

 **STAR BULK****CORPORATE PRESENTATION**

June 2026

Forward-Looking Statements



This presentation contains certain forward-looking statements. These statements are made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. Such statements may include statements concerning the Company's plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts, identified by words such as "believe," "expect," "anticipate," "estimate," "intend," "plan," "targets," "projects," "likely," "will," "would," "could," "should," "may," "forecasts," "potential," "continue," "possible" and similar expressions or phrases. These forward-looking statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, examination by the Company's management of historical operating trends, data contained in our records and other data available from third parties. Although the Company 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, the Company cannot assure you that it will achieve or accomplish these expectations, beliefs or projections.

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 uncertainties as to the consequences of the merger transaction between the Company and Eagle Bulk Shipping Inc. ("Eagle", and such transaction, the "Eagle Merger"); the possibility that costs or difficulties related to the integration of the Company's and Eagle's operations will be greater than expected; the effects of disruption caused by the Eagle Merger making it more difficult to maintain relationships with employees, customers, vendors and other business partners; the possibility that the expected synergies and value creation from the Eagle Merger will not be realized, or will not be realized within the expected time period; general dry bulk shipping market conditions, including fluctuations in charter rates and vessel values; the strength of world economies; the stability of Europe and the Euro; fluctuations in currencies, interest rates and foreign exchange rates; business disruptions due to natural disasters or other disasters outside our control; the length and severity of epidemics and pandemics; changes in supply and demand in the dry bulk shipping industry, including the market for our vessels and the number of newbuildings under construction; the potential for technological innovation in the sector in which we operate and any corresponding reduction in the value of our vessels or the charter income derived therefrom; changes in our expenses, including bunker prices, dry docking, crewing and insurance costs; changes in governmental rules and regulations or actions taken by regulatory authorities; potential liability from pending or future litigation and potential costs due to environmental damage and vessel collisions; our ability to carry out our Environmental, Social and Governance ("ESG") initiatives and thereby meet our ESG goals and targets; new environmental regulations and restrictions, whether at a global level stipulated by the International Maritime Organization, and/or regional/national level imposed by regional authorities such as the European Union or individual countries; potential cyber-attacks which may disrupt our business operations; general domestic and international political conditions or events, including "trade wars", the ongoing conflict between Russia and Ukraine, the conflict between Israel and Hamas and the Houthi attacks in the Red Sea and the Gulf of Aden; potential physical disruption of shipping routes due to accidents, climate-related reasons, political events, public health threats, international hostilities and instability, piracy or acts by terrorists; the availability of financing and refinancing; vessel breakdowns and instances of off-hire; potential conflicts of interest involving our Chief Executive Officer, his family and other members of our senior management; our ability to complete acquisition transactions as and when planned and upon the expected terms; and the impact of port or canal congestion or disruptions.

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. The estimations of daily Time Charter Equivalent Rates ("TCE rates"), a non-GAAP measure, are provided using the discharge-to-discharge method of accounting, while as per U.S. GAAP, we recognize revenues in our books using the load-to-discharge method of accounting. Both methods recognize the same total TCE revenues over the completion of a voyage, however discharge-to-discharge method recognizes revenues over more days, resulting in lower daily TCE rates. Under the load-to discharge method of accounting, increased ballast days at the end of the quarter will reduce the revenues that can be booked, following the accounting cut-off, in the relevant quarter, resulting in reduced daily TCE rates for the respective period.

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.

Star Bulk Company Profile



Star Bulk Fleet Breakdown ⁽¹⁾



32

Newcastlemax/
Capesize



44

Post Panamax/
Kamsarmax



58

Ultramax /
Supramax

+6 Newbuilding
Kamsarmax
vessels

+7 Long-term
charter-in
vessels term

1 Capesize
4 Kamsarmax
2 Ultramax

Financial overview ⁽¹⁾

\$ 3.0 b

Market Cap

\$ 768 m

TCE Revenues ⁽²⁾

\$ 36 m

Daily Trading
Liquidity

Fleet and Operations ⁽¹⁾

140

vessels on a fully
delivered basis



13.9 mil

deadweight
tonnage



~12.2 years

average age of
our fleet



Our Commercial Model ⁽²⁾

> 8 M

Nautical miles
traveled

95%

Fleet utilization

94

Countries
visited

50,031

Available
days

~72.1 M

Tonnes of
Cargo carried
in 2025

3,277

Port
Calls

(1) As of 12/06/26 on a fully delivered basis, our owned fleet has a total of 140 vessels, of which 6 newbuilding vessels with expected deliveries in 2026.

