

Q2 2023 EARNINGS PRESENTATION



MV CLIMATE ETHICS
EEDI-PHASE 3 – IMO NO_x TIER III
POST-PANAMAX **DELIVERED** JANUARY 2023



MV CLIMATE RESPECT
EEDI-PHASE 3 – IMO NO_x TIER III
POST-PANAMAX **DELIVERED** JULY 2022



MV VASSOS
EEDI-PHASE 3 – IMO NO_x TIER III
KAMSARMAX **DELIVERED** MAY 2022



MV CLIMATE JUSTICE
EEDI-PHASE 3 – IMO NO_x TIER III
KAMSARMAX **DELIVERED** JULY 2023

Forward Looking Statements

This presentation contains forward-looking statements (as defined in Section 27A of the Securities Exchange Act of 1934, as amended, and in Section 21E of the Securities Act of 1933, as amended) including, among other items, statements concerning future events, the Company’s growth strategy and measures to implement such strategy, including expected vessel acquisitions and entering into further time charters. Words such as “expects,” “intends,” “plans,” “believes,” “anticipates,” “hopes,” “estimates” and variations of such words and similar expressions are intended to identify forward-looking statements. Although the Company believes that the expectations reflected in such forward-looking statements are reasonable, no assurance can be given that such expectations will prove to have been correct. These statements involve known and unknown risks and are based upon a number of assumptions and estimates that are inherently subject to significant uncertainties and contingencies, business disruptions due to natural disasters or other events, such as the recent COVID-19 pandemic, many of which are beyond the control of the Company. Actual results may differ materially from those expressed or implied by such forward-looking statements. Factors that could cause actual results to differ materially include, but are not limited to, changes in the demand for drybulk vessels, competitive factors in the market in which the Company operates, changes in TCE rates, changes in fuel prices, risks associated with operations outside the United States general domestic and international political conditions, uncertainty in the banking sector and other related market volatility, disruption of shipping routes due to political events, risks associated with vessel construction and other factors listed from time to time in the Company’s filings with the Securities and Exchange Commission. The Company expressly disclaims any obligations or undertaking to release any updates or revisions to any forward-looking statements contained herein to reflect any change in the Company’s expectations with respect thereto or any change in events, conditions or circumstances on which any statement is based.

Management Team

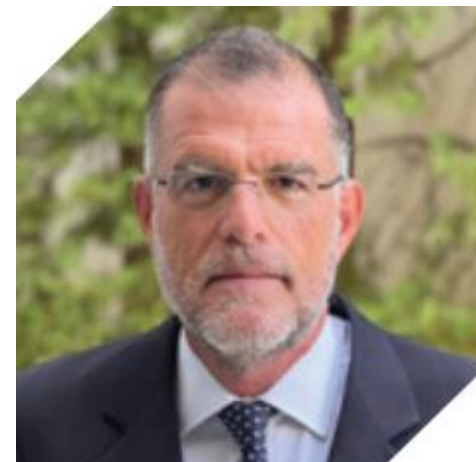
Polys Hajioannou
Chairman and CEO



Dr. Loukas Barmparis
President



Konstantinos Adamopoulos
Chief Financial Officer



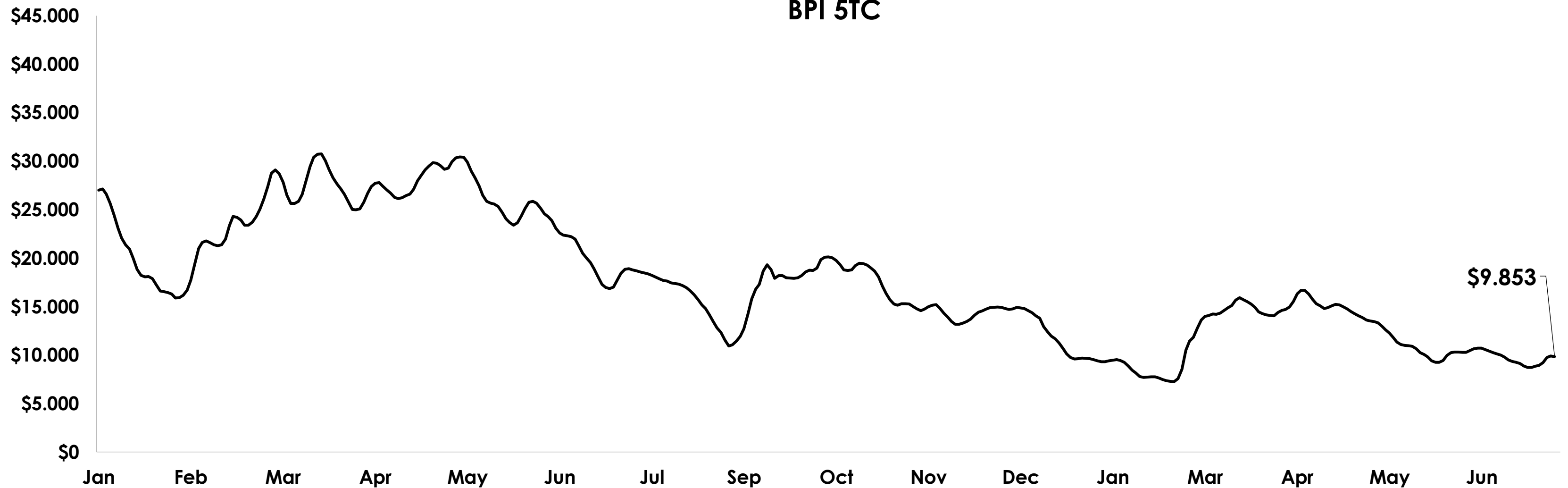
Ioannis Foteinos
Chief Operating Officer



BCI 5TC



BPI 5TC



Source: Baltic Exchange

*As of July 26, 2023, all eight of our Capesize class vessels have been chartered in period time charters, five of which for remaining charter durations exceeding one year. The average remaining charter duration of our Capesize class vessels was 2.4 years and the average daily charter hire was \$22,178, resulting in a contracted revenue of approximately \$153,4 million net of commissions, excluding the additional compensation related to the use of Scrubbers.

Global uncertainty and monetary squeeze reflect challenges on global trade. The rise in central bank rates to fight inflation continues to weigh on economic activity.

- **Global dry bulk demand growth⁽¹⁾ July 23 projection: +2%**
- **Steel demand ⁽¹⁾ projection for 2023: +2.3%**
- **Coal demand ⁽¹⁾ in 2023: stable**
- **Grain exports volumes ⁽¹⁾ projection for 2023: -1%**
- **Grain export volumes ⁽¹⁾ in 2024: +5%**
- **Global GDP 2023E July-23 ⁽²⁾ : 3.0% up from 2.8% in April 23**
- **Global inflation 2023E July-23 ⁽²⁾ : 6.8% down from 7% in April 23**

High inflation and recent financial sector turmoil receded soft landing expectations of world economy. Underlying core inflation projected to decline gradually, forecasts for 2024 inflation revised upwards to 5.2%

- **China GDP JULY-23 ⁽²⁾: 5.2% stable as in April-23**

*Consumption-led recovery could slow
Unresolved real estate problems
Negative cross-border spillovers
Losing steam, leading to weaker-than-expected demand
Inflation well below target, central bank cut interest rates*

