

NASDAQ: SBLK

1st Quarter 2014 Financial Results

May 2014



Except for the historical information contained herein, this presentation contains among other things, certain forward-looking statements, within the meaning of the Private Securities Litigation Reform Act of 1995 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).

Forward-looking statements include statements regarding:

- The delivery and operation of assets of Star Bulk;*
- Star Bulk's future operating or financial results;*
- Future, pending or recent acquisitions, business strategy. Areas of possible expansion, and expected capital spending or operating expenses; and*
- Dry bulk market trends, including charter rates and factors affecting vessel supply and demand.*

Certain financial information and data contained in this presentation is unaudited and does not conform to the Securities and Exchange Commission's Regulation S-X. We may also from time to time make forward-looking statements in our periodic reports that we will 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 (EBIT, EBITDA, and Time Charter Equivalent Revenue) that are not derived in accordance with generally accepted accounting principles ("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, and make distributions to its stockholders.

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.



Corporate Strategy & Highlights



Expand and upgrade the fleet at a low point in the shipping cycle

- ★ Ordered 11 new fuel - efficient vessels from top tier yards with attractive delivery slots prior to the recent increase in vessel prices
- ★ Opportunistically purchased modern second-hand tonnage

Optimize revenues through spot exposure and vessel diversity

- ★ Use short-term fixed-rate charters to reduce downside risk in the current challenging rate environment
- ★ Maintain flexibility to transition to spot exposure taking advantage of rate recovery and full economic benefit of fuel efficient newbuild designs
- ★ Diversify fleet composition across vessel classes to provide additional protection, while emphasizing larger vessels, which will generate greater benefits from fuel efficiency and spot rate recovery

Leverage management's history of successfully investing in shipping cycles

- ★ Chairman Petros Pappas has over 35 years of ship owning and operating experience as founder of Oceanbulk Group and has demonstrated a successful history of trading bulk carrier vessels across different market cycles
- ★ As part of the broader Oceanbulk Group, Star Bulk benefits from strong global relationships with shipyards, brokers, charterers and capital providers
- ★ Continue as a best-in-class operator, managing the company's lean cost base while expanding in-house technical and commercial vessel management to generate riskless revenue

Commitment to return capital to shareholders as the dry bulk shipping market recovers

Corporate:

- ★ Acquired 33% of Interchart Shipping in exchange of \$200k in cash and 22,598 SBLK common shares.
- ★ Shares issued on April 1st, 2014, rising the share number to 29,082,269 common shares.
- ★ Transition from a variable (1.25% on gross revenues) to a fixed/scaled compensation model.
- ★ Growing cost savings as freight rates increase.

Operational:

- ★ Took delivery of Star Vega and Star Sirius on February 13, 2014 and March 7, 2014.
- ★ Both vessels commenced their charters with Glocal Maritime at \$15,000 /day less 1.25% commission until middle of 2016.
- ★ Star Epsilon under dry dock in China from middle of March of 2014 until early April of 2014.

Financing:

- ★ \$35.0 million loan facility provided by HSH was drawn down.
- ★ \$39.0 million loan facility provided by DB was drawn down.
- ★ Entered into interest rate swap agreements. Hedged forward 50% of the HSH facility drawn.
- ★ Hedge effective from September 30, 2014 at 1.765% fixed rate, for a period of 4 years.
- ★ Currently ~ 30% of interest rate exposure from our existing debt facilities in 2015 is hedged.



Financial Highlights



1st Quarter 2014 Financial Highlights



Period	<u>1Q 2014</u>	<u>1Q 2013</u>	<u>Variance %</u>
Net revenues*	\$19.3m	\$17.4m	10.91%
EBITDA Adjusted	\$7.8m	\$8.7m	(10.74%)
Net income	\$(0.9)m	\$1.2m	176.25%
Net income Adjusted	\$1.7m	\$2.8m	(37.26%)
TCE Adjusted	\$14,343	\$14,316	0.19%
Average daily OPEX per vessel**	\$5,342	\$5,531	(3.42%)
Average daily Net Cash G&A expenses per vessel	\$1,473	\$1,500	(1.78%)
EPS Adjusted	\$0.06	\$0.51	(88.21%)
Weighted average number of shares outstanding, diluted	28,849,559	5,406,373	433.62%

"Adjusted" figures exclude non-cash items

*Net revenues = Total gross revenues adjusted for non-cash items – Voyage expenses

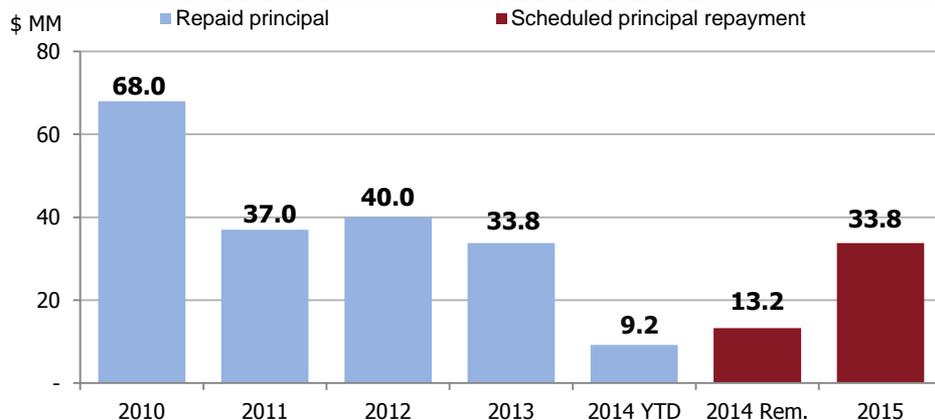
**Q1 2014 figure adjusted for the \$0.4 million pre-delivery expenses incurred

