



DIANA SHIPPING INC.

We create to share

Financial Results for the
1st Quarter of 2021

May 21, 2021



Forward Looking Statements

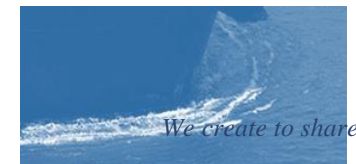
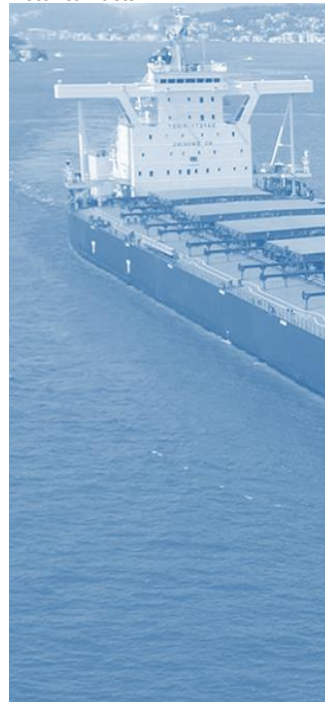
Cautionary statement regarding onward-looking statements

This presentation does not constitute or form part of and should not be construed as an offer to sell any security or an invitation, solicitation, or inducement to purchase or subscribe for any security. This presentation should not be construed and does not constitute either advice or a recommendation regarding the purchase, holding or sale of any security. No representations or warranties, express or implied, are given in, or in respect of the accuracy or completeness of any information included in, this presentation. Matters discussed in this presentation may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.

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



Our Executives

Semiramis Paliou



*Director &
Chief Executive Officer*

Anastasios Margaronis



Director & President

Ioannis Zafirakis



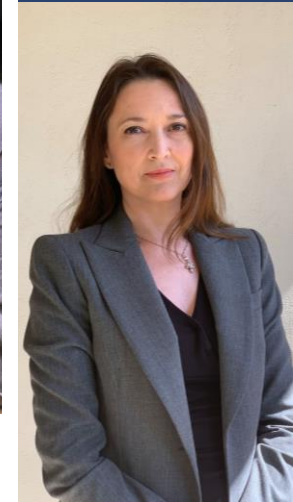
*Director,
Chief Financial Officer,
Chief Strategy Officer,
Secretary & Treasurer*

Eleftherios Papatrifon



Chief Operating Officer

Maria Dede



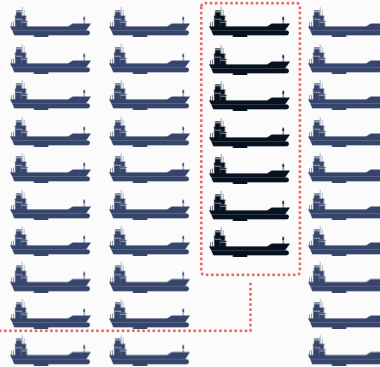
Chief Accounting Officer

Company's confidence stems from
our established track record

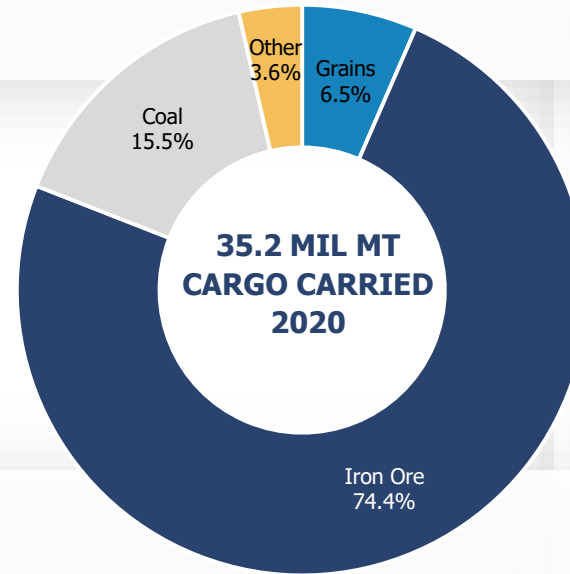
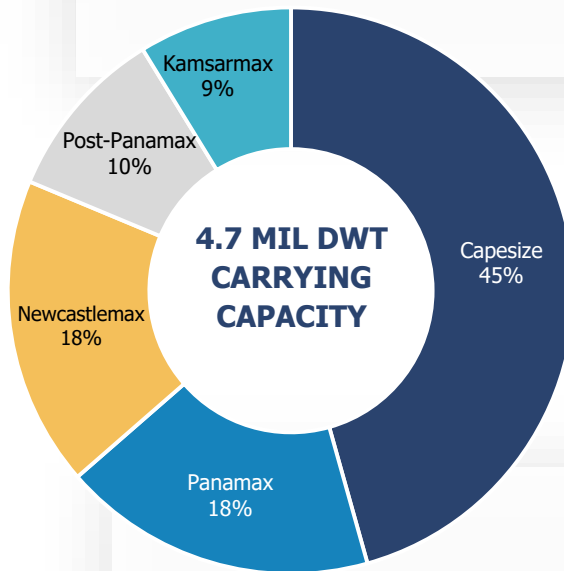
Diana's key points