(2) As of December 31st, 2025

Key Investment Highlights



The largest, most liquid US-listed dry bulk company with significant operating leverage to a market with strong fundamentals

The Largest US-Listed Dry Bulk Company

- The largest market capitalization and greatest liquidity among US-listed peers
- 140 vessels on a fully delivered basis with an average age of ~12.2 years
- Fleet of 80 “Eco” vessels and 98% scrubber fitted, providing leverage to fuel price spreads
- Consolidator in the dry bulk industry, through 9 mergers since 2018

Fully Integrated Management Platform

- Amongst the lowest OPEX and G&A operators while maintain highest Rightship ranking

Strong Balance Sheet

- Cash and cash equivalents ⁽¹⁾ of ~\$562 million and debt and lease obligations⁽¹⁾ of \$997 million
- Additional liquidity of \$110 million is available through an Undrawn Revolver Facility → proforma liquidity in excess of \$670 million
- Net debt per vessel below scrap value per vessel, reduced by ~60% since 2021

Shareholder’s Friendly Capital Allocation Policy

- Dividend Distribution: We intent to distribute 100% of Free Cash Flow, subject to a minimum cash of \$2.1 million per vessel.
- We authorized a new share repurchase program of up to an aggregate of \$100.0 million on substantially the same terms and conditions as the previous share repurchase program.

Solid Corporate Governance

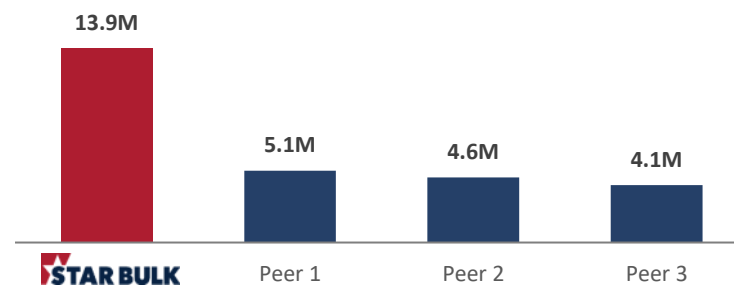
- Strong shareholder-friendly governance: majority independent board
- Management incentives aligned with shareholders

ESG Pioneer

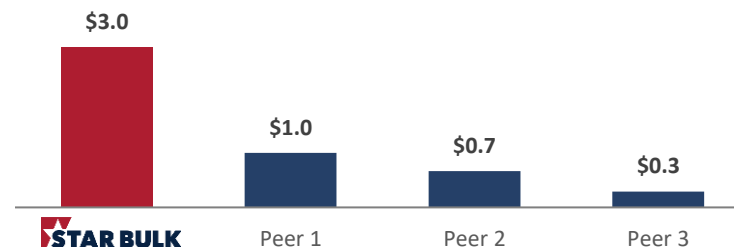
- Leader in industry’s effort to decarbonize

(1) As of June 11th, 2026

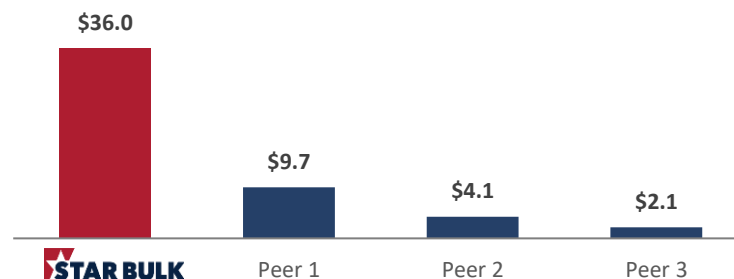
Fleet Size ⁽¹⁾ (DWT)



Market Cap ⁽¹⁾ (\$ billions)



Daily Trading Liquidity ⁽¹⁾ (average 90-day \$ millions)