Balance Sheet and Stable Leverage Profile

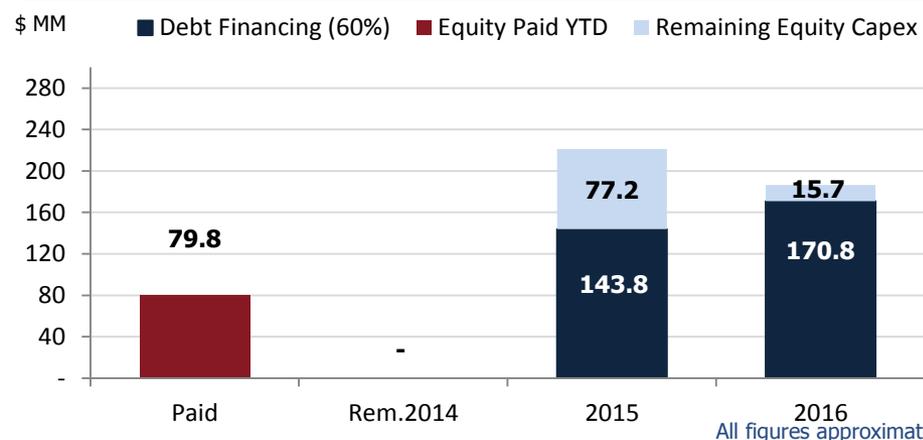


 Total Outstanding Debt ⁽¹⁾	\$255.13m
 Cash ⁽¹⁾	\$57.8m
 Net Outstanding Debt ⁽¹⁾	\$197.3m
 Current Market Value "in the water" fleet	\$420.5m
 Current Market Value Newbuildings	\$562.8m
 Newbuildings Contracted Price	\$484.4m
 Advances Paid for Vessels Under Construction ⁽¹⁾	\$79.8m
 Remaining NB Equity Capex (assuming 60% debt financing) ⁽¹⁾	\$93.0m
 NAV Charter - free/share ⁽¹⁾	\$13.0
 Remaining Debt Principal repayments 2014	\$13.2m

Principal Repayment Schedule



Remaining NB Capex Payment Schedule



(1) As of May 28, 2014



Company Update

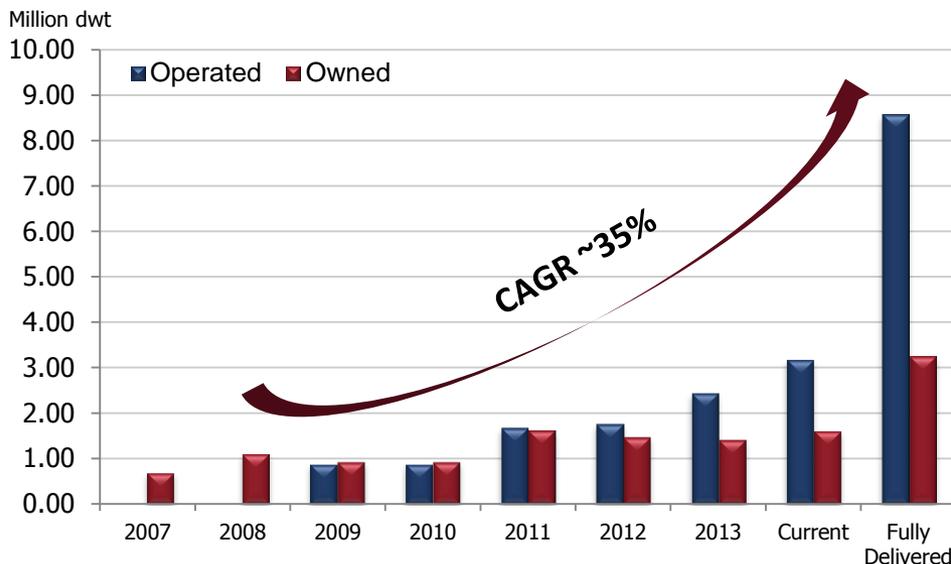


Modern, Diverse, In - Demand fleet



- ★ Fleet of 17 owned in-the-water dry bulk vessels
- ★ 11 newbuildings to be delivered in 2015-2016
- ★ Average in-the-water fleet age of 9.0 years
- ★ Substantial fleet growth since our inception, CAGR of ~35% on a fully delivered basis

Fleet Growth



Vessel	Type	Built	Dwt
Star Aurora	Capesize	2000	171,199
Star Big	Capesize	1996	168,404
Star Borealis	Capesize	2011	179,678
Star Mega	Capesize	1994	170,631
Star Polaris	Capesize	2011	179,546
Star Vega	Post-Panamax	2011	98,681
Star Sirius	Post-Panamax	2011	98,681
Star Challenger	Ultramax	2012	61,462
Star Fighter	Ultramax	2013	61,455
Star Cosmo	Supramax	2005	52,247
Star Delta	Supramax	2000	52,434
Star Epsilon	Supramax	2001	52,402
Star Gamma	Supramax	2002	53,098
Star Kappa	Supramax	2001	52,055
Star Omicron	Supramax	2005	53,489
Star Theta	Supramax	2003	52,425
Star Zeta	Supramax	2003	52,994
Hull 1372	Newcastlemax	2015	208,000
Hull 1371	Newcastlemax	2016	208,000
Hull 1342	Newcastlemax	2016	208,000
Hull 198	Newcastlemax	2016	209,000
Hull 1343	Newcastlemax	2016	208,000
Hull 1338	Capesize	2015	180,000
Hull 1339	Capesize	2016	180,000
Hull 5040	Ultramax	2015	60,000
Hull 5043	Ultramax	2015	60,000
Hull 196	Ultramax	2015	61,000
Hull 197	Ultramax	2015	61,000
Total	28 Vessels		3,253,935

