



Second Quarter 2013 Financial Results



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

Our Policies

Asset management policy

Chartering policy

Operations policy

Financing policy

Dividend policy

Track Record

**Risk
Management**

**Shareholders'
Reward**

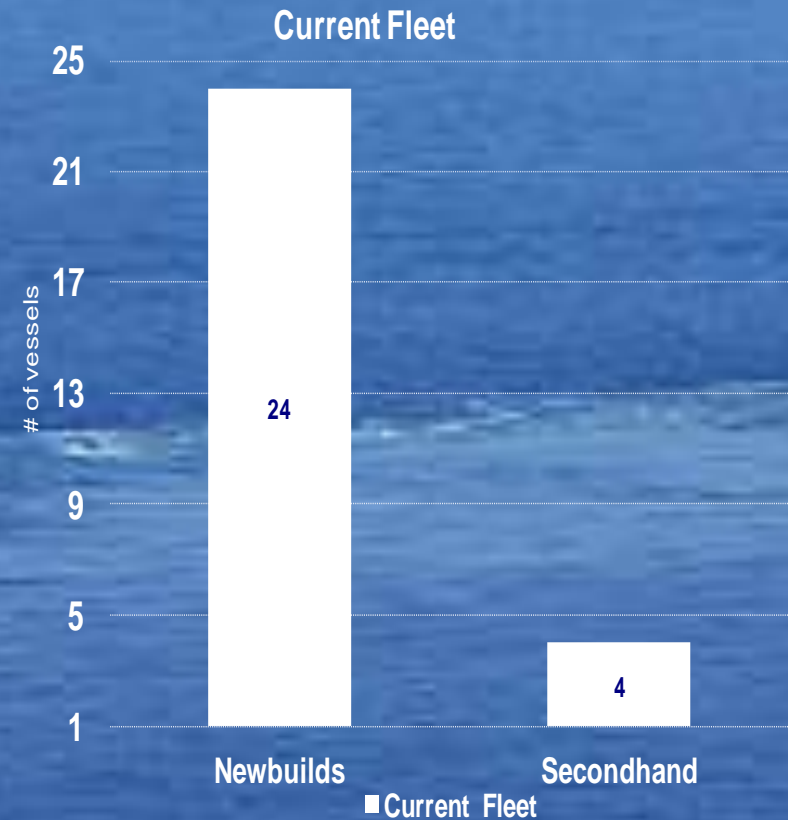
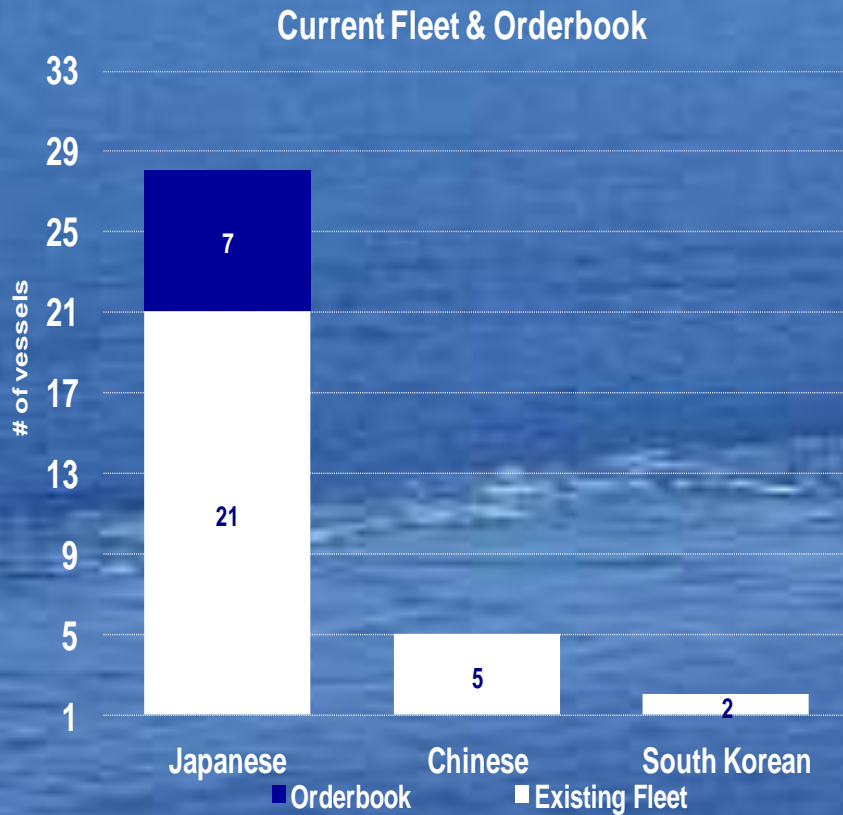
EXPANDING OUR BUSINESS

- ✓ Invest during the lower part of the shipping cycle
- ✓ Invest in high specifications, shallow drafted, eco-design newbuilds
- ✓ Opportunistically invest in secondhand vessels



ASSET MANAGEMENT

FLEET QUALITY

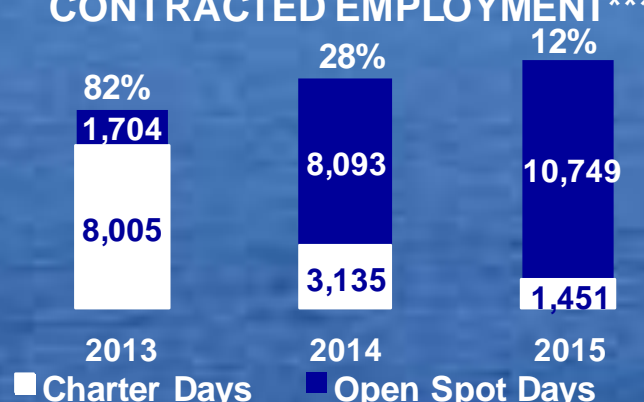


- ✓ Young modern fleet of 28 vessels
- ✓ 5.2 years average age as of August 19, 2013
- ✓ 6.1 years average fleet age upon all contracted deliveries through 2015