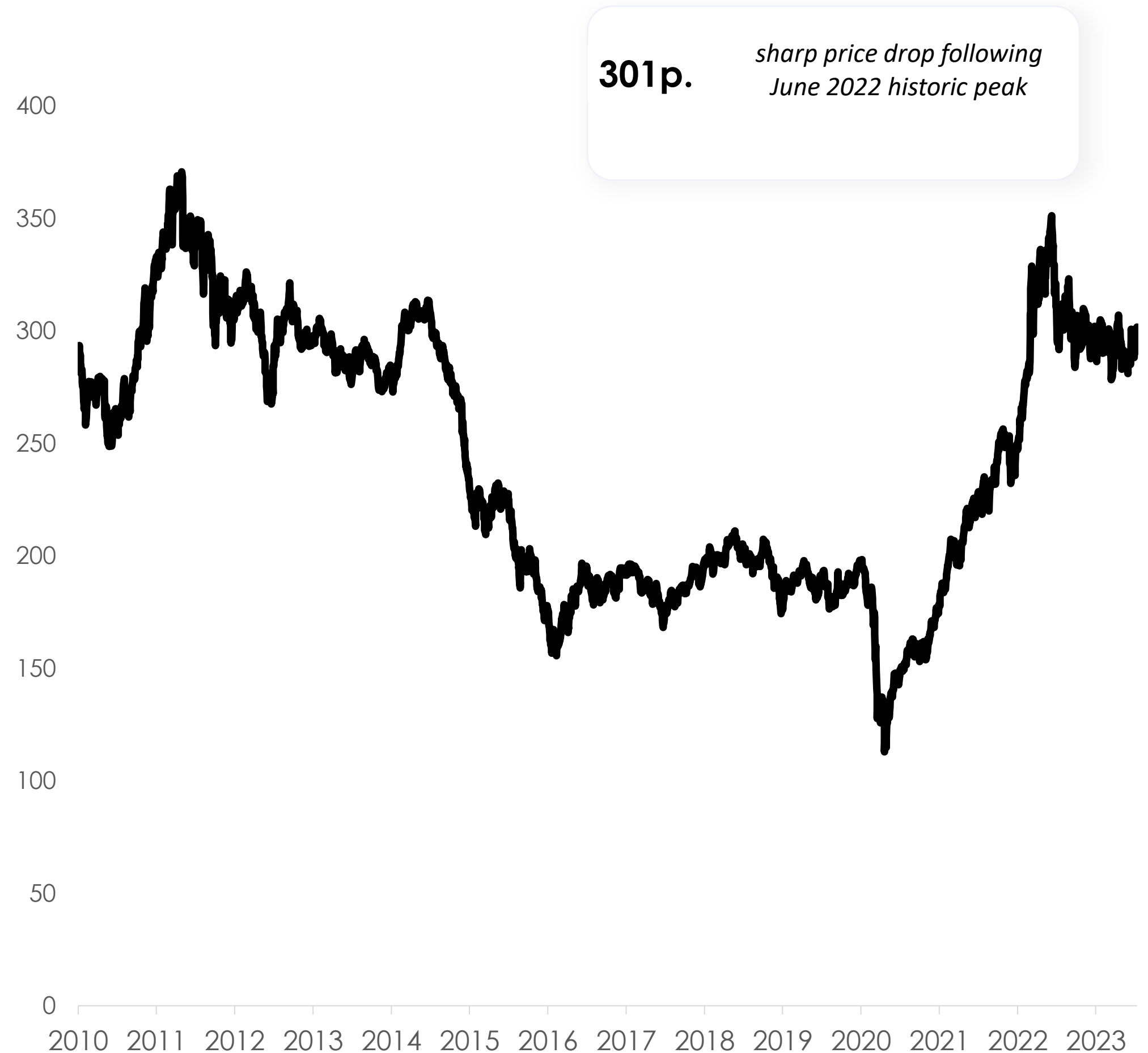
- **India GDP 2023E Apr-23 ⁽²⁾ : 6.1 % up from 5.8% in April-23**

*stronger than expected momentum in Q4-2022
as a result of stronger domestic investment*

- **Energy price index in June-23 ⁽³⁾ : -2% fall**

Coal -13.1%, Oil -1.2%, Fertilizer -9.3%, Iron ore +7.9%
Projected price index in 2023 to fall by 21%

CRB Commodity Index⁽⁴⁾



Thomson Reuters/Core Commodity CRB Index is calculated using arithmetic average of commodity futures prices with monthly rebalancing. The index consists of 19 commodities: Aluminum, Cocoa, Coffee, Copper, Corn, Cotton, Crude Oil, Gold, Heating Oil, Lean Hogs, Live Cattle, Natural Gas, Nickel, Orange Juice, RBOB Gasoline, Silver, Soybeans, Sugar and Wheat. Those commodities are sorted into 4 groups, with different weightings: Energy: 39%, Agriculture: 41%, Precious Metals: 7%, Base/Industrial Metals: 13%.

