



FEBRUARY 2018



Forward Looking Statements

This presentation contains forward-looking statements (as defined in Section 27A of the Securities Exchange Act of 1933, as amended, and in the Section 21E of the Securities Act of 1934, as amended) 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, 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, risks associated with operations outside the United States 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

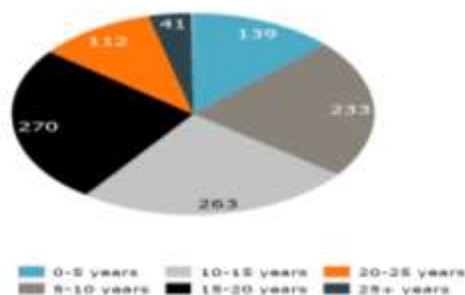
Supply – Balanced Orderbook

Panamax – Post-Panamax:

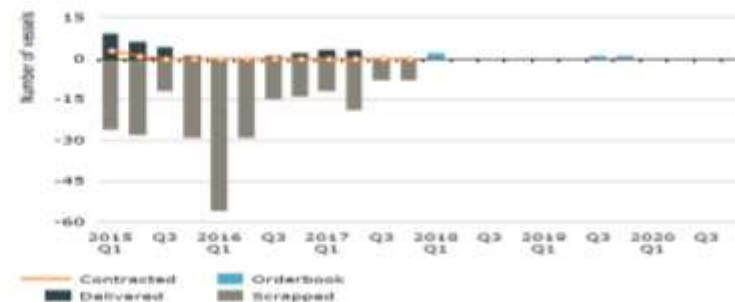
- **Panamax:**
 - Fleet: 1058 Vessels
 - Orderbook: 4 Vessels
- **Kamsarmax:**
 - Fleet: 931 Vessels
 - Orderbook: 162 Vessels
- **Post-Panamax:**
 - Fleet: 531 Vessels
 - Orderbook: 39 Vessels
- **Total Fleet: 2520 Vessels**
- **Total Orderbook: 205 Vessels (8% of Total Fleet)**
- **Age over 15 years: 467 Vessels (19% of Total Fleet)**
- **Deliveries: Evenly spread until 2020**
- **New Regulations may increase scrapping.**

Panamax

AGE PROFILE (NUMBER OF VESSELS)

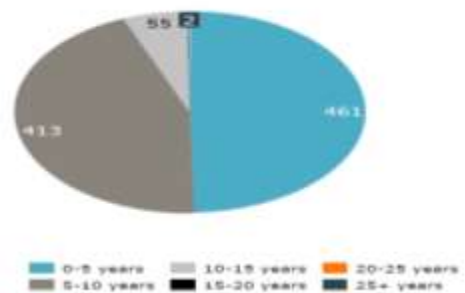


DELIVERED, SCRAPPED, CONTRACTED AND ORDERBOOK

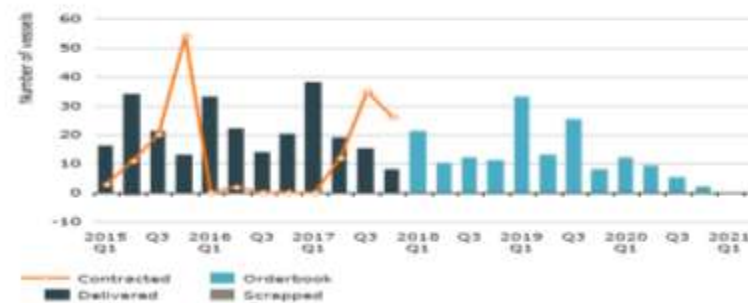


Kamsarmax

AGE PROFILE (NUMBER OF VESSELS)

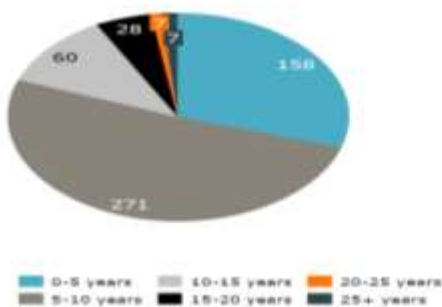


DELIVERED, SCRAPPED, CONTRACTED AND ORDERBOOK

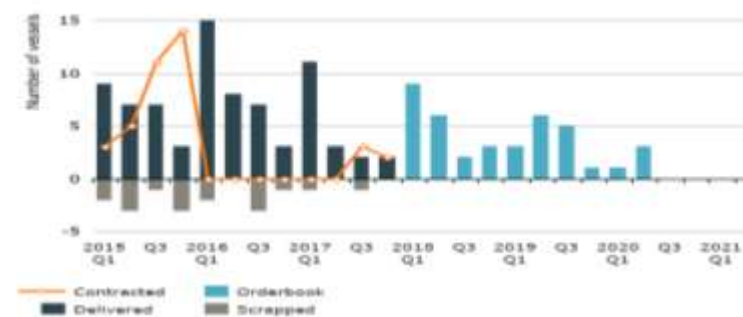


Post-Panamax

AGE PROFILE (NUMBER OF VESSELS)



DELIVERED, SCRAPPED, CONTRACTED AND ORDERBOOK

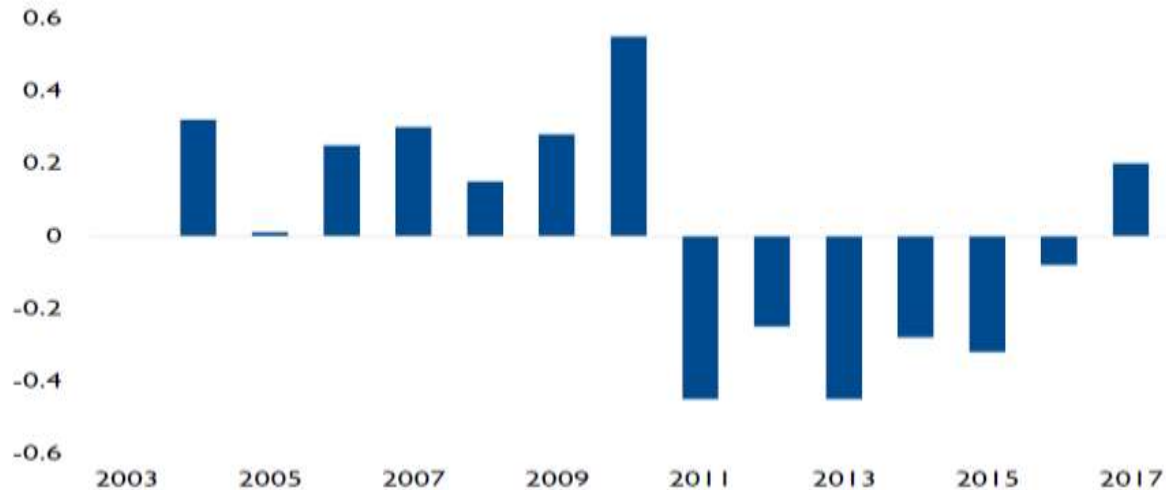


Demand – Synchronization of Economies

Synchronization of Economies:

- **Growth** is synchronized with almost all economies currently expanding
- For the first time since 2010 IMF is upgrading its growth outlook
- **186 out of 192** countries of the Fund are currently growing
- **Growing** industrial production
- **Manufacturing sector** improved steadily through 2017
- **Global PMI** reached a new seven year high in December 2017

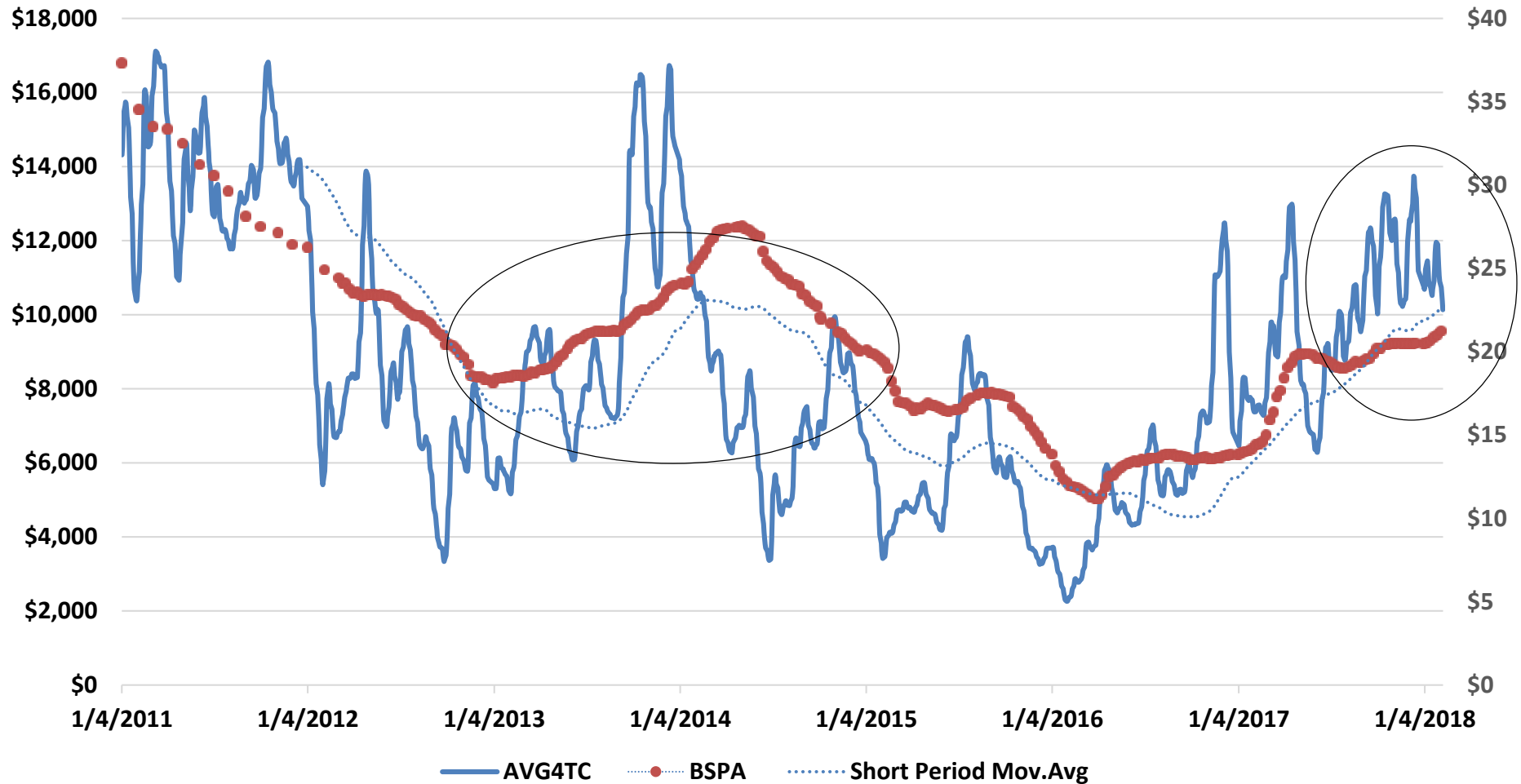
IMF fall forecast change to current year
percentage change in forecast



Global manufacturing PMI and OECD industrial production



5 Years Asset Values vs. Panamax AVG4TC



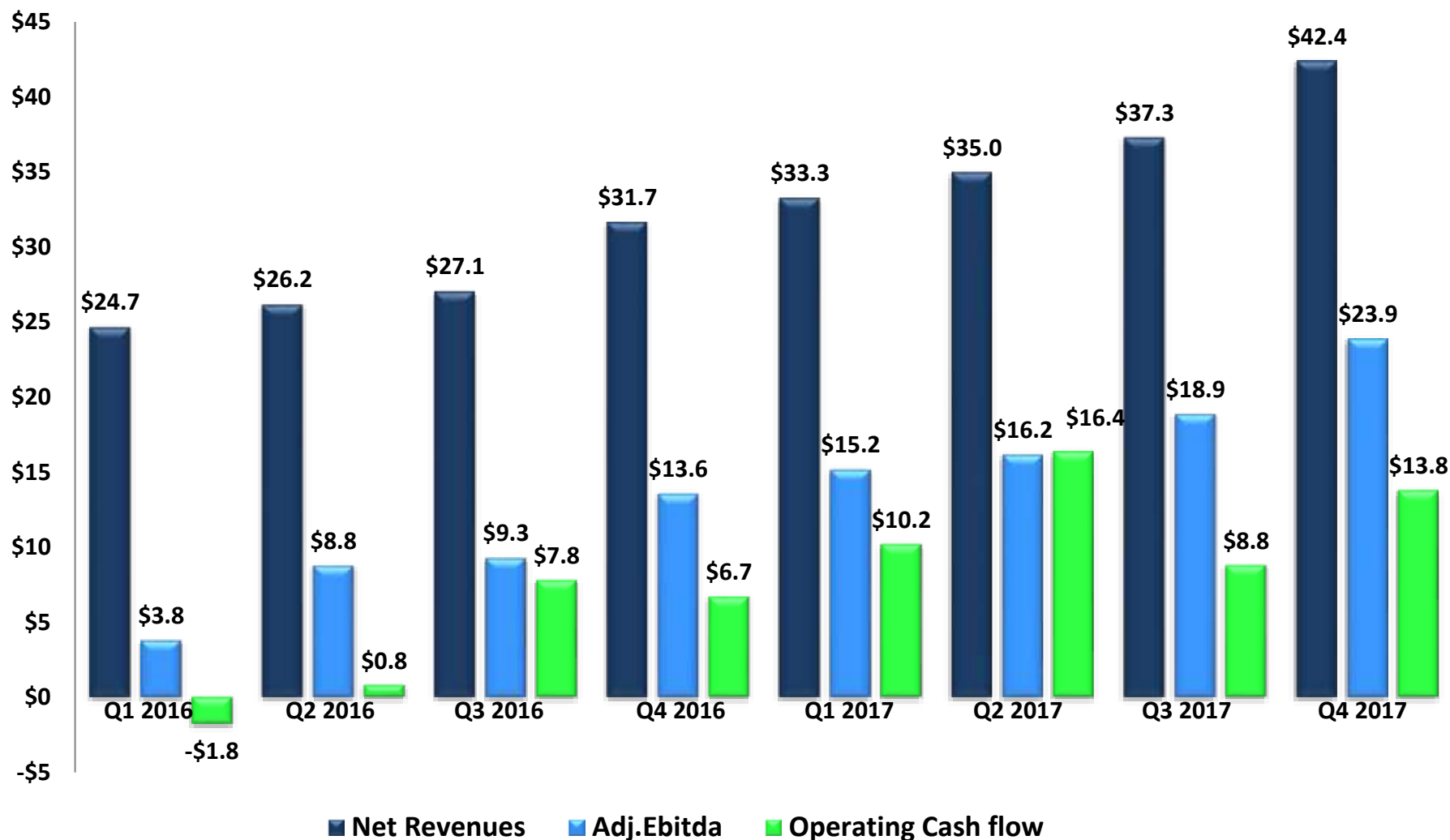
- Blue solid line denotes Panamax AVG4TC index in US\$ and reflects market conditions as per Baltic Exchange.
- The dotted blue line denotes the 8 month Short Period Moving Average of the Panamax AVG4TC index in US\$.
- The red line denotes the Baltic Exchange Sale & Purchase Assessment Index in US\$ million and reflects the 5-year secondhand asset prices.
- Asset values are correlated with charter market.
- Pattern of constant differential between BSPA and AVG4TC during the past periods.
- Restoration of this pattern is expected to push gradually asset values higher.