37 vessels
in the water

7 vessels
mortgage free*



98.6%
AVERAGE FLEET
UTILIZATION



918
people across
sea & ashore

- 31 vessels managed by Diana Shipping Services S.A.
- 6 vessels managed by Diana Wilhelmsen Management Limited

Highlights of the 1st Quarter 2021 and recent developments

- Implemented **leadership changes** to ensure continued sound strategic management of the Company
- Repurchased 6,000,000 common shares at a price of **\$2.50** per share
- Agreed to sell m/v Naias for **\$11.25 million** before commissions
- Diana Shipping Services S.A. has agreed with American Bureau of Shipping to implement **digital sustainability solutions** across its managed fleet
- Signed a US\$91 million **sustainability linked loan** with ABN AMRO to refinance our loan facilities maturing in 2022
- Establishment of a sustainability committee to work towards our long-term sustainability goals
- Successfully tackled the continuing COVID-19 pandemic issues

Financial Highlights for the 1st Quarter 2021

| | Three months ended March 31, | |
|---------------------------------|------------------------------|---------|
| | 2021 | 2020 |
| TC Revenues | \$41.1m | \$43.8m |
| Net Income on a per share basis | -\$0.03 | -\$1.21 |

| | March 31, 2021 | December 31, 2020 |
|---|----------------|-------------------|
| Cash, Cash Equivalents, Restricted cash | \$86.0m | \$82.9m |
| Debt, net of deferred financing costs | \$411.4m | \$420.3m |

Chartering Activity year-to-date

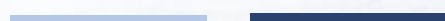
We secured charters on **13 vessels***

- **7** Panamax/Kamsarmax/Post-Panamax vessels chartered at a weighted average daily rate of **\$16,571** for a remaining average period of **169** days per vessel.**
- **6** Capesize/Newcastlemax vessels chartered at a weighted average daily rate of **\$18,896** for a remaining average period of **244** days per vessel.**

| VESSEL | TYPE | BUILT | RATE | Q2/20 | Q3/20 | Q4/20 | Q1/21 | Q2/21 | Q3/21 | Q4/21 | Q1/22 | Q2/22 |
|----------------|--------------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Salt Lake City | Capesize | 2005 | \$13,000 | | | | | | | | | |
| Protefs | Panamax | 2004 | \$10,650 | | | | | | | | | |
| Philadelphia | Newcastlemax | 2012 | \$28,500 | | | | | | | | | |
| Electra | Post-Panamax | 2013 | \$19,575*** | | | | | | | | | |
| San Francisco | Newcastlemax | 2017 | \$22,541*** | | | | | | | | | |
| Aliki | Capesize | 2005 | \$20,500 | | | | | | | | | |
| Santa Barbara | Capesize | 2015 | \$17,250 | | | | | | | | | |
| Astarte | Kamsarmax | 2013 | \$25,000 | | | | | | | | | |
| Myrsini | Kamsarmax | 2010 | \$27,750 | | | | | | | | | |
| Ismene | Panamax | 2013 | \$16,500 | | | | | | | | | |
| Semirio | Capesize | 2007 | \$13,500 | | | | | | | | | |
| Calipso | Panamax | 2005 | \$10,400 | | | | | | | | | |
| Naias | Panamax | 2006 | \$13,154** | | | | | | | | | |