(1) BIMCO

(2) IMF

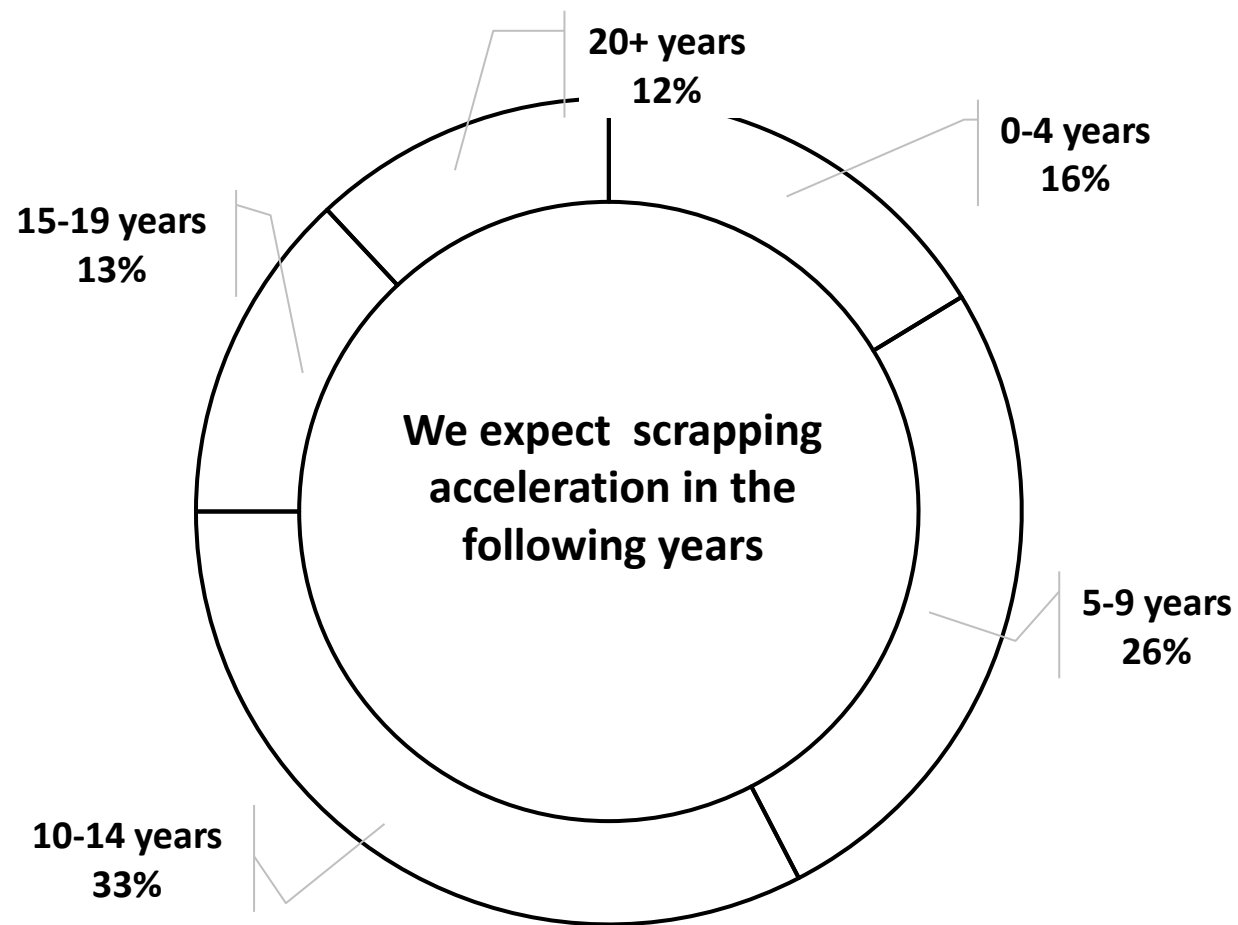
(3) World Bank

(4) Thomson Reuters

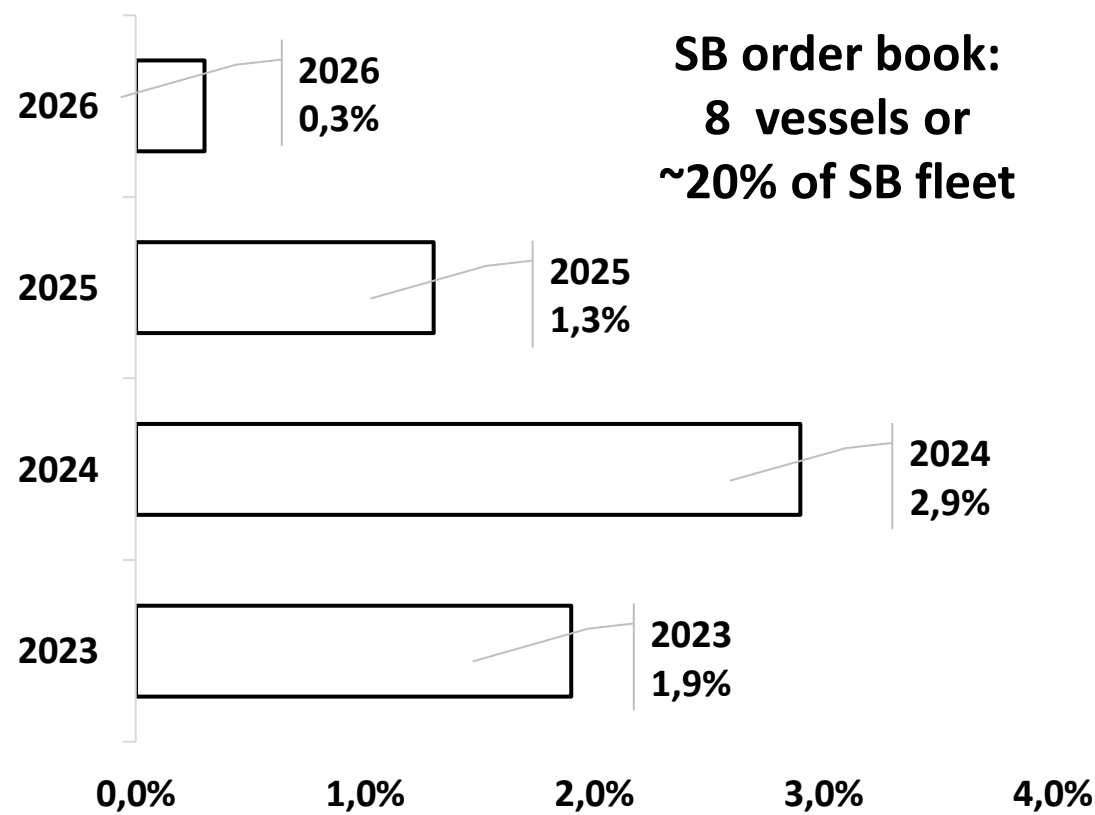
- Other sources: Clarksons, Chinese National Bureau of Statistics (NBS), International Energy Agency

- **Low orderbook**
- Shipyard building **capacity** is mainly **covered** by other sectors' orders
- Forthcoming environmental **emissions** regulations delay new orders and is expected to favor **scrapping**
- Energy efficient designs will have an **advantage** the coming years

