



DIANA SHIPPING INC.®

We create to share

Financial Results for the
2nd Quarter of 2025

July 30, 2025



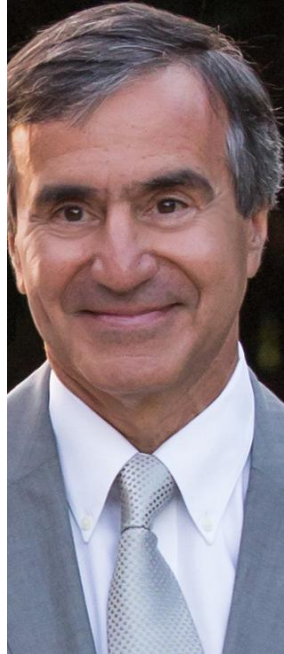
Our Presenting Team

Semiramis Paliou



Director & Chief Executive Officer

Anastasios Margaronis



Director & President

Ioannis Zafirakis



Director, Co-Chief Financial Officer, Chief Strategy Officer, Secretary & Treasurer

Eleftherios Papatrifon



Director

Maria Dede



Co-Chief Financial Officer

Our Company's confidence stems from our established track record



Financial Results for the 2nd Quarter of 2025



Forward Looking Statements

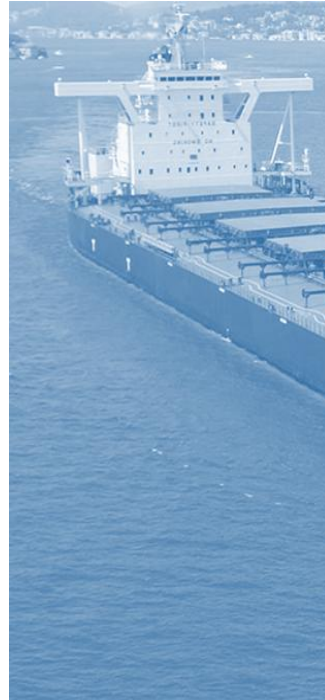
Cautionary statement regarding forward-looking statements

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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 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, including risks associated with the continuing conflict between Russia and Ukraine and related sanctions, potential disruption of shipping routes due to accidents or political events, including the escalation of the conflict in the Middle East, 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

46% NET DEBT/MARKET VALUE¹

US\$149.6m OF CASH²

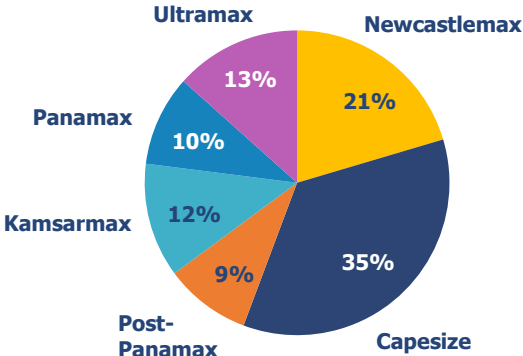
US\$116.8m SECURED REVENUES³

**11.66 years
AVERAGE AGE³**

**4.1m DWT
CARRYING
CAPACITY**

**99.5%
AVERAGE FLEET
UTILIZATION⁴**

**12 groups
OF SISTER VESSELS**



**FOUNDED
1972**



10.87m MT Cargo Carried²



**968 employees²
ACROSS SEA &
ASHORE**



**LISTED SINCE
2005**



**GLOBAL
OPERATIONS**

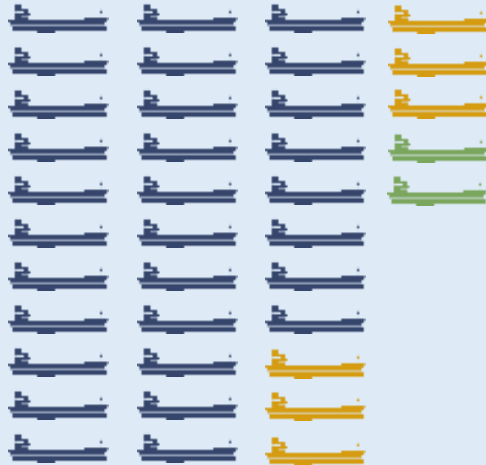


**STRONG
ESG FOCUS**

**36 vessels
ON THE WATER⁵**

**6 vessels
MORTGAGE FREE**

**2 newbuildings
TO BE DELIVERED WITH
METHANOL DUAL-FUEL
PROPULSION**



Source: Company Information
 Note 1) Fleet market values as of June 30, 2025. Total market value also includes Company's investments and property as of June 30, 2025.
 Note 2) As of June 30, 2025
 Note 3) As of July 22, 2025
 Note 4) For the six months ended June 30, 2025.
 Note 5) 31 vessels are managed by Diana Shipping Services S.A. and 5 vessels are managed by Diana Wilhelmsen Management Limited

Highlights of the 2nd Quarter 2025 and recent developments

- In April, we celebrated the Company's 20-year anniversary of listing on the New York Stock Exchange with a Closing Bell Ceremony and hosted an Investor Day at NYSE.
- In June, we announced the sale of m/v Selina for a purchase price of approximately US\$11.8 million before commissions. The vessel was delivered to the new owners on July 15, 2025.
- As of July 22, 2025, we have secured US\$66.1 million of contracted revenues for 69% of the remaining ownership days of the year 2025 and have secured US\$49.9 million of contracted revenues for 20% of the ownership days of the year 2026.
- In July, we declared a cash dividend in the amount of US\$0.01 per common share for the second quarter of 2025.