Previous Charter Period

Fixed Period **



*As of May 18, 2021

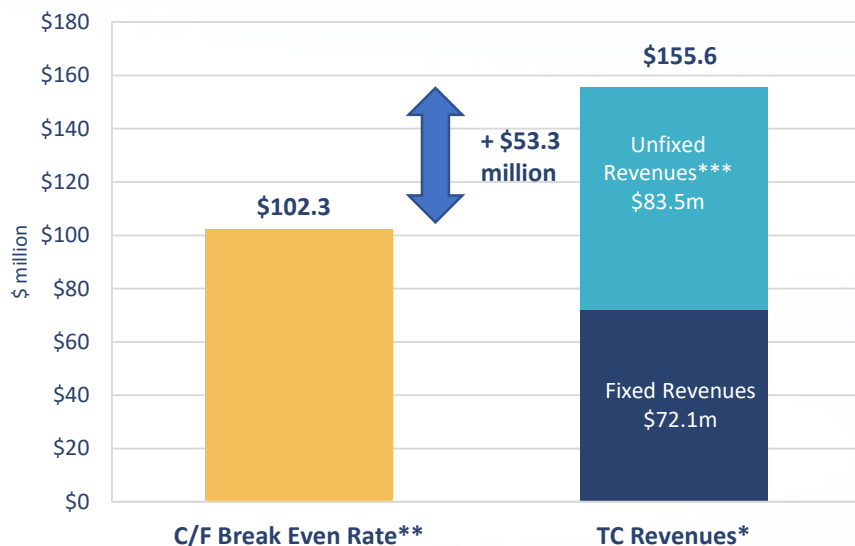
**Earliest redelivery date

***Average rate of consecutive charters YTD

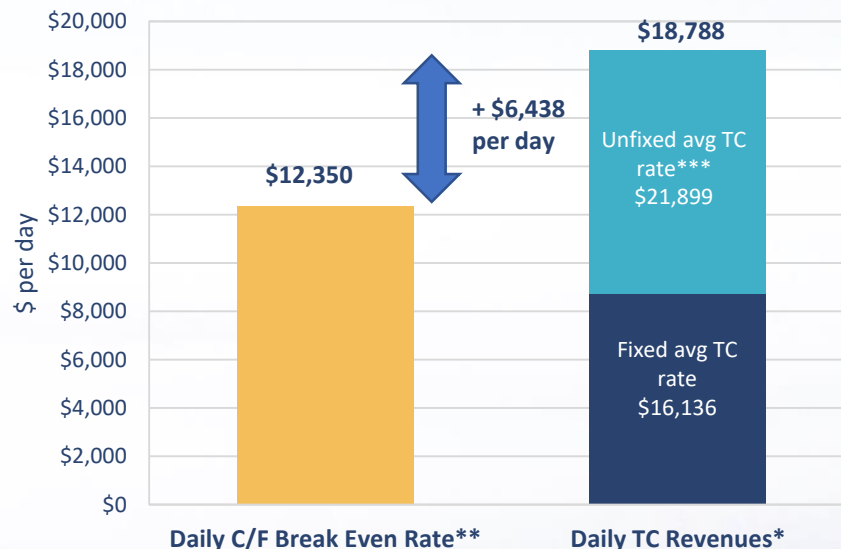
Source: Company's filings with the U.S. Securities and Exchange Commission

Breakeven vs Estimated Revenue for the remaining of 2021*

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 |
|---------|----------|-----------|--------------|----------|--------------|
| Q2 2021 | \$26,204 | \$27,540 | \$26,204 | \$41,214 | \$49,457 |
| Q3 2021 | \$23,873 | \$25,209 | \$23,873 | \$33,595 | \$40,314 |
| Q4 2021 | \$20,929 | \$22,265 | \$20,929 | \$27,821 | \$33,385 |
| Q1 2022 | \$15,650 | \$16,986 | \$15,650 | \$16,264 | \$19,517 |
| Q2 2022 | \$17,164 | \$18,500 | \$17,164 | \$20,286 | \$24,343 |
| Q3 2022 | \$16,021 | \$17,357 | \$16,021 | \$24,429 | \$29,315 |
| Q4 2022 | \$15,671 | \$17,007 | \$15,671 | \$23,507 | \$28,208 |

*From May 18, 2021

**As of March 31, 2021 (slide 12)

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

**** As of May 10, 2021

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

Income Statement

| | Three months ended March 31, | |
|---|------------------------------|----------------|
| | 2021 | 2020 |
| | \$ Millions | \$ Millions |
| <u>Revenues</u> | | |
| Time charter revenues | 41.1 | 43.8 |
| <u>Expenses</u> | | |
| Voyage expenses | 1.8 | 3.7 |
| Vessel operating expenses | 18.6 | 21.3 |
| Depreciation and amortization of deferred charges | 10.0 | 11.6 |
| General and administrative expenses | 6.7 | 9.6 |
| Management fees to related party | 0.5 | 0.5 |
| Vessel impairment charges | | 93.1 |
| Loss on sale of vessels | 0.2 | 1.1 |
| Other income | (0.1) | (0.2) |
| Operating Income/(Loss) | 3.4 | (96.9) |
| Interest expense and finance costs | (4.6) | (6.4) |
| Interest income | 0.0 | 0.4 |
| Loss from equity method investment | (0.1) | (0.0) |
| Total other expenses, net | (4.7) | (6.0) |
| Net Loss | (1.3) | (102.8) |
| Dividends on series B preferred shares | (1.4) | (1.4) |
| Net loss attributed to common stockholders | (2.7) | (104.3) |
| Loss per common share, basic and diluted | (0.03) | (1.21) |