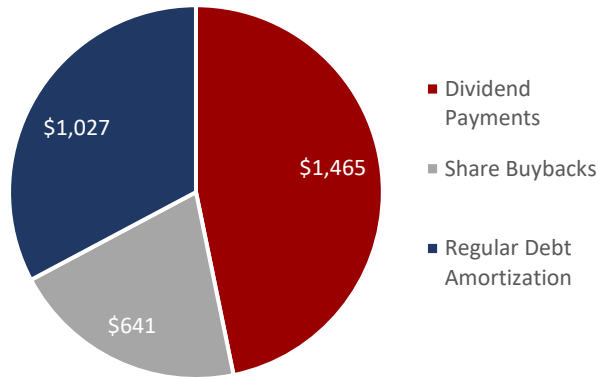


Creating Value for Shareholders

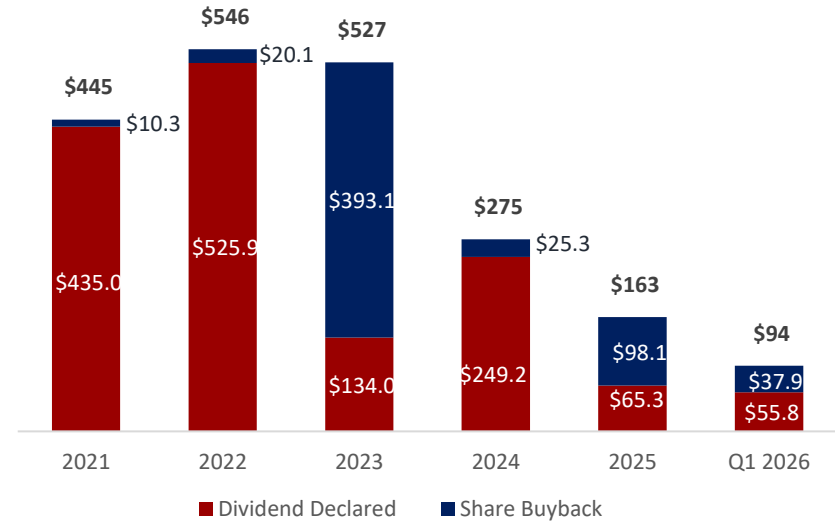


Total Shareholder Value Creation (in \$million)

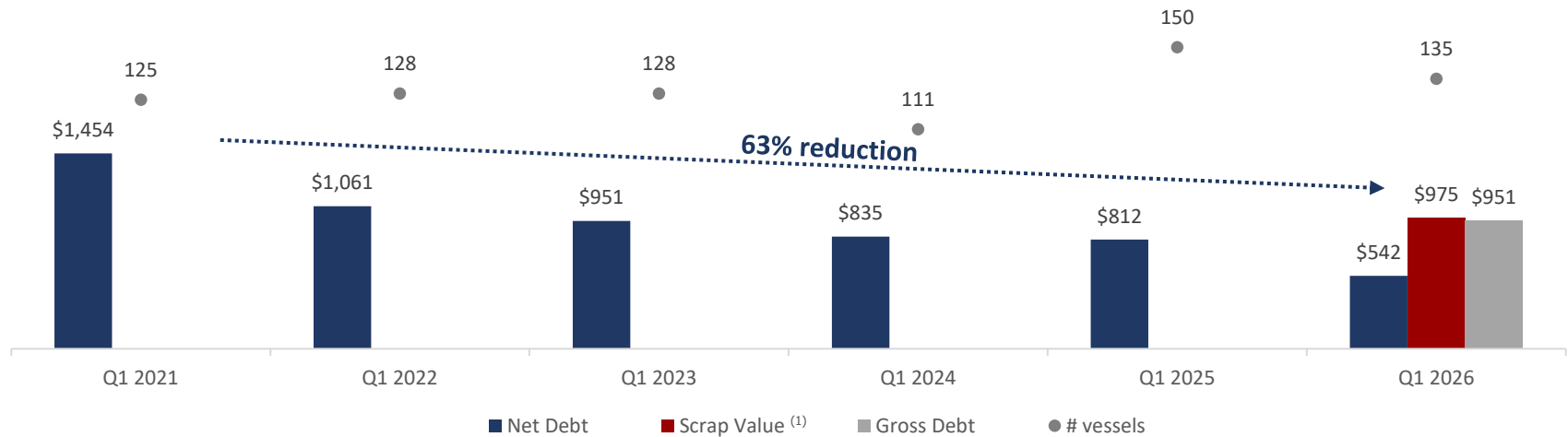
Total actions of \$3.1 billion in shareholders value creation since 2021



Dividends & Share Buybacks (in \$million)