Source: Company information

Recent Chartering Activity*



VESSEL	TYPE	BUILT	RATE	CHARTERER	Q1/25	Q2/25	Q3/25	Q4/25	Q1/26	Q2/26	Q3/26	Q4/26
Newport News	Newcastlemax	2017	\$25,000	SwissMarine Pte. Ltd., Singapore	[Bar chart showing charter period from Q1/25 to Q3/26]							
DSI Polaris	Ultramax	2018	\$12,250	Cargill Ocean Transportation (Singapore) Pte. Ltd.	[Bar chart showing charter period from Q1/25 to Q3/26]							
Atalandi	Panamax	2014	\$10,100	Refined Success Limited	[Bar chart showing charter period from Q1/25 to Q2/26]							



Previous Charter Period [light blue bar] Fixed Period ** [dark blue bar]

*From May 28, 2025 until July 22, 2025
 **Average Period calculated based on earliest redelivery date
 Source: Company's filings with the U.S. Securities and Exchange Commission

Disciplined & Non-Speculative Chartering Strategy

Average Daily TC Rate of Fixed Revenues US\$16,280***
For the remaining of 2025

31% unfixed days***
for the remaining of 2025

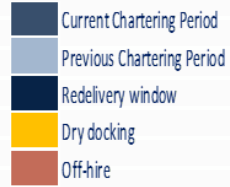
Average contract duration* 1.55 years**

Secured Revenues US\$66.1m***
for the remaining of 2025



VESSEL	TYPE	RATE	Q1/25	Q2/25	Q3/25	Q4/25	Q1/26	Q2/26	Q3/26	Q4/26	Q1/27
Fleet Average		\$16,157	[Bar chart showing fleet average rates across quarters]								
Florida*	Capesize	\$25,900	[Bar chart showing Florida vessel rates]								
San Francisco	Newcastlemax	\$26,000	[Bar chart showing San Francisco vessel rates]								
G. P. Zafirakis	Capesize	\$26,800	[Bar chart showing G. P. Zafirakis vessel rates]								
Newport News	Newcastlemax	\$25,000	[Bar chart showing Newport News vessel rates]								
DSI Polaris	Ultramax	\$12,250	[Bar chart showing DSI Polaris vessel rates]								
Leto	Panamax	\$12,750	[Bar chart showing Leto vessel rates]								
Atalandi	Panamax	\$10,100	[Bar chart showing Atalandi vessel rates]								
Philadelphia	Newcastlemax	\$21,500	[Bar chart showing Philadelphia vessel rates]								
Medusa	Kamsarmax	\$13,000	[Bar chart showing Medusa vessel rates]								
Crystalia	Panamax	\$13,900	[Bar chart showing Crystalia vessel rates]								
Ismene	Panamax	\$11,000	[Bar chart showing Ismene vessel rates]								
Myrto	Kamsarmax	\$12,000	[Bar chart showing Myrto vessel rates]								
DSI Pyxis	Ultramax	\$13,100	[Bar chart showing DSI Pyxis vessel rates]								
Semirio	Capesize	\$16,650	[Bar chart showing Semirio vessel rates]								
New York	Capesize	\$17,600	[Bar chart showing New York vessel rates]								
Amphitrite	Post-Panamax	\$12,100	[Bar chart showing Amphitrite vessel rates]								
Myrsini	Kamsarmax	\$13,000	[Bar chart showing Myrsini vessel rates]								
Phaidra	Post-Panamax	\$9,750	[Bar chart showing Phaidra vessel rates]								
DSI Andromeda*	Ultramax	\$14,000	[Bar chart showing DSI Andromeda vessel rates]								
P.S. Palios	Capesize	\$27,150	[Bar chart showing P.S. Palios vessel rates]								
Maia	Kamsarmax	\$11,600	[Bar chart showing Maia vessel rates]								
Electra	Post-Panamax	\$14,000	[Bar chart showing Electra vessel rates]								
DSI Altair	Ultramax	\$15,750	[Bar chart showing DSI Altair vessel rates]								
DSI Aquarius	Ultramax	\$13,300	[Bar chart showing DSI Aquarius vessel rates]								
Santa Barbara*	Capesize	\$22,000	[Bar chart showing Santa Barbara vessel rates]								
Los Angeles	Newcastlemax	\$28,700	[Bar chart showing Los Angeles vessel rates]								
Maera	Panamax	\$8,400	[Bar chart showing Maera vessel rates]								
New Orleans*	Capesize	\$20,000	[Bar chart showing New Orleans vessel rates]								
Leonidas P. C.	Kamsarmax	\$17,000	[Bar chart showing Leonidas P. C. vessel rates]								
DSI Pollux	Ultramax	\$14,000	[Bar chart showing DSI Pollux vessel rates]								
Seattle	Capesize	\$17,500	[Bar chart showing Seattle vessel rates]								
DSI Aquila	Ultramax	\$12,250	[Bar chart showing DSI Aquila vessel rates]								
Polymnia	Post-Panamax	\$17,500	[Bar chart showing Polymnia vessel rates]								
DSI Phoenix	Ultramax	\$16,500	[Bar chart showing DSI Phoenix vessel rates]								
Astarte	Kamsarmax	\$14,000	[Bar chart showing Astarte vessel rates]								
DSI Pegasus	Ultramax	\$15,250	[Bar chart showing DSI Pegasus vessel rates]								
Selina**	Panamax	\$6,500	[Bar chart showing Selina vessel rates]								

- Committed to a conservative chartering strategy since inception
- Medium to long-term time charters which are spread out to avoid clustered maturities
- The strategy provides earnings visibility and strengthens resilience to market downturns



*Bareboat chartered-in.
**Vessel has been sold, and it is delivered to her new Owners on July 15, 2025.
***As of July 22, 2025.
Source: Company

Financial Highlights for the 2nd Quarter 2025*

	2 nd Quarter 2025	2 nd Quarter 2024
TC Revenues	\$54.7m	\$56.0m
Adjusted EBITDA**	\$22.0m	\$23.2m
Net Income/(loss)	\$4.5m	\$(2.8)m
Earnings/(loss) Per Common Share, Diluted	\$0.03	\$(0.04)

	June 30, 2025	December 31, 2024
Cash, cash equivalents, time deposits and restricted cash	\$149.6m	\$207.2m
Long-term debt and finance liabilities, net of deferred financing costs	\$610.2m	\$637.5m



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

**See appendix for Adjusted EBITDA calculation.

Summary of Selected Financial & Other Data*

Three months ended June 30,
2025 2024

Statement of Income Data	US\$ Millions	US\$ Millions
Time charter revenues	54.7	56.0
Voyage expenses	3.1	3.1
Vessel operating expenses	20.0	21.3
Net income/(loss)	4.5	(2.8)
Net income/(loss) attributable to common stockholders	3.1	(4.2)
Fleet data		
Average number of vessels	37.0	39.0
Number of vessels	37.0	39.0
Weighted average age of vessels	11.7	10.9
Ownership days	3,367	3,549
Available days	3,329	3,499
Operating days	3,312	3,496
Fleet utilization	99.5%	99.9%
Average Daily Results	US\$	US\$
Time charter equivalent (TCE) rate**	15,492	15,106
Daily vessel operating expenses***	5,944	5,993