Balance Sheet

- As of March 31, 2021
\$411.4 million Total Debt*
- \$86.0 million of Cash**
- Net Debt of \$327.8 million*

| | March 31, 2021 | December 31, 2020 |
|--|--------------------|--------------------|
| <u>Assets</u> | \$ Millions | \$ Millions |
| Cash, cash equivalents and restricted cash | 86.0 | 82.9 |
| Other current assets | 27.4 | 41.8 |
| Vessels, net | 698.7 | 716.2 |
| Other fixed assets, net | 21.7 | 21.7 |
| Other non-current assets | 8.9 | 9.9 |
| Total Assets | 842.7 | 872.4 |
| <u>Liabilities and Stockholders' Equity</u> | | |
| Long-term debt, net of deferred financing costs | 411.4 | 420.3 |
| Other liabilities | 19.2 | 23.5 |
| Total stockholders' equity | 412.1 | 428.6 |
| Total Liabilities and Stockholders' Equity | 842.7 | 872.4 |

Summary of Selected Financial & Other Data

Three months ended March 31,
2021 2020

Statement of Operations Data (\$ Millions)

| | | |
|--|-------|---------|
| Time charter revenues | 41.1 | 43.8 |
| Voyage expenses | 1.8 | 3.7 |
| Vessel operating expenses | 18.6 | 21.3 |
| Net loss | (1.3) | (102.8) |
| Net loss attributed to common stockholders | (2.7) | (104.3) |

Fleet data

| | | |
|---------------------------------|-------|-------|
| Average number of vessels | 38.2 | 41.8 |
| Number of vessels | 37.0 | 41.0 |
| Weighted average age of vessels | 10.1 | 9.5 |
| Ownership days | 3,434 | 3,801 |
| Available days | 3,434 | 3,518 |
| Operating days | 3,387 | 3,391 |
| Fleet utilization | 98.6% | 96.4% |

Average Daily Results

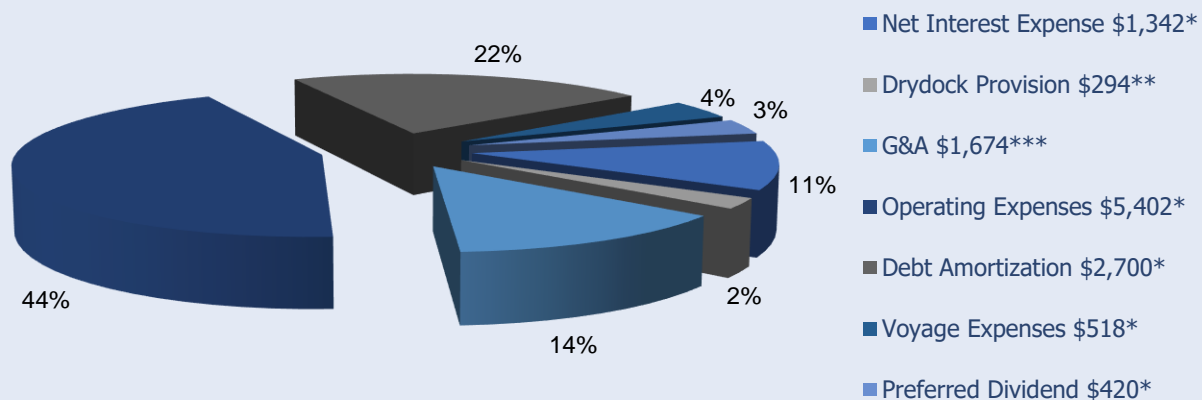
| | | |
|-------------------------------------|--------|--------|
| Time charter equivalent (TCE) rate* | 11,436 | 11,377 |
| Daily vessel operating expenses** | 5,402 | 5,608 |

*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.

Modest All-in

Breakeven Costs



Per Day
Per Vessel

Free Cash Flow
Breakeven
= **\$12,350**

| As of May 18, 2021 | 2021 | 2022 |
|---|----------|----------|
| Average Daily Time Charter Rate of Fixed Revenues**** | \$13,936 | \$16,472 |
| % of Total Fixed Days | 72% | 3% |



