



DIANA SHIPPING INC.

We create to share

Financial Results for the
4th Quarter of 2021

February 25, 2022



Our Executives

*Semiramis
Paliou*



*Director &
Chief Executive Officer*

*Anastasios
Margaronis*



Director & President

*Ioannis
Zafirakis*



*Director,
Chief Financial Officer,
Chief Strategy Officer,
Secretary & Treasurer*

*Eleftherios
Papatrifon*



Chief Operating Officer

*Maria
Dede*



Chief Accounting Officer

Company's confidence stems from
our established track record

Forward Looking Statements

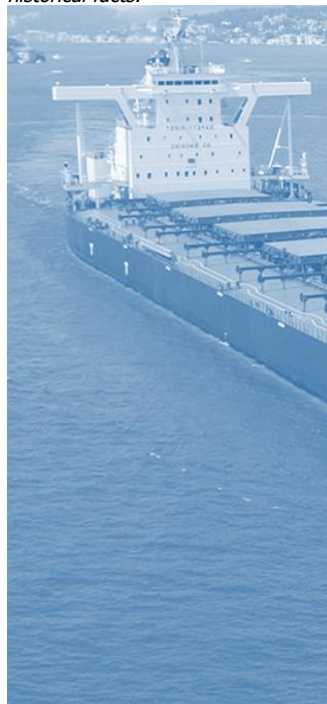
Cautionary statement regarding onward-looking statements

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The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe," "anticipate," "intend," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending" and similar expressions identify forward-looking statements. We undertake no obligation, except as required by law, to publicly update or revise any forward-looking statements contained in this presentation, whether as a result of new information, future events or otherwise.

The forward-looking statements in this presentation are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

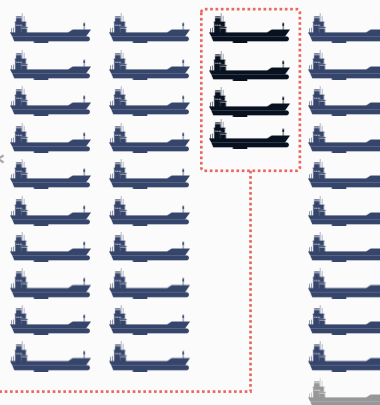
In addition to these important factors, other important factors that, in the Company's view, could cause actual results to differ materially from those discussed in the forward-looking statements include the severity, magnitude and duration of the continuing COVID-19 pandemic, including impacts of the pandemic and of businesses' and governments' responses to the pandemic on our operations, personnel, and on the demand for seaborne transportation of bulk products; the strength of world economies and currencies, general market conditions, including fluctuations in charter rates and vessel values, changes in demand for dry bulk shipping capacity, changes in the Company's operating expenses, including bunker prices, drydocking and insurance costs, the market for the Company's vessels, availability of financing and refinancing, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, vessel breakdowns and instances of off-hires and other factors. Please see the Company's filings with the U.S. Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties. The Company undertakes no obligation to revise or update any forward-looking statement, or to make any other forward-looking statements, whether as a result of new information, future events or otherwise



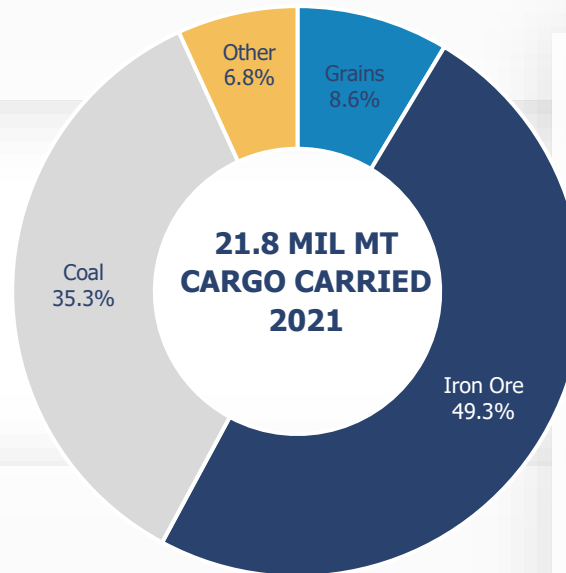
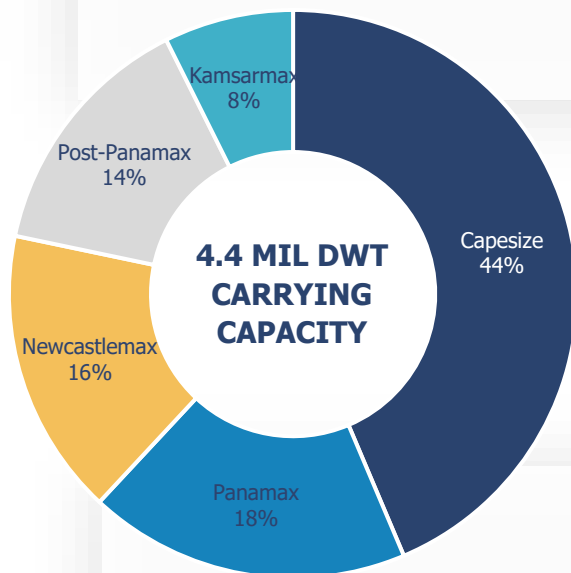
Diana's key points

34 vessels
in the water
+1 vessel TBD*

4 vessels
mortgage free**



99.1%
AVERAGE FLEET
UTILIZATION***



819****
people across
sea & ashore

- 32 vessels managed by Diana Shipping Services S.A.
- 2 vessels managed by Diana Wilhelmsen Management Limited

*m/v tbn. Florida expected to be delivered to the Company by the end of the first quarter of 2022.
**As of February 24, 2022
***For the year ended December 31, 2021
****As of December 31, 2021
Source: Company

Highlights of the 4th Quarter 2021 and recent developments

- In November 2021, completion of spin-off transaction of OceanPal Inc.
- In December 2021, repurchased 3,529,411 common shares at a price of \$4.25 per share
- In December 2021, agreed to acquire a Resale New-Building Capesize dry bulk vessel
- In January 2022, received approval for the listing of US\$125m previously issued Senior Unsecured Bond in Oslo Stock Exchange, effective in February 2022
- In February 2022, took delivery of the 2011 Japanese built Kamsarmax dry bulk vessel "Leonidas P. C."
- In February 2022, declared payment of a cash dividend in the amount of US\$0.20 per common share
- As of today, we have secured US\$184.0m contracted revenues for the 62% of the ownership days of the year 2022 and respectively we have secured US\$25.6m for the 8% of 2023

Financial Highlights for the 4th Quarter 2021

	Three months ended December 31,	
	2021	2020
TC Revenues	\$68.8m	\$42.7m
Earnings/(Loss) per common share, diluted	\$0.48	(\$0.10)