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

**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.



Summary of Selected Financial & Other Data*

	Six months ended June 30,	
	2025	2024
	US\$ Millions	US\$ Millions
Statement of Income Data		
Time charter revenues	109.6	113.6
Voyage expenses	6.1	6.4
Vessel operating expenses	40.0	42.1
Net income/(loss)	7.5	(0.7)
Net income/(loss) attributable to common stockholders	4.6	(3.6)
Fleet data		
Average number of vessels	37.4	39.4
Number of vessels	37.0	39.0
Weighted average age of vessels	11.7	10.9
Ownership days	6,768	7,162
Available days	6,632	7,112
Operating days	6,602	7,078
Fleet utilization	99.5%	99.5%
Average Daily Results		
	US\$	US\$
Time charter equivalent (TCE) rate**	15,615	15,078
Daily vessel operating expenses***	5,905	5,883

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

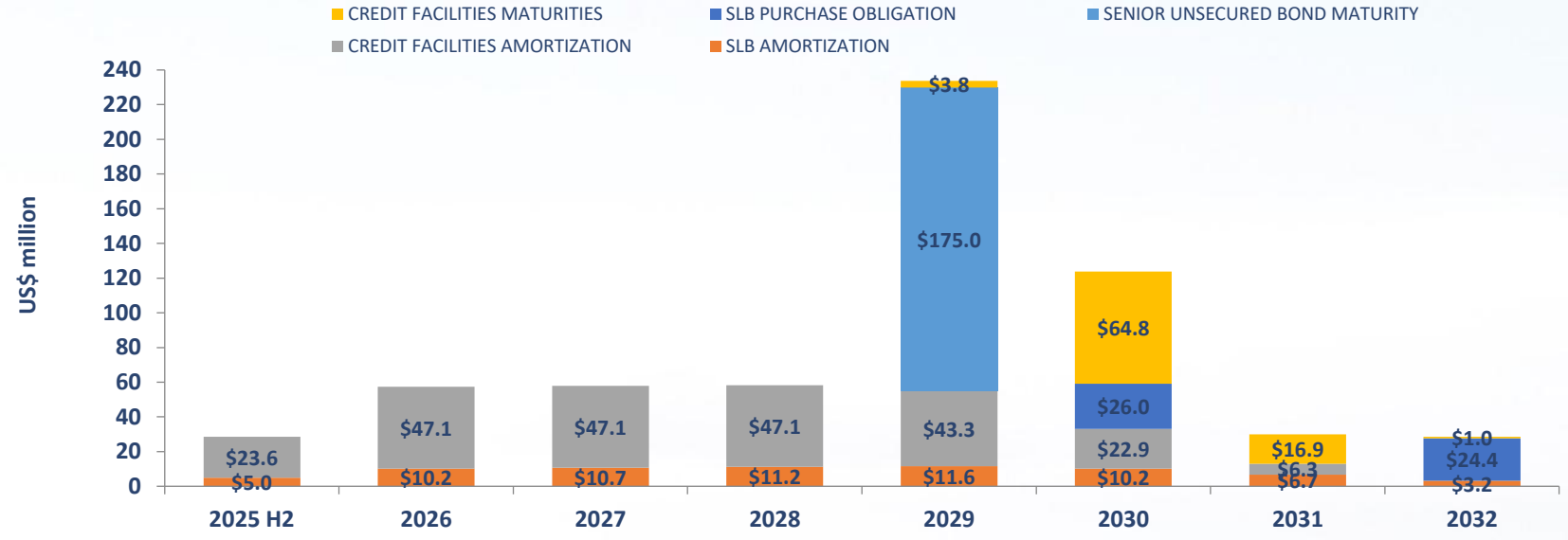
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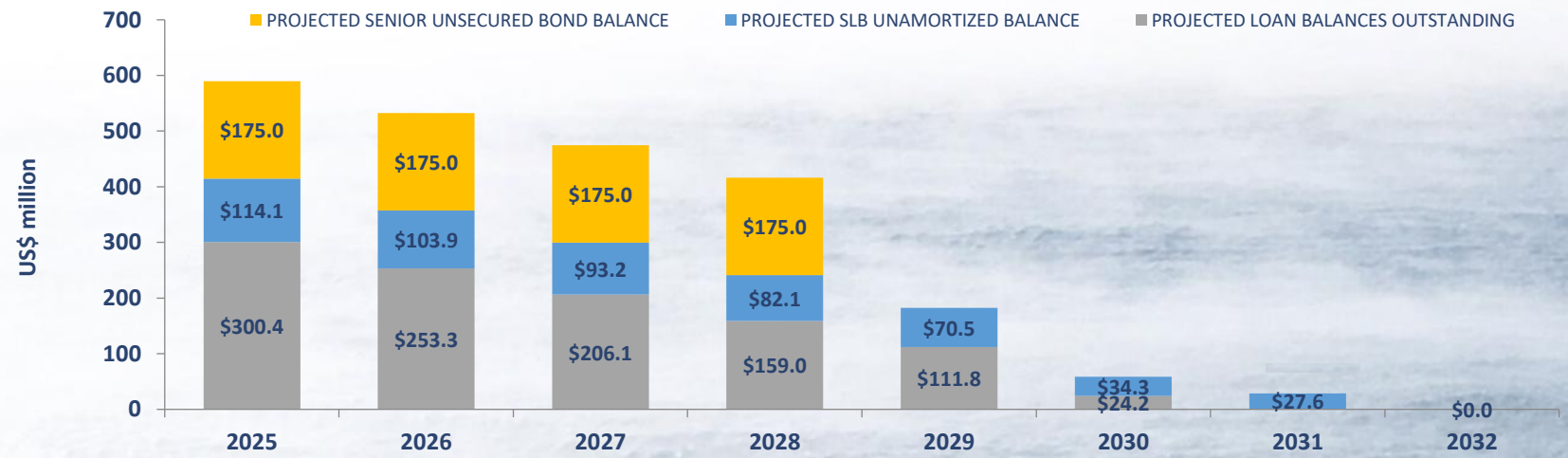