Key takeaways

- **Order-book at lows since 2002 and evenly spread until 2020**
- **Double digit order-book reduced to 8% of the existing fleet**
- **Growth is synchronized with almost all economies currently expanding**
- **For the first time since 2010 IMF is upgrading its growth outlook**
- **Manufacturing sector improved steadily through 2017**
- **Global PMI reached a new seven year high in December 2017**
- **Strength of charter market in the following months expected to gradually push asset values higher**
- **New regulations in relation to shipping are expected to push scrapping higher.**

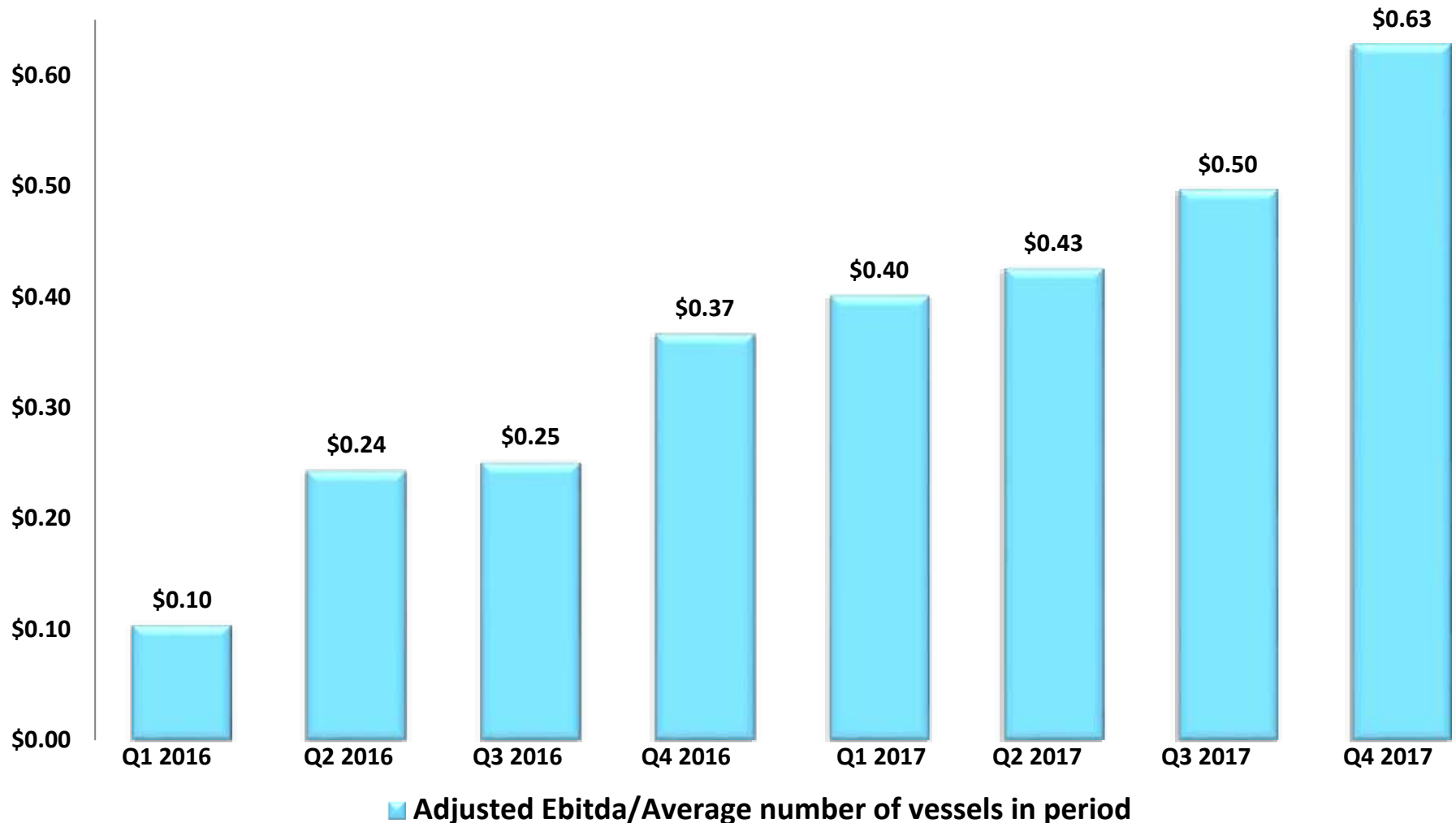
Prospects for global growth remain overall positive

Net revenues - Adjusted EBITDA - Operating cash flow



Data as of quarter-end in US\$ million. EBITDA and Adjusted EBITDA are non-GAAP measures. EBITDA represents Net income/(loss) before interest, income tax expense, depreciation and amortization. Adjusted EBITDA represents EBITDA before loss on sale of assets, gain/(loss) on derivatives, gain on debt extinguishment, other operating income/(expense), early redelivery cost, impairment loss and gain/(loss) on foreign currency. For further analysis and reconciliation of EBITDA and Adjusted EBITDA please refer to See Table 1 of Safe Bulkers Inc., Earnings press release issued February 14, 2018.