- ✓ Invest primarily in newbuilds of high specifications shallow drafted eco-design
- ✓ Opportunistically invest in secondhand vessels

FLEET EMPLOYMENT

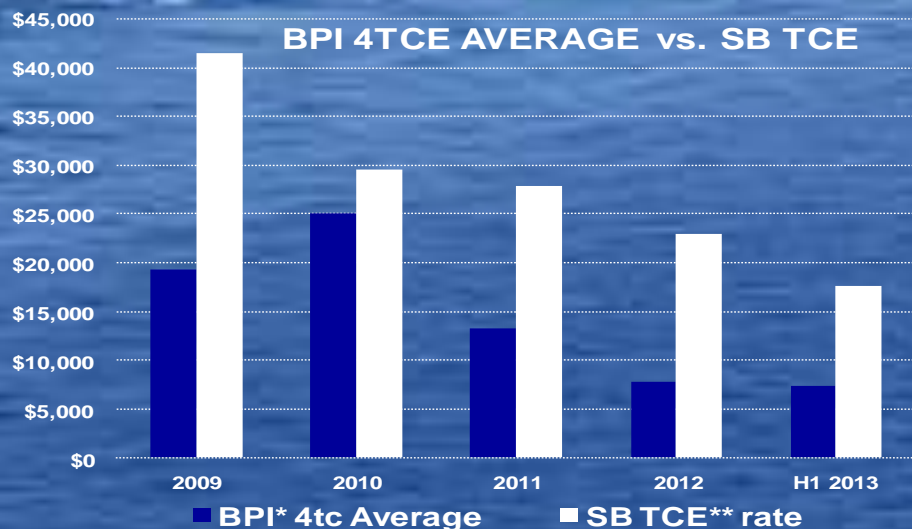
CONTRACTED EMPLOYMENT***



- ✓ Balance of long-term vs. spot charters
- ✓ Cooperation with established performing charterers
- ✓ Long-term period time charters provide visibility in future cash flows
- ✓ Selective early redeliveries receiving significant cash compensation reducing third party risk
- ✓ Substantial upside potential for the coming years
- ✓ Outperforming BPI

CHARTERING POLICY

BPI 4TCE AVERAGE vs. SB TCE



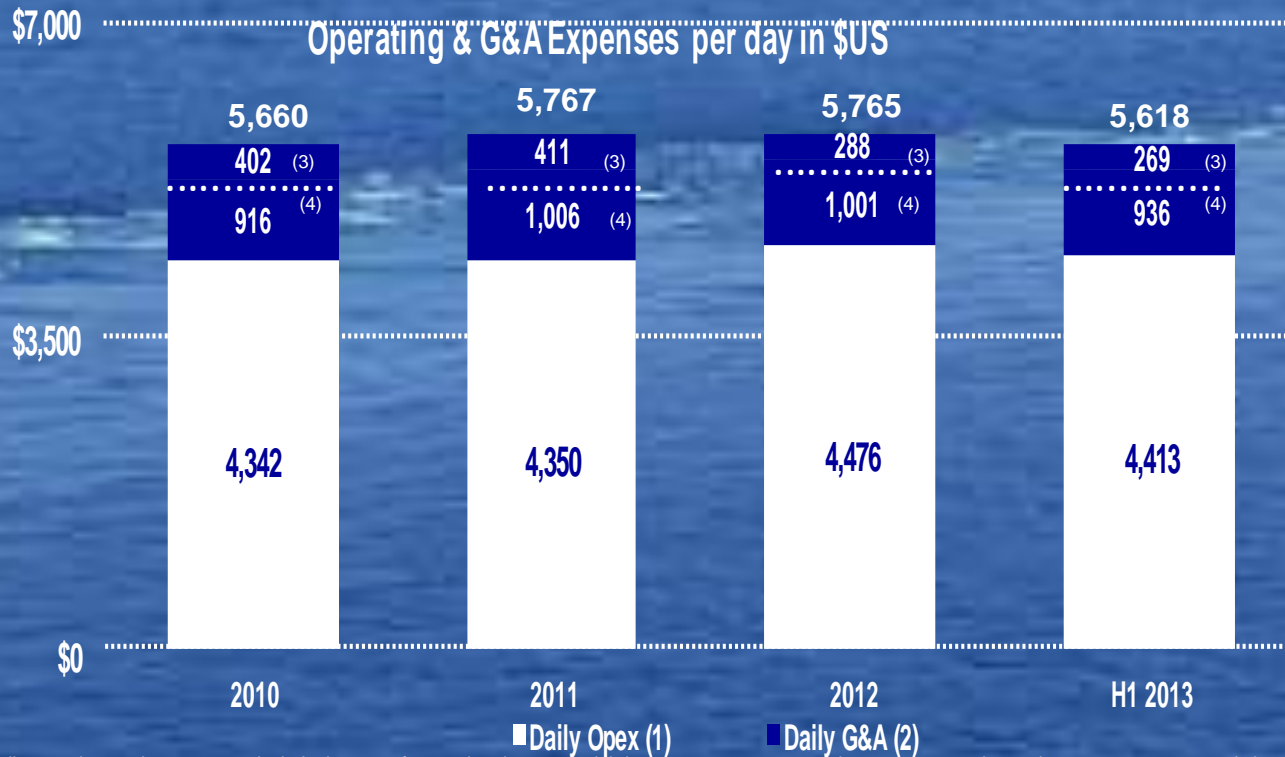
* Source Baltic Exchange

** Safe Bulkers data

*** Data as of August 19, 2013 and including vessels to be delivered that have already been chartered-out.

HOW DO WE RUN OUR BUSINESS?

