

Continuing Consolidation



August 20th, 2014

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).

Forward-looking statements include statements regarding:

- The effectuation of Star Bulk's recently announced acquisition of assets;*
- The delivery to and operation of assets by 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 GAAP (as defined below) 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 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.

-  **Star Bulk enters into a Vessel Purchase Agreement to acquire a fleet of 34 second hand vessels from Excel Maritime Carriers Ltd.**
-  **Star Bulk pounces on an opportunity to acquire a well maintained mostly Japanese built fleet.**
-  **The total consideration of \$634.91m will be paid in the following manner:**
 - \$231m bridge loan provided by Oaktree and Angelo Gordon
 - \$24.9m of senior secured debt financing
 - \$32.49m of cash
 - 29.9 million of Star Bulk shares, worth \$346.52m based on July 21st Star Bulk NAV
-  **Attractive purchase price given:**
 - The recent decline in Panamax / Kamsarmax values (down 20% since April and 25% vs. the historical average).
 - 34 vessels fleet is being acquired at a value which is 15% lower since April.
-  **Star Bulk has the largest on the water fleet by dwt of all US listed dry bulk companies.**
 - Acquisition will almost double the size of the fleet on the water: From 3.5 million dwt to 6.6 million dwt by December 2014 (full delivery of acquired vessels).
-  **The enlarged on the water fleet will offer greater participation in the expected freight market tightening in 2015.**
-  **Transaction provides enhanced liquidity in the stock given the larger market cap and increased free float.**
-  **Economies of scale from managing a larger diversified fleet.**

 **Excel Maritime Holding Company LLC is affiliated with Oaktree Capital Management L.P. and Angelo Gordon & Co.**

 **Vessel Purchase Agreement approved by Star Bulk's Board of Directors**

- **Negotiated and approved by Star Bulk's Management and Transaction Committee (disinterested directors, excluding Oaktree Board Members) and Excel Maritime Holding Company LLC Transaction Committee (excluding Oaktree board members)**

 **Shareholding pre acquisition**

Oaktree Capital Management L.P.	61.2%
Pappas Family & Affiliates	12.6%
Monarch Alternative Capital	7.4%
Angelo Gordon & Co.	0%
Remaining Shareholders	18.8%
Total	100%

Shareholding post acquisition

Oaktree Capital Management L.P.	57.3%
Pappas Family & Affiliates	9.3%
Angelo Gordon & Co	7.8%
Monarch Alternative Capital	5.4%
Remaining Shareholders	20.1%
Total	100%

Acquisition Fleet



6 Capesize

- **3 Capesize vessels on above market time charters with a major European utility company**
- **2 vessels built in Japan & 1 vessel built in Korea**
- **Vessels carry mostly iron ore and coal on long haul routes, i.e. Brazil to China, Australia to China e.t.c.**
- **Ideal vessels to profit from favorable iron ore market dynamics**
- **~32% of purchase price**
- **Average age : 10 years (December 2014)**



14 Kamsarmax

- **14 sister-ship vessels**
- **All built in Tsuneishi Japan**
- **Vessels carry mostly coal, grain bauxite on multitude of routes**
- **These vessels could benefit from coal upside potential in the Chinese and Indian markets**
- **~46% of purchase price**
- **Average age : 8.4 years (December 2014)**

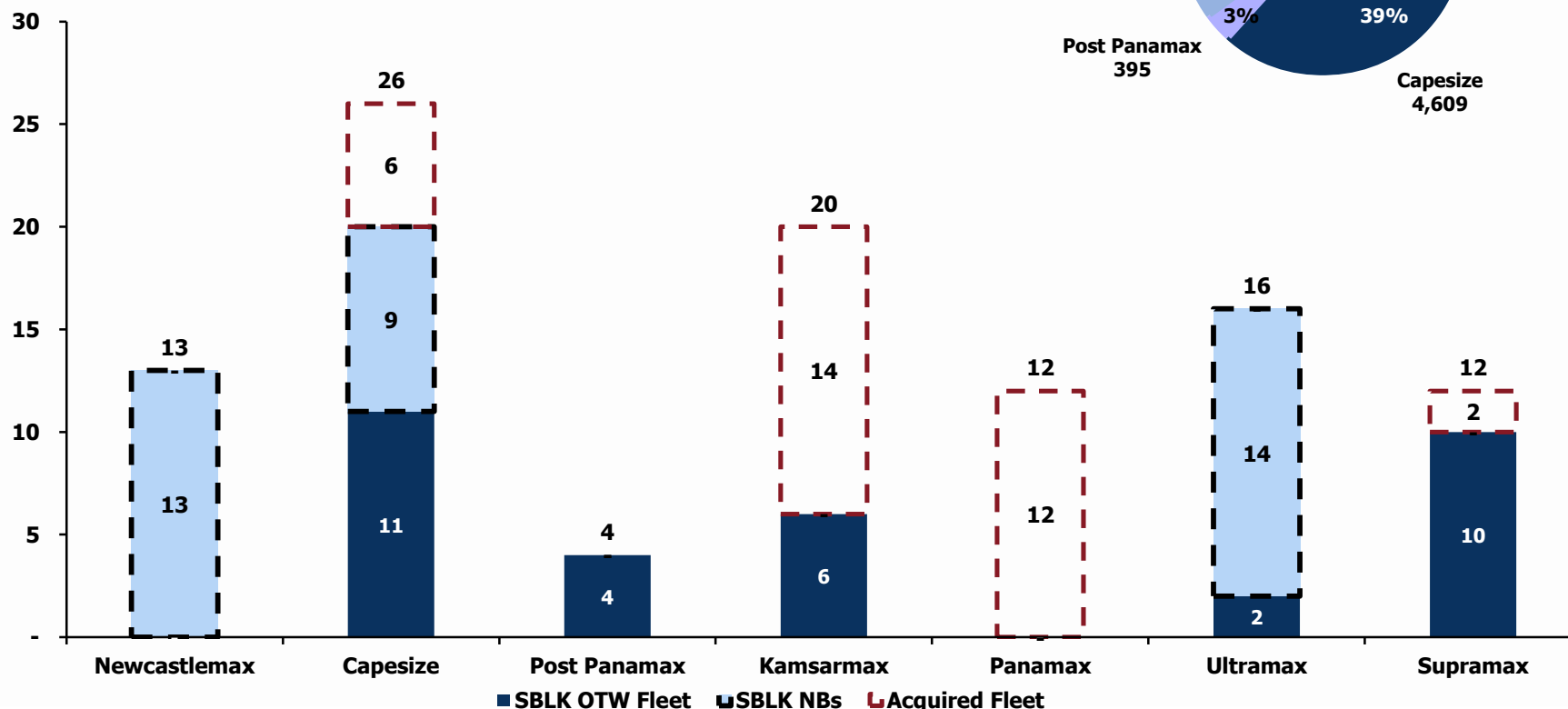
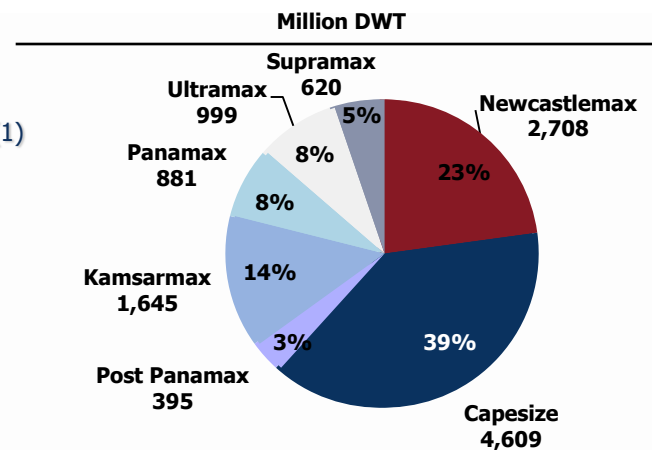


12 Panamax / 2 Handymax

- **3 Panamax vessels built in Japan in 2004**
- **9 Panamax vessels built mostly in Japan from 1993 to 1999**
- **2 Handymax vessels**
- **The 11 90's built vessels provide optionality – on the water days geared to a market recovery; potential sale candidates with proceeds not required to pay down the bridge loan**
- **~22% purchase price**
- **Average age : 17 years (December 2014)**