	December 31,	
	2021	2020
Cash, Cash Equivalents and Restricted cash	\$126.8m	\$82.9m
Long-term debt, net of deferred financing costs	\$423.7m	\$420.3m

Source: Company's filings with the U.S. Securities and Exchange Commission

Recent Chartering Activity

We secured charters on **13 vessels***

- **5** Panamax/Kamsarmax/Post-Panamax vessels chartered at a weighted average daily rate of **\$21,176** for a remaining average period of **343** days per vessel**
- **8** Capesize vessels chartered at a weighted average daily rate of **\$25,038** for a remaining average period of **369** days per vessel**

VESSEL	TYPE	BUILT	RATE	Q4/20	Q1/21	Q2/21	Q3/21	Q4/21	Q1/22	Q2/22	Q3/22	Q4/22	Q1/23	Q2/23	Q3/23	Q4/23
Seattle	Capesize	2011	\$26,500													
Semirio	Capesize	2007	\$19,700													
Newport News	Newcastlemax	2017	\$28,000													
Astarte	Kamsarmax	2013	\$21,500													
San Francisco	Newcastlemax	2017	\$30,500													
Leonidas P. C.	Kamsarmax	2011	\$24,500													
Aliki	Capesize	2005	\$24,500													
Los Angeles	Newcastlemax	2012	\$26,250													
Polymnia	Post-Panamax	2012	\$24,750													
Alcmene	Post-Panamax	2010	\$17,100													
Ismene	Panamax	2013	\$18,500													
G. P. Zafirakis	Capesize	2014	\$22,750													
Baltimore	Capesize	2005	\$10,500													

Previous Charter Period

Fixed Period **



*As of February 22, 2022

**Earliest redelivery date

Source: Company's filings with the U.S. Securities and Exchange Commission

Income Statement*

	Three months ended December 31,	
	2021	2020
	\$ Millions	\$ Millions
Time charter revenues	68.8	42.7
<u>Expenses</u>		
Voyage expenses	0.8	3.0
Vessel operating expenses	18.2	22.4
Depreciation and amortization of deferred charges	10.1	10.3
General and administrative expenses	8.1	7.0
Management fees to related party	0.2	0.5
Vessel impairment charges	-	1.9
Other expense/(gain)	0.3	(0.4)
Operating income/(loss)	31.1	(2.1)
Other Income / (Expenses)		
Interest expense and finance costs	(5.2)	(4.6)
Interest and other income	0.1	-
(Loss)/gain on related party investments	15.2	(0.7)
Total other income/(expenses), net	10.1	(5.3)
Net Income/(Loss)	41.1	(7.4)
Dividends on series B preferred shares	(1.4)	(1.4)
Net Income/(Loss) attributed to common stockholders	39.7	(8.9)
Earnings/(loss) per common share, basic	0.51	(0.10)
Earnings/(Loss) per common share, diluted	0.48	(0.10)

*The statement may include rounding differences
Source: Company's filings with the U.S. Securities and Exchange Commission

Income Statement*

	Year ended December 31,	
	2021	2020
	\$ Millions	\$ Millions
Time charter revenues	214.2	169.7
<u>Expenses</u>		
Voyage expenses	5.6	13.5
Vessel operating expenses	74.8	85.8
Depreciation and amortization of deferred charges	40.5	43.0
General and administrative expenses	29.2	32.8
Management fees to related party	1.4	2.0
Vessel impairment charges	-	104.4
(Gain)/Loss on sale of vessels	(1.4)	1.1
Other expense/(gain)	0.6	(0.2)
Operating income/(loss)	<u>63.5</u>	<u>(112.7)</u>
<u>Other Income/(Expenses)</u>		
Interest expense and finance costs	(20.2)	(21.5)
Interest and other income	0.2	0.7
(Loss)/gain on extinguishment of debt	(1.0)	0.4
(Loss)/gain on related party investments	14.9	(1.1)
Total other expenses, net	<u>(6.1)</u>	<u>(21.5)</u>
<u>Net Income/(Loss)</u>	<u>57.4</u>	<u>(134.2)</u>
Dividends on series B preferred shares	(5.8)	(5.8)
<u>Net Income/(Loss) attributed to common stockholders</u>	<u>51.6</u>	<u>(140.0)</u>
<u>Earnings/(Loss) per common share, basic</u>	<u>0.64</u>	<u>(1.62)</u>
<u>Earnings/(Loss) per common share, diluted</u>	<u>0.61</u>	<u>(1.62)</u>

*The statement may include rounding differences
Source: Company's filings with the U.S. Securities and Exchange Commission

Balance Sheet*

- As of December 31, 2021
\$424 million Total Debt**
- \$127 million of Cash***
- Net Debt of \$305 million

	December 31, 2021	2020
<u>Assets</u>	\$ Millions	\$ Millions
Cash, cash equivalents and restricted cash	126.8	82.9
Other current assets	15.6	41.8
Vessels, net	643.5	716.2
Other fixed assets, net	39.1	21.7
Investments in related parties	7.6	-
Other non-current assets	9.6	9.9
Total Assets	842.2	872.4
<u>Liabilities and Stockholders' Equity</u>		
Long-term debt, net of deferred financing costs	423.7	420.3
Other liabilities	25.1	23.5
Total stockholders' equity	393.4	428.6
Total Liabilities and Stockholders' Equity	842.2	872.4

*The statement may include rounding differences

**Net of deferred financing costs of \$8.2 million.

***Includes \$16.5 million restricted cash.

Source: Company's filings with the U.S. Securities and Exchange Commission

Summary of Selected Financial & Other Data

Three months ended December 31,

	2021	2020
Statement of Operations Data	(\$ Millions)	(\$ Millions)
Time charter revenues	68.8	42.7
Voyage expenses	0.8	3.0
Vessel operating expenses	18.2	22.4
Net income/(loss)	41.1	(7.4)
Net income/(loss) attributed to common stockholders	39.7	(8.9)
Fleet data		
Average number of vessels	35.0	40.0
Number of vessels	33.0	40.0
Weighted average age of vessels	10.4	10.2
Ownership days	3,216	3,680
Available days	3,184	3,623
Operating days	3,171	3,610
Fleet utilization	99.6%	99.6%
Average Daily Results	(US\$)	(US\$)
Time charter equivalent (TCE) rate*	21,364	10,940
Daily vessel operating expenses**	5,657	6,089

*Time charter equivalent rates, or TCE rates, are defined as our time charter revenues less voyage expenses during a period divided by the number of our available days during the period, which is consistent with industry standards. Voyage expenses include port charges, bunker (fuel) expenses, canal charges and commissions. TCE is a non-GAAP measure. TCE rate is a standard shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charter hire rates for vessels on voyage charters are generally not expressed in per day amounts while charter hire rates for vessels on time charters are generally expressed in such amounts.