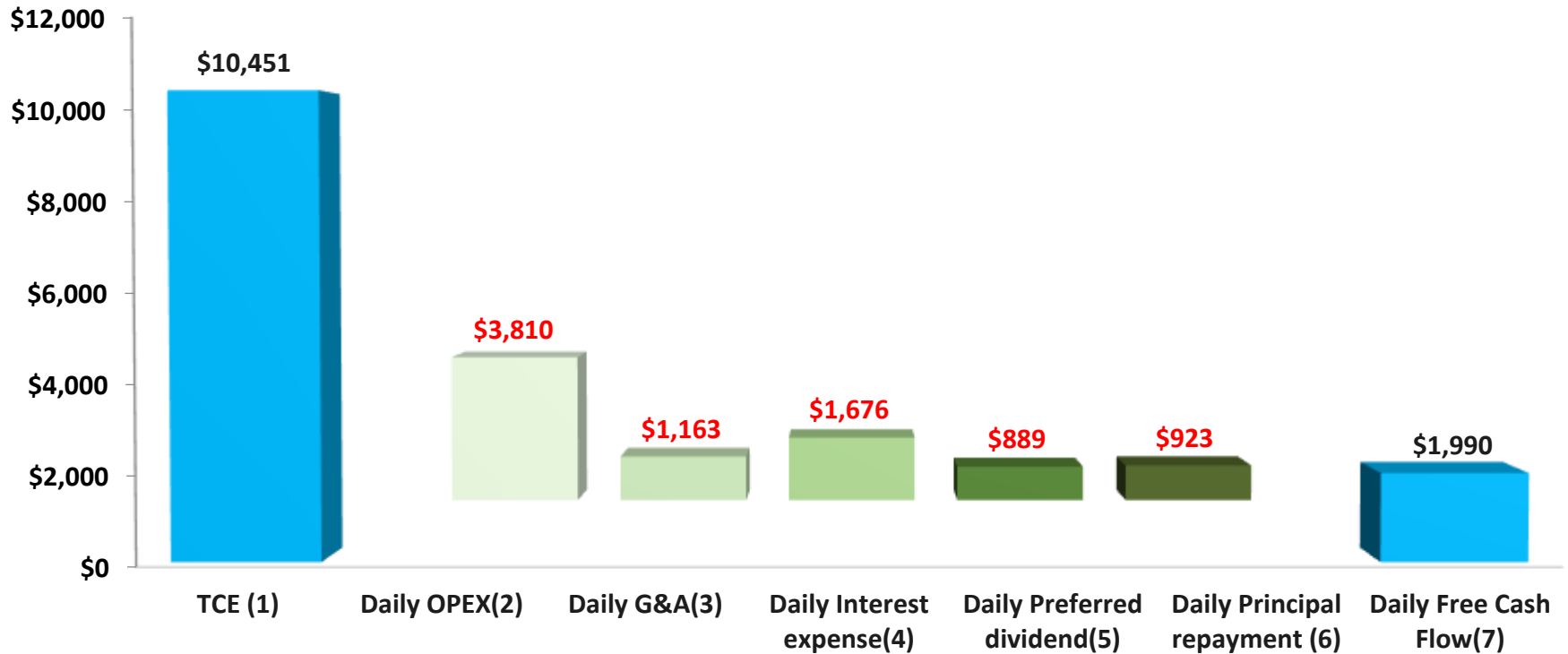
ADJUSTED EBITDA PER VESSEL PER QUARTER



In US\$ million

Average number of vessels in the period is calculated by dividing ownership days in the period by the number of days in that period. EBITDA and Adjusted EBITDA are non-GAAP measures. EBITDA represents Net income/(loss) before interest, income tax expense, depreciation and amortization. Adjusted EBITDA represents EBITDA before loss on sale of assets, gain/(loss) on derivatives, gain on debt extinguishment, other operating income/(expense), early redelivery cost, impairment loss and gain/(loss) on foreign currency. For further analysis and reconciliation of EBITDA and Adjusted EBITDA please refer to See Table 1 of Safe Bulkers Inc. Earnings press release issued February 14, 2018.