- ✓ Hands-on approach
- ✓ Competitive operations compared to industry as demonstrated by our daily Opex and G&A
- ✓ High fleet utilization rate
- ✓ Experienced team in operations, technical support and newbuild supervision
- ✓ Sister-ship high quality vessels



(1) 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, tonnage taxes and other miscellaneous items. Daily vessel operating expenses are calculated by dividing vessel operating expenses by ownership days for the relevant period

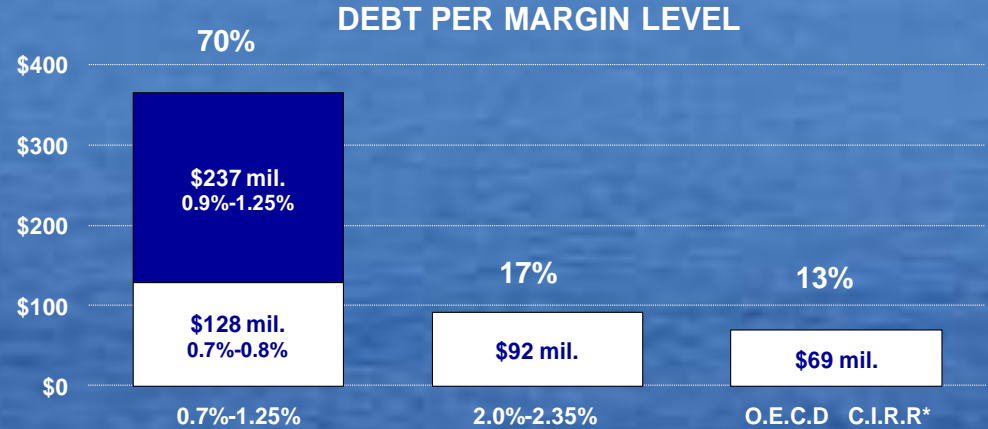
(2) Daily general and administrative expenses in US\$ include daily management fees and the costs payable to third parties in relation to our operation as public company defined below. Daily vessel general and administrative expenses are calculated by dividing general and administrative expenses by ownership days for the relevant period.

(3) Daily public company expenses include the costs payable to third parties in relation to our operation as public company divided by ownership days for the relevant period.

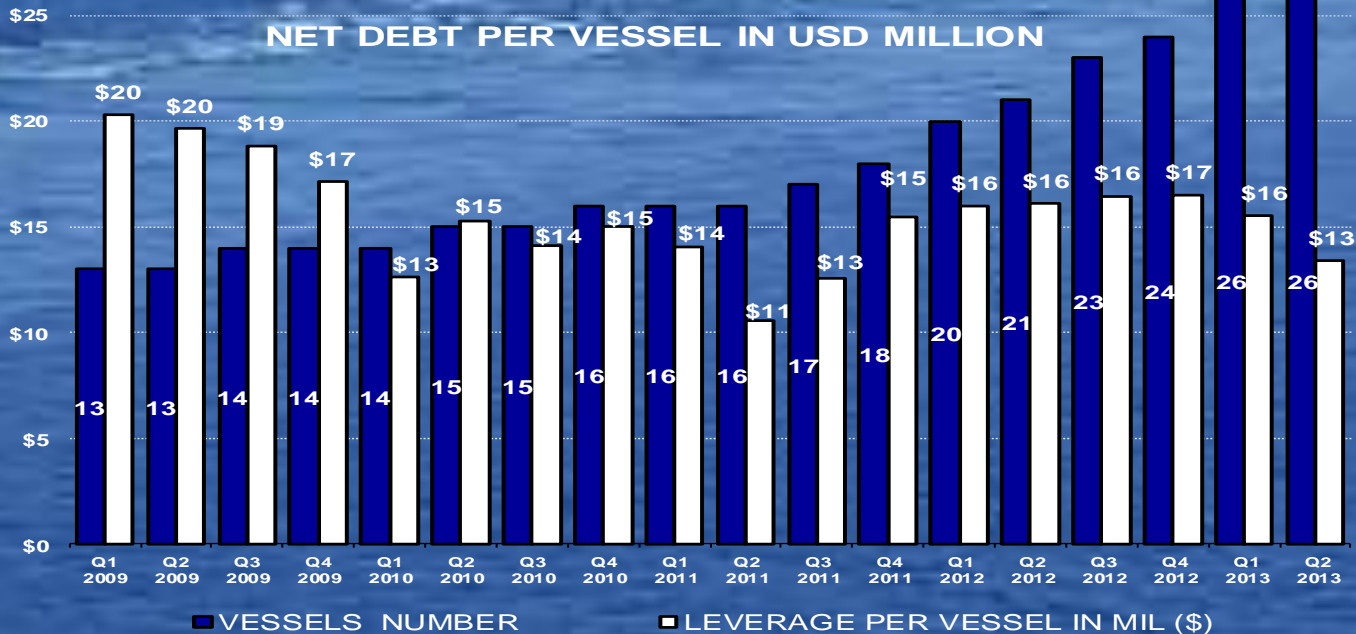
(4) Daily management fees include the fixed and the variable fees payable to our Manager divided by ownership days for the relevant period.

LEVERAGE

- ✓ Financing with equity and debt
- ✓ Equity from Follow-on Offerings of \$189m and retained earnings
- ✓ Deleverage
- ✓ Comply with financial covenants
- ✓ Maintain low financing costs



Data as of June 30, 2013. *Debt in OECD Commercial Interest Reference Rate; all-in weighted average interest rate of 3.4%