**Daily vessel operating expenses, which include crew wages and related costs, the cost of insurance, expenses relating to repairs and maintenance, the costs of spares and consumable stores, tonnage taxes and other miscellaneous expenses, are calculated by dividing vessel operating expenses by ownership days for the relevant period.

Source: Company's filings with the U.S. Securities and Exchange Commission

Summary of Selected Financial & Other Data

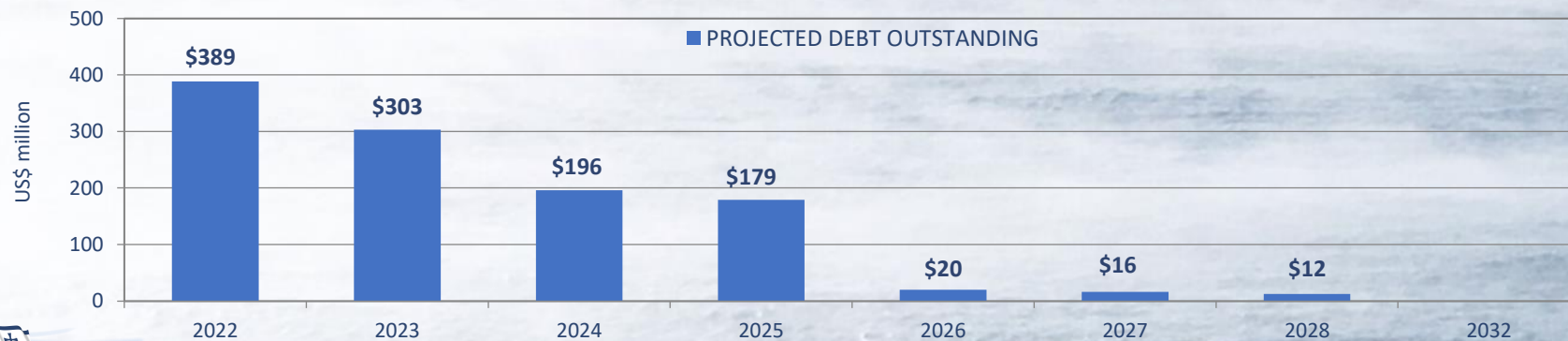
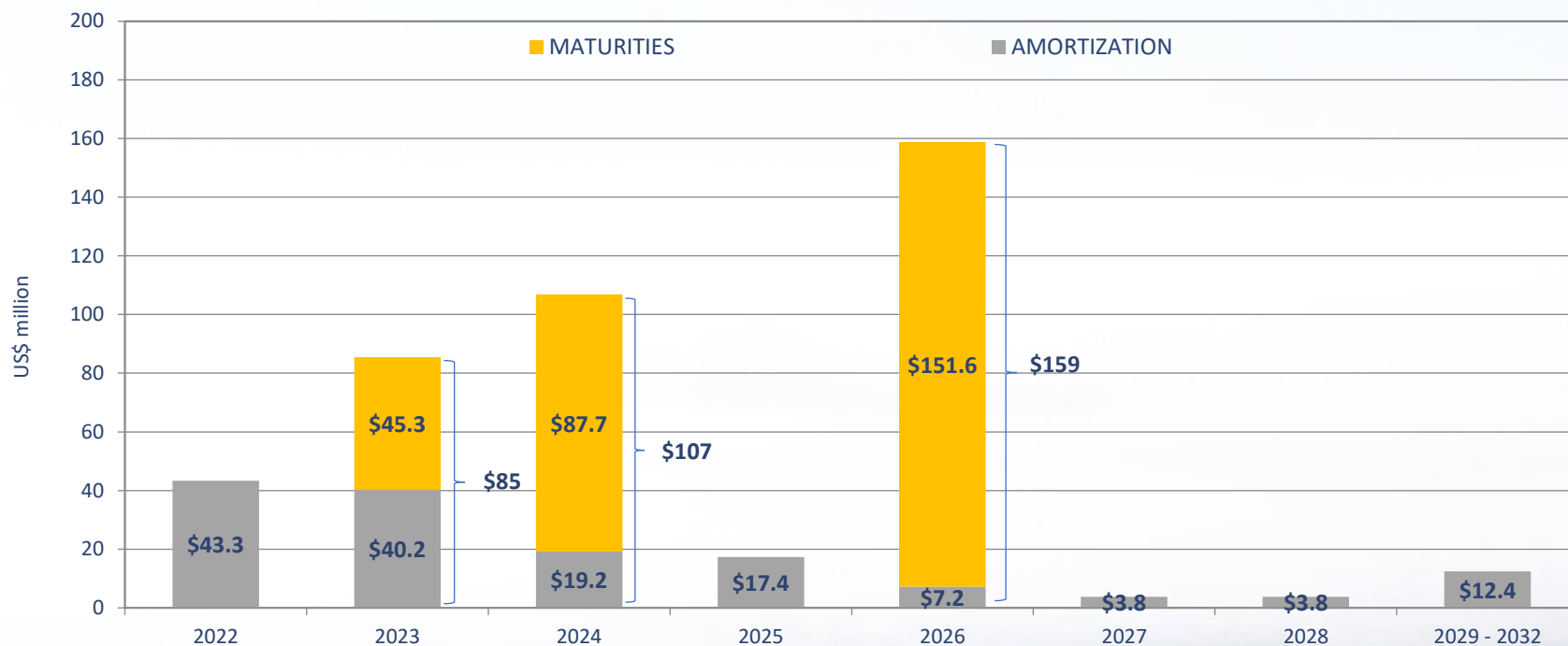
	Year ended December 31,	
	2021	2020
Statement of Operations Data	(\$ Millions)	(\$ Millions)
Time charter revenues	214.2	169.7
Voyage expenses	5.6	13.5
Vessel operating expenses	74.8	85.8
Net income/(loss)	57.4	(134.2)
Net income/(loss) attributed to common stockholders	51.6	(140.0)
Fleet data		
Average number of vessels	36.6	40.8
Number of vessels	33.0	40.0
Weighted average age of vessels	10.4	10.2
Ownership days	13,359	14,931
Available days	13,239	14,318
Operating days	13,116	14,020
Fleet utilization	99.1%	97.9%
Average Daily Results	(US\$)	(US\$)
Time charter equivalent (TCE) rate*	15,759	10,910
Daily vessel operating expenses**	5,596	5,750

*Time charter equivalent rates, or TCE rates, are defined as our time charter revenues less voyage expenses during a period divided by the number of our available days during the period, which is consistent with industry standards. Voyage expenses include port charges, bunker (fuel) expenses, canal charges and commissions. TCE is a non-GAAP measure. TCE rate is a standard shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charter hire rates for vessels on voyage charters are generally not expressed in per day amounts while charter hire rates for vessels on time charters are generally expressed in such amounts.