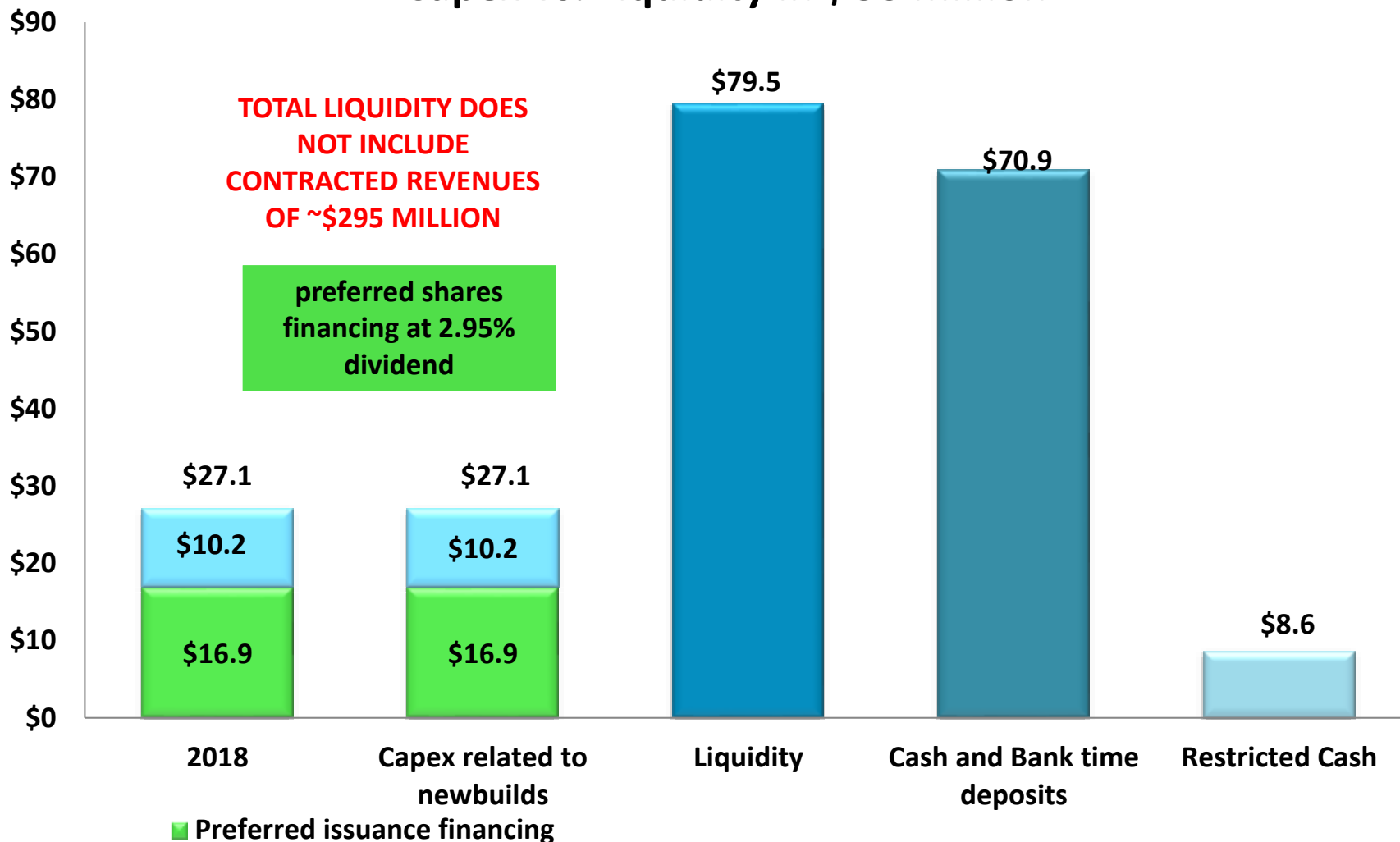
Daily Free Cash Flow Waterfall 2017



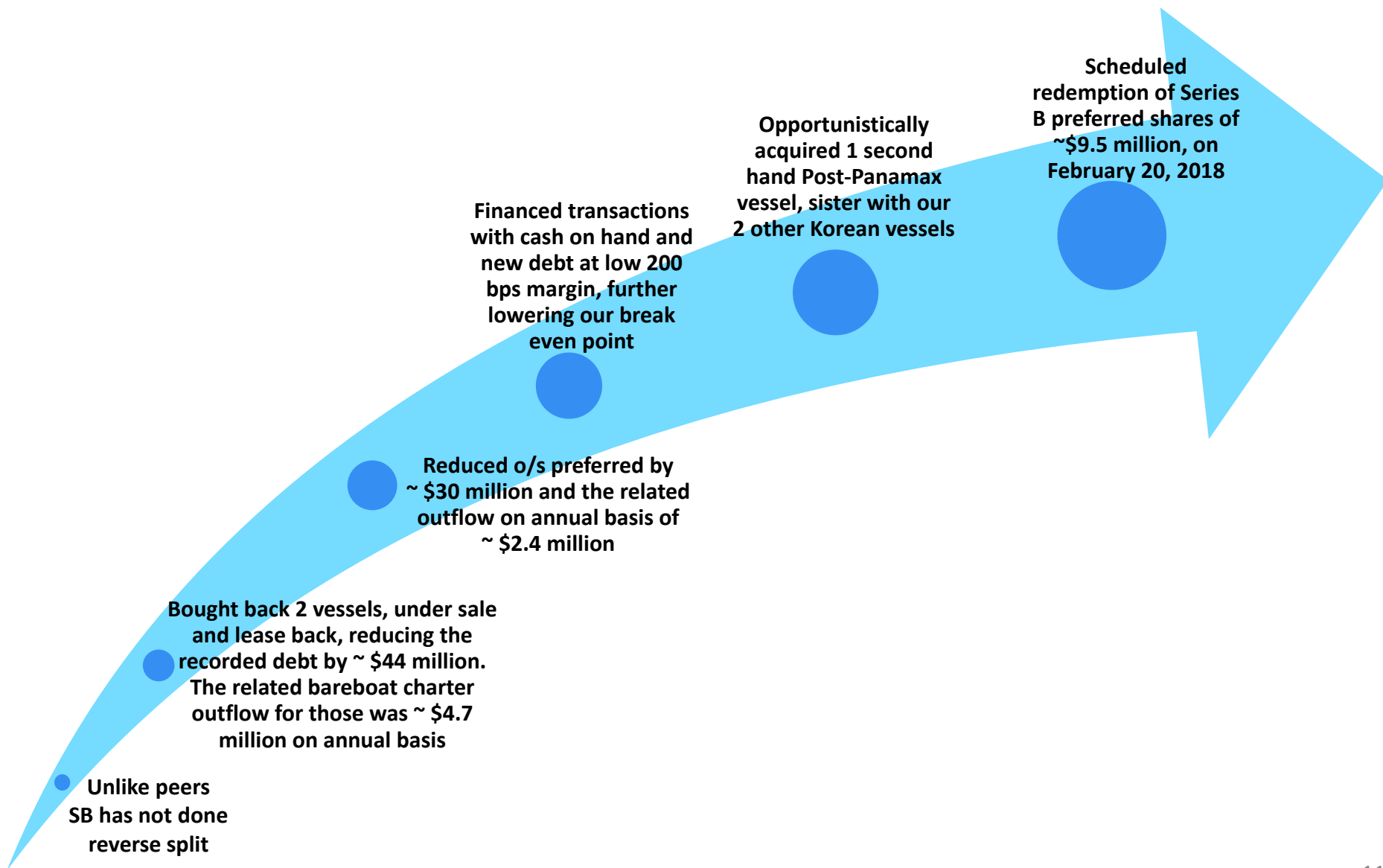
- (1) Time charter equivalent rate, or TCE rate, represents charter revenues less commissions and voyage expenses during a period divided by the number of available days during such period.
- (2) Daily vessel operating expenses include the costs for crewing, insurance, lubricants, spare parts, provisions, stores, repairs, maintenance, statutory and classification expense, dry-docking, intermediate and special surveys and other miscellaneous items. Daily vessel operating expenses are calculated by dividing vessel operating expenses for the relevant period by ownership days for such period.
- (3) Daily general and administrative expenses include daily management fees and daily costs in relation to operation as a public company. Daily general and administrative expenses are calculated by dividing general and administrative expenses for the relevant period by ownership days for such period.
- (4) 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.
- (5) 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.
- (6) Daily Principal repayment includes daily principal repayment expense excluding the refinancing of loan and credit facilities. Daily principal repayment expense is calculated by dividing principal repayments for the relevant period by ownership days for such period.
- (7) 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.