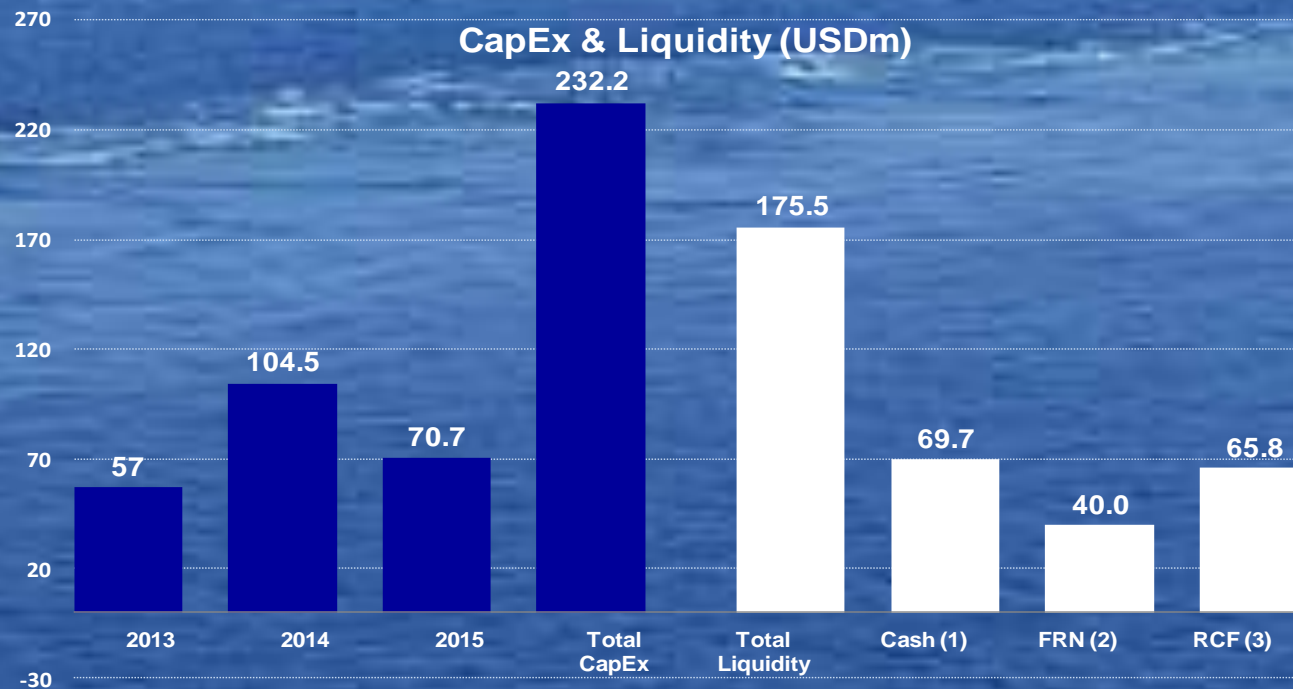


FINANCING POLICY

Data as of June 30, 2013. Net debt per vessel consists of total debt less cash, time deposits, restricted cash, long-term floating rate note and advances for newbuilds divided by number of vessels "in the water" as of quarter end. Assumption: Contracted value of newbuilds equals market value.

LIQUIDITY

- ✓ Strong balance sheet.
- ✓ Substantial liquidity to finance CapEx Program.
- ✓ Ability to raise additional indebtedness against 7 newbuilds and 1 second hand upon their delivery.
- ✓ Surplus from operations not accounted for.
- ✓ In July 2013, we took delivery of *MV Xenia* and *MV Zoe* and paid USD37.9m of CapEx.



Note: As of June 30, 2013

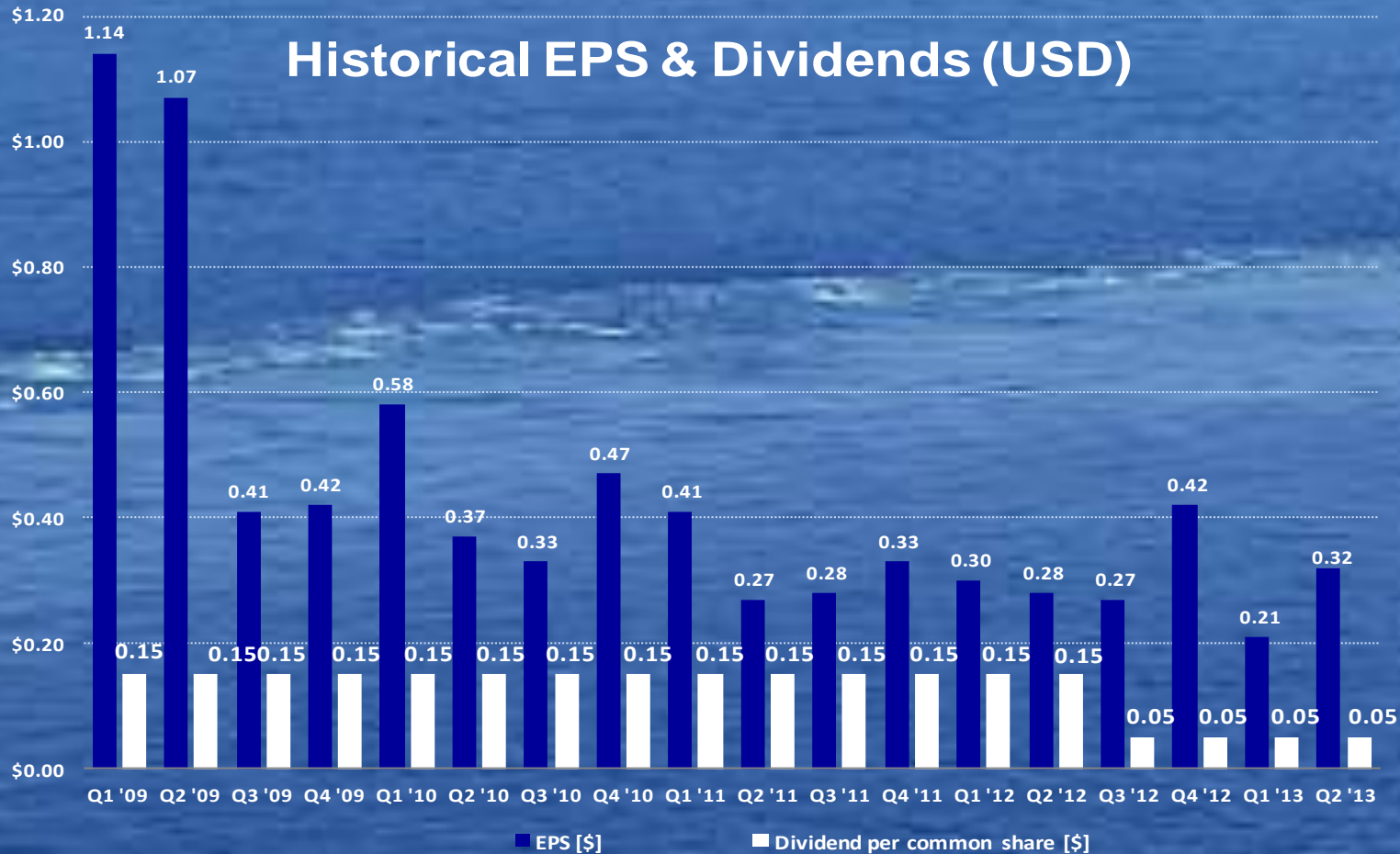
(1) Cash, short-term time deposits and restricted cash