Current Debt Profile*

Debt Amortization Profile



Debt Balance Profile

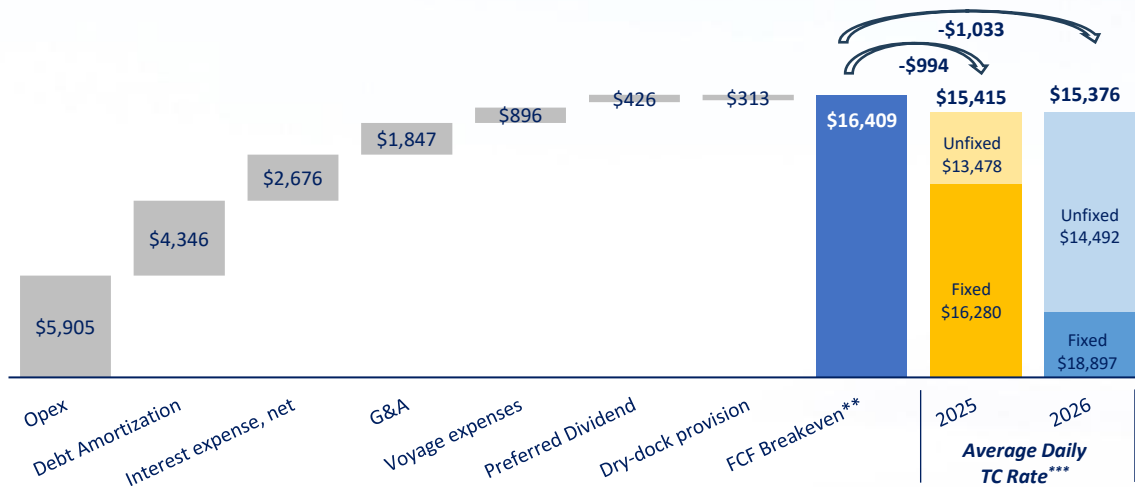


* Subject to mutual agreement on margin reset in year 2027 regarding the US\$100 million facility with DNB Bank.



Breakeven vs Estimated Revenue for the remainder of 2025 & 2026*

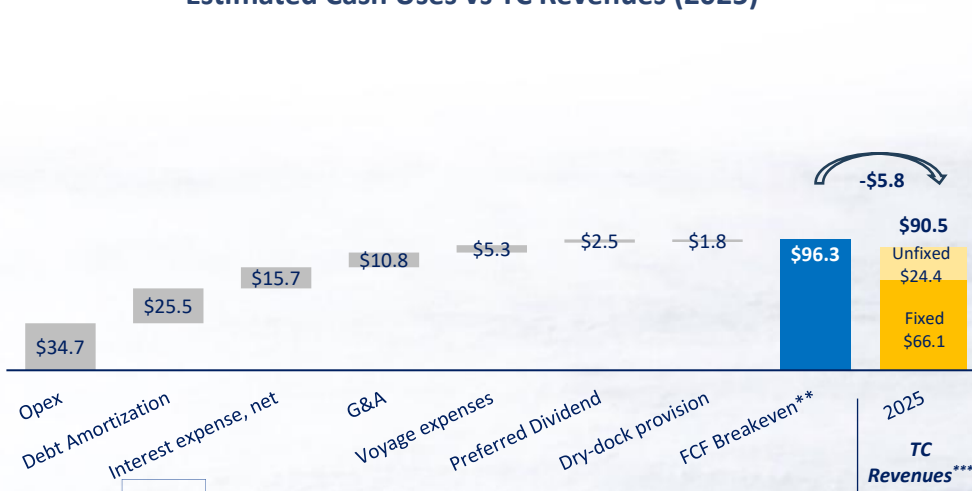
Daily Estimated Cash Uses vs TC Revenues



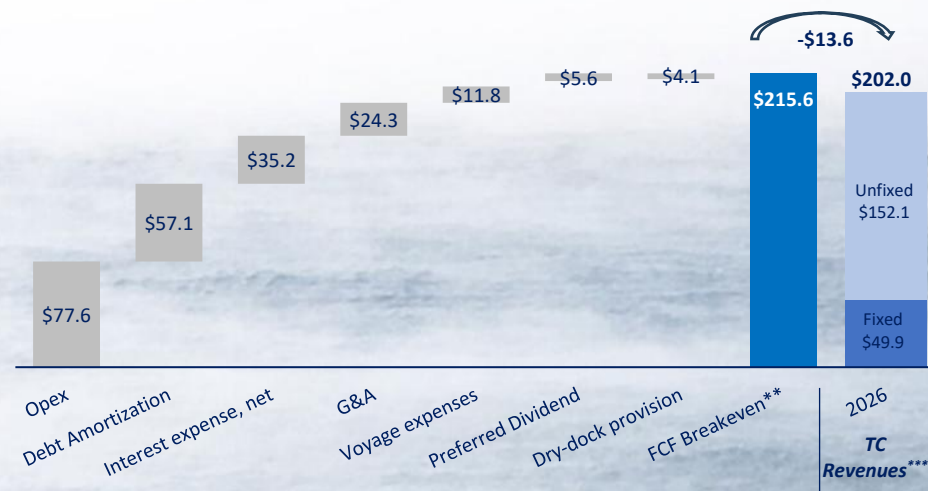
FFA rates as of July 22, 2025

	Ultramax	Panamax	Kamsarmax	Post-Panamax	Capesize	Newcastlemax
Q3 2025	\$15,800	\$14,200	\$15,500	\$14,200	\$22,800	\$27,400
Q4 2025	\$14,100	\$11,600	\$13,000	\$11,600	\$23,200	\$27,900
Q1 2026	\$11,000	\$9,400	\$10,700	\$9,400	\$14,500	\$17,400
Q2 2026	\$13,300	\$11,300	\$12,600	\$11,300	\$19,300	\$23,200
Q3 2026	\$13,200	\$11,100	\$12,500	\$11,100	\$22,400	\$26,900
Q4 2026	\$13,000	\$10,600	\$11,900	\$10,600	\$23,000	\$27,600
Q1 2027	\$12,400	\$10,400	\$11,700	\$10,400	\$19,600	\$23,500
Q2 2027	\$12,400	\$10,400	\$11,700	\$10,400	\$19,600	\$23,500
Q3 2027	\$12,400	\$10,400	\$11,700	\$10,400	\$19,600	\$23,500
Q4 2027	\$12,400	\$10,400	\$11,700	\$10,400	\$19,600	\$23,500

Estimated Cash Uses vs TC Revenues (2025)