Pro Forma Star Bulk Fleet

- Post acquisition fleet diversified across all dry bulk segments
- Average age of fully delivered fleet is expected to be 6.3 years ⁽¹⁾
- 39 Capesize / Newcastlemax vessels

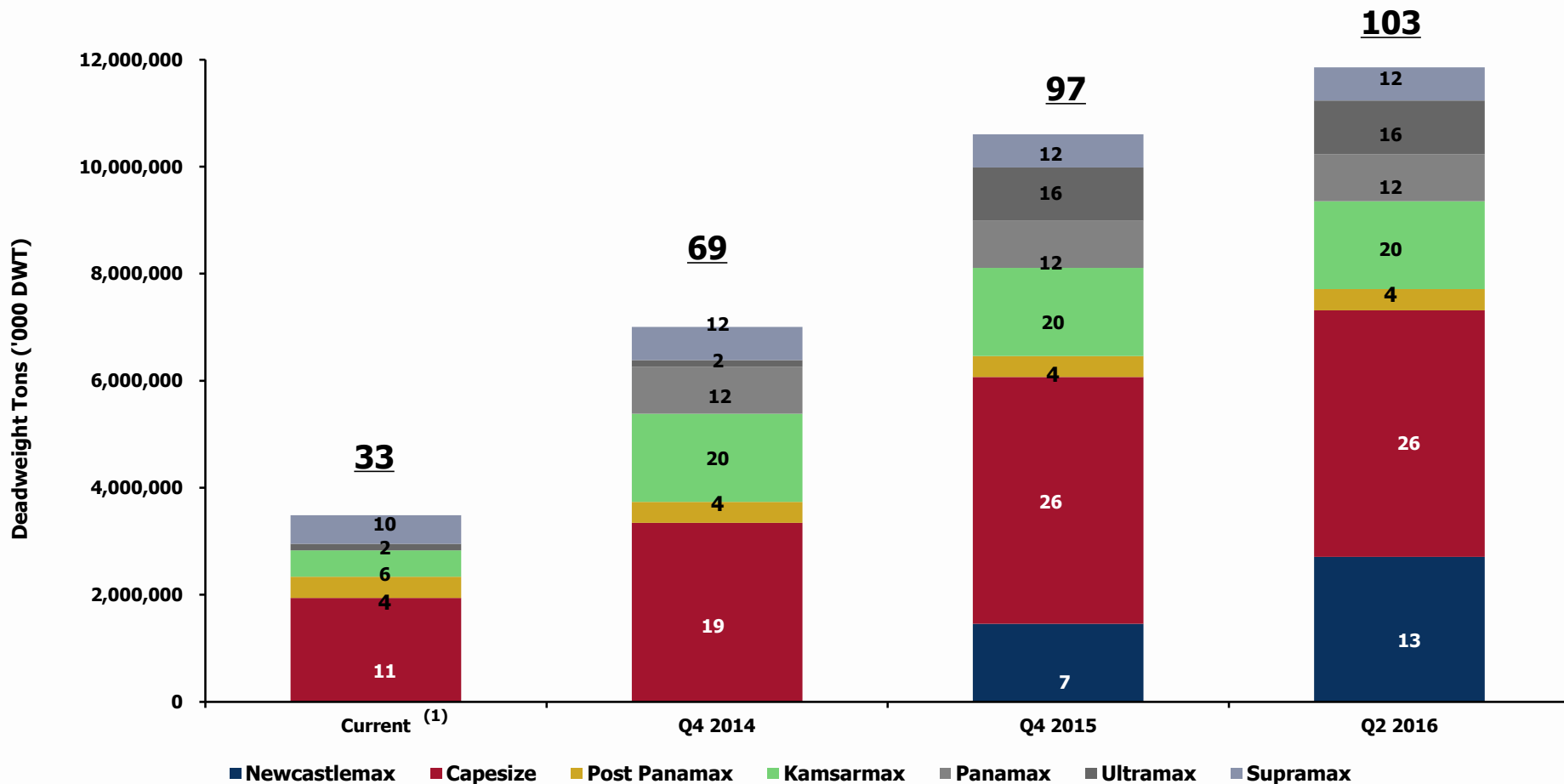


(1) Represents June 2016 average age; excluding 90's built Panamax and Handymax vessels

Diverse Fleet Covering All Sizes



On a fully-delivered basis, our fleet will consist of 103 vessels with 11.9 million dwt with average age of 6.3 years ⁽²⁾, further cementing us as the largest U.S. listed dry bulk company



1) As of July 31 2014

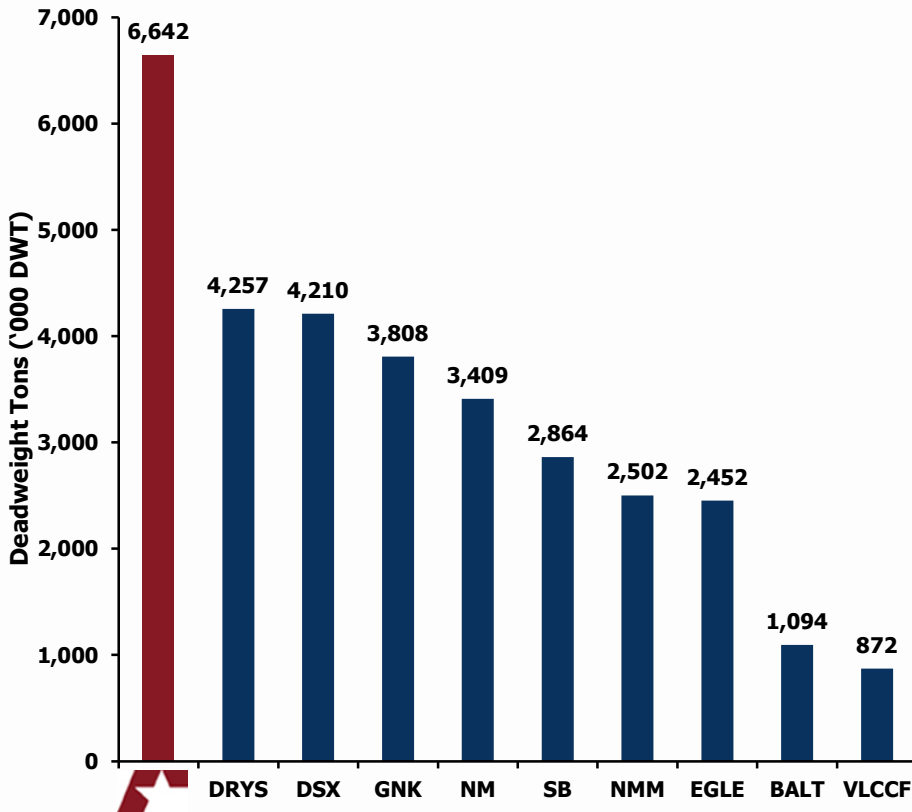
2) Represents June 2016 average age; excluding 90's built Panamax and Handymax vessels.

Industry Leading Owner of Dry Bulk

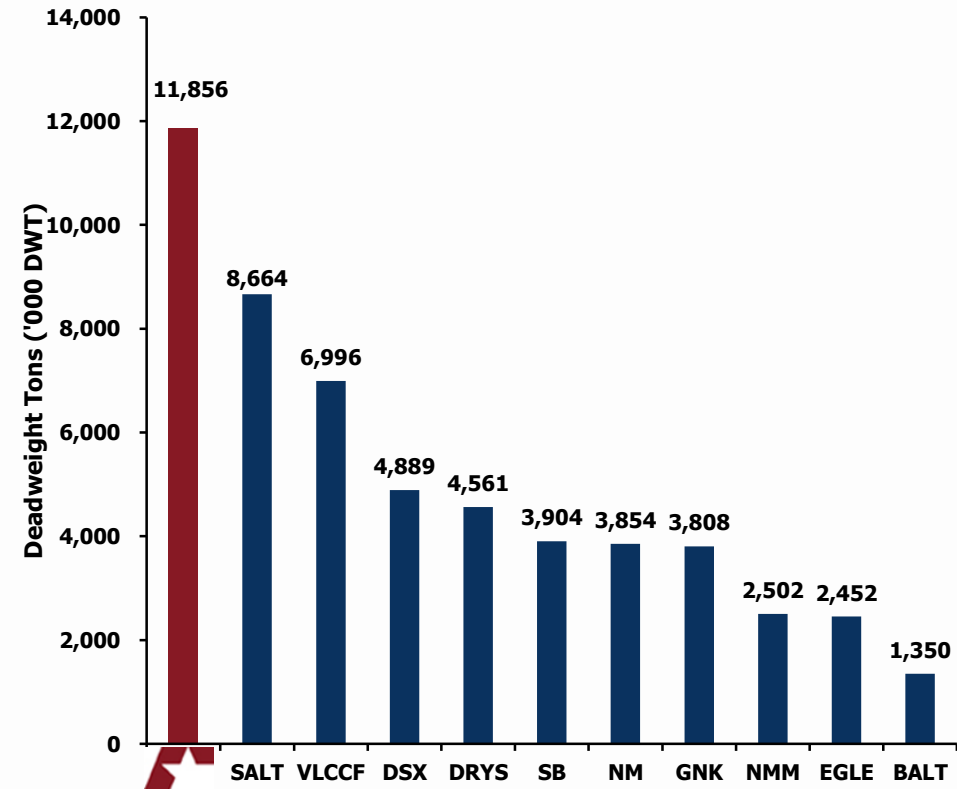


Star Bulk is expected to have the largest on the water and total owned fleet among U.S. listed dry bulk companies, on a dwt basis