(2) Remaining undrawn availability against our long-term floating rate note (FRN) of \$50 Million from which we may borrow up to 80% under certain conditions

(3) Available under existing revolving reducing credit facilities (RCF)

EPS AND DIVIDENDS

✓ \$191.3 million declared and paid in 20 Consecutive Quarterly Dividends since Company's IPO



DIVIDEND POLICY

The declaration and payment of dividends, if any, will always be subject to the discretion of the Board of Directors of the Company. The timing and amount of any dividends declared will depend on, among other things: (i) the Company's earnings, financial condition and cash requirements and available sources of liquidity, (ii) decisions in relation to the Company's growth strategies, (iii) provisions of Marshall Islands and Liberian law governing the payment of dividends, (iv) restrictive covenants in the Company's existing and future debt instruments and (v) global financial conditions. Accordingly, dividends might be reduced or not be paid in the future.

INDUSTRY FUNDAMENTALS

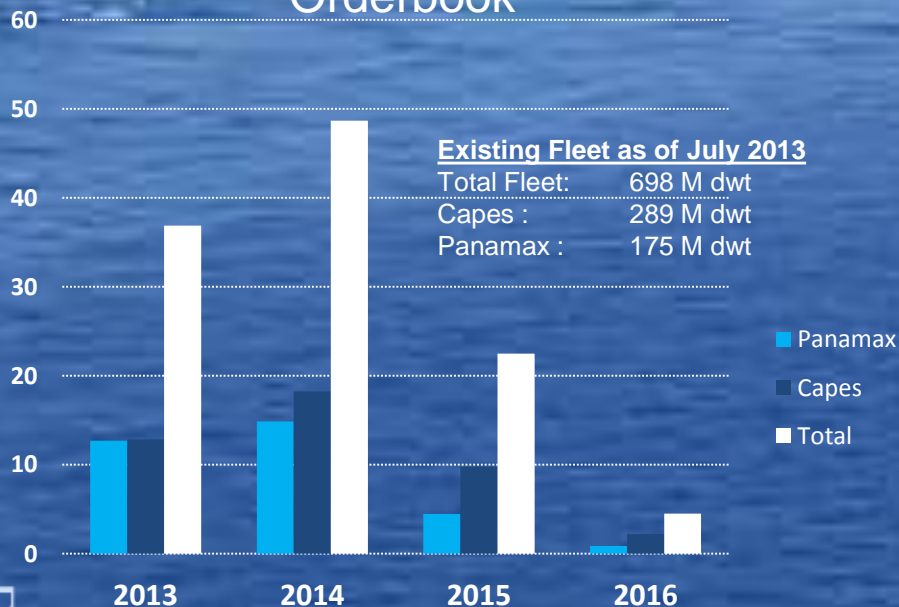
Supply

- **Order book declining 2014 onwards**
Net fleet increased by 10% in 2012 and 3,6% in the first seven months of 2013.
- **Scrapping activity reduces net fleet change**
34m dwt scrapped in 2012 and 14,5 m dwt scrapped in the first seven months of 2013
- **Second hand vessels' values picking up**
Baltic Exchange assessment for 5 years old ships indicate a sharp increase of almost 20pct since the beginning of 2013

Demand

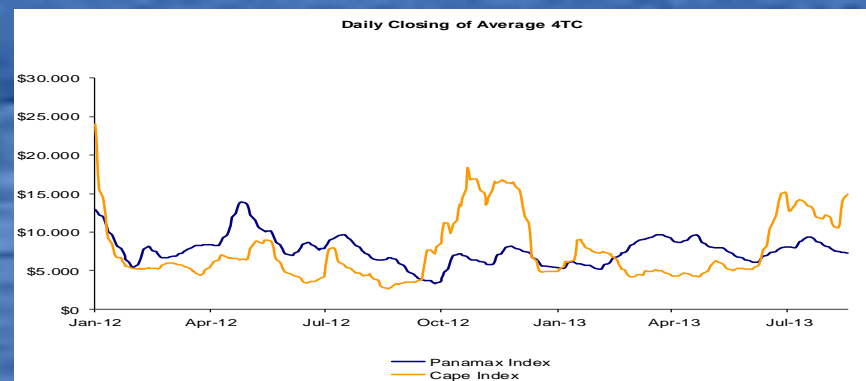
- Charter market has remained active and picked up for capes despite the summer period. Panamax rates are ranging between \$7,000 to \$9,000 for the first 8 months of 2013
- Capes outperformance is mainly attributed to the record imports of iron ore from China reaching 73,1 million tones for July 2013.
- Chinese steel production accelerated in July, causing iron ore imports to grow 26% YoY, while iron ore stockpiling remained low.