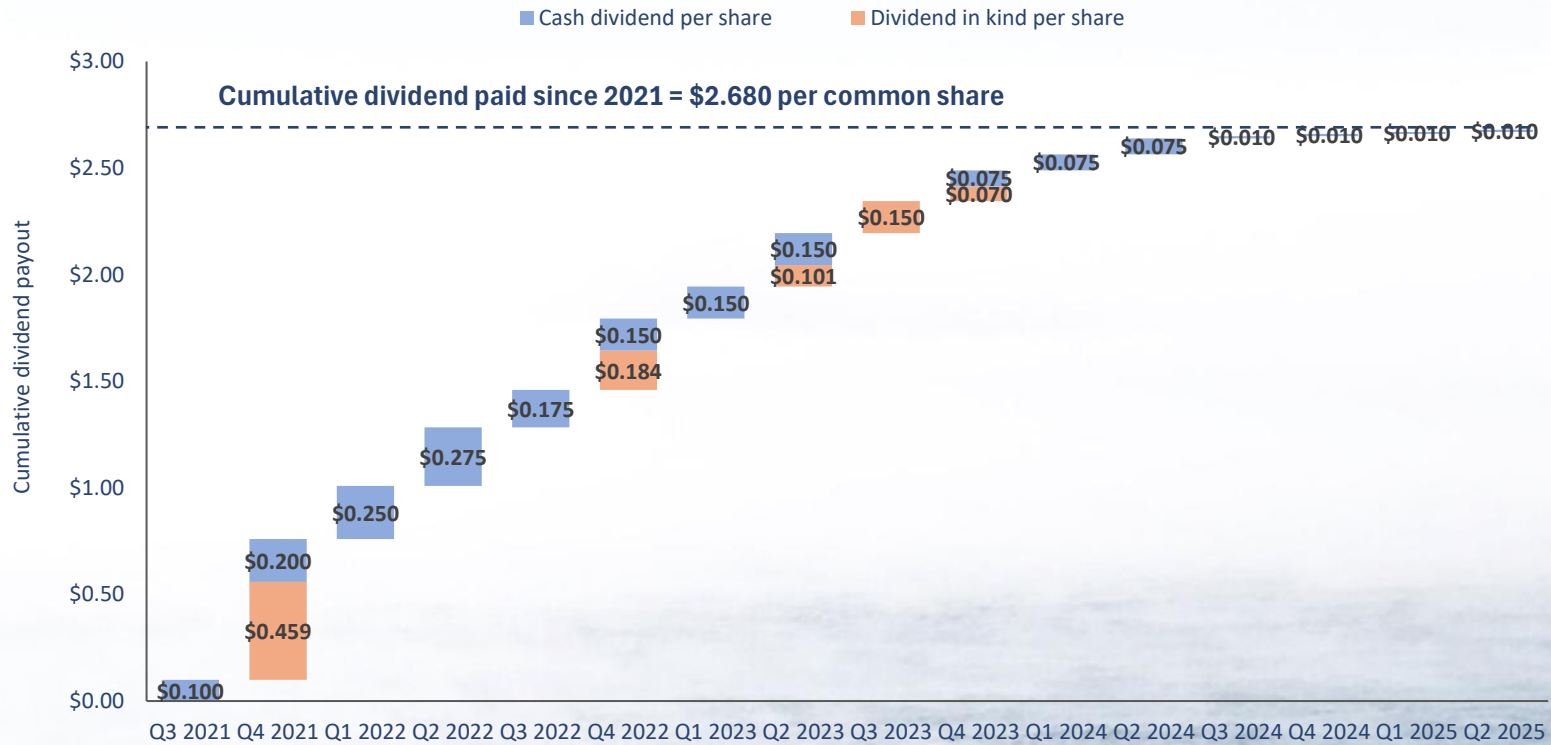


Estimated Cash Uses vs TC Revenues (2026)



* From July 22, 2025
 ** As of June 30, 2025
 *** Assumes vessels fixed for 12 months upon redelivery to owners from previous charter
 Source: Company's filings with the U.S. Securities and Exchange Commission