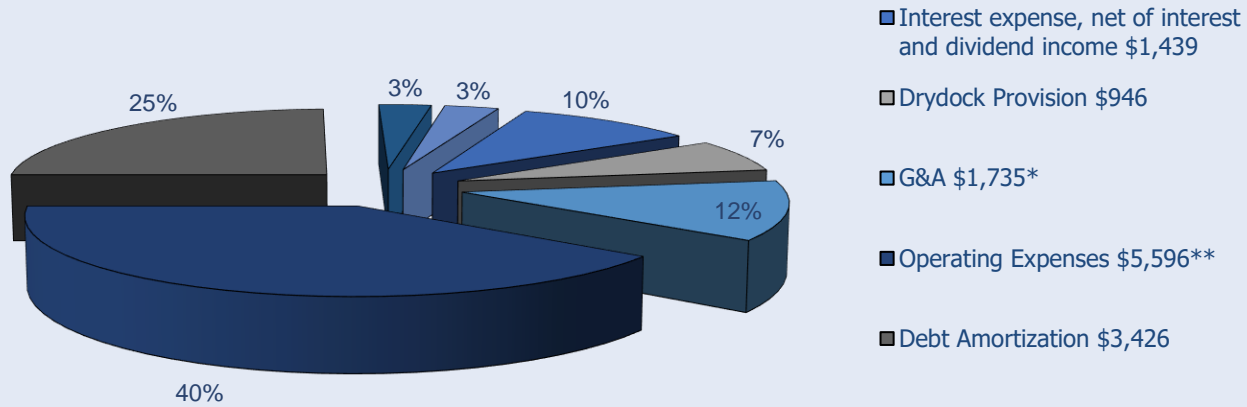
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Source: Company's filings with the U.S. Securities and Exchange Commission

Current Debt Amortization Profile



Modest All-in Breakeven Costs



**Per Day
Per Vessel**

**Free Cash Flow
Breakeven
=\$13,991**

As of February 22, 2022	2022	2023
Average Daily Time Charter Rate of Fixed Revenues***	\$23,369	\$24,689
% of Total Fixed Days	62%	8%

Non-speculative & disciplined employment strategy

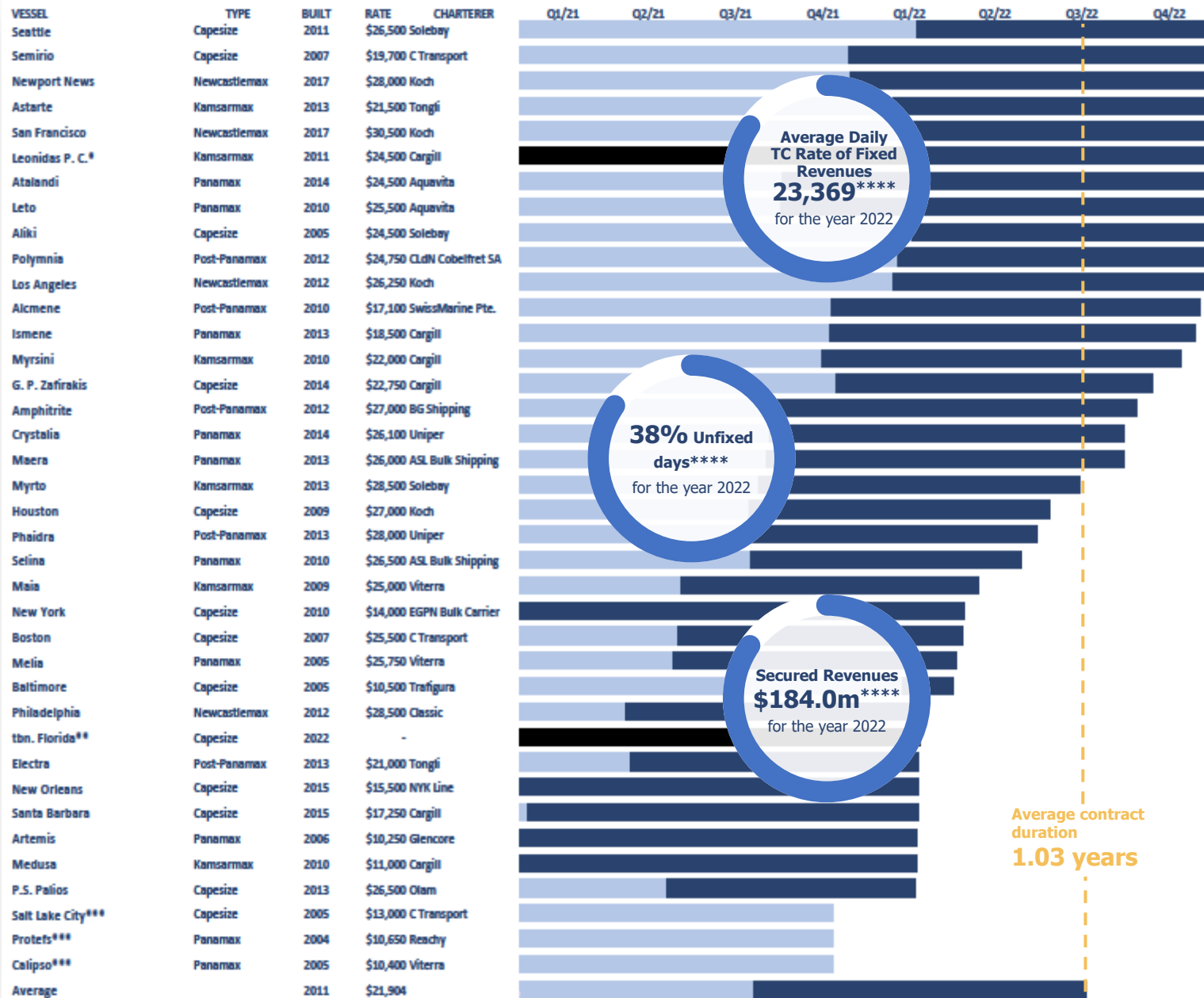
*Vessel was delivered to the Company on February 16, 2022.