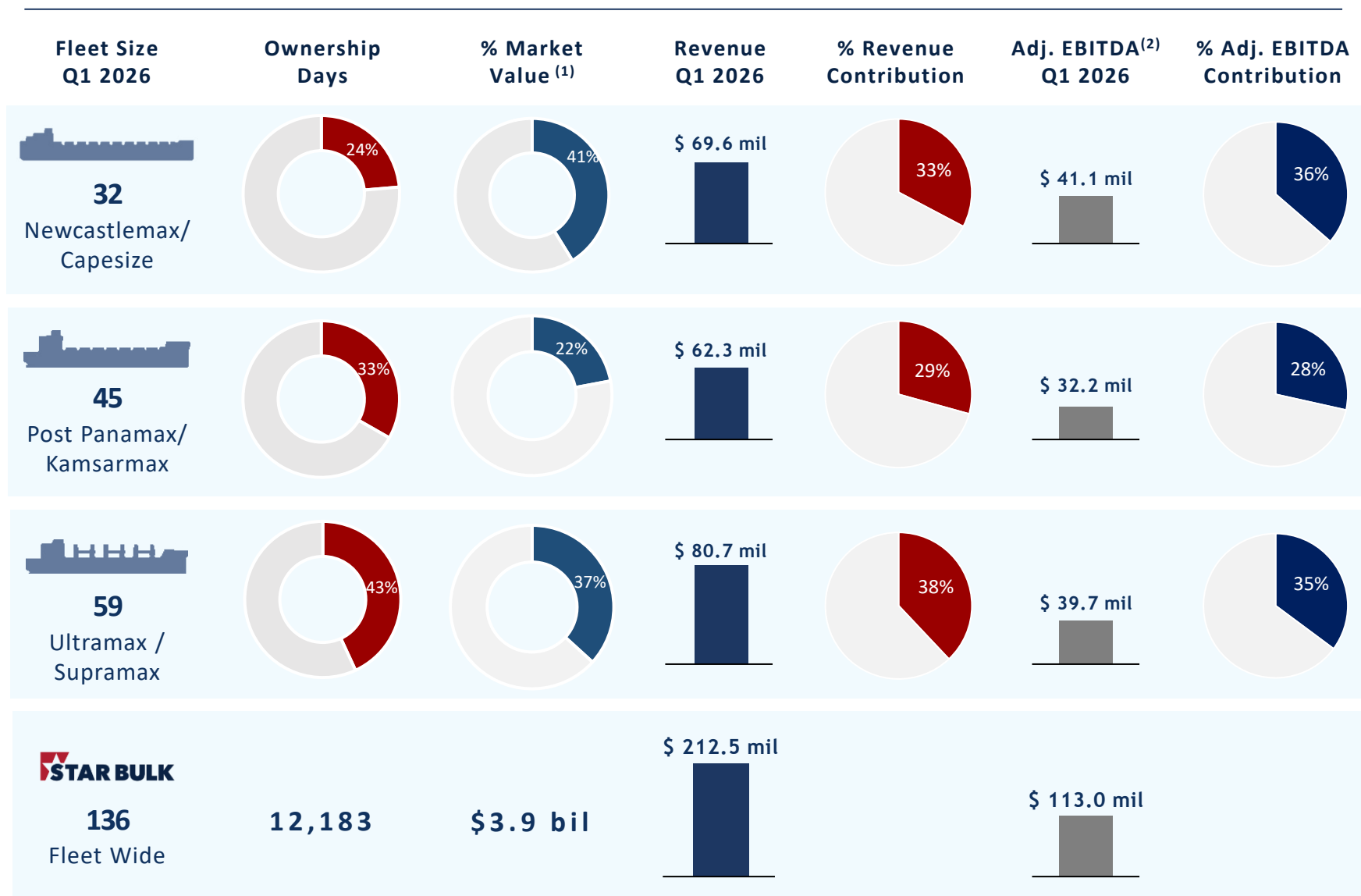
Net Debt Reduction (in \$million)



Notes:

(1) Indicative scrap values for SBLKs fleet (2.14 million lightweight) based on current market scrap prices of \$456/ltd, Source: SSY