Investing Cash Flows

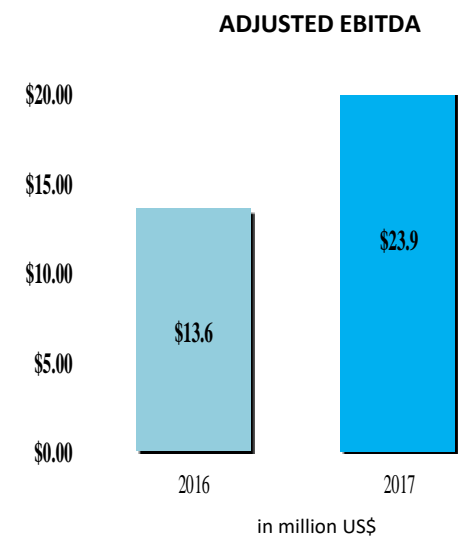
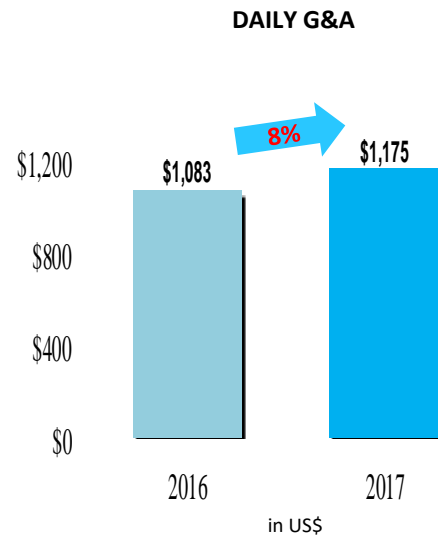
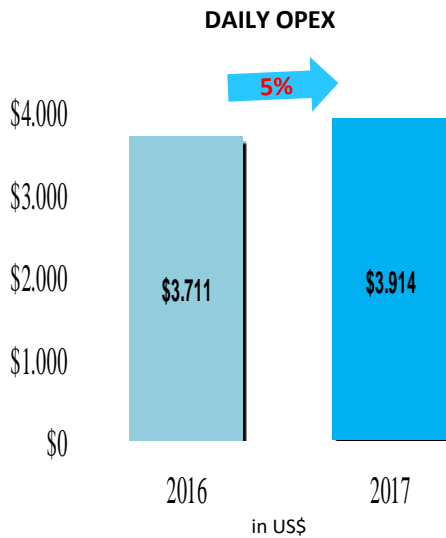
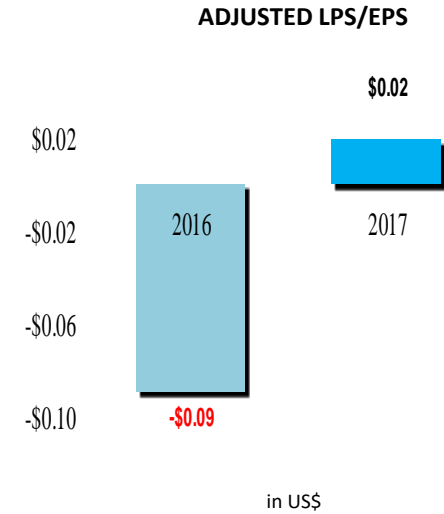
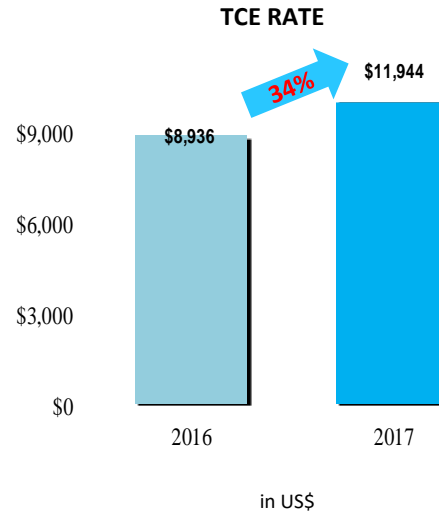
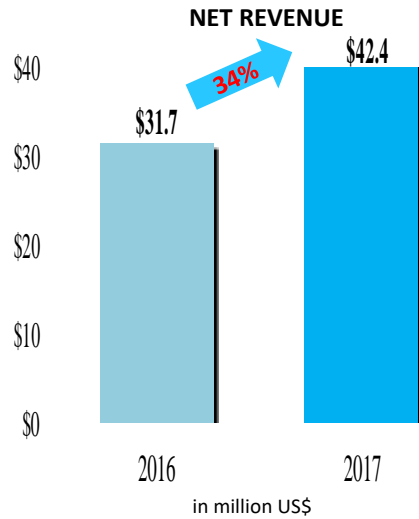
Capex vs. Liquidity in \$US million



Improving Capital structure



QUARTERLY FINANCIAL HIGHLIGHTS IN A SHOT



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 February 14, 2018.