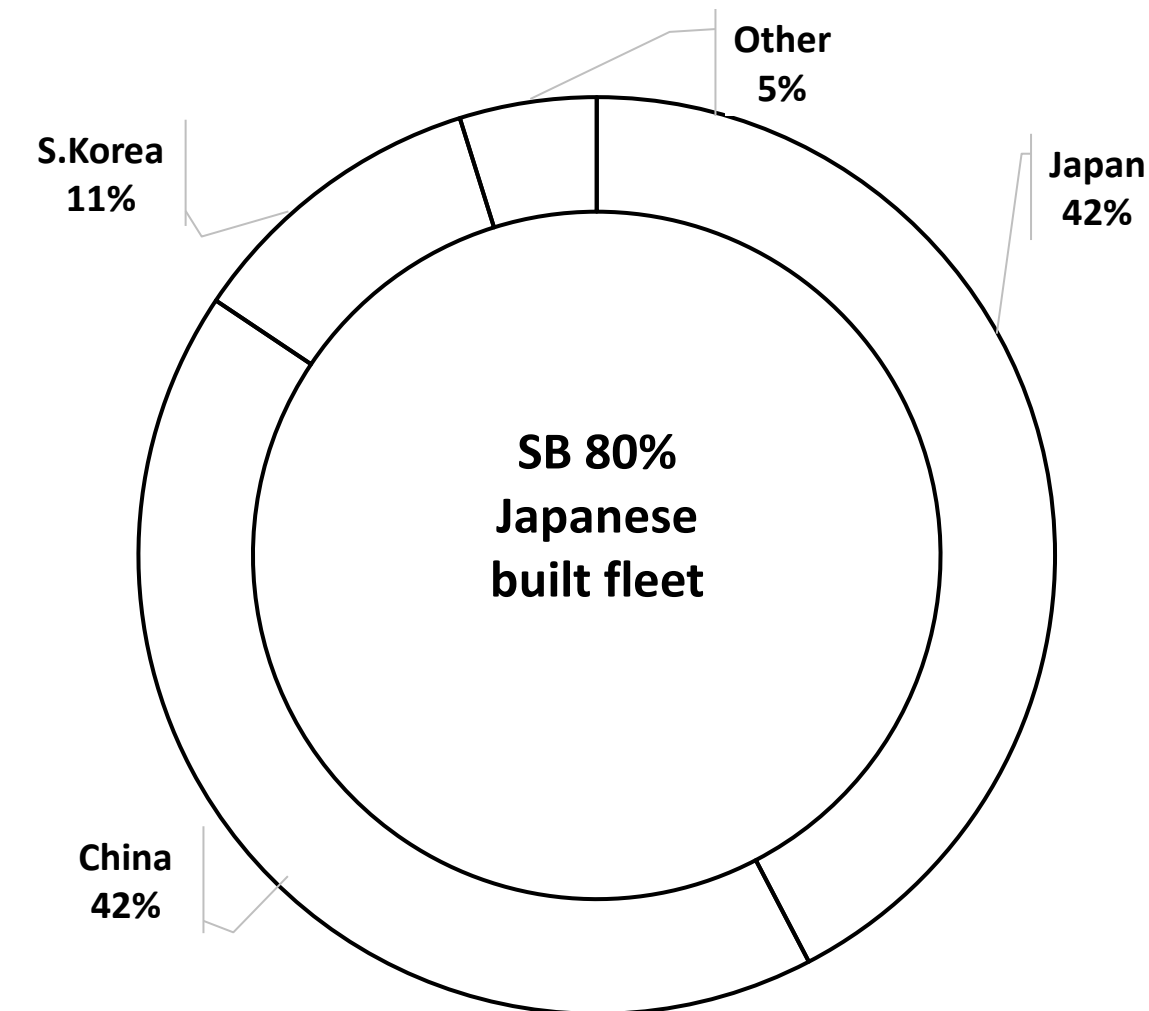
PANAMAX AGEING



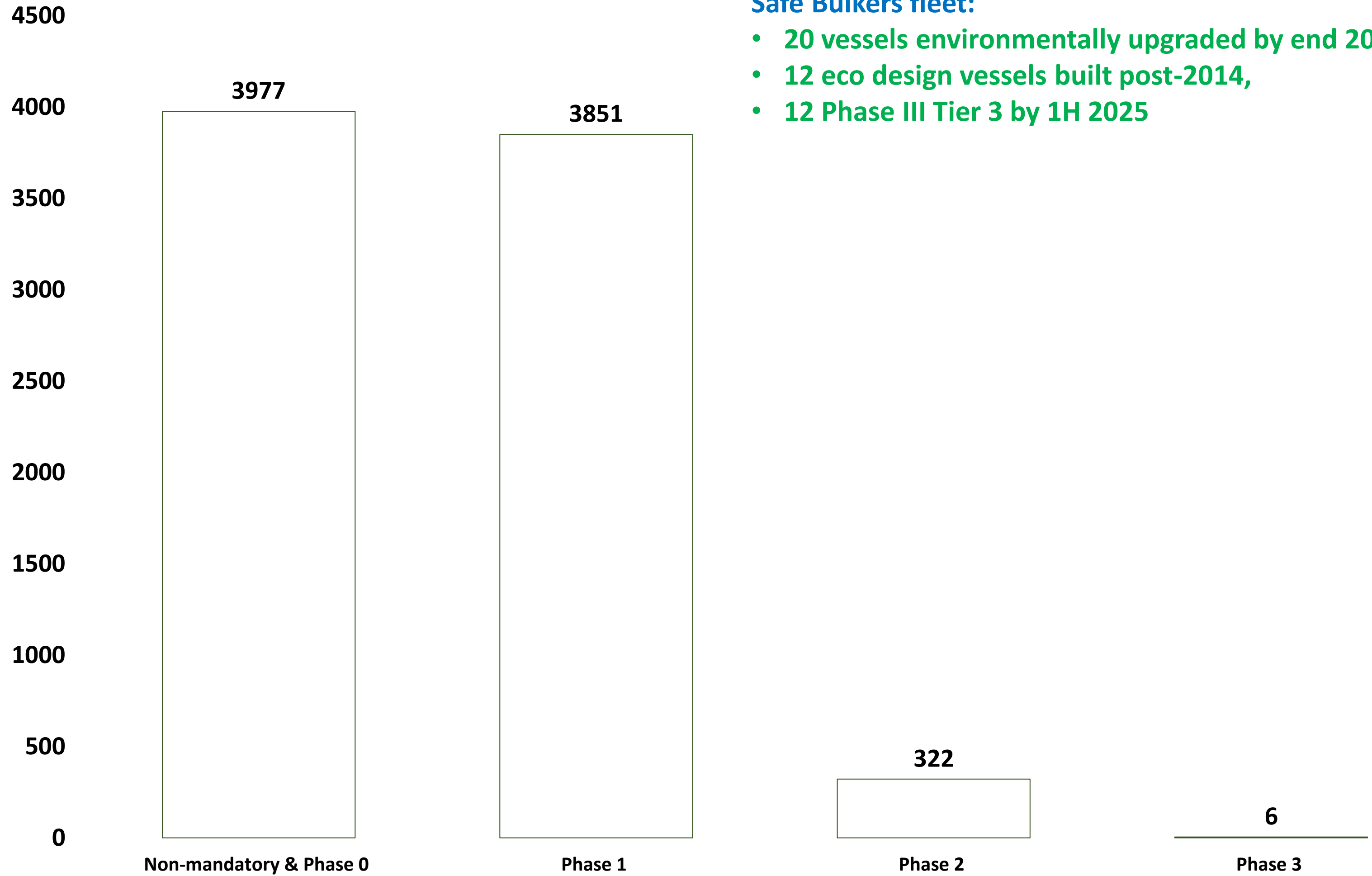
PANAMAX ORDERBOOK AS % OF EXISTING FLEET



GLOBAL FLEET MIX



Global Fleet Phase Profile



Safe Bulkers fleet:

- 20 vessels environmentally upgraded by end 2023
- 12 eco design vessels built post-2014,
- 12 Phase III Tier 3 by 1H 2025

Phase 1, 2 and 3 correspond to CO2 emission reduction by 10%, 20% and 30% respectively compared to the base year 2008.

Market takeaways

Increased industry-wide volatility driven by geopolitical disruptions and tight monetary policies

Weak dry bulk demand ahead of global growth concerns

Ageing fleet and low orderbook may prolong upcycle when global growth strengthens

ESG framework adherence becomes increasingly important in shipping

Supply demand equilibrium disrupted by uncertainty in environmental regulations causing market inefficiencies

Demand for technological efficiency creates opportunities for those who have invested in Phase 3 newbuilds

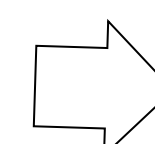
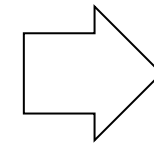
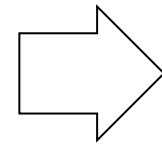
New environmental regulations will favor fleets with more efficient Japanese vessels and vessels delivered after 2014

Expansion of ECA zones will favor vessels equipped with scrubbers

IMO GHG targets and transition towards green energy may limit vessel supply and lead to two tier market with differential in asset valuations and earnings capacity

SB at a glance

Safe Bulkers Inc. (NYSE:SB)
U.S. listed dry bulk company since 2008



FUNDAMENTALS

- SB (NYSE:SB) listed 2008
- 5 cents dividend per share of common stock
- 41.7% dividend pay out ratio in Q2-2023
- high management ownership
- \$232.1M secured contracted revenues⁽¹⁾
- \$297.7M liquidity⁽²⁾
- 35% LTV⁽³⁾
- \$453.2M Debt, including €100M - 2.95% p.a. fixed coupon non-amortizing unsecured bond maturing Febr. 2027
- 5.94% WAIR, inclusive of margin, in Q2-2023
- \$210.1M o/s capex for newbuilding program

NEWBUILDING PROGRAM

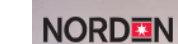
- 4 IMO GHG Phase 3 - NOx Tier III newbuilds delivered
- +3 newbuilds Phase 3 - NOx Tier III scheduled for 2023
- +3 newbuilds Phase 3 - NOx Tier III scheduled for 2024
- +2 newbuild Phase 3 - NOx Tier III scheduled for H1-2025

GREENER FLEET

- 44 dry bulk vessels
- 100% with BWTS
- 80% Japanese built
- 12 Eco-vessels
- 4 Phase 3 IMO GHG Tier III
- 19 vessels will be either eco- or Phase 3- vessels by end-2023
- 20 existing vessels environmentally upgraded by end-2023
- 22 Scrubber-fitted vessels by end-2023
- 7 out of 8 Capes will have Scrubbers by end-2023
- 10.6 years fleet average age stable through 1H-2025