Superior Commercial Performance



Consistently outperform the market post 2009

2013 Capesize performance vs BCI: 147%

Q1 2014 Capesize performance vs BCI: 141%

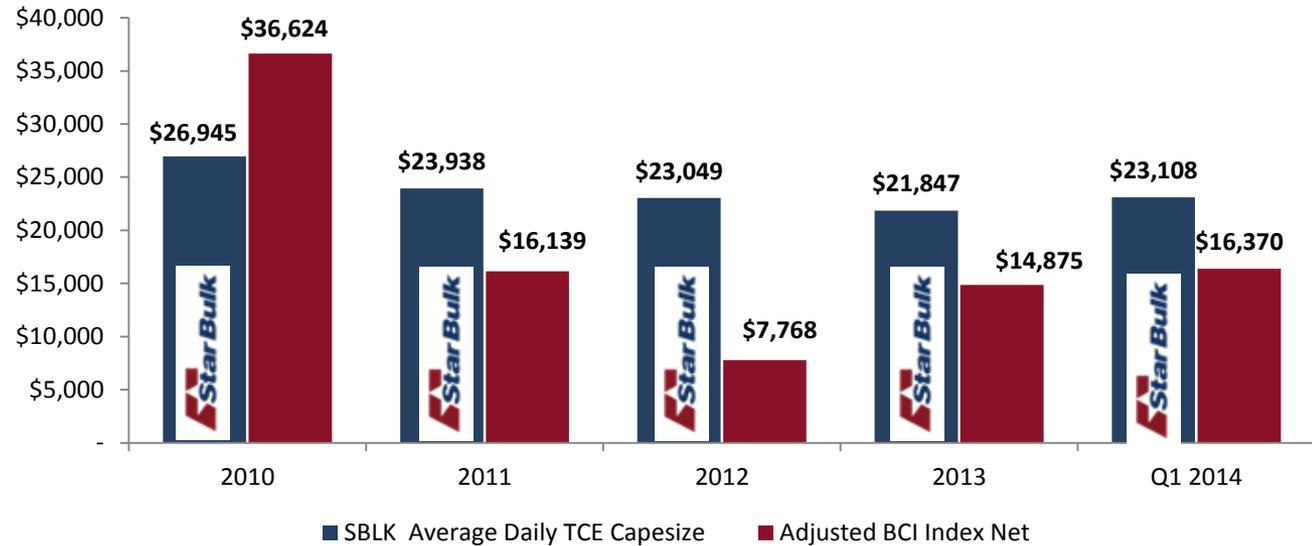
Average performance Capesizes vs BCI: 161%

2013 Supramax performance vs BSI: 110%

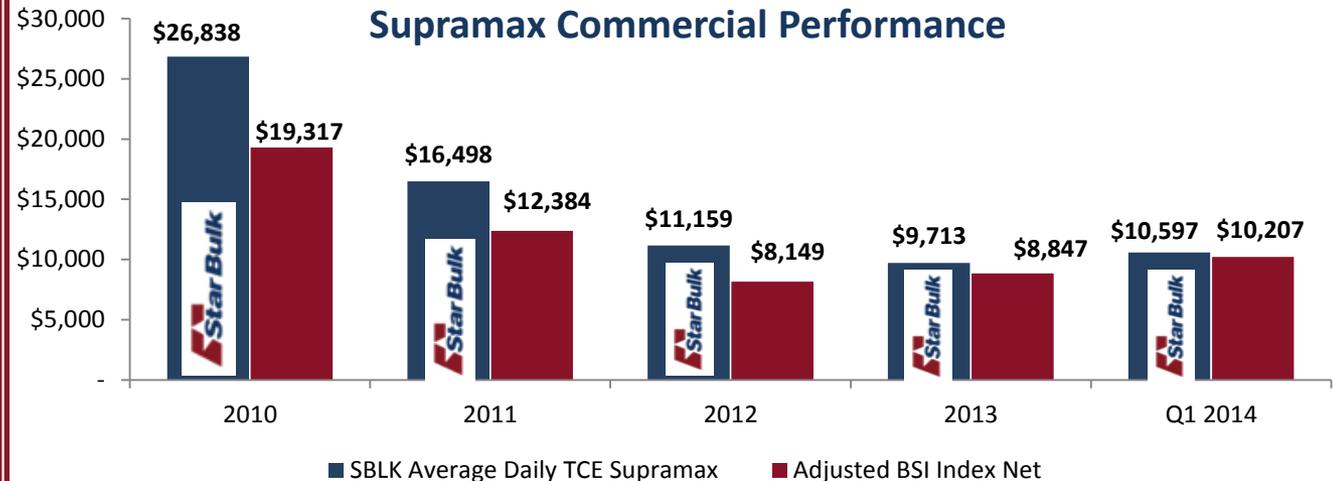
Q1 2014 Supramax performance vs BSI: 104%

Average performance Supramaxes vs BSI: 125%

Capesize Commercial Performance



Supramax Commercial Performance



Fleet Employment Profile -Leverage to Upside

- ★ **Current Fleet Coverage : 57% for 2014 – 18% for 2015- 6% for 2016**
- ★ **Capesize Fleet Coverage :59% for 2014 – 19% for 2015**
- ★ **Panamax Fleet Coverage : 100% for 2014 – 100% for 2015 – 52 % for 2016**
- ★ **Supramax Fleet Coverage: 48% for 2014**
- ★ **Total contracted gross revenue of approximately \$42.3 million**