*As of March 31, 2021

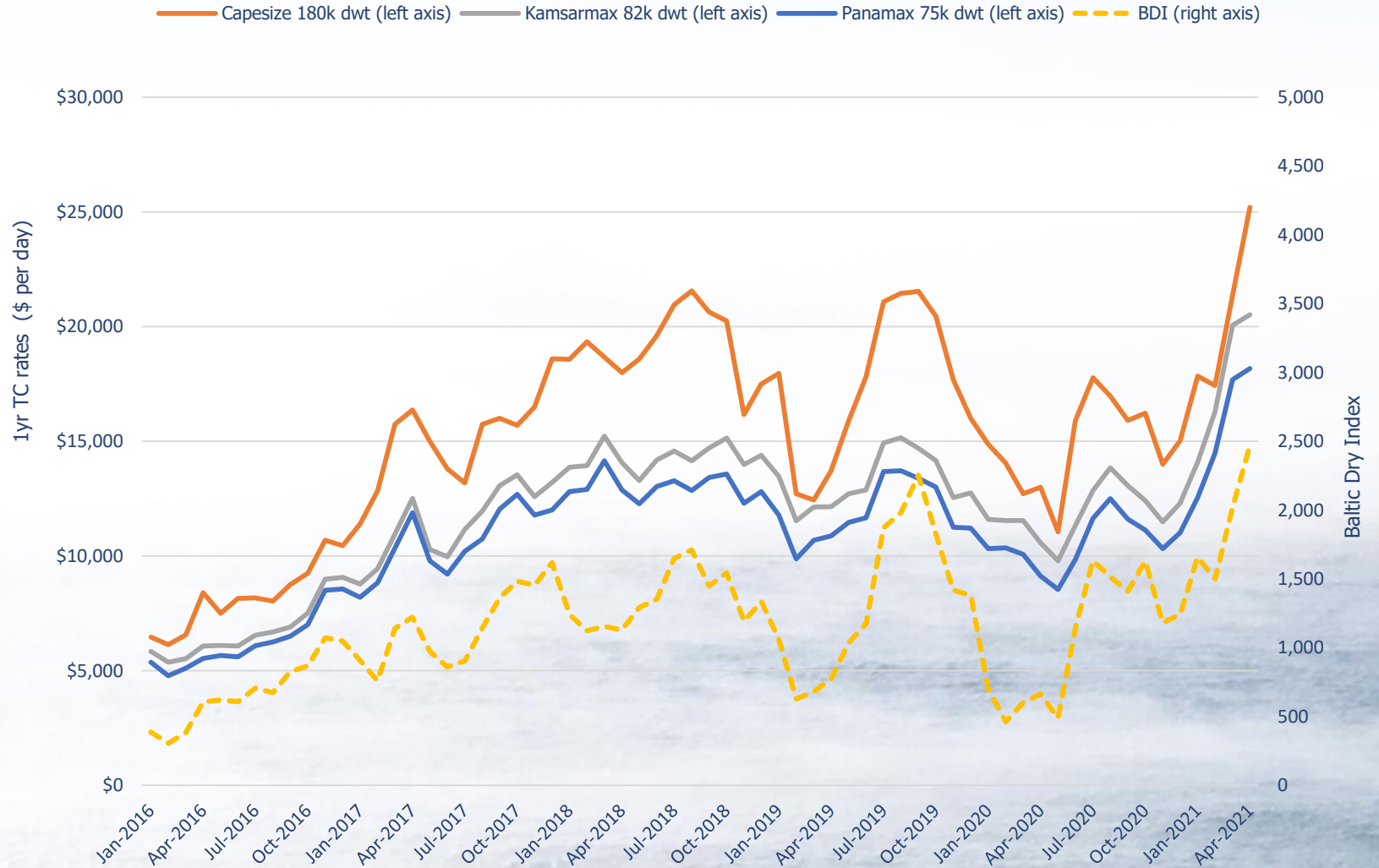
**For the remaining of the year, also includes water ballast treatment system capital expenditures.