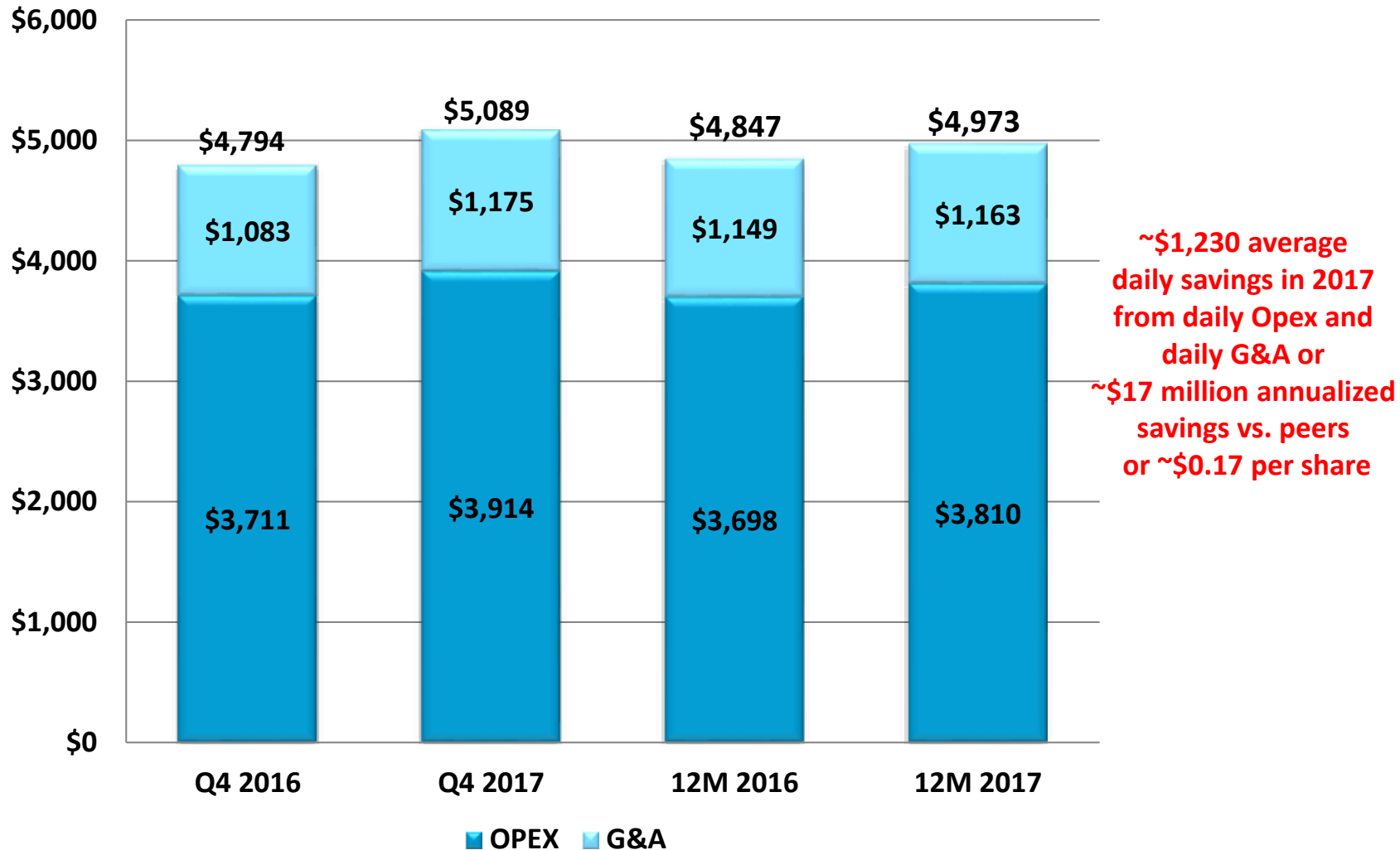
FLEET DATA AND AVERAGE INDICATORS

	Three-Months Period Ended December 31,		Twelve-Months Period Ended December 31,	
<u>FLEET DATA</u>	2016	2017	2016	2017
Number of vessels at period end	37	39	37	39
Average age of fleet (in years)	6.68	7.51	6.68	7.51
Ownership days (1)	3,404	3,500	13,390	13,858
Available days (2)	3,382	3,500	13,329	13,788
Operating days (3)	3,321	3,492	13,024	13,673
Fleet utilization (4)	97.6%	99.8%	97.3%	98.7%
Average number of vessels in the period (5)	37.00	38.04	36.58	37.97
<u>AVERAGE DAILY RESULTS</u>				
Time charter equivalent rate (6)	\$8,936	\$11,944	\$7,659	\$10,451
Daily vessel operating expenses (7)	\$3,711	\$3,914	\$3,698	\$3,810
Daily general and administrative expenses (8)	\$1,083	\$1,175	\$1,149	\$1,163
Loss per share (9)	\$(0.09)	\$(0.88)	\$(0.83)	\$(0.98)
Adjusted (Loss)/Earnings per share (10)	\$(0.09)	\$0.02	\$(0.59)	\$(0.16)

1. Ownership days represents the aggregate number of days in a period during which each vessel in our fleet has been owned by us.
2. Available days represents the total number of days in a period during which each vessel in our fleet was in our possession, net of off-hire days associated with scheduled maintenance, which includes major repairs, drydockings, vessel upgrades or special or intermediate surveys.
3. Operating days represents the number of our available days in a period less the aggregate number of days that our vessels are off-hire due to any reason, excluding scheduled maintenance.
4. Fleet utilization is calculated by dividing the number of our operating days during a period by the number of our ownership days during that period.
5. Average number of vessels in the period is calculated by dividing ownership days in the period by the number of days in that period.
6. Time charter equivalent rate, or TCE rate, represents our charter revenues less commissions and voyage expenses during a period divided by the number of available days during such period.
7. Daily vessel operating expenses include the costs for crewing, insurance, lubricants, spare parts, provisions, stores, repairs, maintenance, statutory and classification expense, drydocking, intermediate and special surveys and other miscellaneous items. Daily vessel operating expenses are calculated by dividing vessel operating expenses for the relevant period by ownership days for such period.
8. Daily general and administrative expenses include daily management fees payable to our Manager and costs in relation to our operation as a public company. Daily general and administrative expenses are calculated by dividing general and administrative expenses for the relevant period by ownership days for such period.
9. Adjusted Net (loss)/income represents Net (loss)/income before loss on sale of assets, gain/(loss) on derivatives, gain on loan write-off, other operating income/(expense), early redelivery cost, impairment loss and gain/(loss) on foreign currency. Adjusted (Loss)/Earnings per share represents Adjusted Net (loss)/income less preferred dividend and preferred deemed dividend divided by the weighted average number of shares.

Adjusted Net (loss)/income and Adjusted (loss)/earnings per share are used as supplemental financial measures by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Company believes that these non-GAAP financial measures assist our management and investors by increasing the comparability of our performance from period to period. The Company believes that including these supplemental financial measures assists our management and investors in (i) understanding and analyzing the results of our operating and business performance, (ii) selecting between investing in us and other investment alternatives and (iii) monitoring our financial and operational performance in assessing whether to continue investing in us. The Company believes that Adjusted Net loss and Adjusted loss per share are useful in evaluating the Company's operating performance from period to period because the calculation of Adjusted Net loss generally eliminates the effects of loss on sale of assets, gain/(loss) on derivatives, gain on debt extinguishment and gain/(loss) on foreign currency, items which may vary from year to year and for different companies for reasons unrelated to overall operating performance. Adjusted Net income/(loss) and Adjusted Earnings/(loss) per share have limitations as analytical tools, and should not be considered in isolation, or as a substitute for analysis of the Company's results as reported under US GAAP. Adjusted Net Loss should not be considered as substitutes for net income and other operations data prepared in accordance with US GAAP or as a measure of profitability. While Adjusted Net income/(loss) and Adjusted Earnings/(loss) per share, are frequently used as measures of operating results and performance, they are not necessarily comparable to other similarly titled captions of other companies due to differences in methods of calculation. In evaluating Adjusted Net income/(loss) and Adjusted Earnings/(loss) per share, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of Adjusted Net Loss and Adjusted Loss per share should not be construed as an inference that our future results will be unaffected by the excluded items.