On The Water Fleet⁽¹⁾



Total Owned Drybulk Deadweight Ton



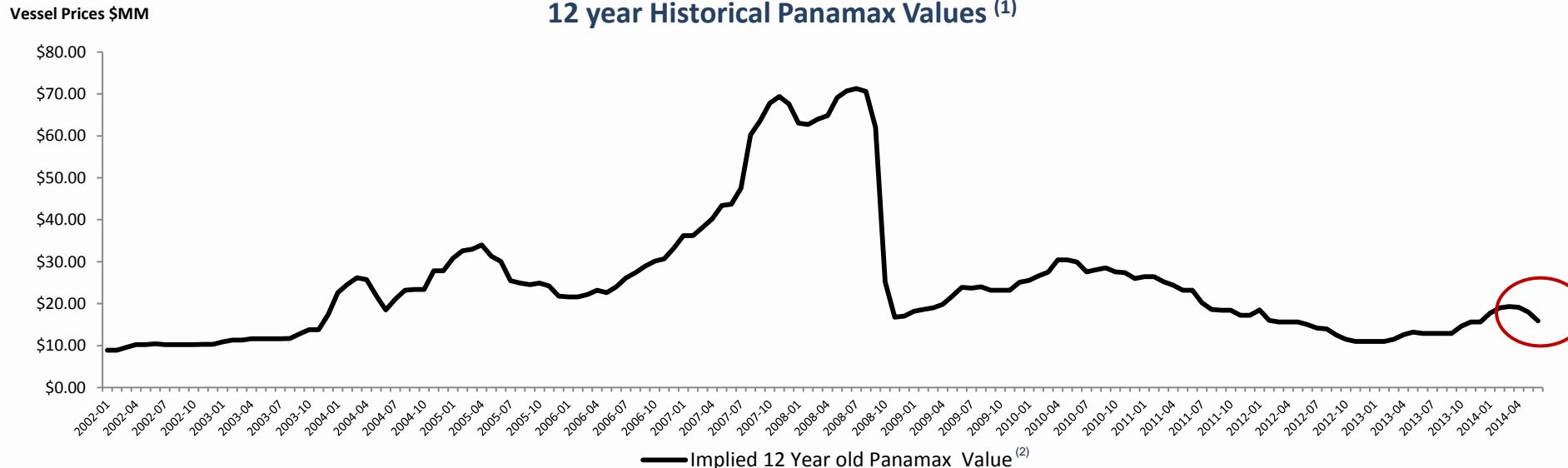
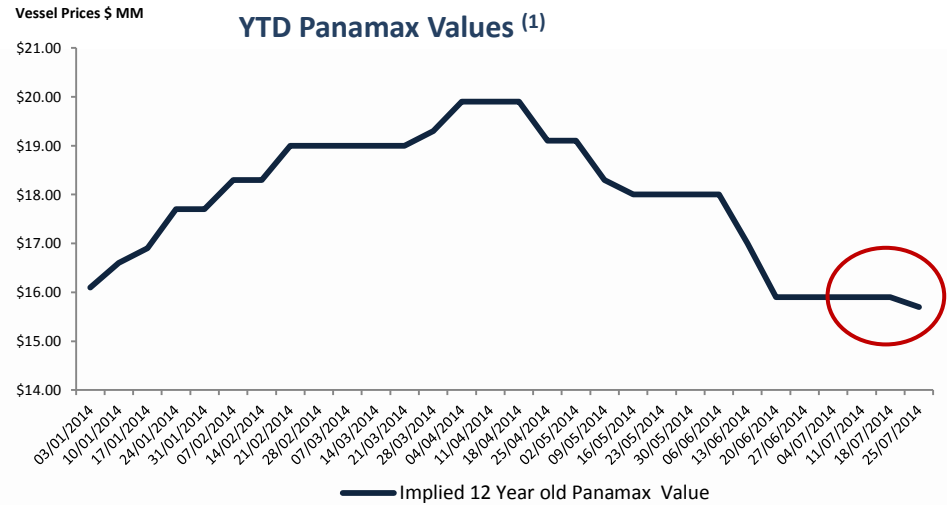
Source: Company filings

(1) Based on owned fleet only (excludes TC-In vessels)

Counter cyclical acquisition



- Well timed acquisition both from a short term and a long term point of view
- Panamax / Kamsarmax vessels acquired at historically low prices
- Panamax vessel prices currently at lowest level in 2014, 21% down versus their peak in April
- Panamax / Kamsarmax vessels have the lowest order book of all major dry bulk vessel classes - ~19%
- Signs of increasing scrapping activity in the Panamax sector



(1) Source: Clarksons

(2) Calculated using linear interpolation of historical 10 year old and 15 year old Panamax prices



Corporate & Financial Highlights



2nd Quarter 2014 Financial Highlights Before Oceanbulk Merger



Period	<u>2Q 2014</u>	<u>2Q 2013</u>	<u>Variance %</u>
Net revenues*	\$21.1m	\$17.1m	23.4%
EBITDA Adjusted	\$9.6m	\$8.4m	14.2%
Net income	\$(3.0)m	\$0.8m	N.M.
Net income Adjusted	\$2.8m	\$2.6m	9.8%
TCE Adjusted	\$14,018	\$14,273	(1.8%)
Average daily OPEX per vessel	\$5,208	\$5,664	(8.1%)
Average daily Net Cash G&A expenses per vessel**	\$1,288	\$1,477	(12.8%)
EPS Adjusted	\$0.10	\$0.48	(79.6%)
Weighted average number of shares outstanding, diluted	29,096,254	5,453,488	433.5%

"Adjusted" figures exclude non-cash items

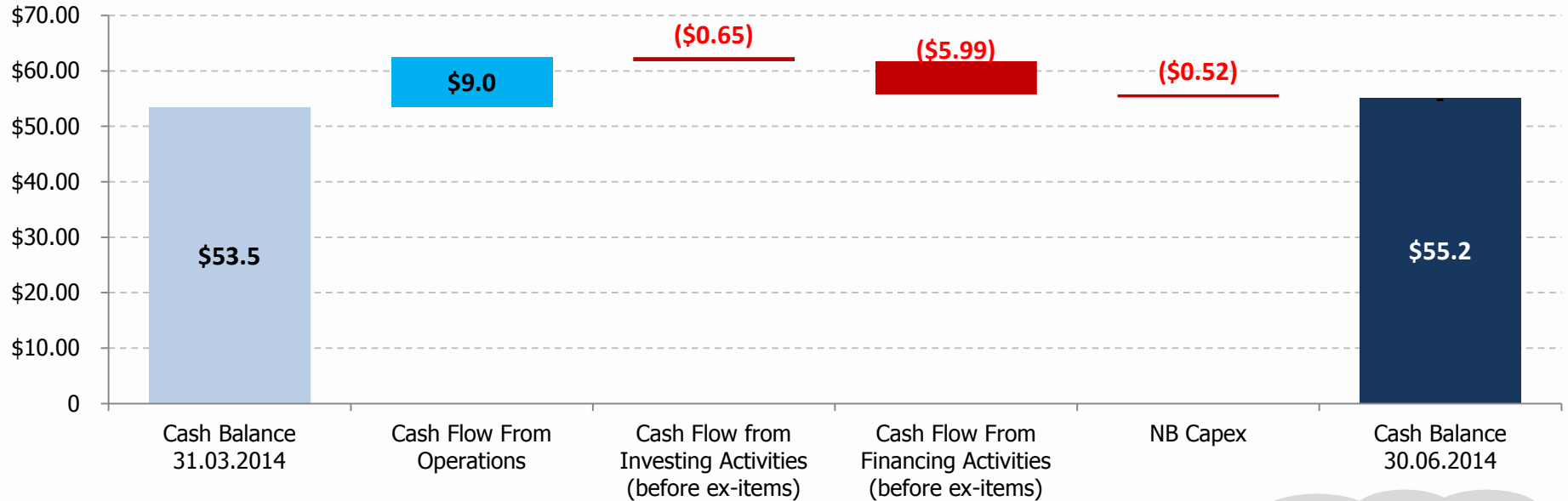
*Net revenues = Total gross revenues adjusted for non-cash items – Voyage expenses