**Expected date of delivery to the Company by the end of the first quarter of 2022.

***Vessel was delivered to her new owners on November 29, 2021.

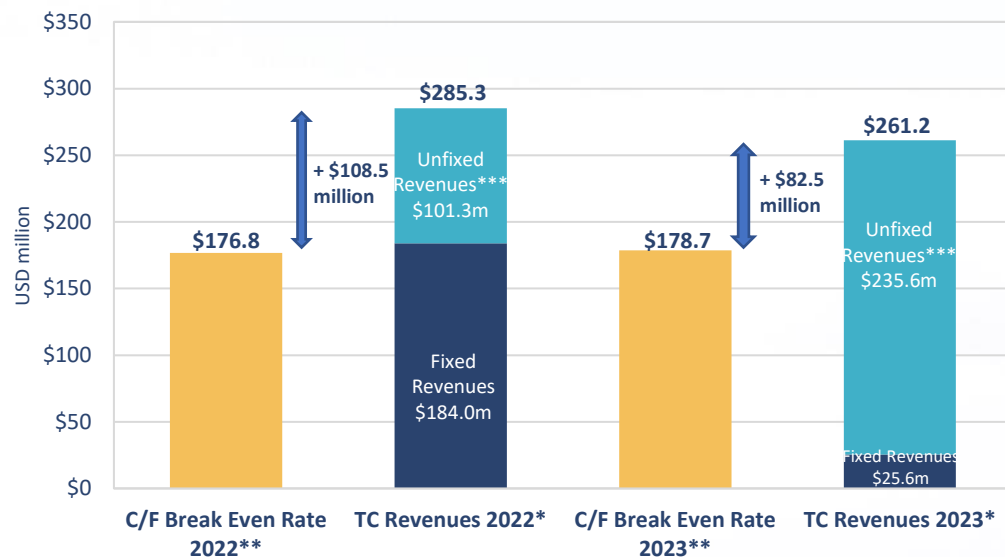
****As of February 22, 2022

Source: Company

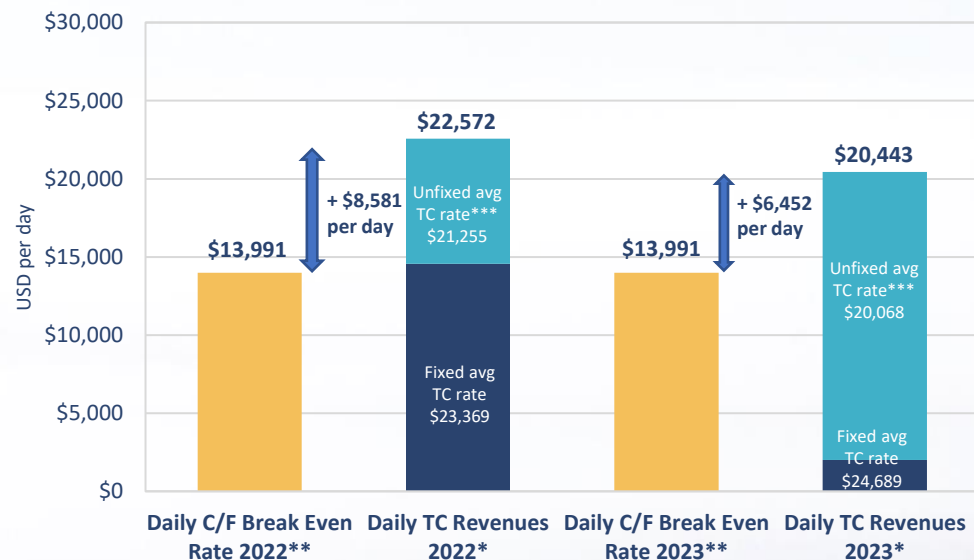


Breakeven vs Estimated Revenue for 2022 & 2023*

Estimated Cash Uses vs TC Revenues



Daily Estimated Cash Uses vs Daily TC Revenues



FFA rates**** used for the unfixed revenues calculation

	Panamax	Kamsarmax	Post-Panamax	Capesize	Newcastlemax
Q1 2022	\$21,875	\$23,211	\$21,875	\$15,676	\$18,811
Q2 2022	\$23,371	\$24,707	\$23,371	\$21,804	\$26,165
Q3 2022	\$22,054	\$23,390	\$22,054	\$27,036	\$32,443
Q4 2022	\$19,996	\$21,332	\$19,996	\$26,107	\$31,328
Q1 2023	\$15,514	\$16,850	\$15,514	\$16,021	\$19,225
Q2 2023	\$16,079	\$17,415	\$16,079	\$17,386	\$20,863
Q3 2023	\$16,457	\$17,793	\$16,457	\$21,443	\$25,732
Q4 2023	\$17,778	\$19,114	\$17,778	\$21,866	\$26,239

* As of February 21, 2022

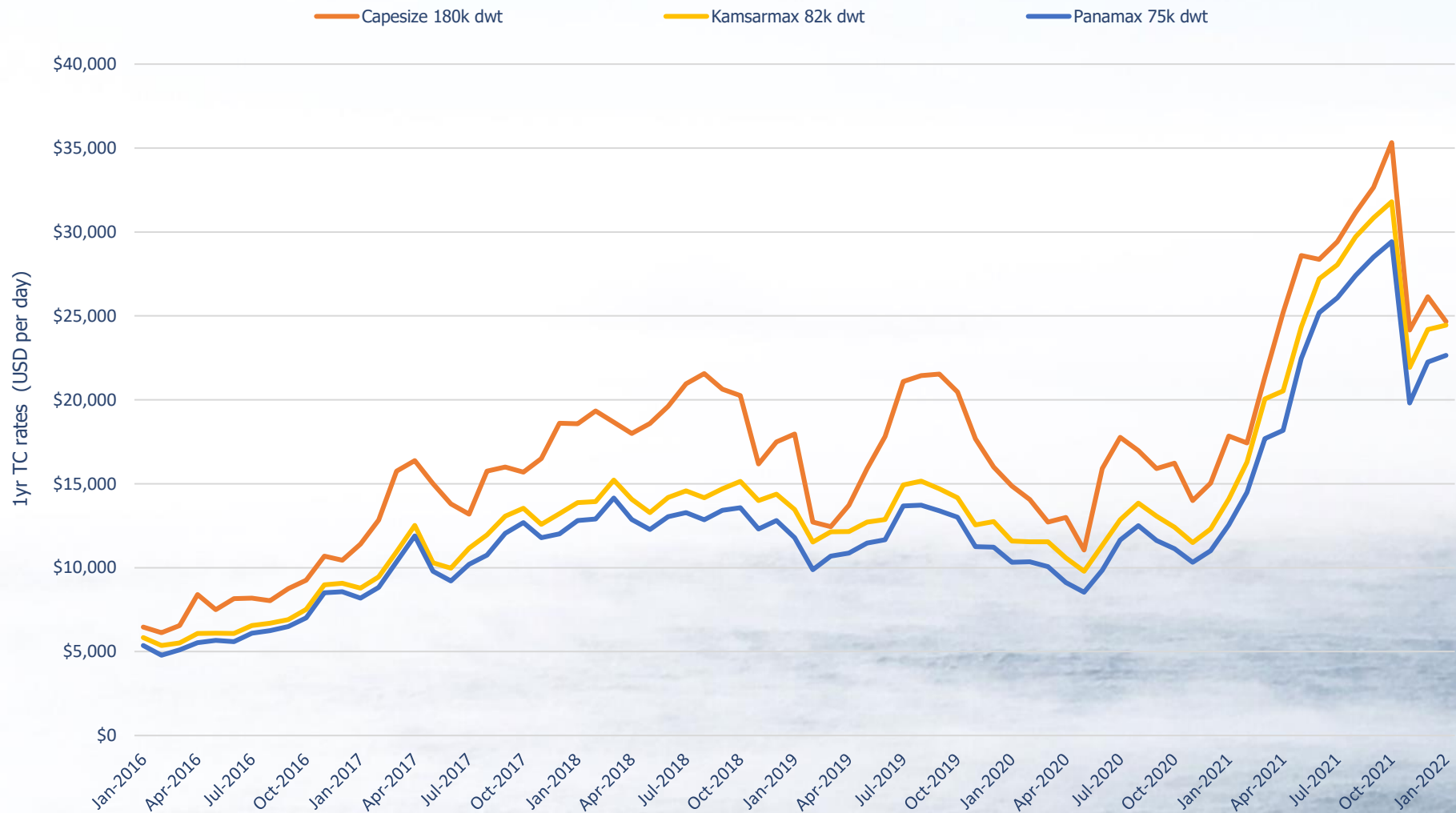
** As of December 31, 2021 (slide 14)