Orderbook



Existing Fleet as of July 2013

Total Fleet: 698 M dwt
Capes : 289 M dwt
Panamax : 175 M dwt



Iron Ore – China Imports

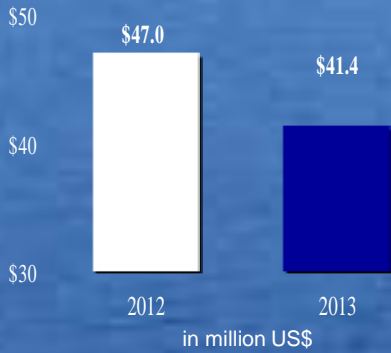


FINANCIAL SECTION

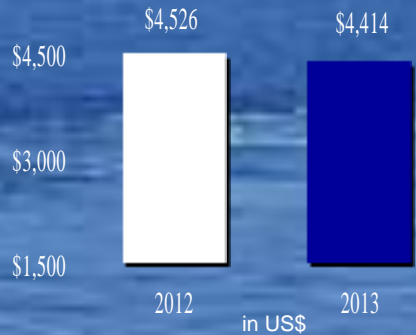


SELECTED QUARTERLY FINANCIAL HIGHLIGHTS

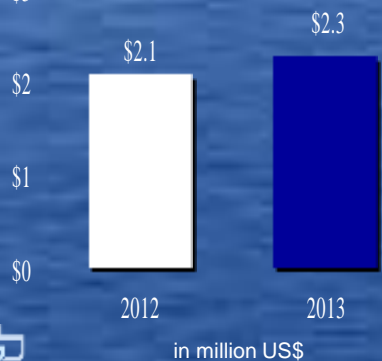
NET REVENUE



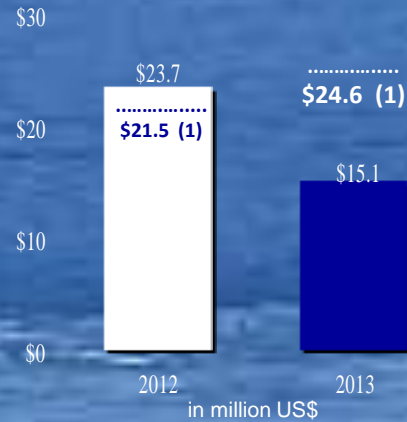
DAILY OPEX



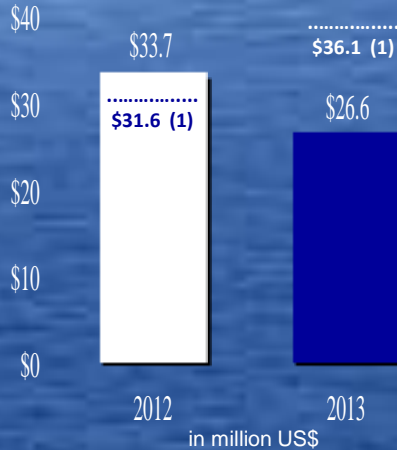
INTEREST EXPENSE



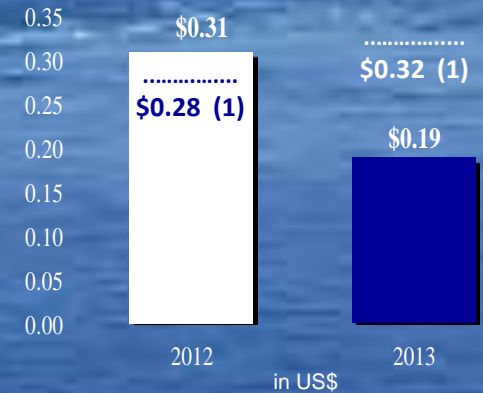
ADJUSTED NET INCOME (2)



ADJUSTED EBITDA (2)



ADJUSTED EPS (2)



(1) Non-Adjusted figures.

(2) For definition and reconciliation of Adjusted Net Income, EPS and EBITDA please refer to Slide 15.

FINANCIAL FUNDAMENTALS

(In thousands of U.S. Dollars except for share and per share data)

	Three-Months		Six-Months	
	Period Ended June 30,		Period Ended June 30,	
	2012	2013	2012	2013
<u>Net Income - Adjusted Net Income</u>				
Net Income	21,543	24,574	43,156	40,643
Less Early redelivery income	-	(7,050)	-	(7,050)
Plus Loss/(gain) on derivatives	2,127	(2,473)	3,368	(2,536)
Plus Foreign currency loss/(gain)	(10)	10	-	(26)
Adjusted Net Income	23,660	15,061	46,524	31,031
<u>EBITDA - Adjusted EBITDA</u>				
Net Income	21,543	24,574	43,156	40,643
Plus Net interest expense	1,799	2,054	3,343	4,358
Plus Depreciation	7,898	9,153	15,219	17,989
Plus Amortization	332	325	544	634
EBITDA	31,572	36,106	62,262	63,624
Less Early redelivery income	-	(7,050)	-	(7,050)
Plus (Gain)/loss on derivatives	2,127	(2,473)	3,368	(2,536)
Plus Foreign currency (gain)/Loss	(10)	10	-	(26)
ADJUSTED EBITDA	33,689	26,593	65,630	54,012
<u>EPS – Adjusted EPS</u>				
Net Income	21,543	24,574	43,156	40,643
Less Preferred dividend	-	151	-	151
Net Income available to common shareholders	21,543	24,423	43,156	40,492
Weighted average number of shares	76,653,848	76,679,328	74,261,399	76,676,422
EPS	0.28	0.32	0.58	0.53
Adjusted Net Income	23,660	15,061	46,524	31,031
Less Preferred dividend	-	151	-	151
Adjusted Net Income available to common shareholders	23,660	14,910	46,524	30,880
Adjusted EPS	0.31	0.19	0.63	0.40

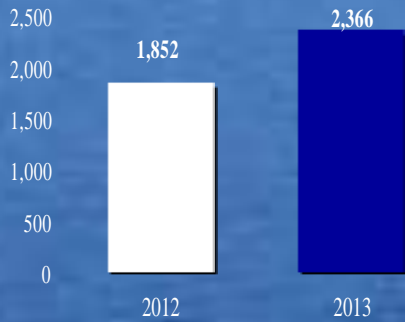
Adjusted Net Income represents net income before gain/(loss) on derivatives and foreign currency.
Adjusted Net Income available to Common Shareholders represents Adjusted Net Income less Preferred Dividend.