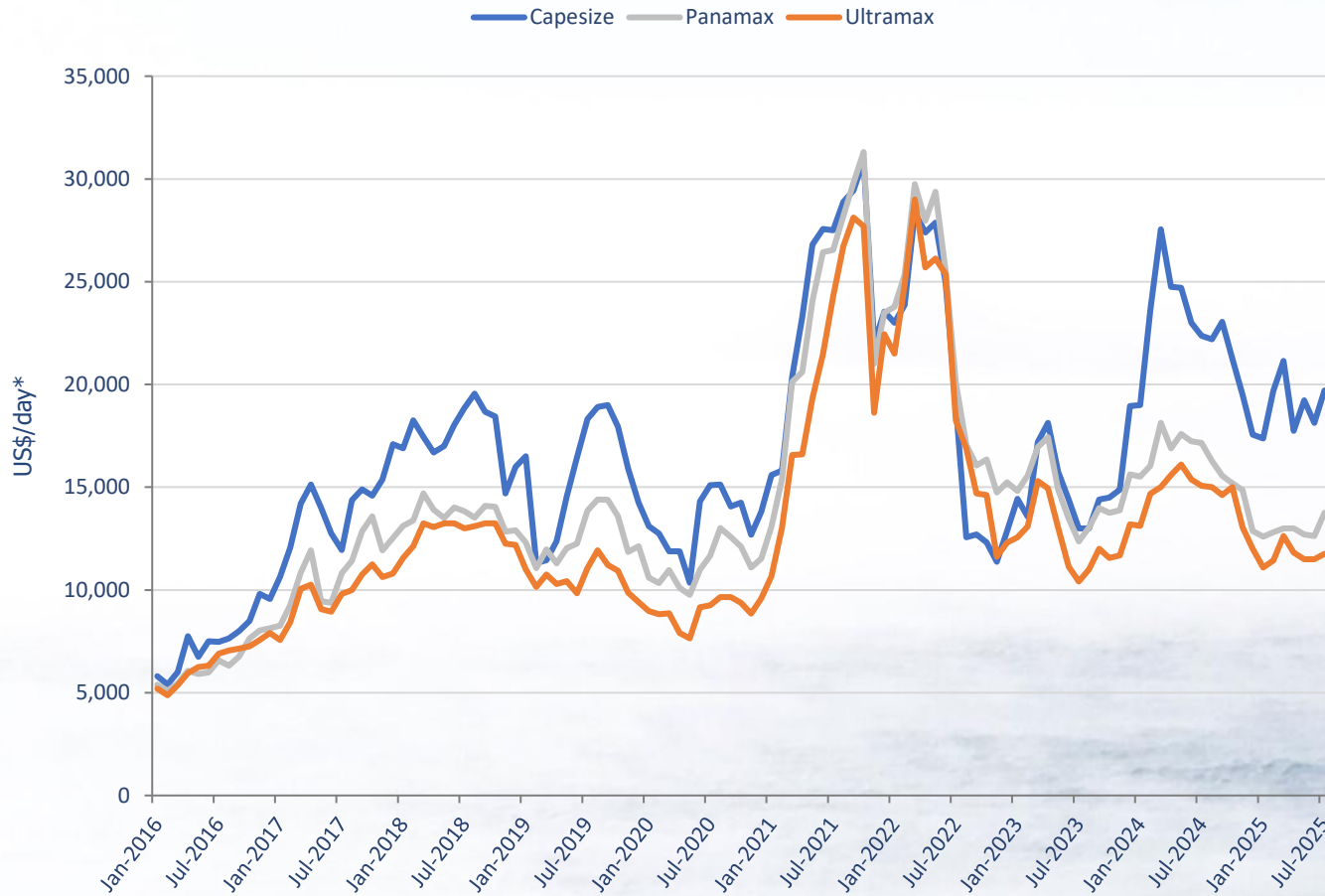
Dividend payout since 2021



Source: Company

Dry Bulk Market Overview

12 month TC Rates



Comments

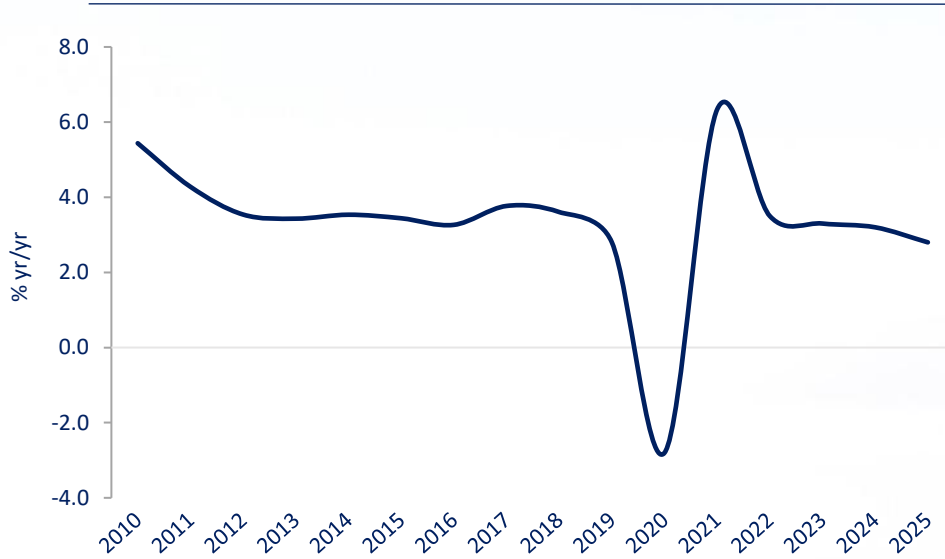
- Increased bulk commodity shipments to India and South East Asia.
- Red Sea Transits could gradually return to normal, next year.
- Reappearance of congestion mainly at South American grain loading ports.
- Significant investments in new and existing production facilities for iron ore, bauxite, manganese ore and grains is expected to continue support further increase in ton-mile demand.
- Introduction of tariffs by the U.S. creates huge uncertainties affecting demand.