*** Assumes vessels fixed for 12 months upon redelivery to owners from previous charter

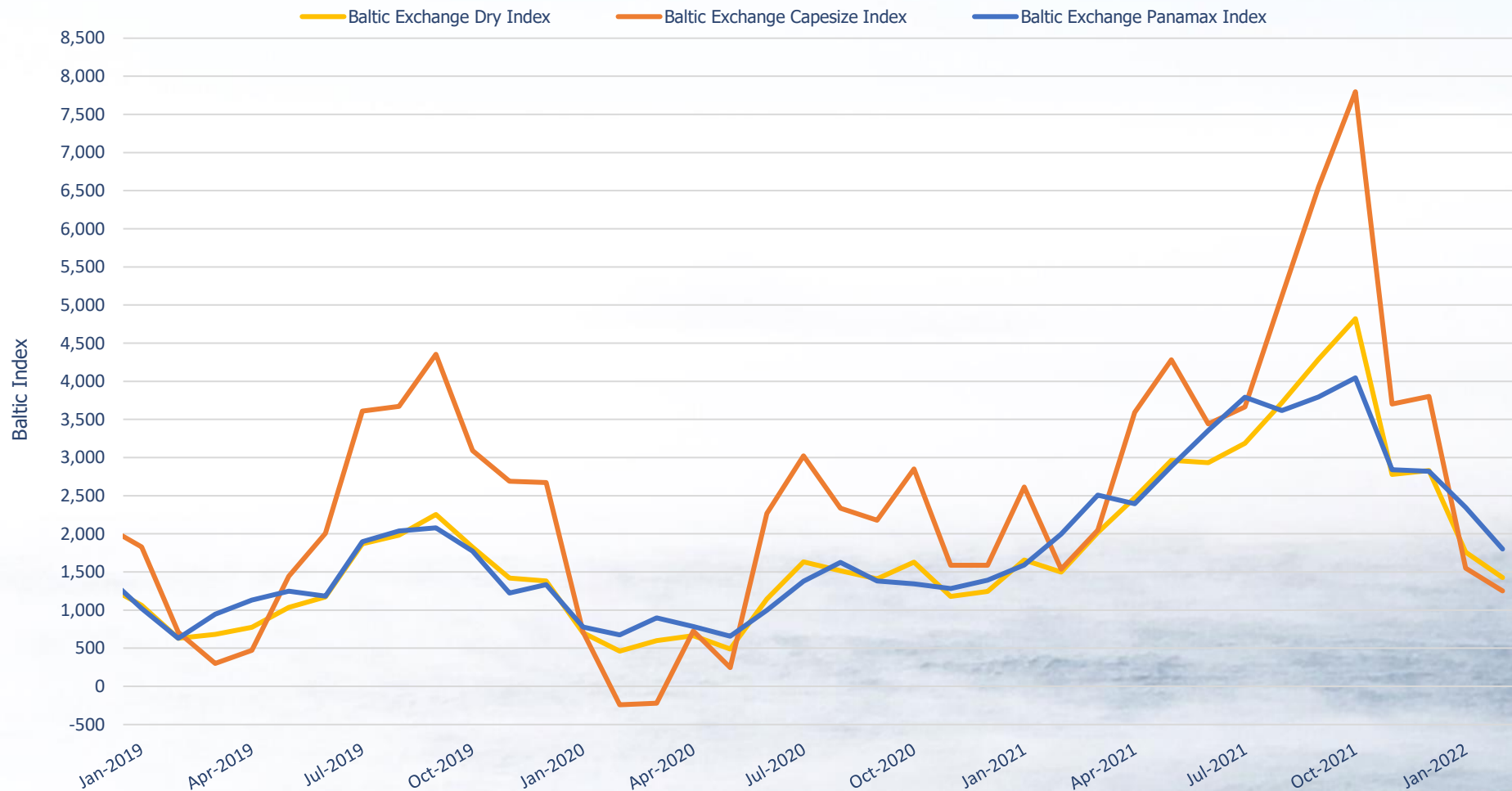
**** As of January 12, 2022

Source: Company's filings with the U.S. Securities and Exchange Commission

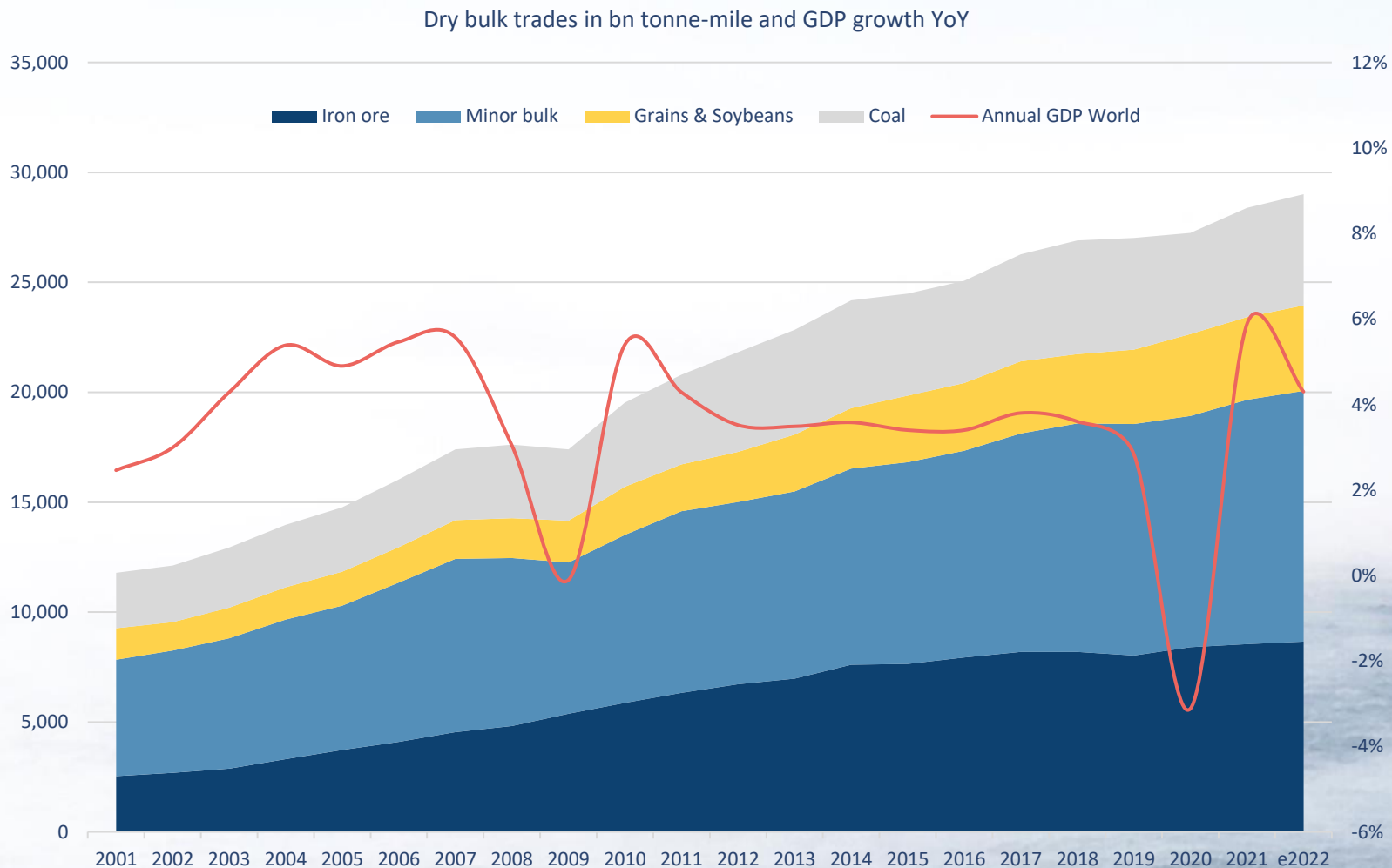
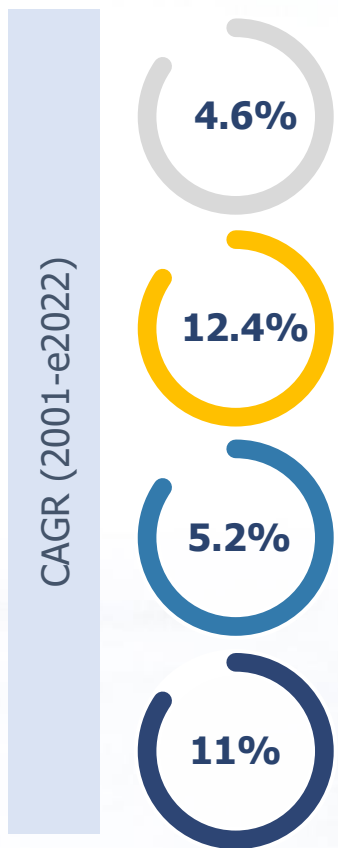
Dry Bulk Market Overview