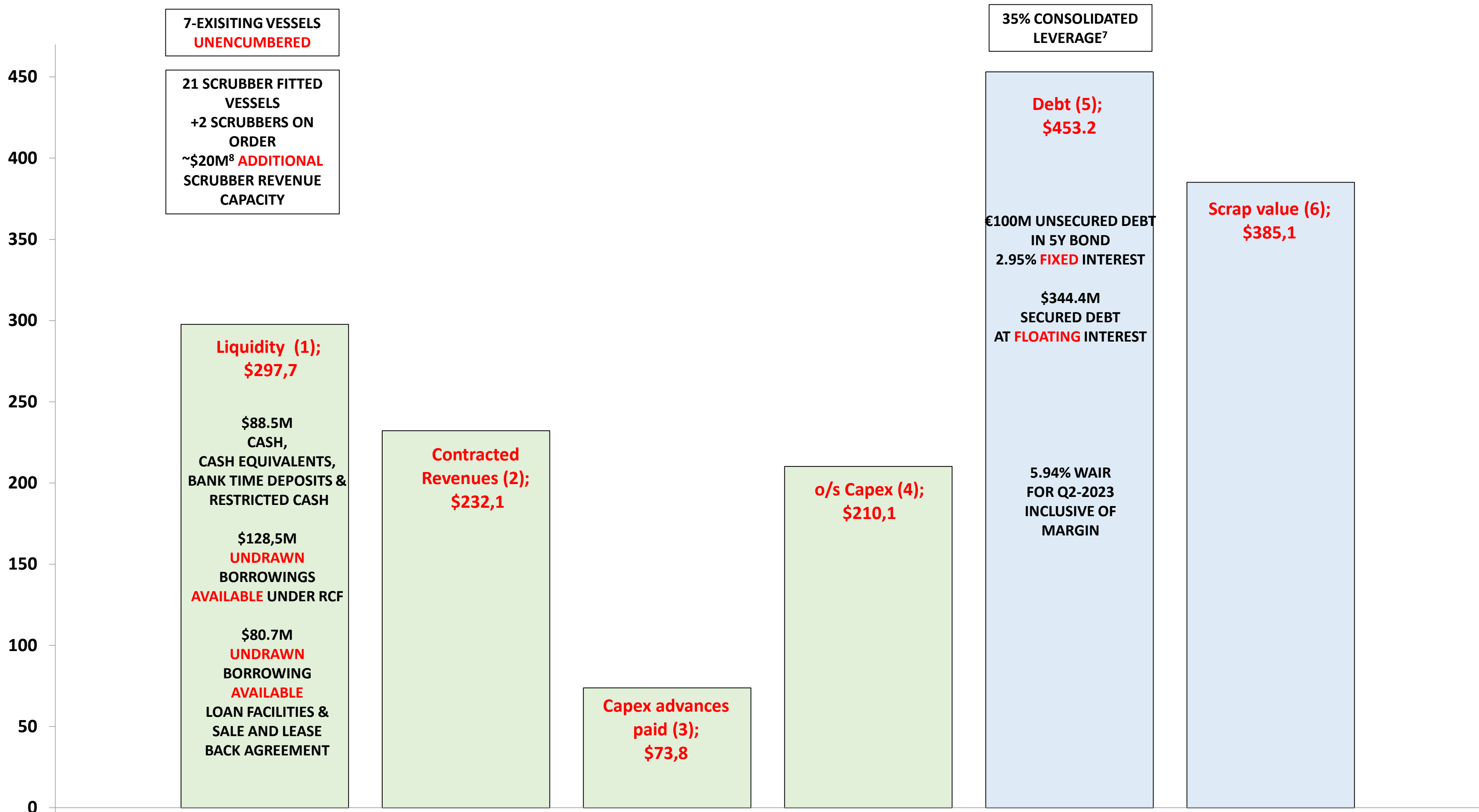
TRACK RECORD

- Consistent cooperation with established performing charterers
- Secured Employment with A-Class counterparties
- Diversified blue-chip customer base enjoying market reputation



1. As of June 30, 2023. We had contracted revenue of approximately \$232.1 million, net of commissions, from our non-cancellable spot and period time charter contracts excluding the scrubber benefit.
 2. As of June 30, 2023. Liquidity and capital resources of \$297.7 million consists of \$88.5 million in cash, cash equivalents, bank time deposits and restricted cash and \$128.5 million in undrawn borrowing capacity available under existing revolving reducing credit facilities and \$80.7 million in undrawn borrowing capacity available under two loan facilities in relation to two newbuild vessels and one sale and leaseback agreement with purchase obligation in relation to a newbuild vessel.
 3. As of June 30, 2023. Consolidated leverage is a non-GAAP measure and represents total consolidated liabilities divided by total consolidated assets. Total consolidated assets are based on the market value of all vessels, as provided by independent broker valuers on quarter-end, owned or leased on a finance lease taking into account their employment, and the book value of all other assets. This measure assists our management and investors by increasing the comparability of our leverage from period to period.