**Q2 2014 figure excludes \$2.36 million of non recurring transaction expenses related to the merger with Oceanbulk

Cash Flow Generation Q2 2014 Before Oceanbulk Merger



Amounts in \$ million



(in \$000's)

Cash Balance 31.03.2014	53,504
Cash Flow from Operations	8,893
Cash Flow from Investing Activities (before ex-items)	(653)
Cash Flow from Financing Activities (before ex-items)	(5,993)
Free Cash Flow (before ex - items)	2,247
NB Capex	(519)
Cash Balance 30.06.2014	55,232

Despite soft freight market

★ \$2.24 million positive cash generation before growth capex.

Balance Sheet and Stable Leverage Profile



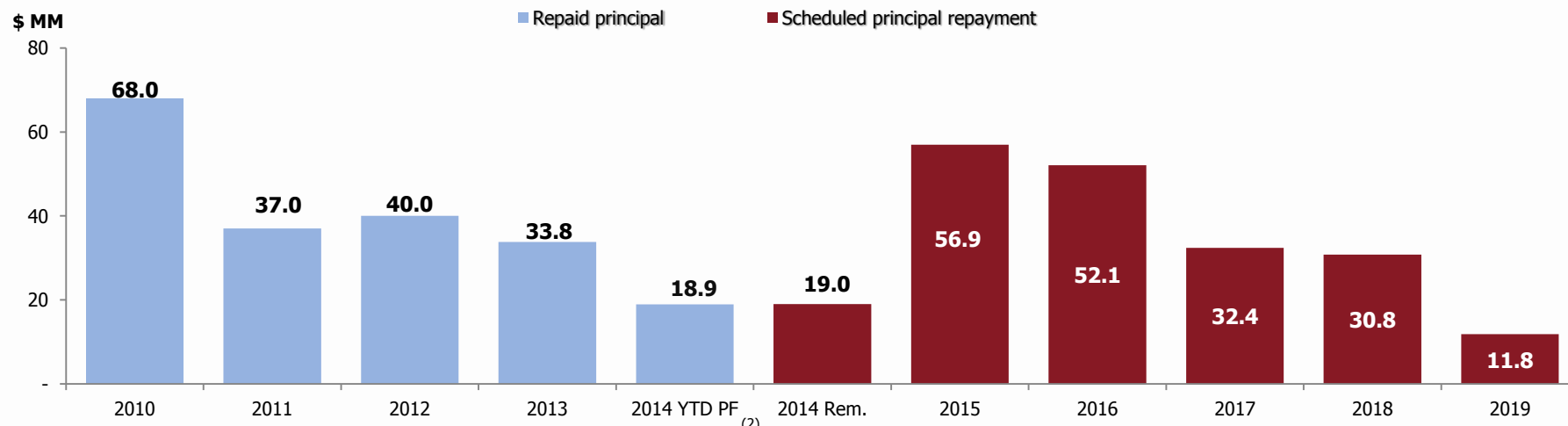
- ★ **Total Cash ⁽¹⁾:** **\$134.4 million**
- ★ **Total Debt ⁽¹⁾:** **\$ 491.1 million**
- ★ **Net Debt ⁽¹⁾ :** **\$ 356.7 million**

- ★ **Smooth repayment profile for 2014-2015**
- ★ **Balloon payments in 2016 and 2018-2019; we will seek to refinance the former well in advance**
- ★ **The combined entity will have enhanced access to public equity and debt capital markets**
- ★ **Our cost of debt has been decreased by 50-75 bps**
- ★ **Target moderate leverage (<60% LTV)**

NB Committed Commercial Bank Debt

Bank	Vessel Financed	Amount (\$ million)	Tenor (Years)	Annual Amortization (\$ million)	Balloon (\$ million)
CEXIM	HN 1312	\$28.7	10.0	\$2.29	\$5.74
CEXIM	HN 1313	\$28.7	10.0	\$2.29	\$5.74
NIBC	Hull 5040	\$16.0	5.3	\$1.07	\$10.38
NIBC	Hull 5043	\$16.0	5.0	\$1.07	\$10.65
BNP	HN 5016	\$32.5	5.0	\$2.14	\$21.75
Deutsche Bank	HN 214	\$32.5	5.0	\$2.17	\$22.21
Total		\$154.4		\$11.04	\$76.45

Principal Repayment Schedule OTW Fleet ⁽³⁾



(1) As of July 31, 2014

(2) Includes repayments by Oceanbulk and Pappas Companies

(3) Excludes balloon payments

All figures approximate

Operational:

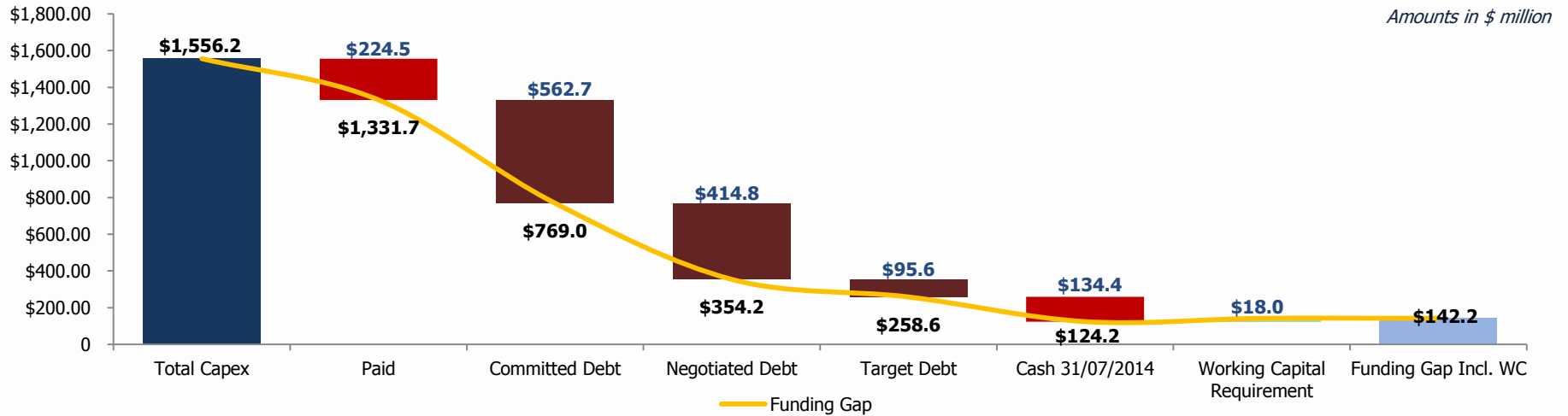
- ★ On July 22, 2014 we took delivery of our first eco, fuel efficient Capesize vessel, M/V Peloreus built in JMU, Japan.
- ★ M/V Big Fish (2004 built Capesize) is currently undergoing its scheduled periodic dry dock, expected to be completed by the end of September 2014.