***As of March 31, 2021, adjusted for non-cash items. Includes management fees to Diana Wilhelmsen Management Limited.

****Assumes earliest redelivery dates of all vessels on charter.

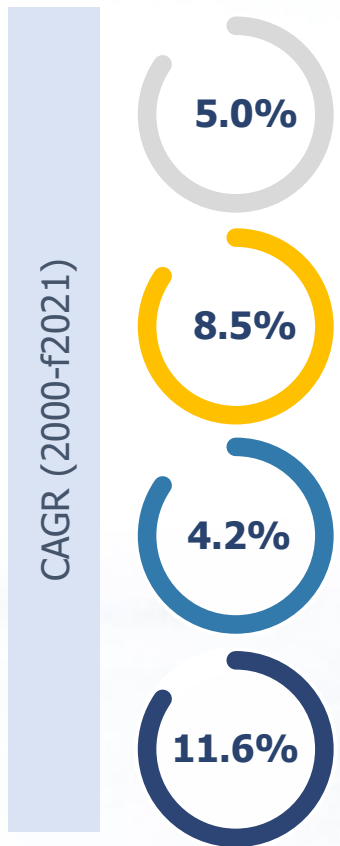
Source: Company

Dry Bulk Market Overview

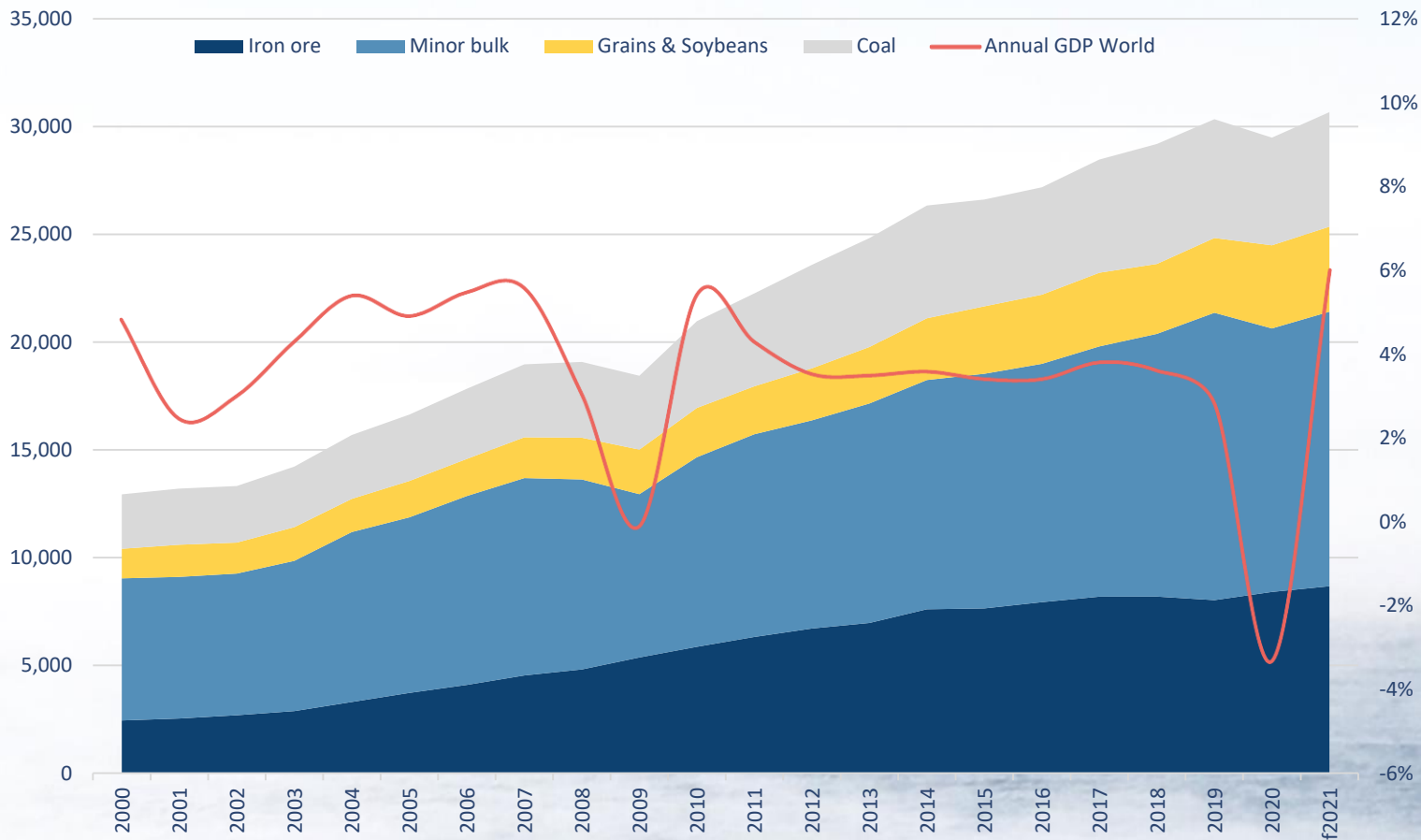


Source: Clarksons SIN

Key demand drivers



Dry bulk trades in bn tonne-mile and GDP growth YoY



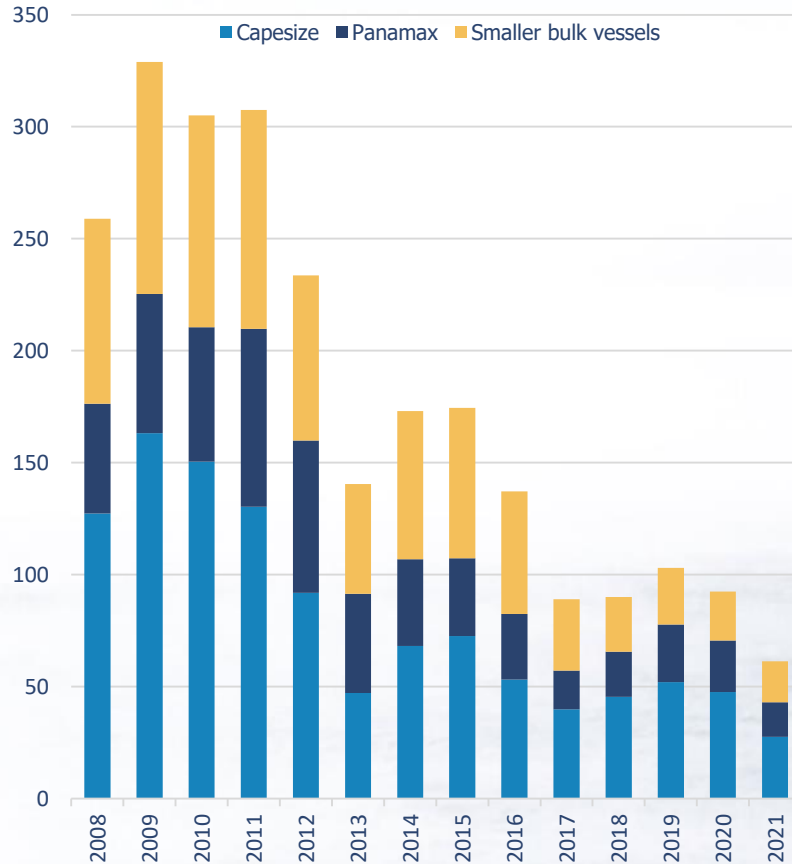
Source: Clarksons SIN

Dry bulk

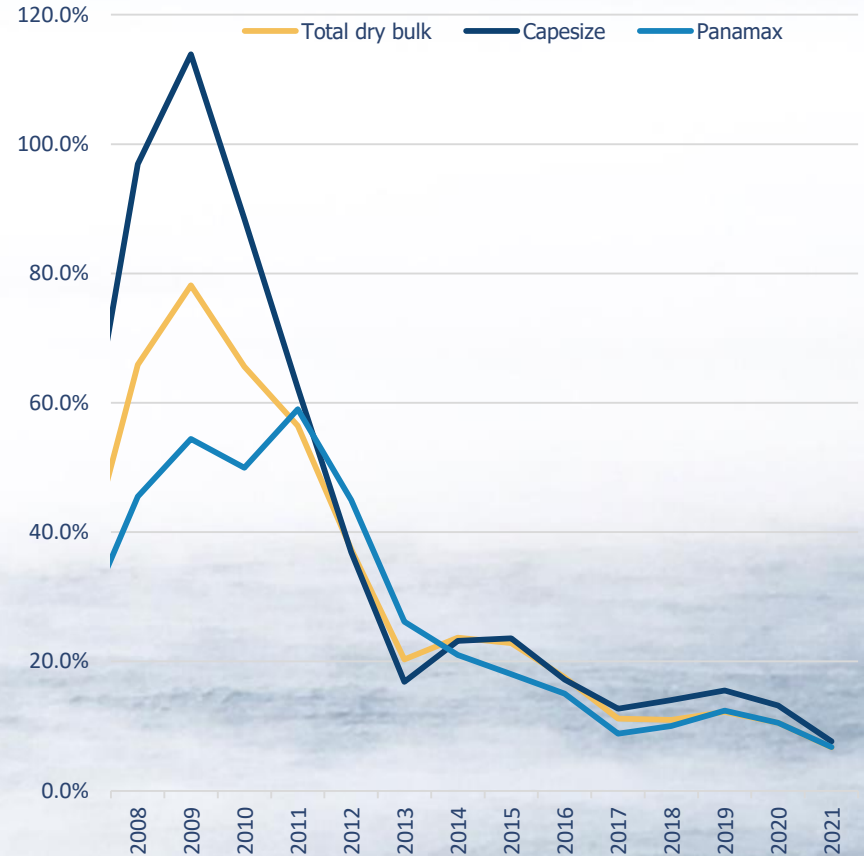
orderbook is at a historical low

The dry bulk orderbook is at a 20-year low point, total orderbook in % of total fleet is <6%

Dry bulk orderbook in million DWT



Dry bulk orderbook in % of existing fleet



Source: Clarksons SIN

Diana Shipping Inc.'s Summary

- Continue taking advantage of the positive market fundamentals
- Strengthening our balance sheet while generating positive free cash flow
- Maintaining our vigilance and keeping abreast of industry's developments
- Remaining committed to our disciplined operational and financial strategy implemented since inception



Q & A



Appendix



Non-speculative & disciplined employment strategy

⁽¹⁾The charter rate is \$17,750 per day for the first one hundred five (105) days of the charter period.