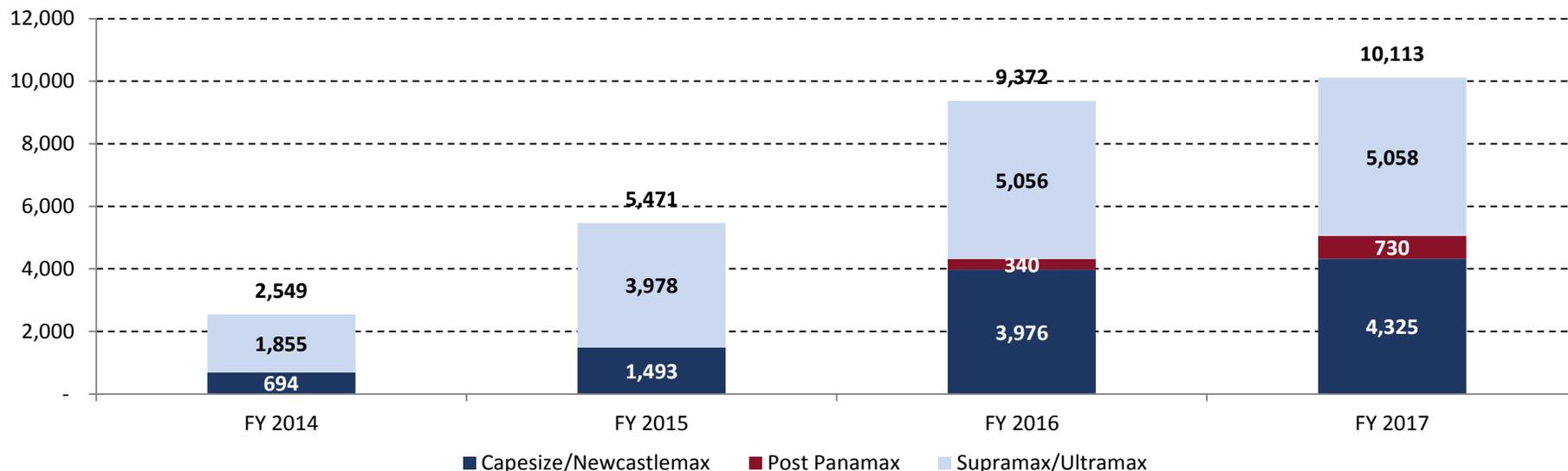
Vessel	Charterer	2014				2015				Gross TC Rate	Average Daily Gross Fixed Rate
		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		
Star Aurora	Major Mining Company									\$17,000	Capesize: \$24,019
Star Big	Major Mining Company									\$25,000	
Star Borealis	Major Trading Company									\$27.75 / ton	
Star Mega	Major Mining Company									\$24,500	
Star Polaris										\$15,500+\$1,875,000 GBB	Post Panamax: \$15,000
Star Sirius	Glocal Maritime									\$15,000	
Star Vega	Glocal Maritime									\$15,000	
Star Challenger	Short term TC									\$42 / ton	Supramax/Ultramax: \$12,736
Star Fighter	Short term TC									\$13,400	
Star Cosmo	Short term TC									\$7,500	
Star Delta	Short term TC									\$14,500	
Star Epsilon	Short term TC									\$8,200 for the first 65 days/ \$12,500 thereafter	
Star Gamma										\$9,400	
Star Kappa	Short term TC									\$10,000+\$300,000 GBB	
Star Omicron	Short term TC									\$8,000	
Star Theta	Short term TC									\$12,500+\$250,000 GBB	
Star Zeta	Short term TC									\$12,500	

Fleet wide: \$17,143

Earnings Upside Potential



Fleet Spot Days ⁽¹⁾



Δ EBITDA / Free Cash Flow					
Δ Freight Rates		FY 2014	FY 2015	FY 2016	FY 2017
Capesize TCE	Panamax/ Supramax TCE				
\$1,000	\$400	\$ 1.44	\$ 3.08	\$ 6.13	\$ 6.64
\$5,000	\$2,000	\$ 7.18	\$ 15.42	\$ 30.67	\$ 33.20
\$10,000	\$4,000	\$ 14.36	\$ 30.84	\$ 61.34	\$ 66.40
\$15,000	\$6,000	\$ 21.54	\$ 46.26	\$ 92.02	\$ 99.60
\$20,000	\$8,000	\$ 28.72	\$ 61.68	\$ 122.69	\$ 132.80

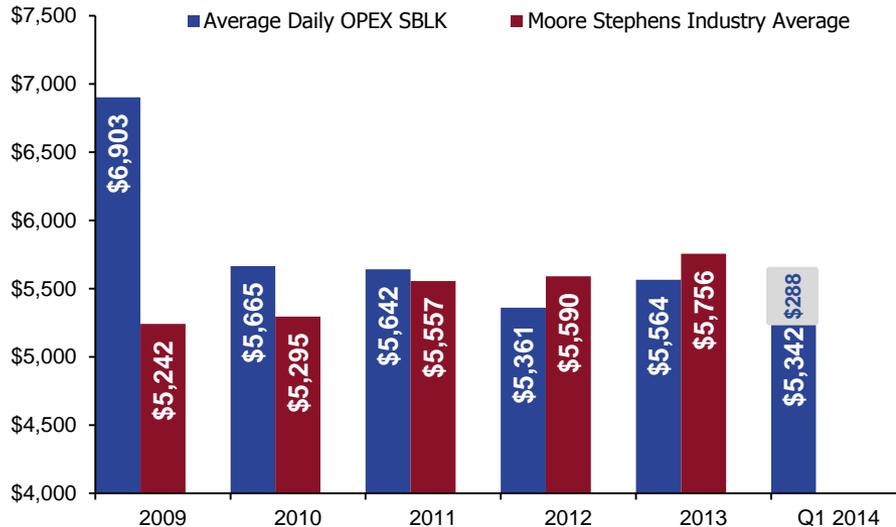
(1) Excluding estimated off hire days due to dry docking