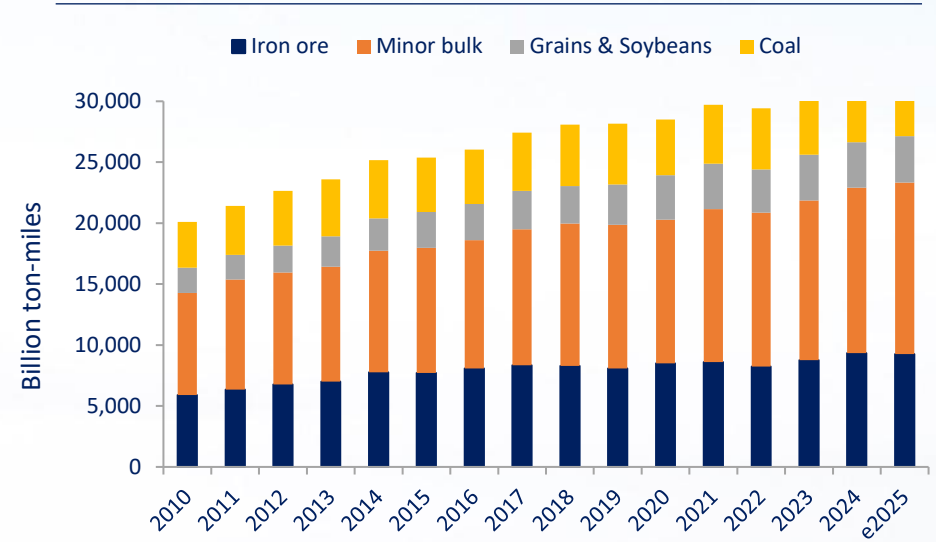
*Source: Clarksons SIN

Key demand drivers

GDP growth




Dry bulk trades



Expected GDP growth

2025e

	4.0%
	6.2%
	1.8%
	0.8%
	2.8%



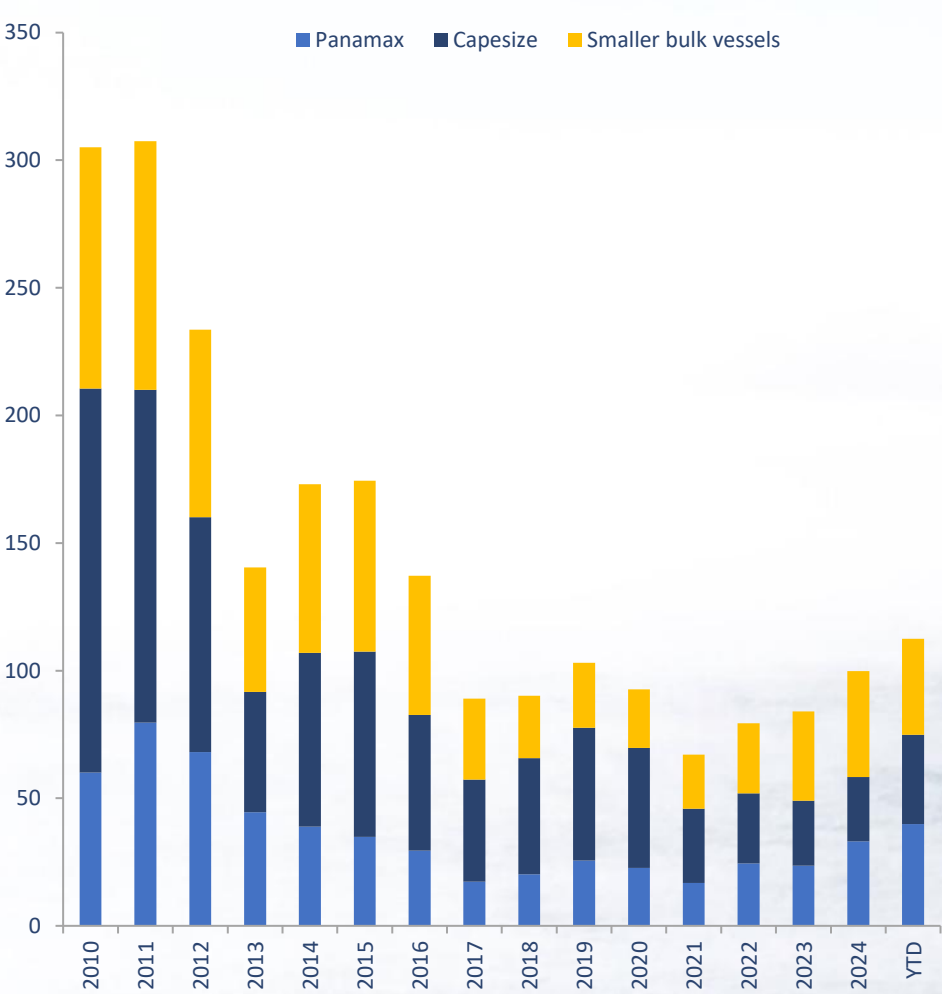
Source: Clarksons SIN

- Global GDP growth is weakening.
- Most major dry bulk commodity shipments expected to either remain steady or drop somewhat, with the exception of grain shipments.
- The grain trade has shown steady growth over the past decade.
- Minor bulk trade has contributed to overall growth, reflecting the diverse demand for various bulk commodities, particularly bauxite and Minerals.

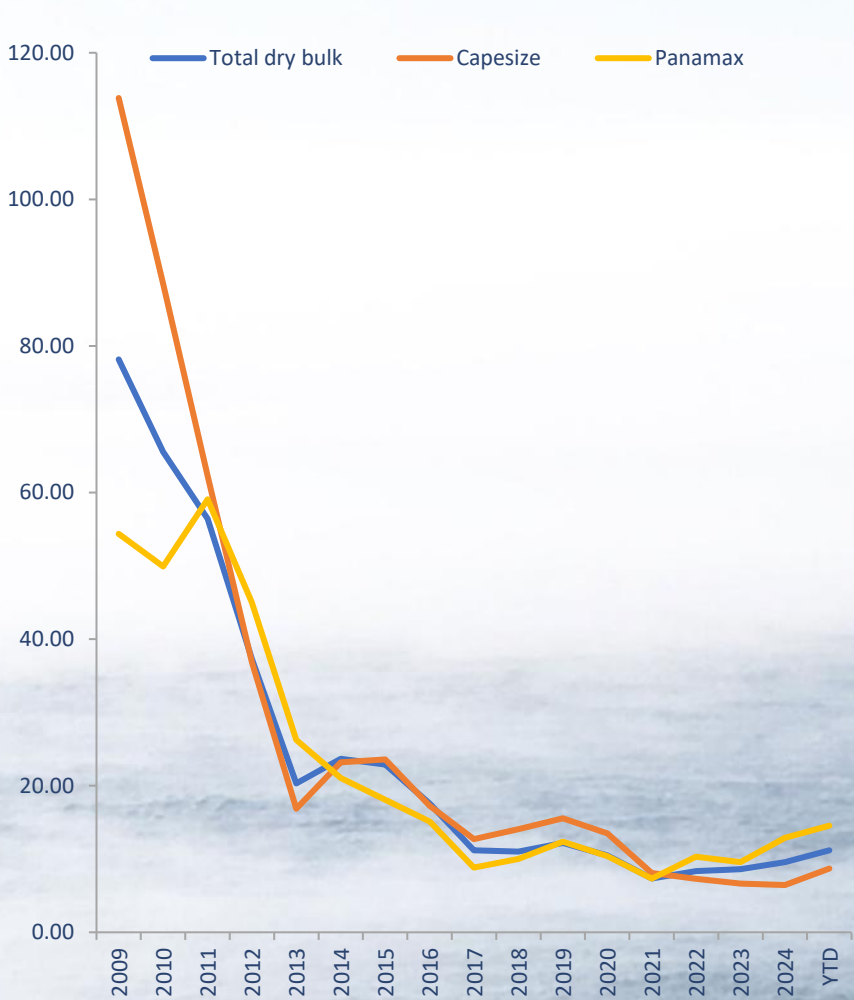
Dry bulk orderbook

The dry bulk orderbook as % of total fleet is 10.8%

Dry bulk orderbook in million DWT



Dry bulk orderbook in % of existing fleet



Source: Clarksons SIN

Positive and negative factors impacting the dry bulk shipping industry

On the positive side:



- Robust South American grain exports, (even though they have dropped sharply over the last few weeks).
- Strong Indonesian Coal shipments.
- Gradual resolution of reciprocal tariffs between the US and the rest of the world.
- Red Sea re-routing expected to continue for the rest of the year.
- Lifting of sanctions against Syria and the cessation of the mini war with Israeli backed militia, leading to the reconstruction of Syria.
- The commencement later this year of iron ore shipments from Simandu in Guinea.



On the negative side:

- Worldwide lower steel production (outside India).
- Bulk Carrier fleet growth outpacing demand growth for 2025/26, (less so in the Cape sector).
- Increase in wind, nuclear and solar power production particularly in China.
- Anticipated long term reduction in coal imports by China.
- Possible failure in trade talks between the US and their trading partners (except for China, Vietnam, Japan, and the UK) leading to high tariffs and trade disruption.



Industry Leading ESG Structure

Environmental

- Implementing fleet decarbonization and modernization plans.
- Transparent emission data sharing with stakeholders.
- Investing in eco-friendly technologies and next-generation fuels.