EBITDA represents net income before interest, income tax expense, depreciation and amortization. Adjusted EBITDA represents EBITDA before gain/(loss) on derivatives and foreign currency. EBITDA and adjusted EBITDA are not recognized measurements under US GAAP. EBITDA and adjusted EBITDA assist the Company's management and investors by increasing the comparability of the Company's fundamental performance from period to period and against the fundamental performance of other companies in the Company's industry that provide EBITDA and adjusted EBITDA information. The Company believes that EBITDA and adjusted EBITDA are useful in evaluating the Company's operating performance compared to that of other companies in the Company's industry because the calculation of EBITDA generally eliminates the effects of financings, income taxes and the accounting effects of capital expenditures and acquisitions and the calculation of adjusted EBITDA generally further eliminates the effects of early redelivery income/(cost) and gain/(loss) on derivatives and foreign currency, items which may vary for different companies for reasons unrelated to overall operating performance.

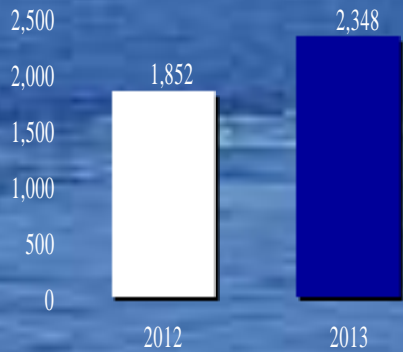
EBITDA, adjusted EBITDA, Adjusted Net Income, Adjusted Net Income available to Common Shareholders and Adjusted EPS have limitations as analytical tools, and should not be considered in isolation, or as a substitute for analysis of the Company's results as reported under US GAAP. EBITDA and adjusted EBITDA 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 EBITDA and adjusted EBITDA 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.

SELECTED QUARTERLY OPERATIONAL HIGHLIGHTS

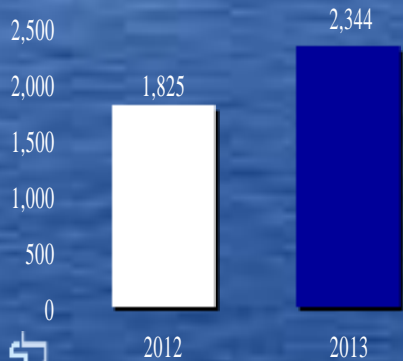
OWNERSHIP DAYS*



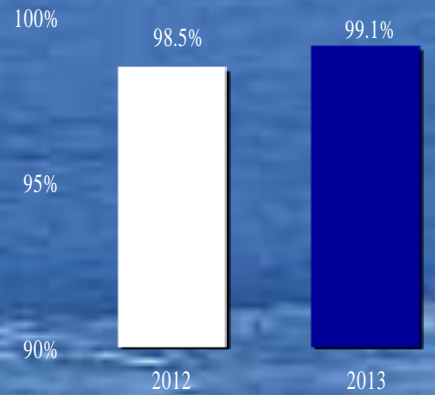
AVAILABLE DAYS*



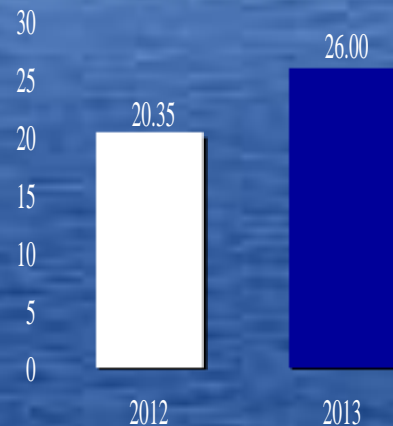
OPERATING DAYS*



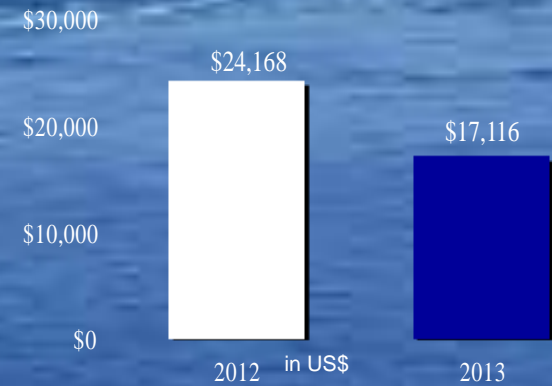
FLEET UTILIZATION*



AVERAGE NUMBER OF VESSELS IN PERIOD*



TIME CHARTER EQUIVALENT RATE*



(*) For definition and reconciliation of operational highlights please refer to Slide 17.

OPERATIONAL FUNDAMENTALS

	Three-Months Period Ended June 30,		Six-Months Period Ended June 30,	
	2012	2013	2012	2013
FLEET DATA				
Number of vessels at period's end	21	26	21	26
Average age of fleet (in years)	4.14	5.21	4.14	5.21
Ownership days (1)	1,852	2,366	3,570	4,613
Available days (2)	1,852	2,348	3,570	4,567
Operating days (3)	1,825	2,344	3,541	4,558
Fleet utilization (4)	98.5%	99.1%	99.2%	98.8%
Average number of vessels in the period (5)	20.35	26.00	19.62	25.49
 AVERAGE DAILY RESULTS				
Time charter equivalent rate (6)	\$ 24,168	\$ 17,116	\$ 24,516	\$ 17,600
Daily vessel operating expenses (7)	\$ 4,526	\$ 4,414	\$ 4,616	\$ 4,413
Daily general and administrative expenses (8)	\$1,333	\$1,234	\$1,345	\$1,205

- Ownership days represent the aggregate number of days in a period during which each vessel in our fleet has been owned by us.
- Available days represent 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.
- Operating days represent 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.
- 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.
- Average number of vessels in the period is calculated by dividing ownership days in the period by the number of days in that period.
- Time charter equivalent rates, or TCE rates, represent our charter revenues less commissions and voyage expenses during a period divided by the number of our available days during the period.
- 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 by ownership days for the relevant period.
- Daily general and administrative expenses include daily fixed and variable management fees payable to our Manager and daily costs payable to third parties in relation to our operation as a public company. Daily general and administrative expenses are calculated by dividing general and administrative expenses by ownership days for the relevant period.

