	(823)	-
Interest income and other	477	-	477	893
Gain/(Loss) on derivative financial instrument	-	-	-	(138)
Total other income (expenses), net	(22,582)	-	(22,582)	(13,395)
Equity in income /loss of investee	28	(28)	-	-
Net income before tax	(5,342)	(3,190)	(8,532)	11,859
Income tax	-	-	-	-
Net income	(5,342)	(3,190)	(8,532)	11,859
Earnings per share, basic	(\$0.06)		(\$0.09)	\$0.18

THANK YOU

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