Financing:

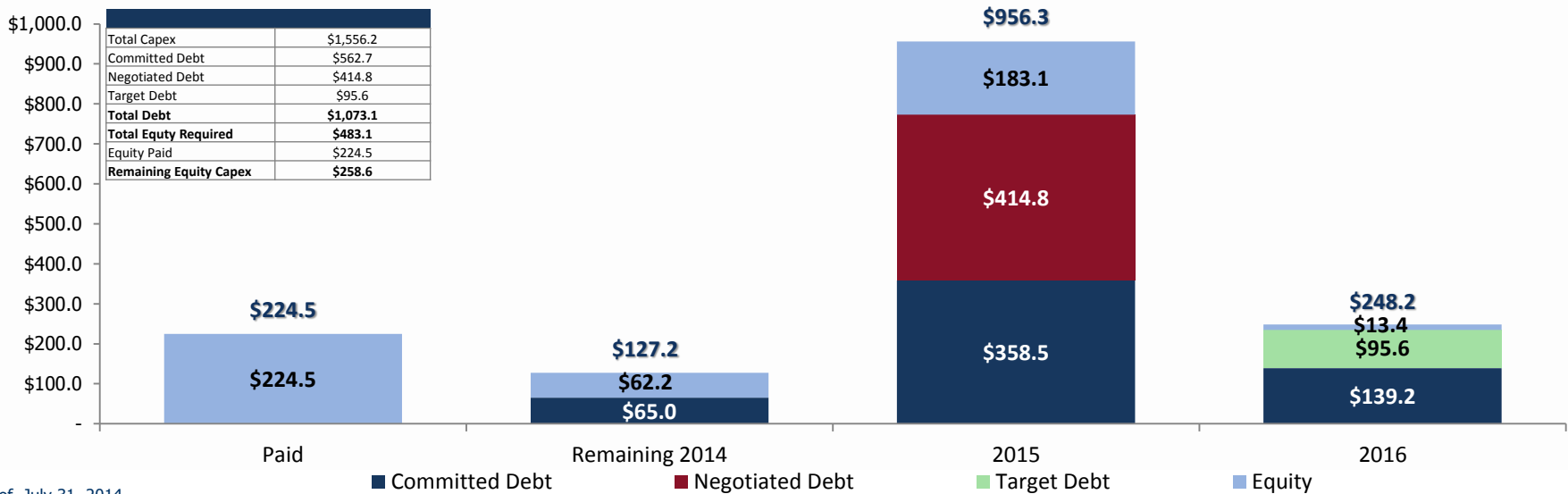
- ★ Executed a committed term sheet with NIBC for a \$32 million loan facility secured by 2 NB Ultramax vessels (HN 5040-43 built at JMU, Japan) at very competitive terms
- ★ Executed a committed term sheet with BNP Paribas for a \$32.5 million loan facility secured by 1 NB Capesize vessel (HN 5016, tbr "Indomitable", built at JMU, Japan) at very competitive terms
- ★ \$32.5 million loan facility provided by DB for M/V Peloreus was drawn down on July 22, 2014.
- ★ Reduced cost of financing by 50-75 bps due to improving financing market and increased size of the Company.

Capex funding mostly addressed

Funding Gap Bridge



Capex Payments Profile



*As of July 31, 2014



Market Update

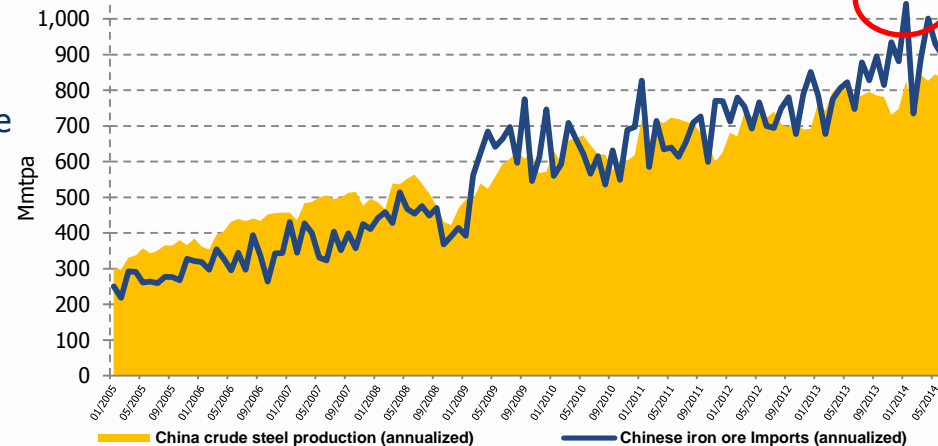


Massive Demand Potential in Recovering Market



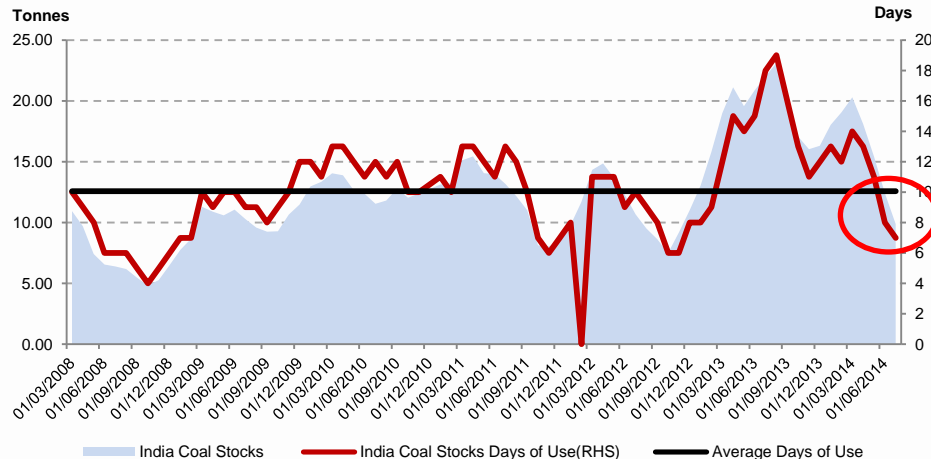
- ★ Iron Ore Fundamentals remain intact
- ★ Chinese Iron Imports continue their stellar growth pattern
- ★ Brazilian exports expected accelerate during H2 2014 will provide 3 x ton mile demand => Upside potential for Capesize
- ★ Thermal Coal trade expected to rebound H2 2014 by Chinese & Indian seaborne imports
- ★ Indian thermal coal restocking is expected in H2 2014 as a result of strong power generation growth and low stockpiles
- ★ Chinese thermal coal imports to pick up in H2 2014, as hydro electricity generation is absent in summer and autumn