Liquidity - Visibility of cash flows - Capex - Low leverage



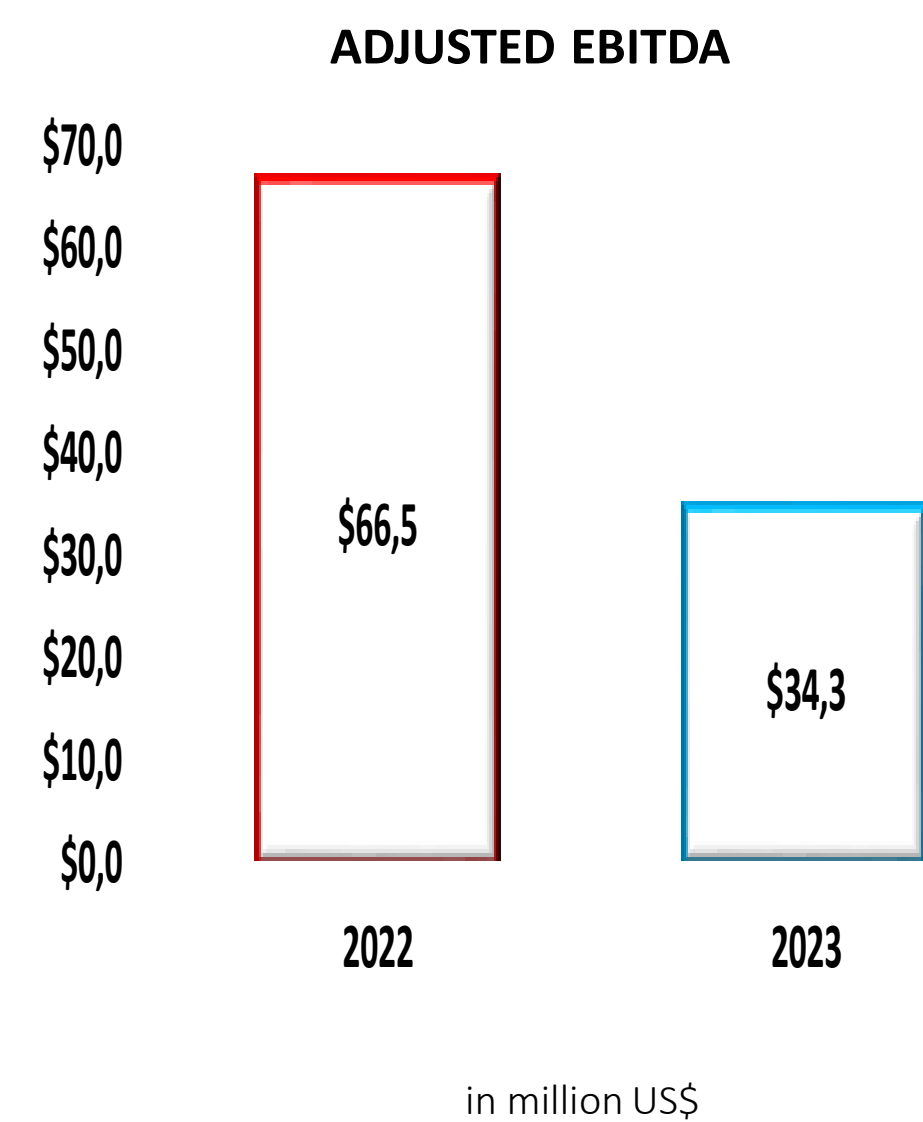
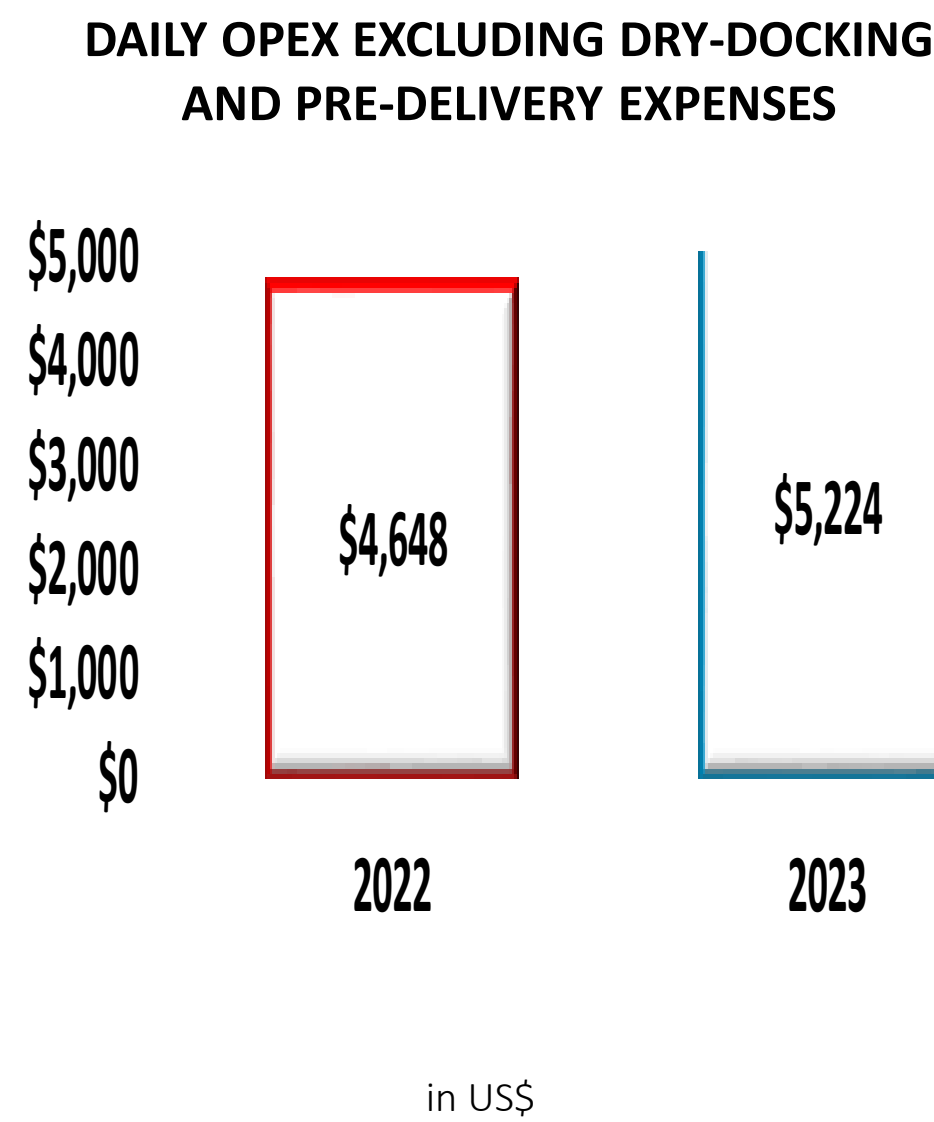
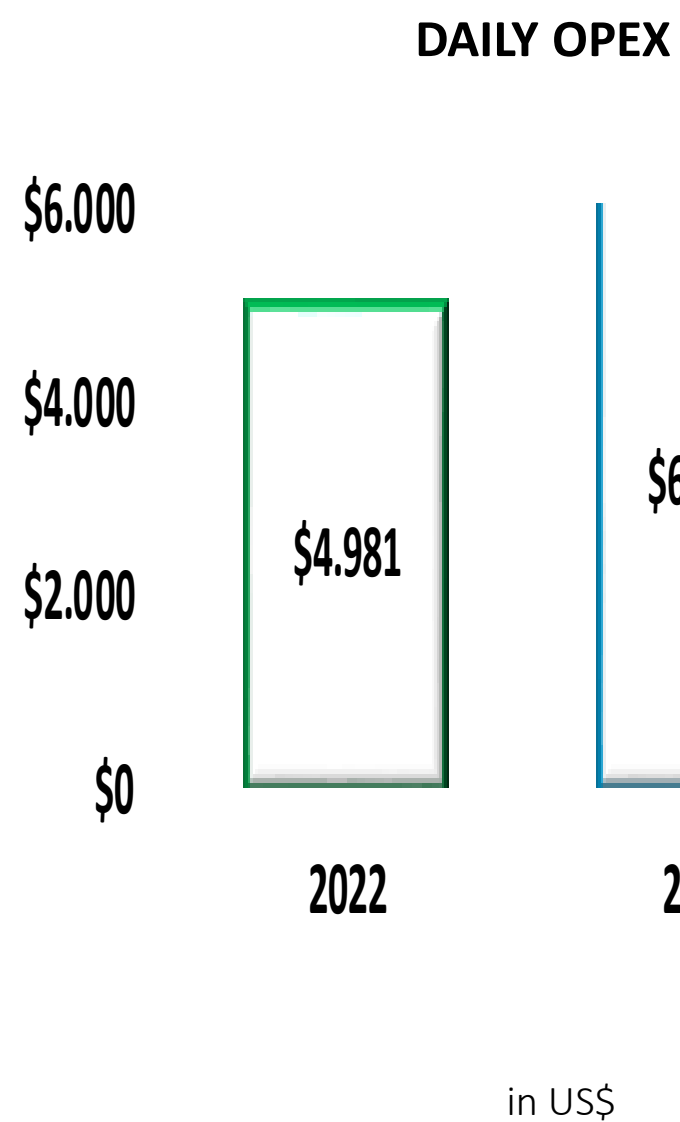
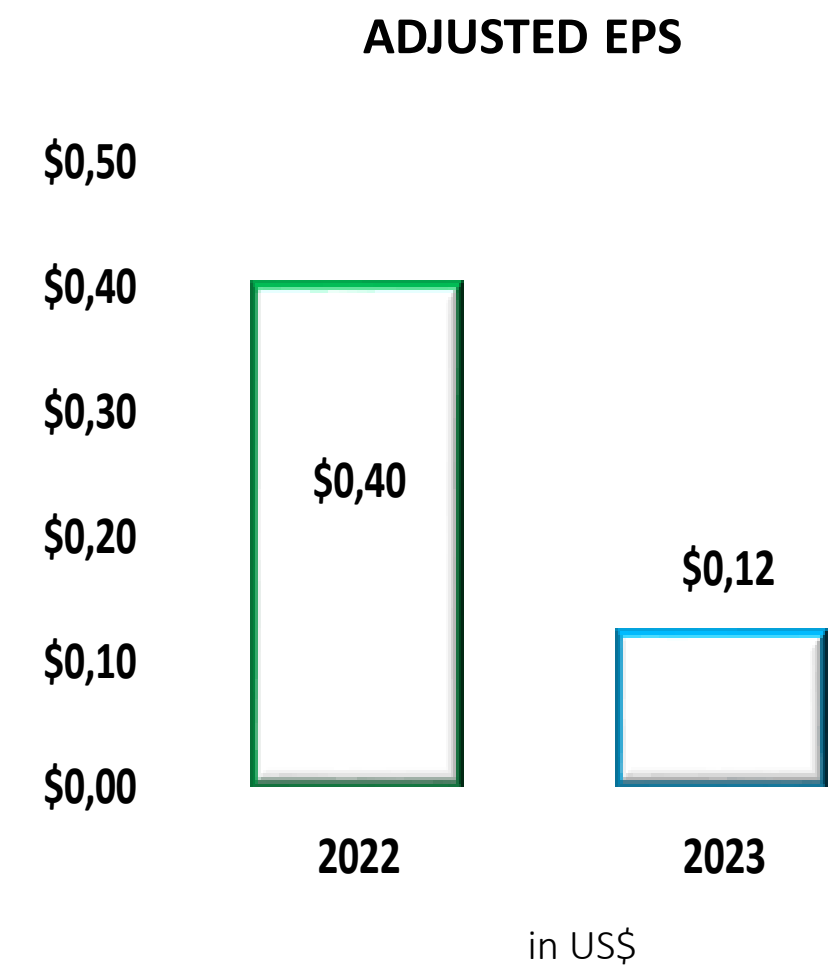
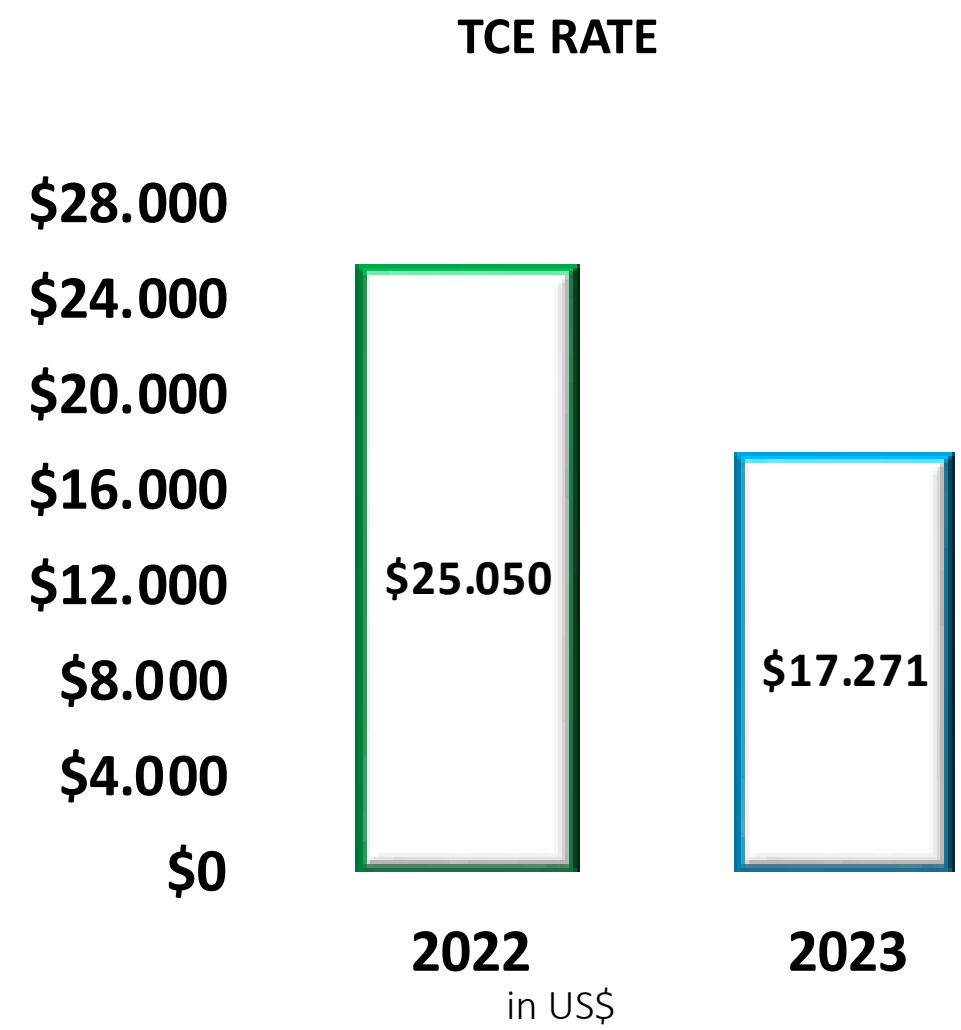
As of June 30, 2023