⁽²⁾Vessel sold and expected to be delivered to her new owners at the latest by July 30, 2021.

⁽³⁾Vessel sold and delivered to her new owners on March 15, 2021.

⁽⁴⁾Vessel sold and delivered to her new owners on January 20, 2021.

⁽⁵⁾Vessel sold and delivered to her new owners on January 13, 2021.

⁽⁶⁾As of May 18, 2021

Source: Company

| VESSEL | TYPE | BUILT | RATE | CHARTERER | Q3/20 | Q4/20 | Q1/21 | Q2/21 | Q3/21 | Q4/21 | Q1/22 |
|------------------------------|--------------|-------------|-----------------|-------------------|--|-------|-------|-------|-------|-------|-------|
| New York | Capesize | 2010 | \$14,000 | EGPN Bulk Carrier | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Salt Lake City | Capesize | 2005 | \$13,000 | C Transport | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Protefs | Panamax | 2004 | \$10,650 | Reachy | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Philadelphia | Newcastlemax | 2012 | \$28,500 | Classic | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Electra | Post-Panamax | 2013 | \$21,000 | Tongli | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| New Orleans | Capesize | 2015 | \$15,500 | NYK Line | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Aliki | Capesize | 2005 | \$20,500 | Solebay | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| San Francisco ⁽¹⁾ | Newcastlemax | 2007 | \$24,700 | Olam | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Medusa | Kamsarmax | 2010 | \$11,000 | Cargill | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Santa Barbara | Capesize | 2015 | \$17,250 | Cargill | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Artemis | Panamax | 2006 | \$10,250 | Glencore | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Astarte | Kamsarmax | 2013 | \$25,000 | MOL | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Newport News | Newcastlemax | 2017 | \$18,400 | Koch | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Polymnia | Post-Panamax | 2012 | \$12,100 | CLdN Cobelfret SA | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Ismene | Panamax | 2013 | \$16,500 | Tongli | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Myrsini | Kamsarmax | 2010 | \$27,750 | Bocimar | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Semirio | Capesize | 2007 | \$13,500 | SwissMarine Pte. | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Los Angeles | Newcastlemax | 2012 | \$14,250 | Engelhart CTP | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| G. P. Zafirakis | Capesize | 2014 | \$13,200 | Koch | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Seattle | Capesize | 2011 | \$12,300 | Pacbulk Shipping | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Calipso | Panamax | 2005 | \$10,400 | Viterra | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Baltimore | Capesize | 2005 | \$13,000 | Koch | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Leto | Panamax | 2010 | \$9,000 | Cargill | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Atalandi | Panamax | 2014 | \$9,300 | Uniper | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Selina | Panamax | 2010 | \$11,000 | ST Shipping | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Houston | Capesize | 2009 | \$12,400 | C Transport | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Maera | Panamax | 2013 | \$8,600 | Ausca | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Myrto | Kamsarmax | 2013 | \$10,000 | Cargill | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Crystalia | Panamax | 2014 | \$8,750 | Glencore | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Naias ⁽²⁾ | Panamax | 2006 | \$25,000 | Nassshipping | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Boston | Capesize | 2007 | \$15,300 | Oldendorff | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| P.S. Palios | Capesize | 2013 | \$12,050 | C Transport | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Phaidra | Post-Panamax | 2013 | \$9,400 | Uniper | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Amphitrite | Post-Panamax | 2012 | \$10,250 | SwissMarine Pte. | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Melia | Panamax | 2005 | \$10,000 | Ausca | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Maia | Kamsarmax | 2009 | \$11,200 | Aquavita | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Alcmene | Post-Panamax | 2010 | \$8,500 | Cargill | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Oceanis ⁽³⁾ | Panamax | 2001 | \$9,200 | Phaethon | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Sideris GS ⁽⁴⁾ | Capesize | 2006 | \$12,700 | Oldendorff | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Coronis ⁽⁵⁾ | Panamax | 2006 | \$8,000 | Koch | [Bar chart showing revenue for Q3/20 to Q1/22] | | | | | | |
| Average | | 2010 | \$14,085 | | [Bar chart showing average revenue for Q3/20 to Q1/22] | | | | | | |

Average Daily TC Rate of Fixed Revenues **13,936⁽⁶⁾** for the year 2021

Secured Revenues **\$135.2m⁽⁶⁾** for the year 2021

Average contract duration **1.01 years**

Fixed Period

Previous Charter Period