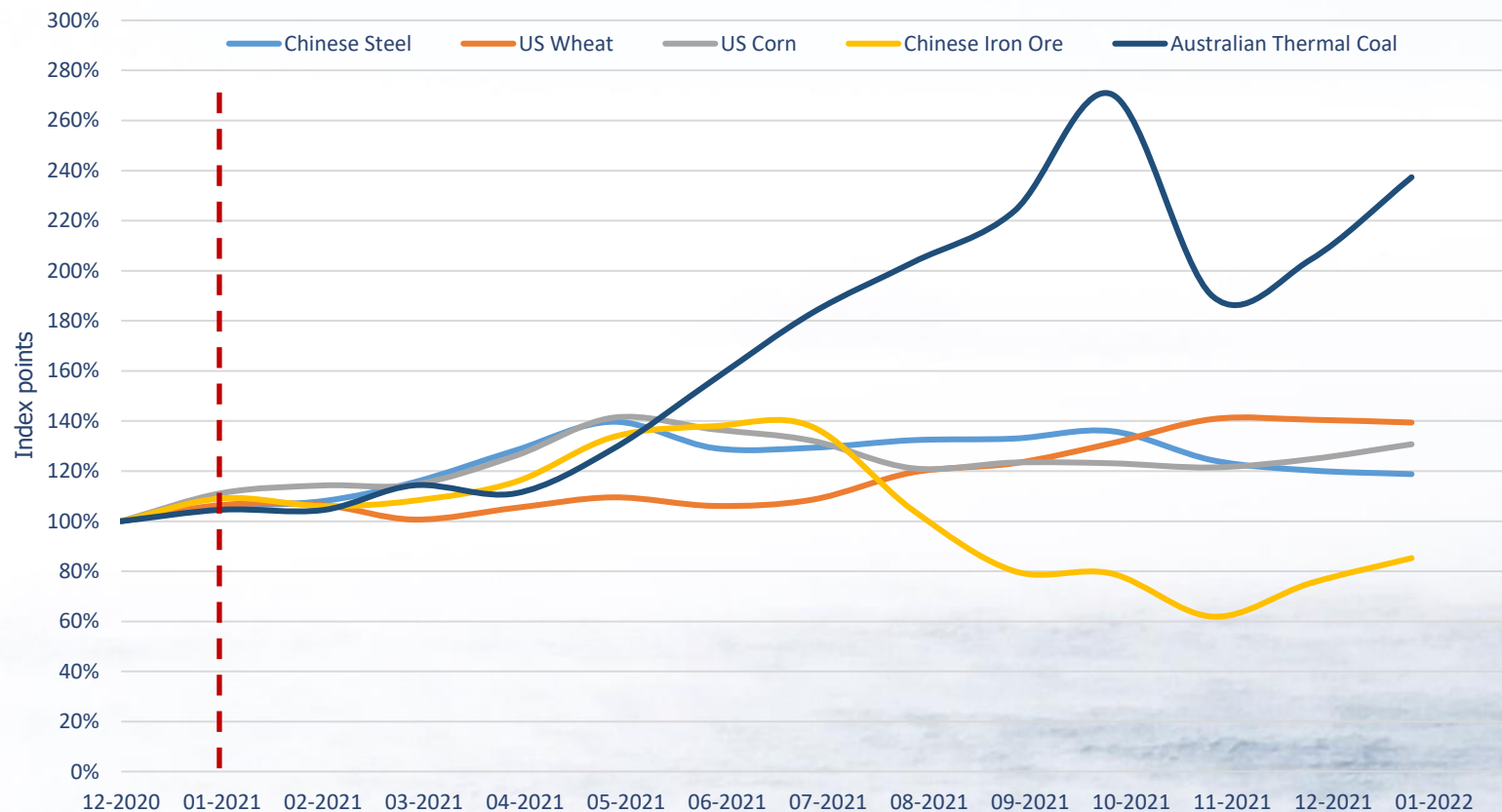
Dry Bulk Market Overview



Key demand drivers



Major Seaborne Commodity Prices



Increase since 2021

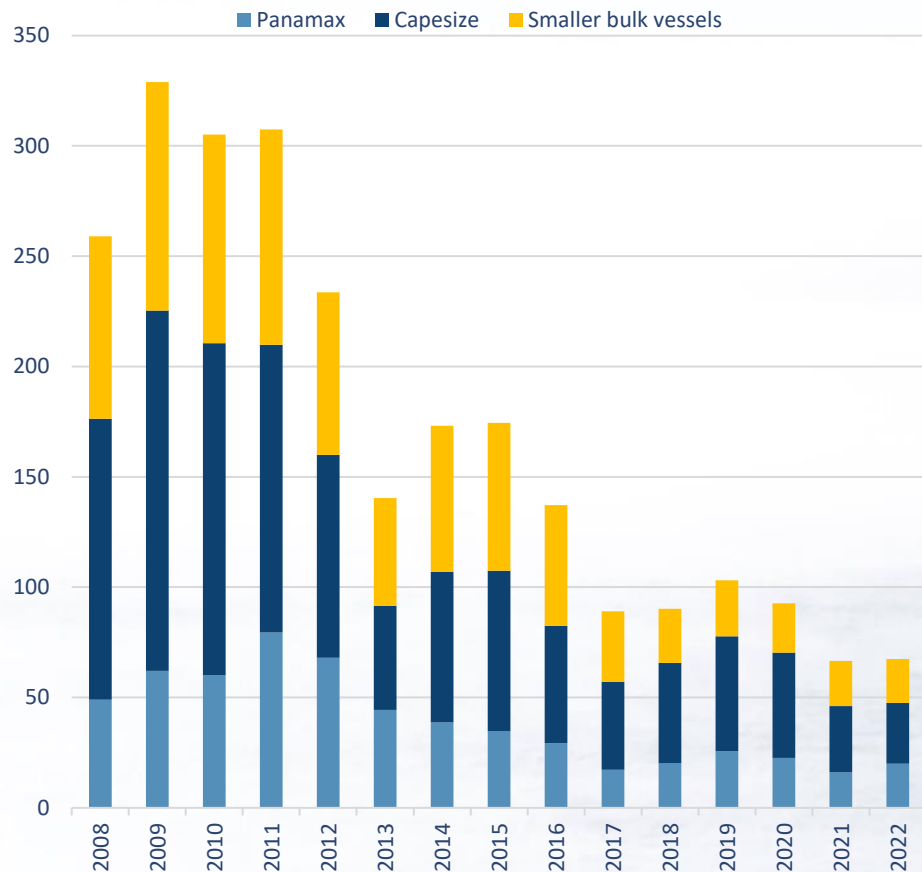
Chinese Steel	+19%
US Wheat	+39%
US Corn	+31%
Chinese Iron Ore	-15%
Australian Thermal Coal	+137%

Dry bulk

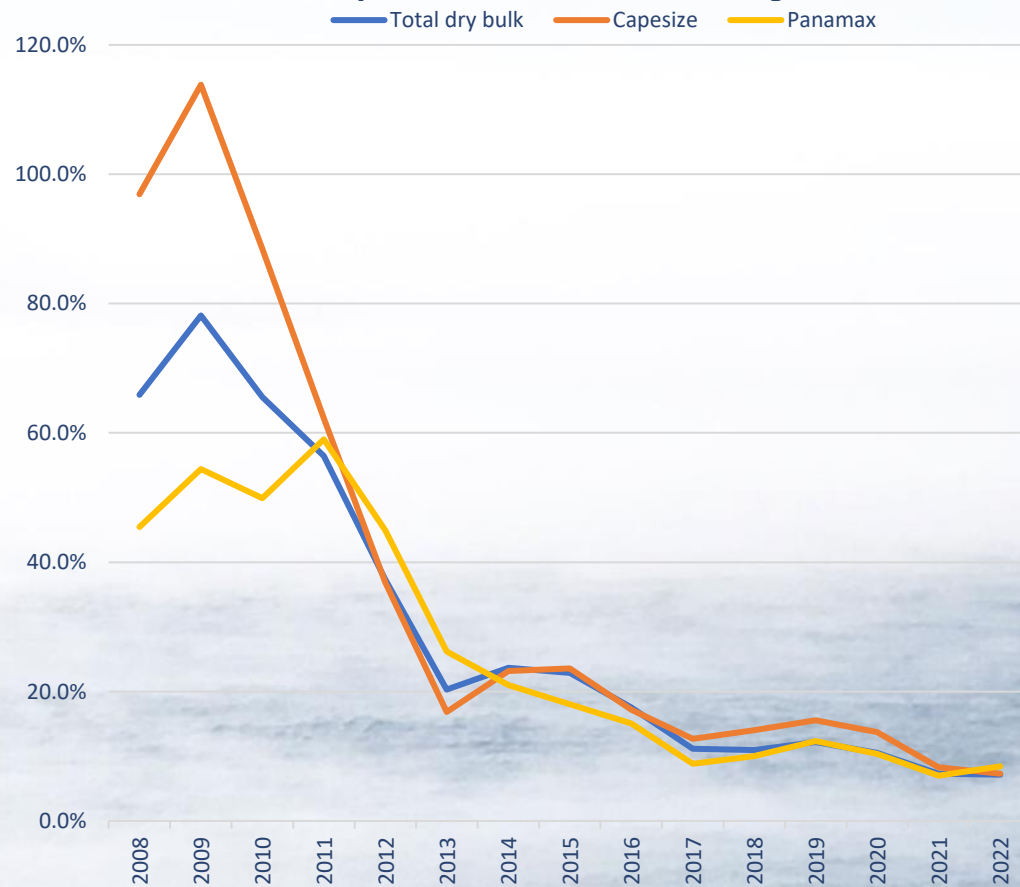
orderbook is
at a historical low

*The dry bulk orderbook is at a 20-year low point,
total orderbook as % of total fleet is <7%*

Dry bulk orderbook in million DWT



Dry bulk orderbook in % of existing fleet



Source: Clarksons SIN

Diana Shipping Inc.'s Summary

- Continue strengthening our balance sheet while maintaining low cash flow breakeven points
- Maintain our disciplined chartering strategy, which allows us to lock positive cash flows and provides support for the continued payment of dividends
- Focus on creativity for further potential growth and fleet renewal
- Remain committed to our strategy of protecting the downside while allowing for long term shareholder value creation



Q & A