Chinese Steel Production & Iron Ore Imports



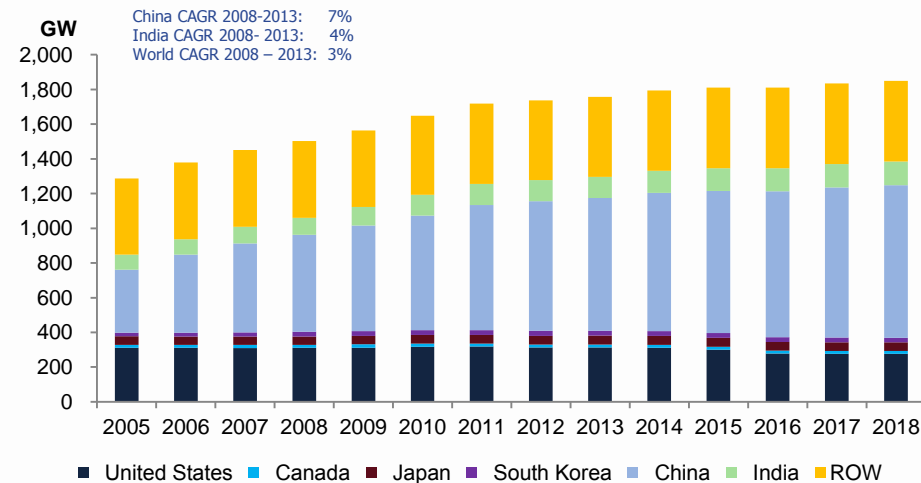
Source: Bloomberg, Chinese Customs

Indian Coal Inventories



Source: Bloomberg, Central Electricity Agency of India, July 2014

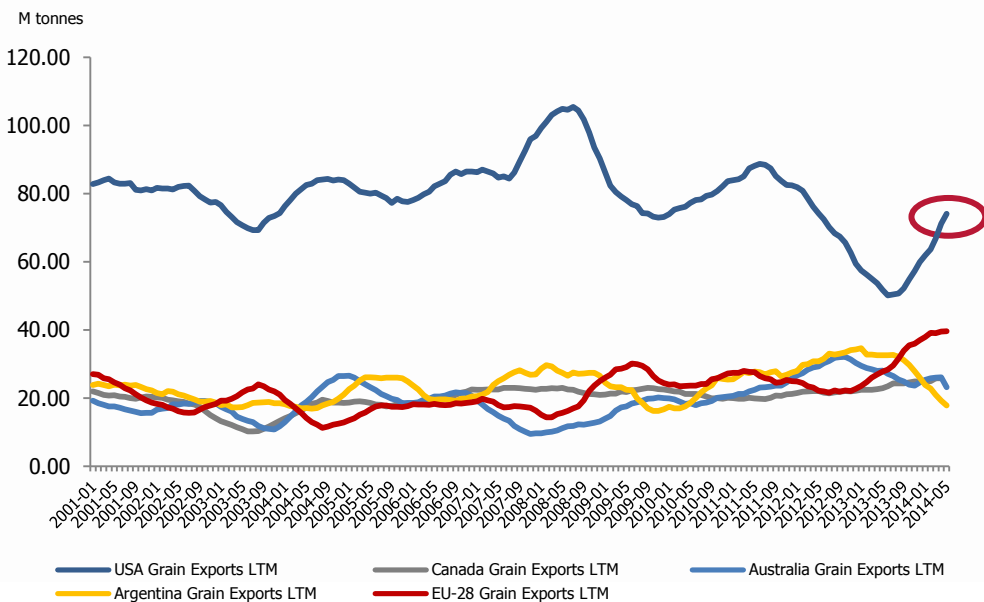
Coal Fired Generating Capacity Evolution



Source: IEA, May 2014

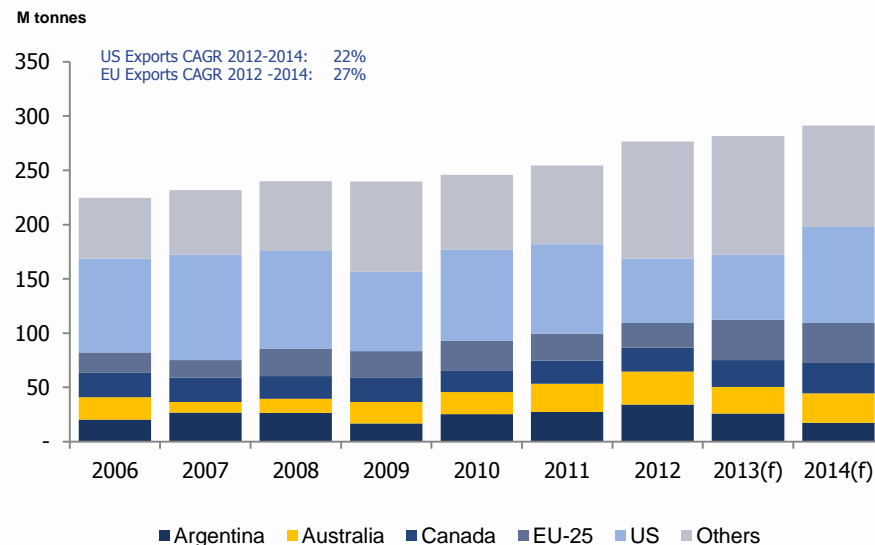
- ★ Grain trade is expected to be improved in H2 2014, due to increased U.S. exports
- ★ This year's U.S. harvest is strong, following 2 years of poor crops
- ★ EU exports will also further support grain trade in H2 2014
- ★ Grain trade pick up in H2 2014 will boost the Panamax/Supramax market following weak Argentinian exports in Q2 2014

Grain Exports Evolution by Source



Source: Clarksons, June 2014

Wheat/Coarse Grain Exports



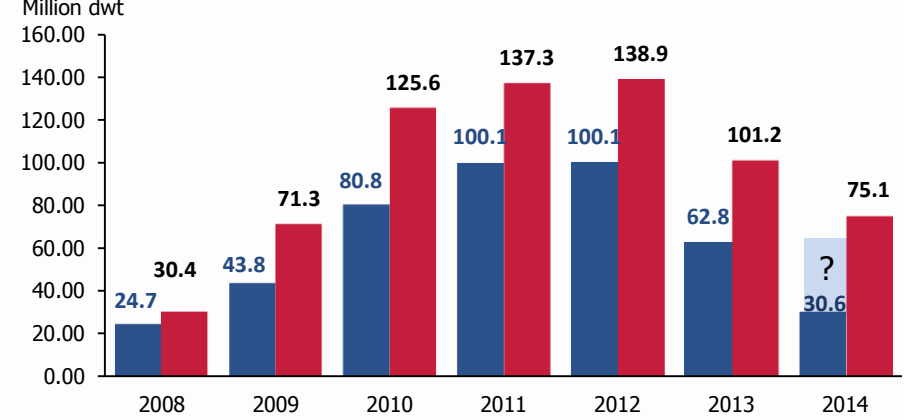
Source: Clarksons, July 2014

Supply Finally Contained



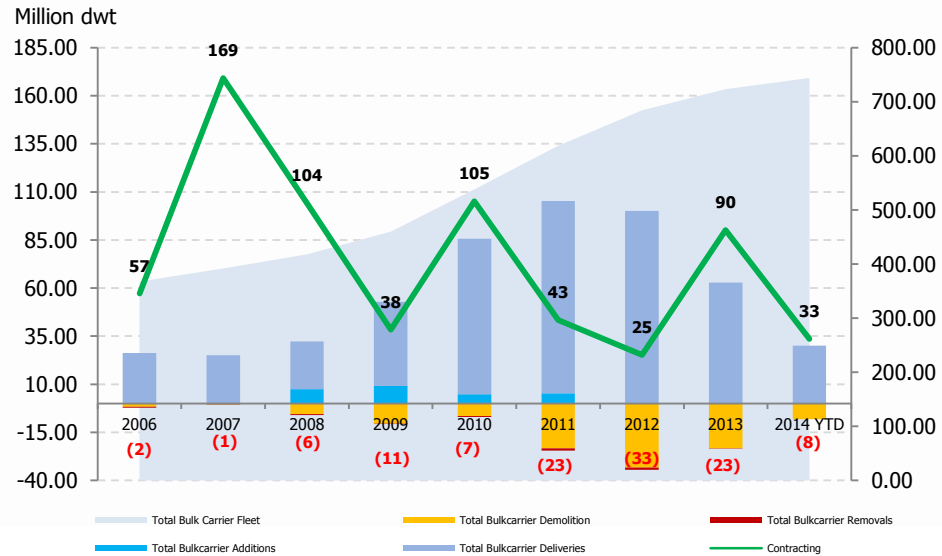
- ★ Forward scheduled deliveries substantially normalized compared to historical levels post 2008
- ★ Orderbook is fixed for 2015 while capacity in first tier shipyards for 2016 is becoming more and more limited
- ★ Total orderbook normalized at ~21% of current fleet, from ~80% in 2008. Adjusted for outdated orders, orderbook is ~20% of current fleet
- ★ 2013 delivery slippage at ~39% vs 2008-2012 average delivery slippage of ~30%. YTD delivery slippage ~30%.
- ★ Scrapping activity has peaked the last 3 years, YTD= 8.3 million tonnes.
- ★ Contracting activity YTD at 4.5% of fleet.

Deliveries vs Orderbook



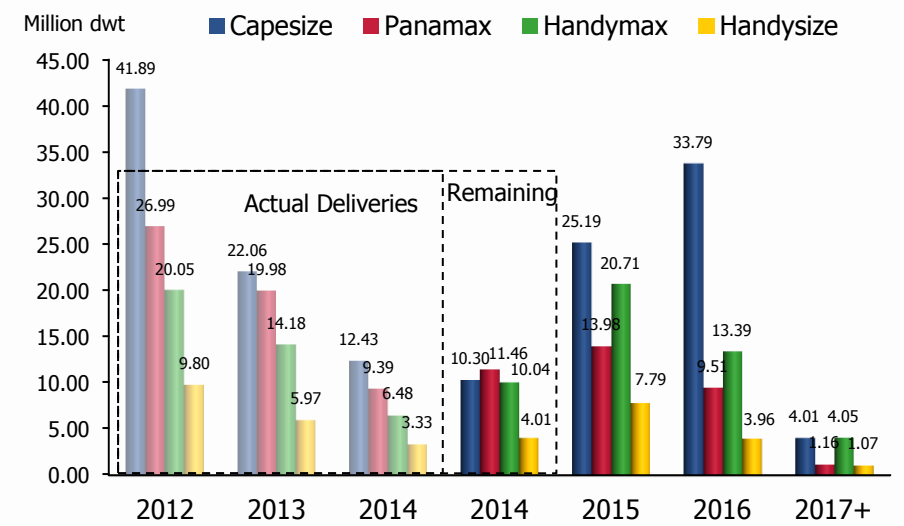
Source: Clarksons, July 2014

Fleet Development



Source: Clarksons, July 2014

Dry bulk Orderbook



Source: Clarksons, July 2014



Company Update




High fraction of fleet by value is Eco

 More than 57% of the value of the combined fleet relates to fuel efficient Eco vessels