Daily Operational and G&A Expenses

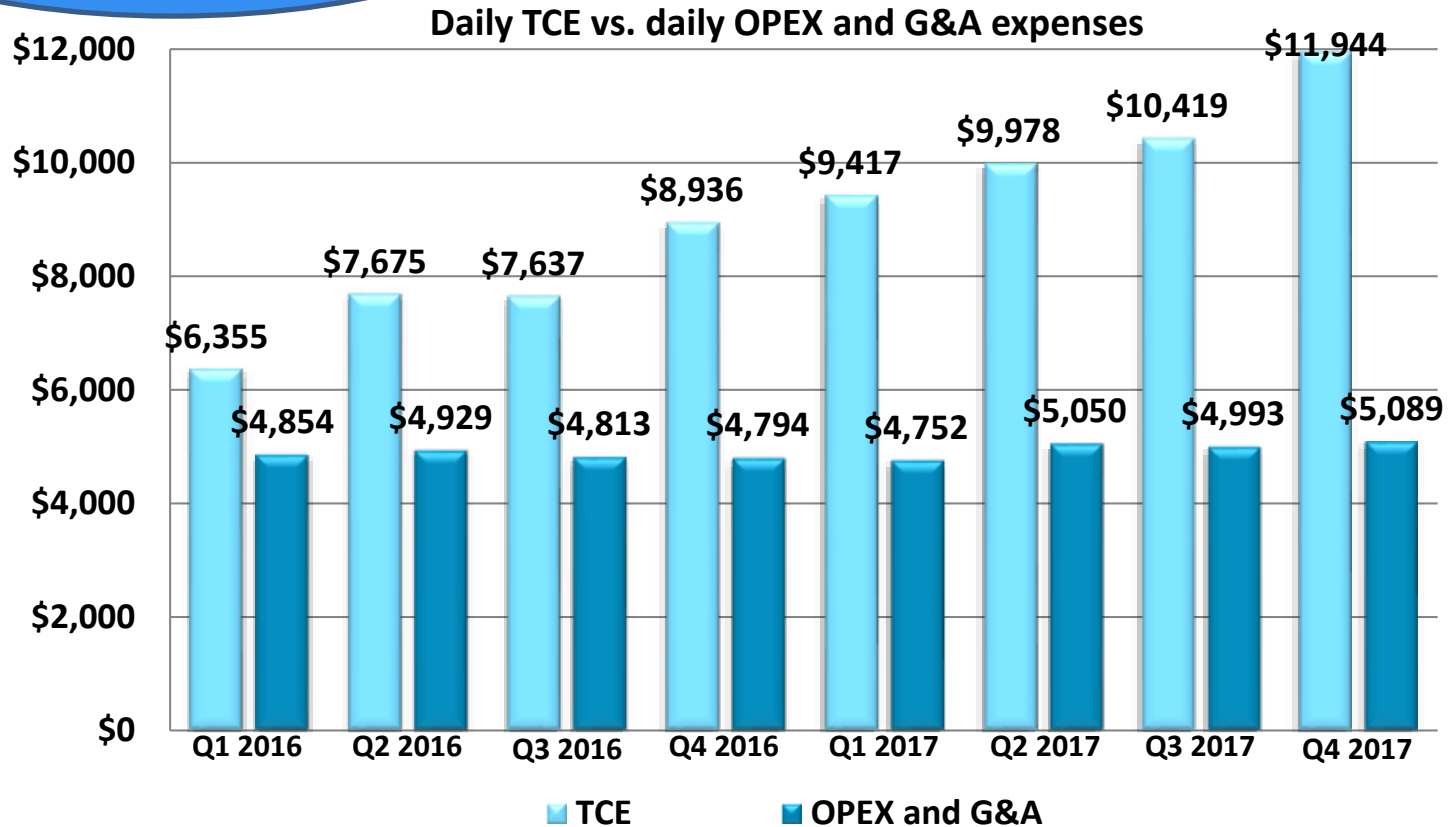


* Daily vessel operating expenses include the costs for crewing, insurance, lubricants, spare parts, provisions, stores, repairs, maintenance, statutory and classification expense, drydocking, intermediate and special surveys and other miscellaneous items. Daily vessel operating expenses are calculated by dividing vessel operating expenses for the relevant period by ownership days for such period. Daily general and administrative expenses include daily management fees payable to our Manager and costs in relation to our operation as a public company. Daily general and administrative expenses are calculated by dividing general and administrative expenses for the relevant period by ownership days for such period.

Operational Cash Flows

~\$1,450 average daily savings in 12M 2017 from daily Opex and daily G&A or
 ~\$20 million annualized savings vs. peers or ~ \$0.20 per share

- Daily OPEX include Dry-Docking costs and initial supplies
- Daily G&A include public company expenses & management fees



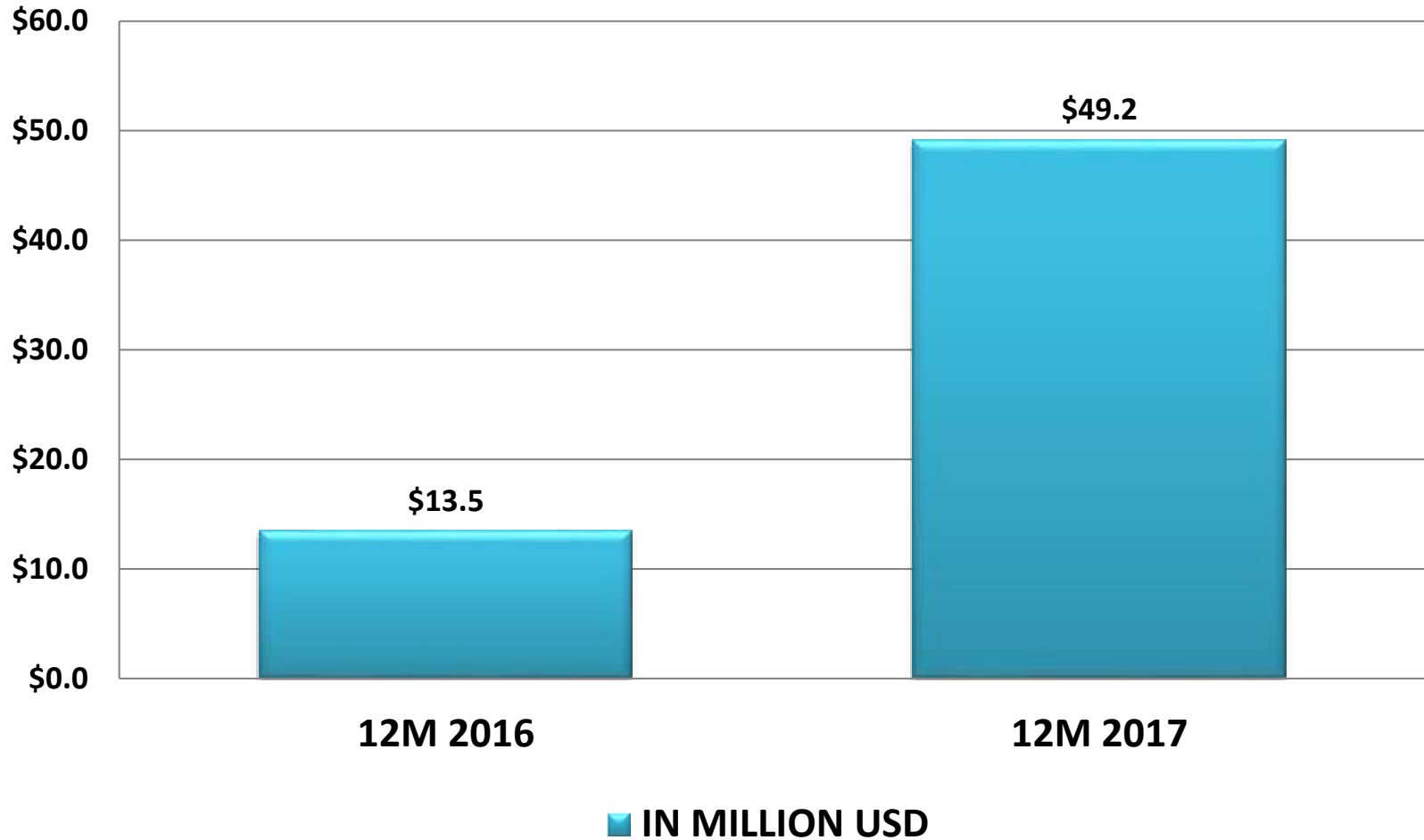
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*** Daily general and administrative expenses include daily management fees and daily costs in relation to operation as a public company. Daily general and administrative expenses are calculated by dividing general and administrative expenses for the relevant period by ownership days for such period.

Operational Cash Flows

NET CASH PROVIDED BY OPERATING ACTIVITIES





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