Operating Performance Highlights



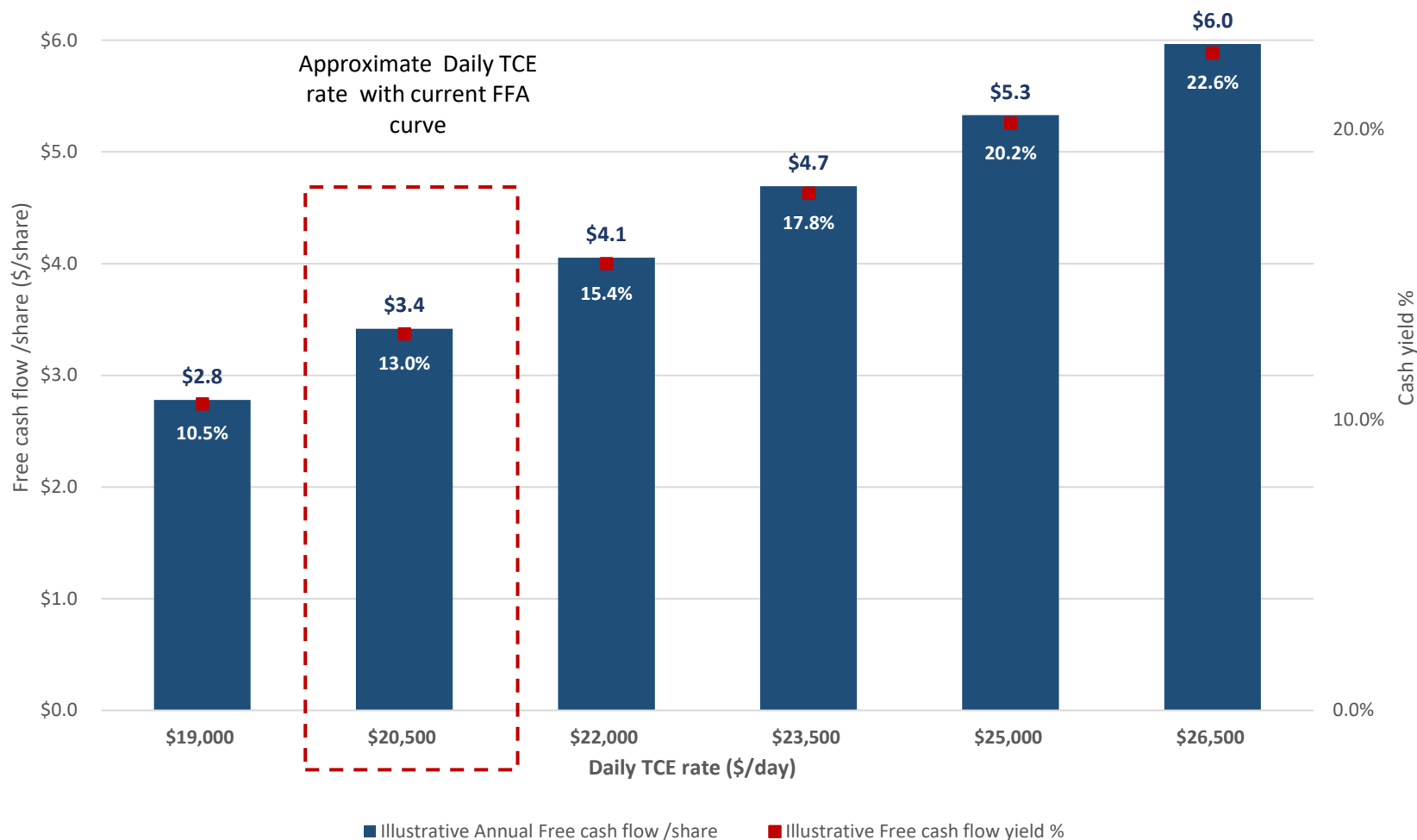
(1) As of March 31st, 2026 average Brokers valuations

(2) Adjusted EBITDA figures exclude \$1.3 mln profit of charter-in vessels and other non-cash costs and adjustments included in the reported Q1 2026 Adjusted EBITDA of 114.4 mln

Operating Leverage and Cash Flow Potential

Illustrative Annual Free Cash Flow Yield at Various Daily TCE Levels^{(1), (2), (3)}

Illustrative NTM Free Cash Flow yield at various TCE rate levels



(1) Please refer to our Financial Statements for a reconciliation regarding Daily TCE rate and Adjusted EBITDA to the closest comparable GAAP metric

(2) Free cash flow is defined as : Adjusted EBITDA less the aggregate of a) cash interest expense, b) scheduled debt amortization and c) BWTS, ESD and other CAPEX