Savings are higher on larger intake vessels (1)

 Up to 25% of bunker fuel savings depending on vessel size

Eco benefits trade off with vessel price

 Average cost per vessel for acquired fleet at \$18.6m versus \$33m for a new Japanese Eco Newbuilding Kamsarmax and \$62m for a new Japanese eco Capesize

Eco benefits provide for improving cash flow during a high freight market and downside protection during a low freight market

 Acquired fleet has greater leverage to rising market than the Eco fleet

The vast majority of the acquired fleet has been Eco modified for reduced fuel and lubricant consumption, also allowing super slow steaming

(1) Based on consumption on laden condition at 12.5 knots

Fleet Employment Profile -Leverage to Upside

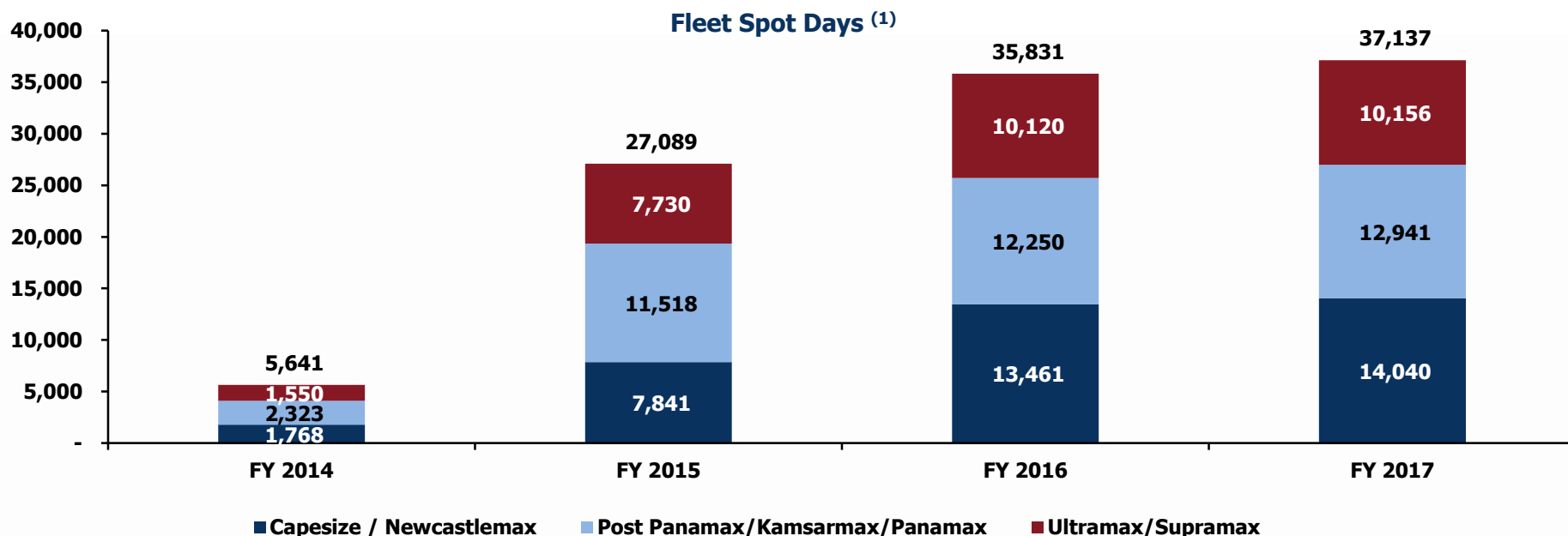
- ★ **Current Fleet Coverage⁽¹⁾ : 20% for remaining 2014 – 8% for 2015- 2% for 2016**
- ★ **Capesize Fleet Coverage : 22% for remaining 2014 – 12% for 2015**
- ★ **Post Panamax/ Kamsarmax/Panamax Fleet Coverage ⁽¹⁾ : 23% for remaining 2014 – 11% for 2015 – 4 % for 2016**
- ★ **Supramax Fleet Coverage: 15% for remaining 2014**
- ★ **Total contracted gross revenue of approximately \$83.3 million**

Vessel	Charterer	2014				2015				Gross TC Rate
		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
Star Aurora	Major Mining Company									\$17,000
Star Big	Major Mining Company									\$25,000
Christine	Major Utility Company									\$25,000 ⁽²⁾
Sandra	Major Utility Company									\$26,500 ⁽²⁾
Lowlands	Major Utility Company									\$28,000 ⁽²⁾
Star Mega	Major Mining Company									\$24,500
Amami	Glocal Maritime									\$15,000
Madredeus	Glocal Maritime									\$15,000
Star Sirius	Glocal Maritime									\$15,000
Star Vega	Glocal Maritime									\$15,000
Tsu Ebisu	Major Utility Company									\$15,500+\$425,000 GBB
Star Delta	Short term TC									\$14,500

Redelivery dates:	Earlier	Latest	Vessel not in our possession
Notes:			

(1) As of July 31, 2014 pro forma including the Acquisition Fleet
 (2) 50% profit share above the base rate

Significant Operating Leverage



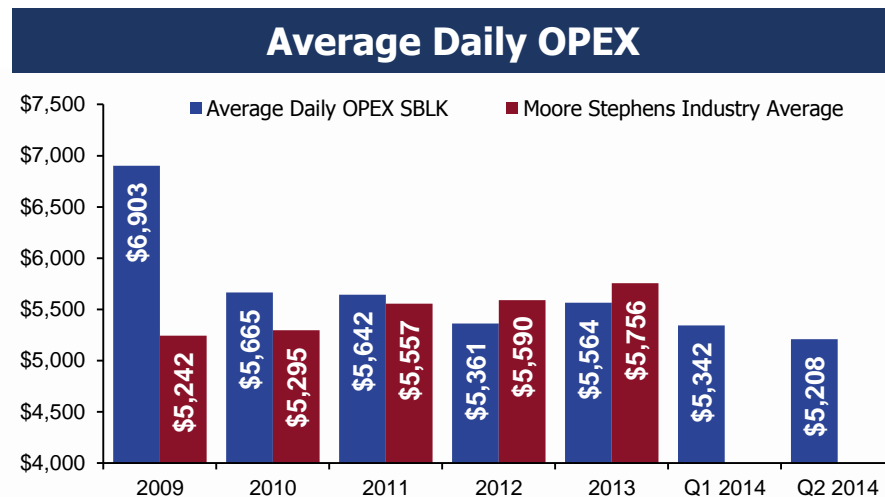
Change in EBITDA / Free Cash Flow (\$ in millions)					
Change in TCE Freight Rate		FY 2014	FY 2015	FY 2016	FY 2017
Capesize/Newcastlemax	Other sizes				
\$1,000	\$400	\$3.3	\$15.5	\$22.4	\$23.3
5,000	2,000	16.6	77.7	112.0	116.4
10,000	4,000	33.2	155.4	224.1	232.8
15,000	6,000	49.8	233.1	336.1	349.2
20,000	8,000	66.3	310.8	448.2	465.6
40,000	16,000	132.7	621.6	896.4	931.2

Source: SBLK management as of July 31, 2014
 (1) Excluding off hire days due to dry docking