Management Efficiency and Optimization



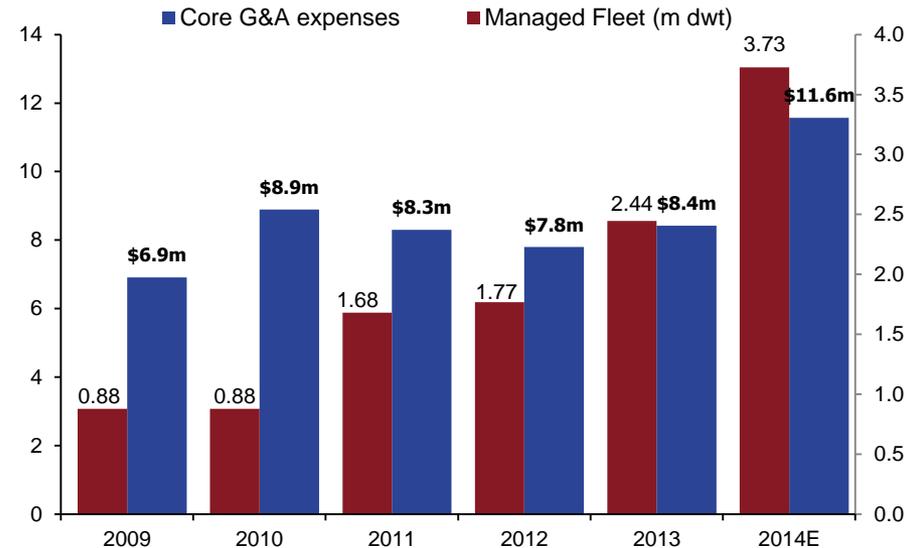
- ★ Continuous cost containment without comprising quality and efficiency of operations
- ★ Vessel OPEX substantially reduced (~18.5%) since 2009
- ★ 2013 OPEX increase due to new tonnage taxation
- ★ 2014 OPEX impacted by \$0.4 million of pre-delivery expenses
- ★ Vessel OPEX, adjusted for pre - delivery expenses, reduced by 4% vs Q1 2013 and FY 2013 figures
- ★ G&A expenses contained while management capacity grows