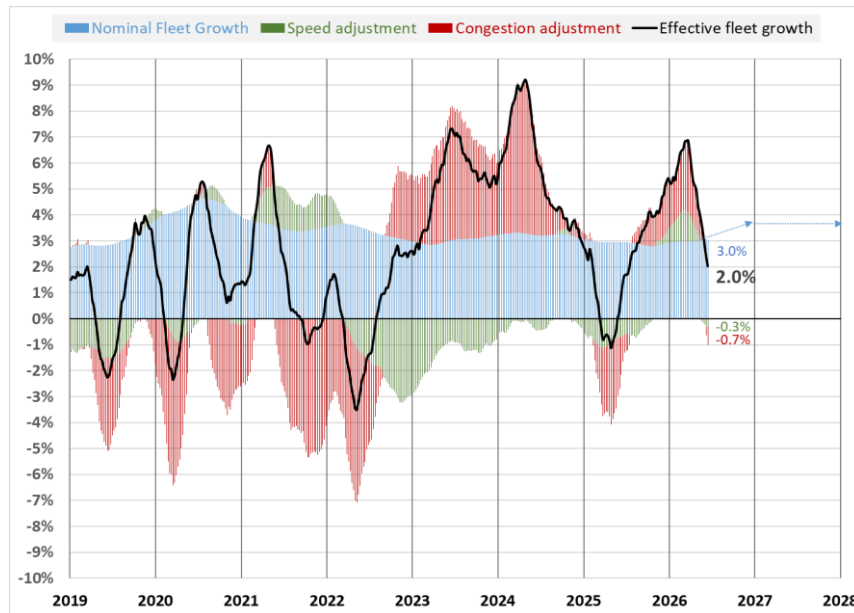
(3) Based on (i) on FFA curve and VLSFO – HSFO spread forward curve as of May 12, 2026; (ii) average 137 owned vessels; (iii) 111.7 million shares outstanding; and (iv) SBLK closing share price of \$26.36 as of May 18, 2026

Positive Supply Fundamentals: Short and Long Term



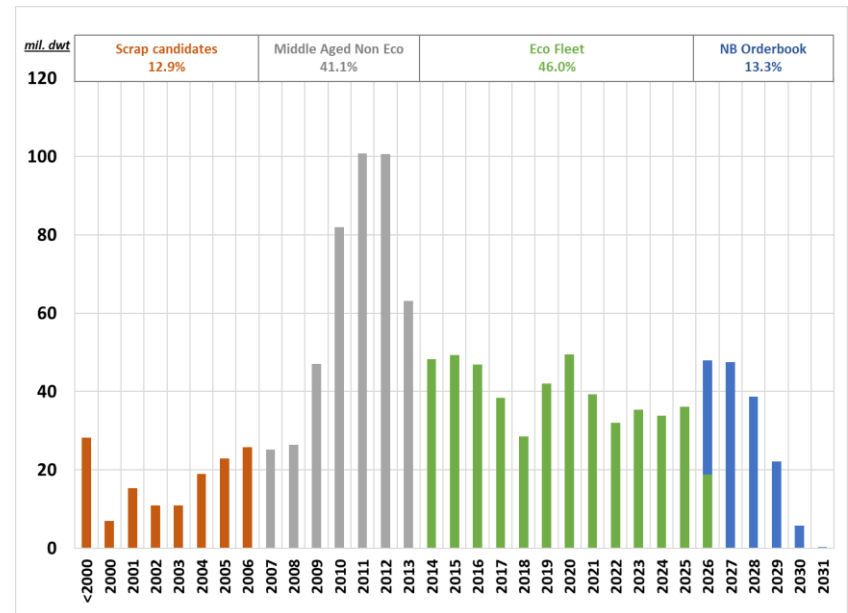
- Nominal fleet growth at around 3.5% per annum during 2026-27. Rising dry-dock off hires due to aging fleet to reduce effective fleet growth by more than 0.5% per year.
- Middle East tensions drove bunker prices higher and support slow steaming.
- Geopolitical inefficiencies and rebound in global port congestion to further constrain effective supply.
- NB Orderbook at 13.3% of the fleet – Total contracting under control.
- 50%+ of the current fleet will be above 15 years old by end 2027.
- Limited shipyard capacity dedicated for dry bulk until 2029.
- High bunker environment & environmental regulations to continue to incentivize slow steaming, non-ECO upgrades and fleet renewal.