Social

- Promote a safe and “just” culture, through proactive engagement.
- We invest in continuous training and development of both onshore and seagoing personnel.
- Developed equality, diversity and inclusion program to foster a positive and equitable work environment.



Governance

- Strong corporate culture of ethics and integrity.
- Joining the Maritime Anti-corruption Network (MACN) and adopting a Sanctions Compliance Policy.
- Adherence to NYSE governance standards.
- Majority independent Board, two female board members, including CEO.
- Consistency in annual sustainability reporting adhering to recognized frameworks i.e. SASB, TCFD, GRI, SDGs.



Source: Company
 Note 1) Vessels managed by Diana Shipping Services S.A.
 Note 2) For the year ended December 31, 2023.

Summary

Leading pure play dry bulk carrier company...



Legacy
safely navigated through shipping cycles since 1972



Listed on NYSE
since 2005



Experienced management team
ready to deliver on the challenges of the shipping industry



Excellent ongoing stakeholder engagement
maintaining its high reputation and strong relationships



Rewarding our shareholders
with attractive cash and in-kind dividends, whenever possible.

...with a consistent, non-speculative and disciplined strategy



Consistently staggered chartering strategy
targeting quality counterparts



Maintaining a solid balance sheet
with strong cash position of US\$149.6m and net LTV of 46%



Countercyclical approach
through strengthening the balance sheet in strong markets. No restructuring at any time in the cycle



Focusing on a modern high quality fleet
to ensure efficient operations



ESG Strategy
a strong ethical culture a solid governance, and advanced digitalization initiatives, ensuring long-term excellence.



Q & A



Appendix

- Income Statement for the three months ended June 30, 2025 and 2024
- Income Statement for the six months ended June 30, 2025 and 2024
- Adjusted EBITDA calculation for the three months ended June 30, 2025 and 2024
- Balance Sheet as of June 30, 2025 and December 31, 2024
- Organization Structure
- Reputable charter counterparts



Income Statement

	Three months ended June 30,	
	2025	2024
	in million of US Dollars	
REVENUES:		
Time charter revenues	\$ 54.7	\$ 56.0
OPERATING EXPENSES		
Voyage expenses	3.1	3.1
Vessel operating expenses	20.0	21.3
Depreciation and amortization of deferred charges	11.6	11.0
General and administrative expenses	8.9	8.2
Management fees to a related party	0.3	0.3
Other operating (income)/loss	0.3	(0.1)
Operating income, total	\$ 10.4	\$ 12.2
OTHER INCOME / (EXPENSES):		
Interest expense and finance costs	(10.8)	(11.6)
Interest and other income	1.9	2.0
Loss on derivative instruments	(0.1)	-
Gain/(loss) on related party investments	3.5	(3.5)
Loss on equity securities	(0.4)	-
Gain/ (loss) on warrants	0.5	(2.1)
Gain(loss) from equity method investments	(0.5)	0.2
Total other expenses, net	\$ (5.9)	\$ (14.9)
Net income/(loss)	\$ 4.5	\$ (2.8)
Dividends on series B preferred shares	(1.4)	(1.4)
Net income/(loss) attributable to common stockholders	\$ 3.1	\$ (4.2)
Earnings/(loss) per common share, basic and diluted	0.03	(0.04)

Adjusted EBITDA Calculation

	Three months ended June 30,	
	2025	2024
	in million of US Dollars	
Operating income, total	\$ 10.4	\$ 12.2
Depreciation and amortization of deferred charges	11.6	11.0
Gain on Sale of Vessels	-	-
Adjusted EBITDA	\$ 22.0	\$ 23.2



Income Statement

	Six months ended June 30, 2025		2024	
	in million of US Dollars			
REVENUES:				
Time charter revenues	\$	109.6	\$	113.6
OPERATING EXPENSES				
Voyage expenses		6.1		6.4
Vessel operating expenses		40.0		42.1
Depreciation and amortization of deferred charges		22.8		22.1
General and administrative expenses		17.1		16.7
Management fees to a related party		0.6		0.7
Gain on Sale of Vessels		(1.5)		(1.6)
Other operating loss/ (income)		0.5		(0.4)
Operating income, total	\$	<u>24.0</u>	\$	<u>27.6</u>
OTHER INCOME / (EXPENSES):				
Interest expense and finance costs		(21.9)		(23.7)
Interest and other income		3.8		3.8
Gain/(loss) on derivative instruments		(0.2)		0.4
Gain / (loss) on related party investments		2.5		(1.4)
Loss on equity securities		(0.4)		(0.4)
Gain/(loss) on warrants		0.5		(6.8)
Loss from equity method investments		(0.7)		(0.2)
Total other expenses, net	\$	<u>(16.5)</u>		<u>(28.3)</u>
Net income/(loss)	\$	<u>7.5</u>		<u>(0.7)</u>
Dividends on series B preferred shares		(2.9)		(2.9)
Net income/(loss) attributable to common stockholders	\$	<u>4.7</u>		<u>(3.6)</u>
Earnings/(loss) per common share, basic and diluted		<u>0.04</u>		<u>(0.03)</u>

Adjusted EBITDA Calculation

	Six months ended June 30, 2025		2024	
	in million of US Dollars			
Operating income, total	\$	24.0	\$	27.6
Depreciation and amortization of deferred charges		22.8		22.1
Gain on Sale of Vessels		(1.5)		(1.6)
Adjusted EBITDA	\$	<u>45.3</u>	\$	<u>48.1</u>



Balance Sheet

	June 30, 2025	December 31, 2024
ASSETS	in millions of US Dollars	
Cash, cash equivalents, restricted cash and time deposits	\$ 149.6	\$ 207.2
Investments in equity securities	24.4	-
Other current assets	28.8	18.4
Fixed assets	844.7	880.1
Investments in related parties and equity method investments	64.2	47.2
Other noncurrent assets	19.6	18.0
Total assets	1,131.2	1,171.0
LIABILITIES AND STOCKHOLDERS' EQUITY		
Long-term debt and finance liabilities, net of deferred financing cost	\$ 610.2	\$ 637.5
Other liabilities	28.2	28.4
Total stockholders' equity	492.8	505.1
Total liabilities and stockholders' equity	1,131.2	1,171.0



Organization structure



Note 1) 100% owned if not indicated otherwise

Reputable charter counterparts



GLENCORE



RioTinto

BHP



BUNGE

COBELFRET



KOCH



Source: Company