DIVIDEND

COMMON STOCK

The Company's Board of Directors declared a cash dividend on the Company's common stock of \$0.05 per share payable on or about September 13, 2013, to shareholders of record at the close of trading of the Company's common stock on the New York Stock Exchange (the "NYSE") on September 3, 2013.

The Company has 76,682,148 shares of common stock issued and outstanding as of August 19, 2013.

PREFERRED SERIES B STOCK

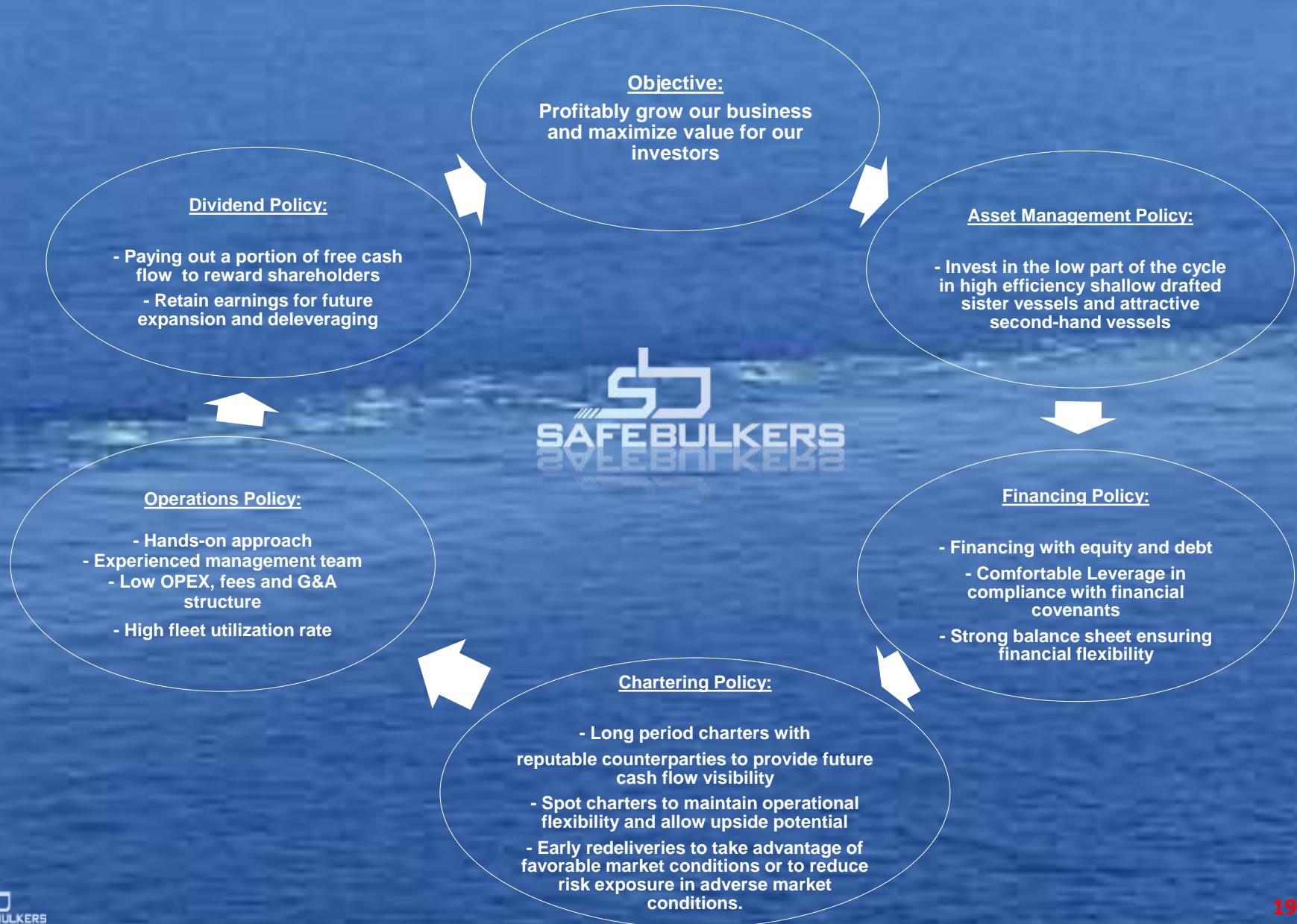
The Company's Board of Directors has declared a cash dividend of \$0.26111 per share on its 8.00% Series B Cumulative Redeemable Perpetual Preferred Shares (the "Series B Preferred Shares") (NYSE: SB.PR.B) for the period from June 13, 2013 to July 29, 2013. The dividend was paid on July 30, 2013 to all Series B preferred shareholders of record as of July 25, 2013.


The Company has 1,600,000 Series B Preferred Shares outstanding as of August 19, 2013.

DIVIDEND POLICY

The Board of Directors of the Company is continuing a policy of paying out a portion of the Company's free cash flow at a level it considers prudent in light of the current economic and financial environment. The declaration and payment of dividends, if any, will always be subject to the discretion of the Board of Directors of the Company. The timing and amount of any dividends declared will depend on, among other things: (i) the Company's earnings, financial condition and cash requirements and available sources of liquidity, (ii) decisions in relation to the Company's growth strategies, (iii) provisions of Marshall Islands and Liberian law governing the payment of dividends, (iv) restrictive covenants in the Company's existing and future debt instruments and (v) global financial conditions. Accordingly, dividends might be reduced or not be paid in the future.

CONSISTENT POLICIES





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THANK YOU