- Liquidity and capital resources:** As of June 30, 2023, we had \$88.5 million in cash, cash equivalents, bank time deposits and restricted cash, \$128.5 million in undrawn borrowing capacity available under existing revolving reducing credit facilities and \$80.7 million in undrawn borrowing capacity available under two loans relating to two newbuild vessels as well as one sale and leaseback agreement with purchase obligation in relation to a newbuild vessel.
- Contracted Revenues:** As of June 30, 2023, contracted revenue of approximately \$232.1 million, net of commissions, from our non-cancellable spot and period time charter contracts excluding the scrubber benefit.
- Capex Advances paid:** As of June 30, 2023, had paid \$73.8 million for our capital expenditure requirements in relation to our orderbook.
- O/S Capex:** As of June 30, 2023, we had remaining capital expenditure requirements of \$210.1 million in aggregate, consisting of \$209.3 million relating to the eight newbuilds on order, and \$0.8 million relating to two Scrubber retrofits. The schedule of payments of the remaining capital expenditure requirements is \$92.6 million in 2023, \$74.5 million in 2024 and \$43.0 million in 2025.
- Debt:** As of June 30, 2023, had \$453.2 million of outstanding consolidated debt, including the unsecured bond issued in February 2022, before deferred financing costs.
- Scrap value:** As of June 30, 2023, we had a fleet scrap value of \$385.1 million, calculated on the basis of fleet aggregate light weight tons ("lwt") and scrap rate of \$557.5/lwt ton (Clarksons data), on June 30, 2023.
- Consolidated leverage:** As of June 30, 2023, our consolidated leverage was approximately 35%. Consolidated leverage is a non-GAAP measure and represents total consolidated liabilities divided by total consolidated assets. Total consolidated assets are based on the market value of all vessels, as provided by independent broker valutors on quarter-end, owned or leased on a finance lease taking into account their employment, and the book value of all other assets. This measure assists our management and investors by increasing the comparability of our leverage from period to period.
- Additional Scrubber revenue capacity:** Based on i) 7,200 metric tones average annual HFO fuel consumption per vessel ii) 21 existing vessels scrubber fitted iii) ~\$150/metric ton fuel spread as per ICE Report Center, Clearlynx data for Cal2023, and iv) 90% scrubber benefit for the Company.

SB Investment rationale

- ✓ 5 CENTS MEANINGFUL DIVIDEND PER SHARE OF COMMON STOCK REWARDING SHAREHOLDERS
- ✓ 7TH CONSECUTIVE COMMON DIVIDEND DECLARATION SINCE Q4-2021
- ✓ ~10 MILLION COMMON SHARES REPURCHASE CONCLUDED
- ✓ EXPANDING FLEET BY H1-2025 WITH 12 TIER III NEWBUILDS BUILDING FUTURE COMPETITIVENESS
- ✓ ASSETS STRONGLY FOCUSED ON FLEET ENVIRONMENTAL COMPETITIVENESS, ESG RATINGS AND SUSTAINABILITY
- ✓ INHERENTLY ENERGY EFFICIENT JAPANESE-BUILT FLEET AND EXTENSIVE PROGRAM OF ENVIRONMENTAL UPGRADING OF EXISTING FLEET
- ✓ 21 SCRUBBER FITTED VESSELS CAPACITY FOR ADDITIONAL REVENUES ON FUEL PRICE DIFFERENTIAL
- ✓ HIGHLY EXPERIENCED HANDS-ON MANAGEMENT TEAM, PROVEN TRACK RECORD ON PEAK & TROUGH
- ✓ FORGED COMMERCIAL RELATIONSHIPS WITH CHARTERERS, LENDERS AND CAPITAL MARKETS
- ✓ COMFORTABLE LEVERAGE, LIQUIDITY, BALANCE SHEET, CONTRACTED REVENUE BACKLOG OFFER FINANCIAL FLEXIBILITY
- ✓ SB SHARE PRICE AT AN ATTRACTIVE ENTRY POINT AS A RESULT OF VALUATION GAP
- ✓ ENVIRONMENTAL TRANSITION, AGEING OF DRY BULK FLEET AND UNPRECEDENTED SUPPLY DYNAMICS WILL CHALLENGE OPERATIONAL PERFORMANCE OF GLOBAL DRY BULK FLEET