Short term: Fleet growth quarterly pace (Y-o-Y)



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

Long term: Fleet distribution



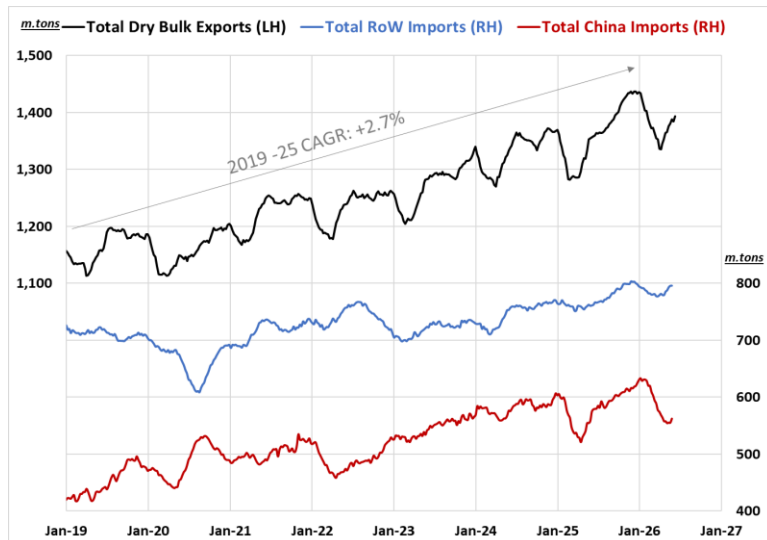
Source: Clarkson Research Services Ltd. (Shipping Intelligence Network, database)

Demand to Remain Healthy in the Medium Term

- Demand in ton-miles projected to grow by 2.5% during 2026. Total export volumes went through their seasonal correction in Q1 but bottomed at higher levels than last year.
- China's dry bulk imports are up 4.0% YTD versus a low 2025 base. Trump's summit with Xi in Beijing delivered a constructive signal for U.S. - China relations and international trade.
- Imports to the Rest of the World are up 4.8% YTD and remain on a healthy upward trend over the last three years.

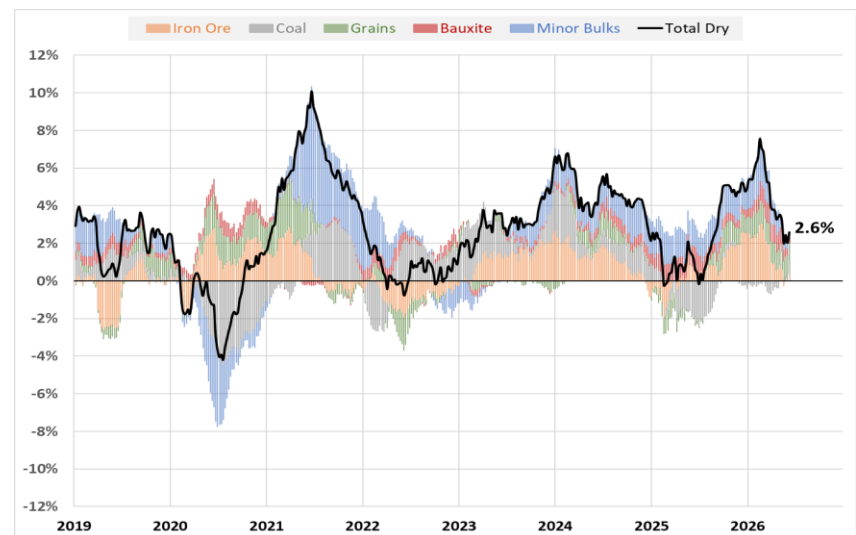
- Middle East conflict remains key uncertainty, as higher energy prices are lifting inflation expectations and weighing on global growth.
- Ramp-up of high-quality Iron ore mines in West Africa during 2027-28, stronger Atlantic exports and longer Pacific import distances to generate strong ton-miles in the medium term.
- War-driven disruptions on LNG, broad-based inflation across energy commodities due to security concerns and a developing strong El Nino have improved the outlook for coal trade.

Total Dry Bulk trade volumes (Moving Quarter)



Source: S&P global, Star Bulk market research

Demand growth breakdown (Y-o-Y % - tons)



Source: S&P global, Star Bulk market research

THANK YOU

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