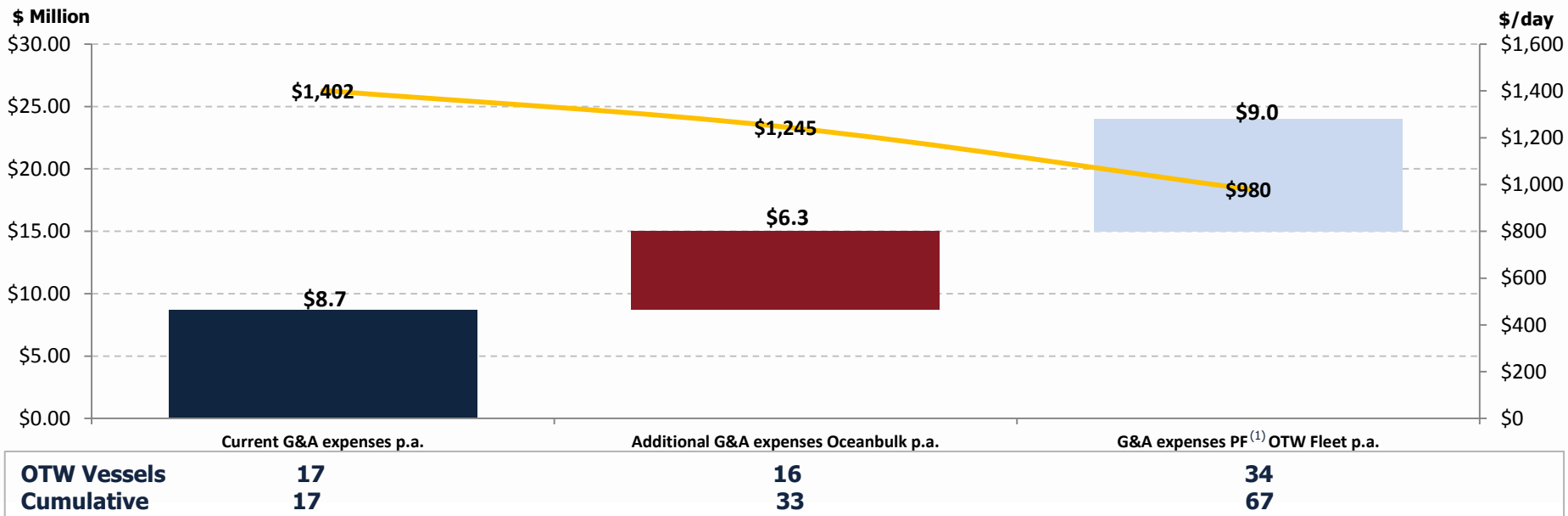
Enhanced Operational Platform



- ★ Continuous cost containment without compromising quality and efficiency of operations
- ★ Vessel OPEX substantially reduced (~24.5%) since 2009
- ★ Q2 2014 daily vessel Opex reduced 6% vs FY 2013
- ★ H1 2014 daily Net Cash G&A expenses per vessel reduced by 7.5% vs H1 2013
- ★ Pro forma for the acquisition we expect our Average Daily Cash G&A expenses per vessel to be below \$1,000/day for a full operational year



Fleet Evolution & Corporate Overhead



⁽¹⁾ Pro Forma as of July 31, 2014

— Daily Cash G&A Expense per vessel (RHS)

Superior Commercial Performance



Consistently outperformed the market from 2009

2013 Capesize performance vs BCI: 147%

Q2 2014 Capesize performance vs BCI: 176%

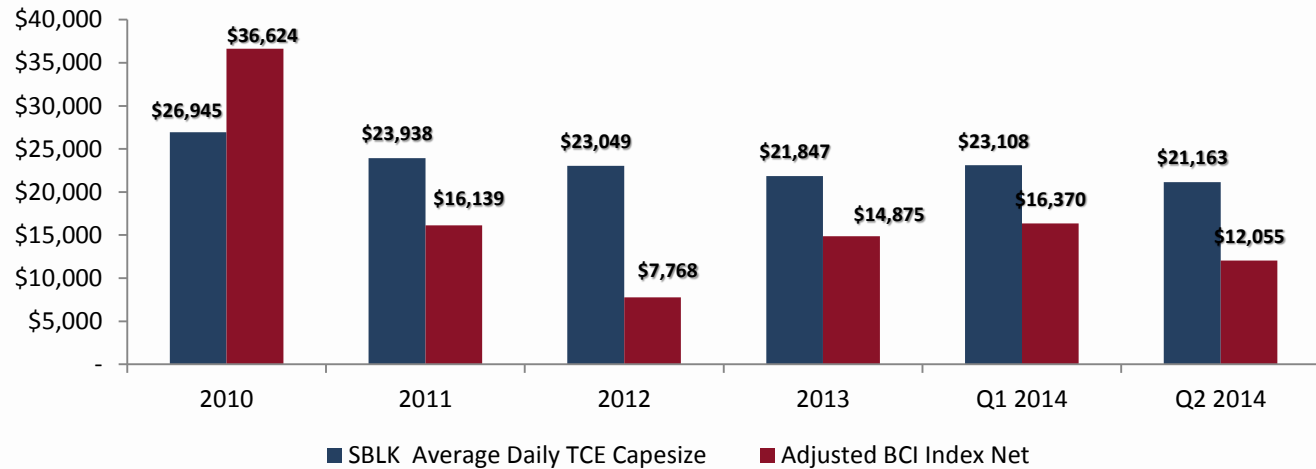
Average performance Capesizes vs BCI: 164%

2013 Supramax performance vs BSI: 110%

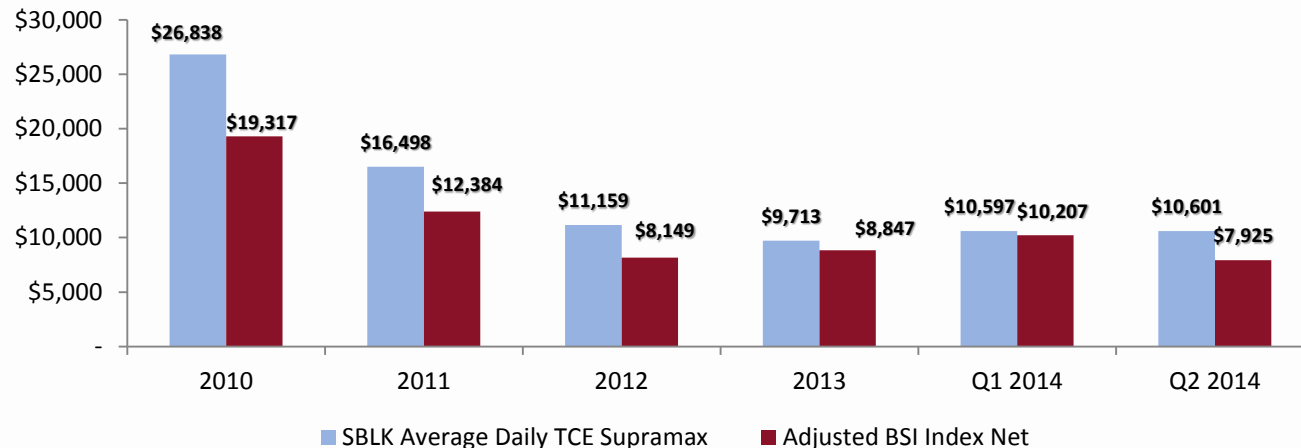
Q2 2014 Supramax performance vs BSI: 134%

Average performance Supramaxes vs BSI: 126%

Capesize Commercial Performance



Supramax Commercial Performance



Flexible Chartering Strategy

- ▀ Capitalize on increase in demand for dry bulk shipping.
- ▀ Charter vessels in an active and sophisticated manner.
- ▀ Stay spot or short-term while rates are low and start fixing medium to long-term when sentiment improves.

Opportunistic Consolidation

- ▀ Expand fleet through vessel acquisition at attractive prices.
- ▀ Maintain average age and consistently improve fleet efficiency.

Multi - year Industry Relationships

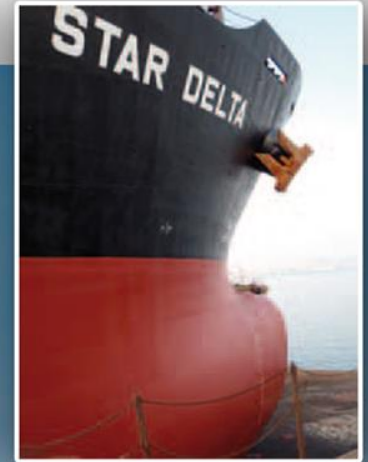
- ▀ Executive management team with a combined 120 years of shipping industry experience.
- ▀ Leverage management's relationships.

Highly Efficient Operations

- ▀ Minimize operating costs and corporate overhead.
- ▀ Vessel performance monitoring department ensures operating efficiencies.

Healthy Balance Sheet

- ▀ Maintain a strong balance sheet through moderate use of leverage.
- ▀ Reduce cost of financing through improved access to equity & debt capital markets.



Thank you