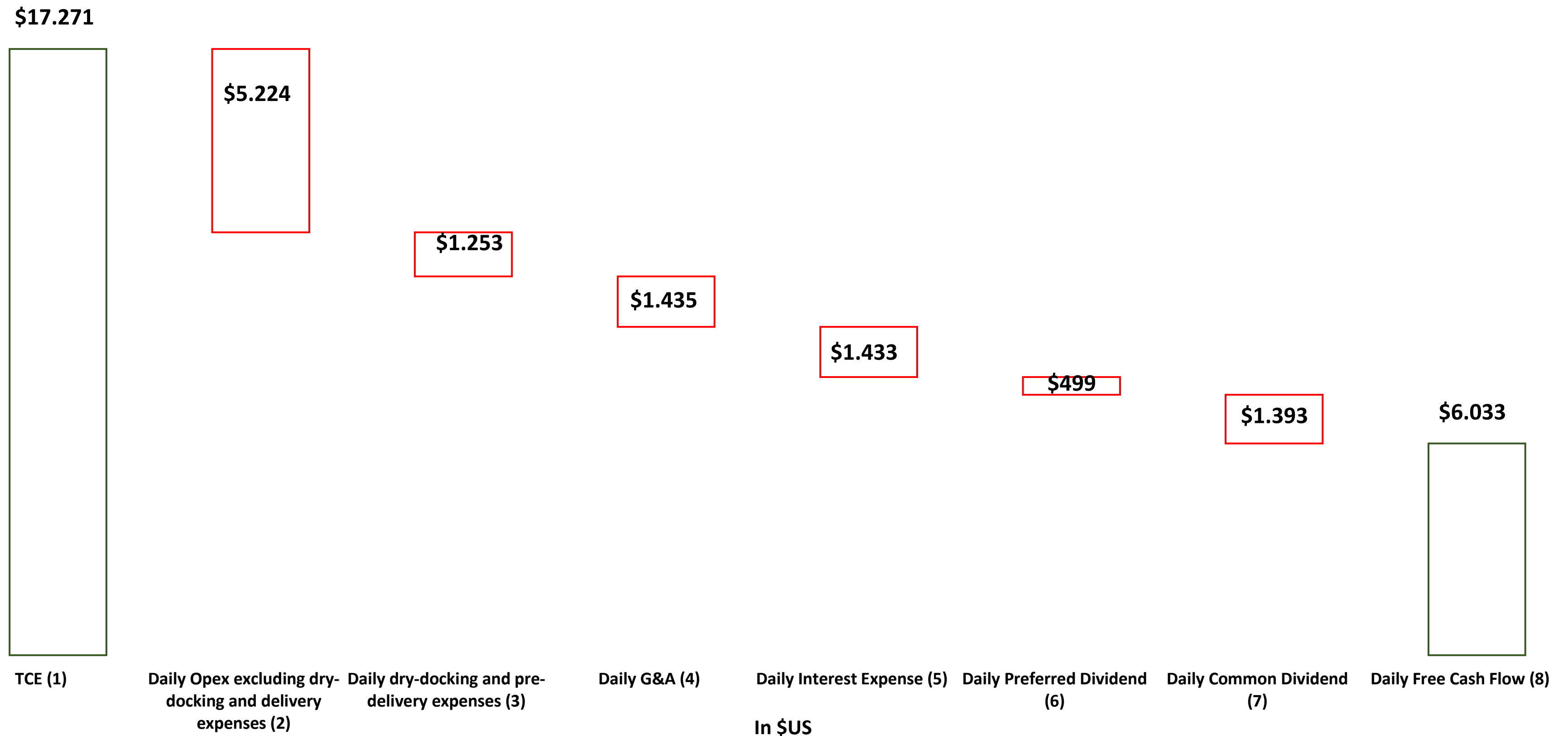
Quarterly financial highlights



For definition of Adjusted EBITDA, Adjusted loss per share (Adjusted LPS), Daily operating expenses (Daily Opex), Daily general and administrative expenses (Daily G&A) and Time charter equivalent rate (TCE) please refer to the earnings press release issued July 26, 2023.

	Three-Months Period Ended June 30,		Six-Months Period Ended June 30,	
	2022	2023	2022	2023
<u>FLEET DATA</u>				
Number of vessels at period end	42	45	42	45
Average age of fleet (in years)	10.47	10.60	10.47	10.60
Ownership days	3,735	4,005	7,294	7,949
Available days	3,612	3,844	7,050	7,709
Average number of vessels in the period	41.04	44.01	40.30	43.92
<u>AVERAGE DAILY RESULTS</u>				
Time charter equivalent rate	\$ 25,050	\$ 17,271	\$ 23,247	\$ 16,514
Daily vessel operating expenses	\$ 4,981	\$ 6,477	\$ 5,343	\$ 6,017
Daily vessel operating expenses excluding dry-docking and pre-delivery expenses	\$ 4,648	\$ 5,224	\$ 4,782	\$ 5,179
Daily general and administrative expenses	\$ 1,382	\$ 1,435	\$ 1,449	\$ 1,464
<u>TIME CHARTER EQUIVALENT RATE RECONCILIATION</u>				
(In thousands of U.S. Dollars except for available days and Time charter equivalent rate)				
Revenues	\$ 95,463	\$ 73,315	\$ 176,565	\$ 142,808
Less commissions	(3,862)	(2,698)	(7,218)	(5,346)
Less voyage expenses	(1,120)	(4,226)	(5,458)	(10,157)
Time charter equivalent revenue	\$ 90,481	\$ 66,391	\$ 163,889	\$ 127,305
Available days	3,612	3,844	7,050	7,709
Time charter equivalent rate	\$ 25,050	\$ 17,271	\$ 23,247	\$ 16,514

Break even Q2 2023



1. Time charter equivalent rate, or TCE rate, represents charter revenues less commissions and voyage expenses during a period divided by the number of available days during such period.
2. Daily vessel operating expenses excluding dry-docking and pre-delivery expenses are calculated by dividing vessel operating expenses excluding dry-docking and pre-delivery expenses for the relevant period by ownership days for such period. Dry-docking expenses include costs of shipyard, paints and agent expenses and pre-delivery expenses include initially supplied spare parts, stores, provisions and other miscellaneous items provided to a newbuild or second hand acquisition prior to their operation.
3. Daily dry-docking and pre-delivery expenses are calculated by dividing dry-docking and pre-delivery expenses for the relevant period by ownership days for such period. Dry-docking expenses include costs of shipyard, paints and agent expenses and pre-delivery expenses include initially supplied spare parts, stores, provisions and other miscellaneous items provided to a newbuild or second hand acquisition prior to their operation.
4. Daily general and administrative expenses include daily management fees and daily company administration expenses. Daily general and administrative expenses are calculated by dividing general and administrative expenses for the relevant period by ownership days for such period.
5. Daily interest expense includes daily interest incurred on outstanding indebtedness under our existing loan and credit facilities. Daily interest expense is calculated by dividing interest expense for the relevant period by ownership days for such period.
6. Daily preferred dividend includes daily preferred stock dividend. Daily preferred dividend is calculated by dividing preferred dividend for the relevant period by ownership days for such period.
7. Daily common dividend includes daily common stock dividend. Daily common dividend is calculated by dividing common dividend declared and paid during the relevant period by ownership days for such period.
8. Daily Free Cash Flow represents TCE rate less Daily vessel operating expenses, daily general and administrative expenses, daily interest expense, daily preferred dividend and daily principal repayment.

Thank you

COMPANY CONTACT



Dr. Loukas Barmparis
President
Safe Bulkers, Inc.

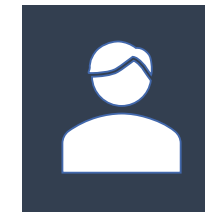


Tel: +30 2111 888 400
Fax: +357 25 887 200



directors@safebulkers.com

INVESTOR RELATIONS/MEDIA CONTACT



Paul Lampoutis
Vice-President
Capital Link Inc.



New York, USA



Tel: +1 (212) 661-7566
Fax: +1 (212) 661-7526



safebulkers@capitalink.com