Average Daily OPEX



Source: SBLK, Moore Stephens

G&A Expenses* vs Managed Fleet



* Excludes one-off severance payments and share incentive plans



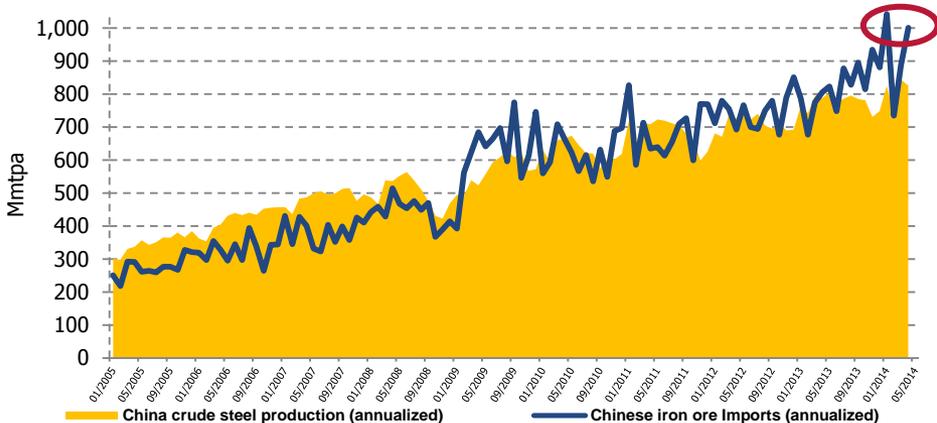
Industry Update



Massive Demand Potential in Recovering Market

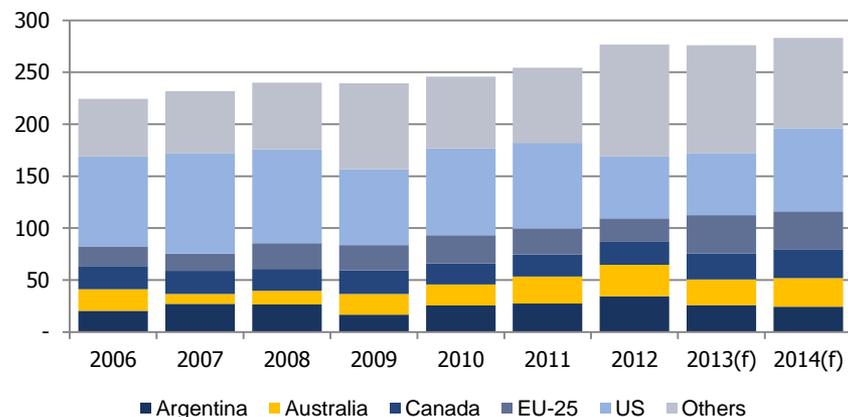


Chinese Steel Production & Iron Ore Imports



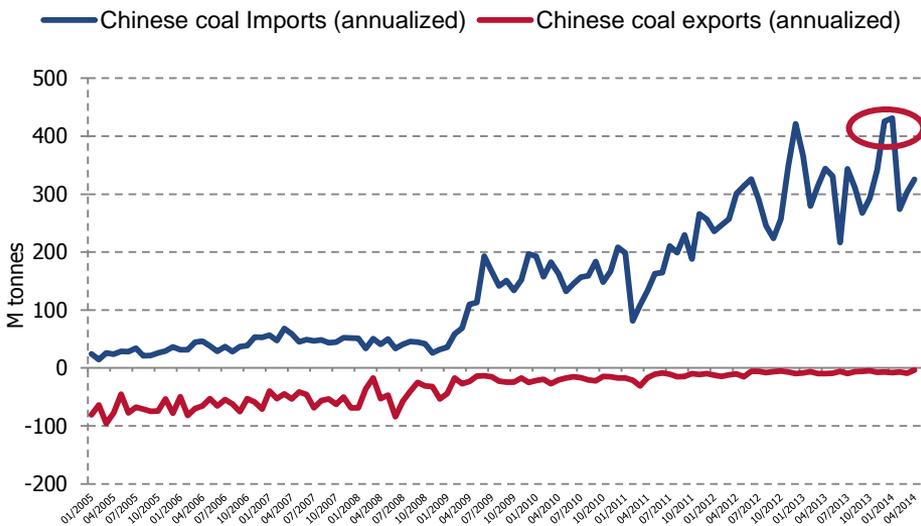
Source: Chinese Customs, Bloomberg, May 2014

Wheat/Coarse Grain Exports



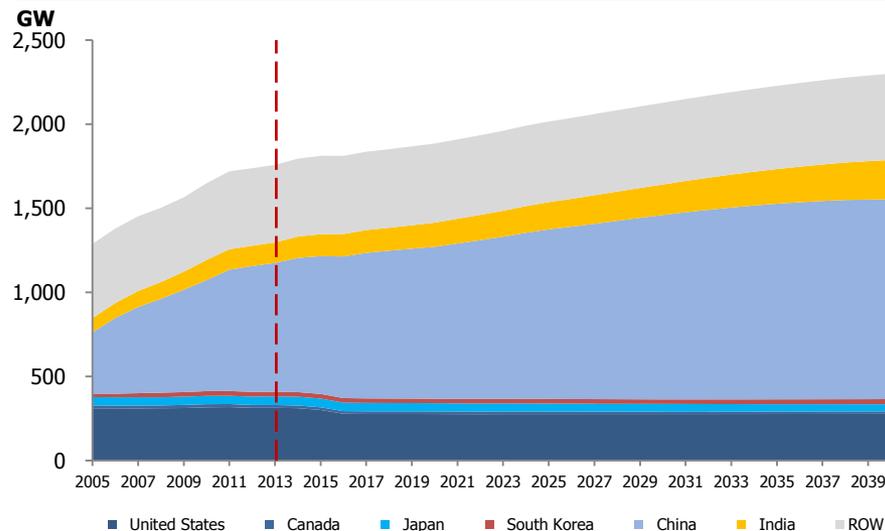
Source: Clarksons, May 2014

Chinese Coal Trade



Source: Chinese Customs, Bloomberg, May 2014

Coal Fired Generating Capacity Evolution



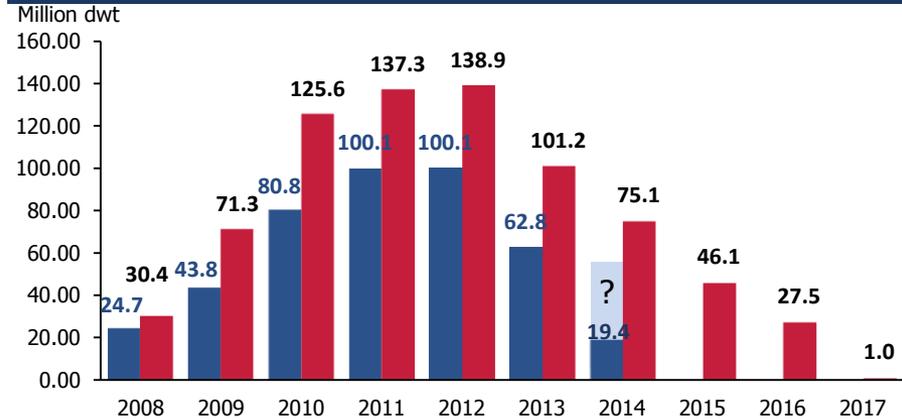
Source: IEA, May 2014

Supply Finally Contained



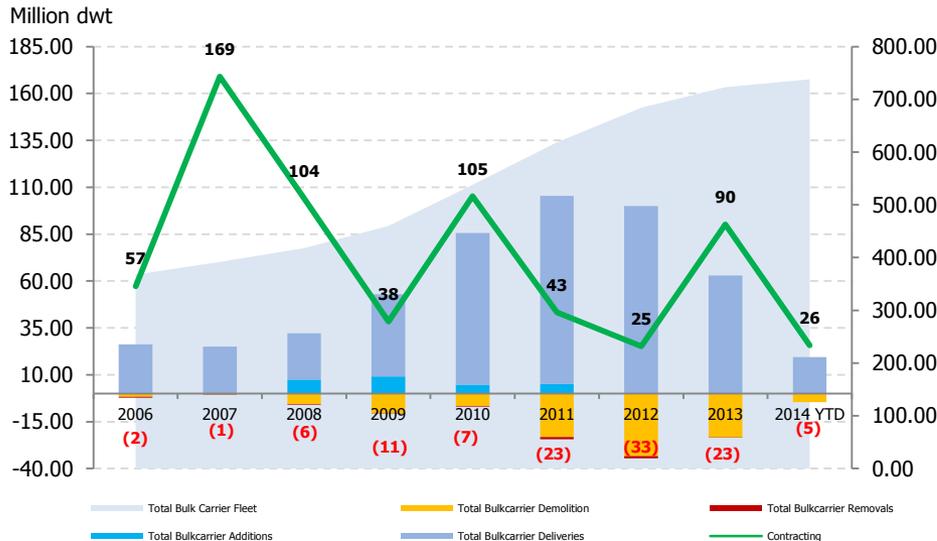
- ★ Forward scheduled deliveries substantially normalized compared to historical levels post 2008
- ★ Orderbook is fixed for 2014 while capacity in first tier shipyards for 2015 is virtually non existent
- ★ Total orderbook normalized at ~22% of current fleet, from ~80% in 2008. Excluding orders before 2012, orderbook is ~17% of current fleet
- ★ 2013 delivery slippage at ~39% vs 2008-2012 average delivery slippage of ~30%. YTD delivery slippage ~23%.
- ★ Scrapping activity has peaked the last 3 years.
- ★ Contracting activity YTD at 3.5% of fleet.

Deliveries vs Orderbook

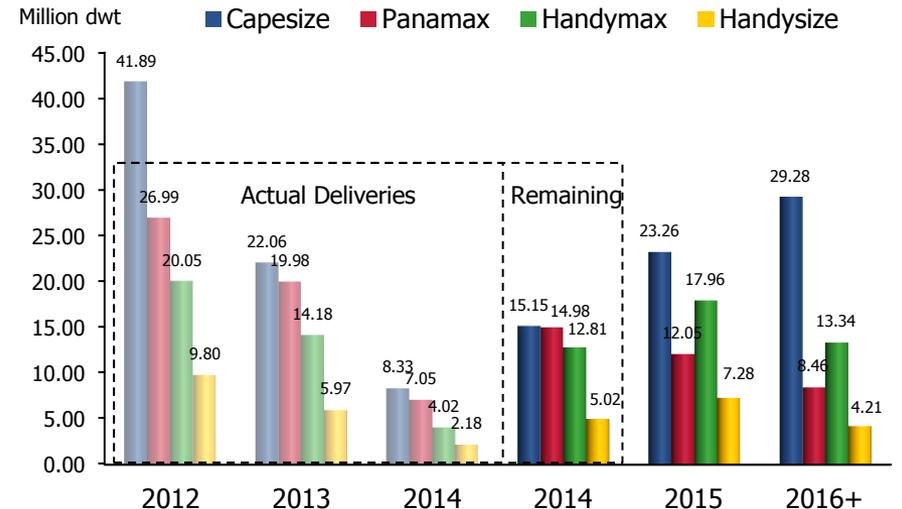


Source: Clarksons, May 2014

Fleet Development



Dry bulk Orderbook

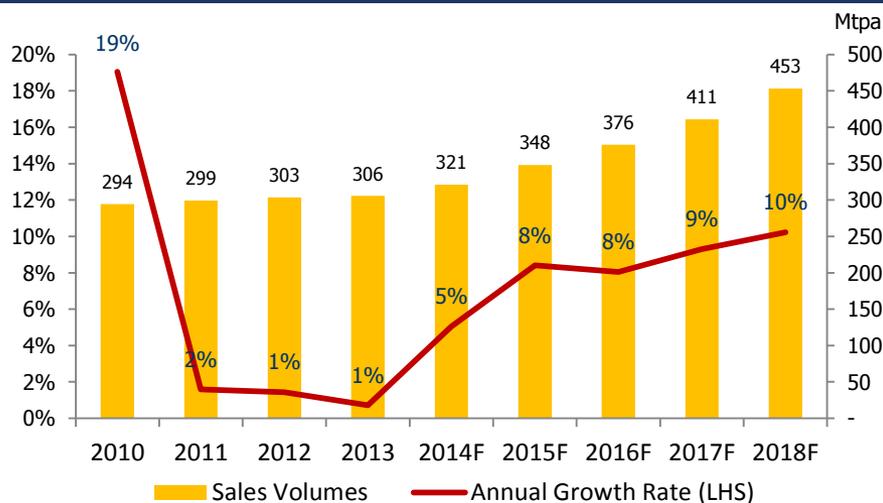


Source: Clarksons, May 2014

Industry in early upswing

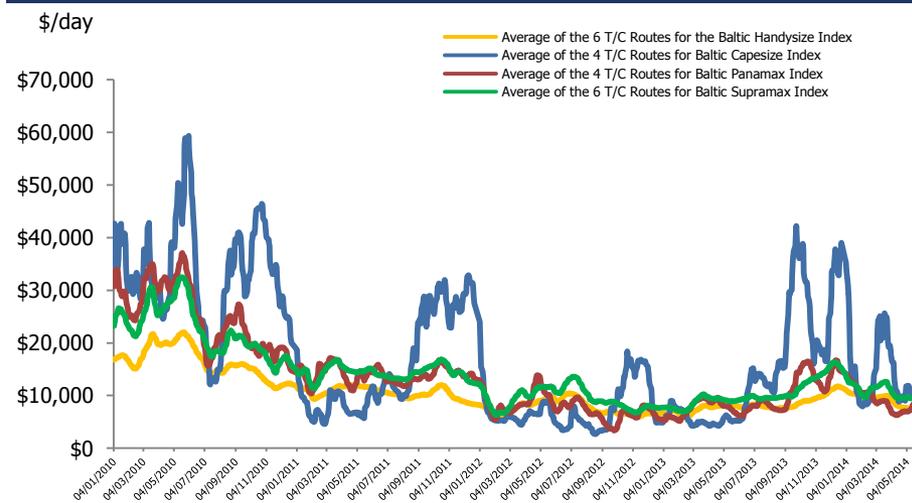
- ★ 1Q 2014 was a seasonally soft quarter. Still average spot rates are increased by ~56% versus 1Q 2013
- ★ Seasonal freight rate weakness in Jan-Feb 2014, due to Chinese New Year and temporary regional trade disruptions
- ★ Substantial freight rate tightening in March and subsequent softness in April, due to volatility in Brazilian iron ore cargoes and cancelling of a significant number of grain cargoes by China
- ★ Freight rate tightening expected in H2 2014 along with the grain season in the southern hemisphere
- ★ Overall, analysts expect demand to outstrip supply growth in years 2014-2015
- ★ Strength of freight recovery dependent on translation of trade volume expansion in tonne - mile demand growth
- ★ Road to market recovery is paved with volatility, especially for the larger classes of vessels

Vale Sales Volumes



Source: Vale filings

Baltic Spot Rates



Source: Clarksons, May 2014

Dry Bulk Market Recovery

- ★ Continued strong outlook for demand
- ★ Slowing dry bulk fleet growth will lead to increased utilization

Superior Assets

- ★ High-quality existing fleet of 17 modern vessels with an average age of 9 years
- ★ 11 'ECO' dry bulk carriers ordered from the top shipyards in Japan and China
- ★ The Company's pro forma asset value is weighted towards new fuel efficient vessels

Attractive Strategy

- ★ Sole focus of owning and operating dry bulk carriers
- ★ Short-term charter coverage with exposure to longer term recovery in rates
- ★ Diverse asset base with emphasis on large vessels with greater upside

Strong Sponsorship

- ★ Experienced managers led by Chairman Petros Pappas who has owned and managed over 120 vessels across cycles during his 35 year career
- ★ Strategic and financial support provided by Oaktree Capital Management L.P. and Monarch Alternative Capital L.P., the Company's largest shareholders

Strong Operating Capabilities

- ★ Internal transparent commercial and technical management capabilities
- ★ Growing third party management business generates riskless revenue through the management of third party vessels
- ★ Cost synergies and economies of scale through the increasing size of operating fleet



Appendix



Income Statement 1st Quarter 2014

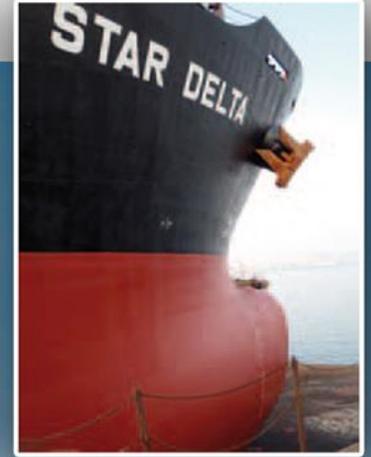


(in \$000's)	Jan 1 - Mar 31, 2014	Non-cash Adjustments	Adjusted Jan 1 - Mar 31, 2014	Adjusted Jan 1 - Mar 31, 2013
REVENUES:	20,179	1,566	21,745	20,005
EXPENSES:				
Voyage expenses	-2,445		-2,445	-2,603
Vessel operating expenses	-8,005		-8,005	-6,969
Drydocking expenses	-690		-690	-272
Gain/Loss on derivative instruments	0		0	0
General and administrative expenses	-3,790	897	-2,893	-2,099
Other operational Loss	-90		-90	-225
Other Operational gain	169		169	897
Total expenses	-14,851	897	-13,954	-11,271
Equity in income of investee	5		5	0
EBITDA	5,175	2,621	7,796	8,734
Depreciation	-4,679		-4,679	-4,153
Operating (loss)/ income	649	2,621	3,112	4,581
Interest and finance costs	-1,363		-1,363	-1,875
Interest income and other	0		0	0
Loss on debt extinguishment	-11		-11	64
Loss on derivative financial instrument	-158	158	0	0
Total other income (expenses), net	-1,532	158	-1,374	-1,811
Net income	-878	2,621	1,743	2,770
EPS	(\$0.03)		\$0.06	\$0.51

Balance Sheet as of March 31, 2014



(in \$ '000s)	Mar 31, 2014 (unaudited)	Dec 31, 2013 (audited)
ASSETS		
Cash and restricted cash (current and non-current)	53,504	56,030
Other current assets	14,357	8,269
Fixed assets, net	382,295	326,674
Long-term investment	527	-
Advances for vessels under construction	80,605	67,932
Fair value of above market acquired time charter	6,412	7,978
Other non-current assets	1,901	1,205
TOTAL ASSETS	539,601	468,088
LIABILITIES AND STOCKHOLDERS' EQUITY		
Total debt	259,876	190,335
Total other liabilities	13,601	11,647
Stockholder's equity	266,125	266,106
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	539,601	468,088
Net Debt	206,372	134,305
Total Capitalization (Debt + Equity)	526,000	456,441
Debt / Total Capitalization	49.4%	41.7%
Net Debt / Total Capitalization	39.2%	29.4%



Thank you

