COSTAMARE BULKERS HOLDINGS LIMITED

Second Quarter 2026 Financial Results

August 3, 2026

Forward-Looking Statements

This presentation contains “forward-looking statements”. In some cases, you can identify these statements by forward-looking words such as “believe”, “intend”, “anticipate”, “estimate”, “project”, “forecast”, “plan”, “potential”, “may”, “should”, “could”, “expect” and similar expressions. You should not place undue reliance on these statements. These statements are not historical facts but instead represent only the Company’s beliefs regarding future results, many of which, by their nature, are inherently uncertain and outside of the Company’s control. Although the Company believes that its expectations stated in this presentation are based on reasonable assumptions, it is possible that actual results may differ, possibly materially, from those anticipated in these forward-looking statements. For a discussion of some of the risks and important factors that could affect future results, see the discussion in the Company’s Annual Report on Form 20-F (File No. 001-42581). All forward-looking statements reflect management’s current views with respect to certain future events, and the Company expressly disclaims any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in the Company’s views or expectations, or otherwise.

Highlights (1/3)

Q2 2026 – Financial Results

- Q2 2026 Adjusted Net Income[1] of **$9.8 million ($0.40 per share)**.
- Q2 2026 Net Income of **$5.2 million ($0.21 per share)**.
- Q2 2026 Liquidity of **$331.5 million**[2].
- Cash[3] exceeding Debt[4] by **$108.9 million** as of the end of Q2 2026.

Notes

1. Adjusted Net Income and respective per share figures are non-GAAP measures and should not be used in isolation or as substitutes for Costamare Bulkers Holdings Limited's financial results presented in accordance with U.S. generally accepted accounting principles ("GAAP"). For the definition and reconciliation of these measures to the most directly comparable financial measure calculated and presented in accordance with GAAP, please refer to Appendix I.
2. Liquidity includes Cash (as defined in Footnote 3) plus $84.7 million of available undrawn funds from one hunting license facility as of June 30, 2026.
3. Cash denotes Cash and cash equivalents (including restricted cash) of $234.8 million plus margin deposits of $12.0 million relating mainly to our forward freight agreements ("FFAs") and bunker swaps.
4. Debt denotes long-term debt including current and non-current portion.

Operating Platform

- Completion of the previously announced transaction with Cargill International S.A., with no pending transfers of the related trading book.
- Current focus on Kamsarmax vessels.
- **26**[(1)] chartered-in dry bulk vessels from third-party owners consisting of:
  - 2 Capesize vessels on period charters (one of which is expected to be redelivered within 2026).
  - 24 Kamsarmax / Panamax vessels, 23 of which are chartered-in primarily under short-term period charters or for TC trips.

Notes

1. As of July 31, 2026 and excluding one vessel sub-chartered out to Cargill International S.A. on back-to-back terms pursuant to the previously announced transaction.

Highlights (3/3)

Owned Fleet and Employment Strategy

- **30**[1] owned dry bulk vessels of a total capacity of approximately **2.7 million DWT**:
  - **6 Capesize** vessels, all of which are on period charters.
  - **7 Kamsarmax** vessels, out of which 5 are on period charters.
  - **9 Ultramax** vessels, out of which 8 are on period charters.
  - **8 Supramax** vessels, out of which 4 are on period charters.
- 12 of the period charters are subject to index-linked charter agreements (with owner's option to convert to fixed rate based on the prevailing FFA curve), while the remaining 11 are fixed-rate agreements.

Vessel Disposal

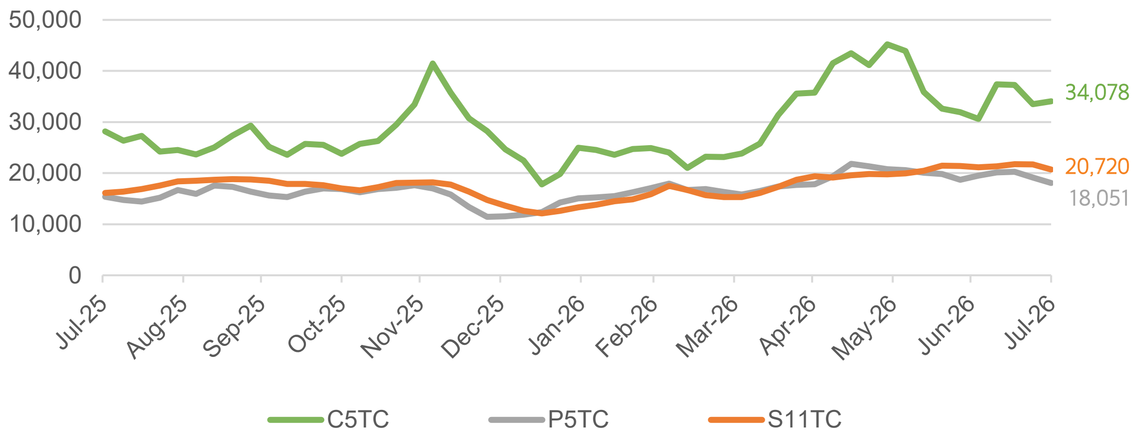
- Agreement for the sale of the 2009-built, 55,469 DWT capacity dry bulk vessel, ***Bermondi***, with expected conclusion in Q3 2026.

Notes

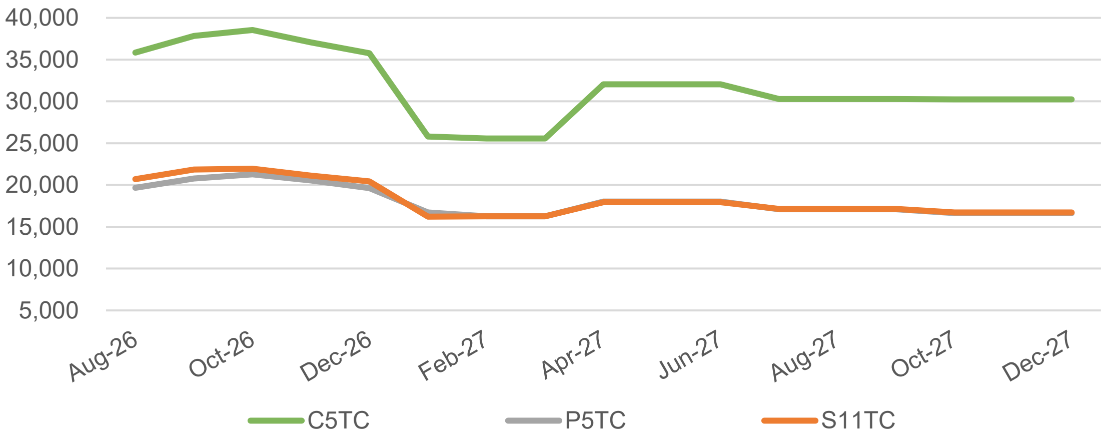
1. As of July 31, 2026 and including one vessel that we have agreed to sell.

Market Environment[1]

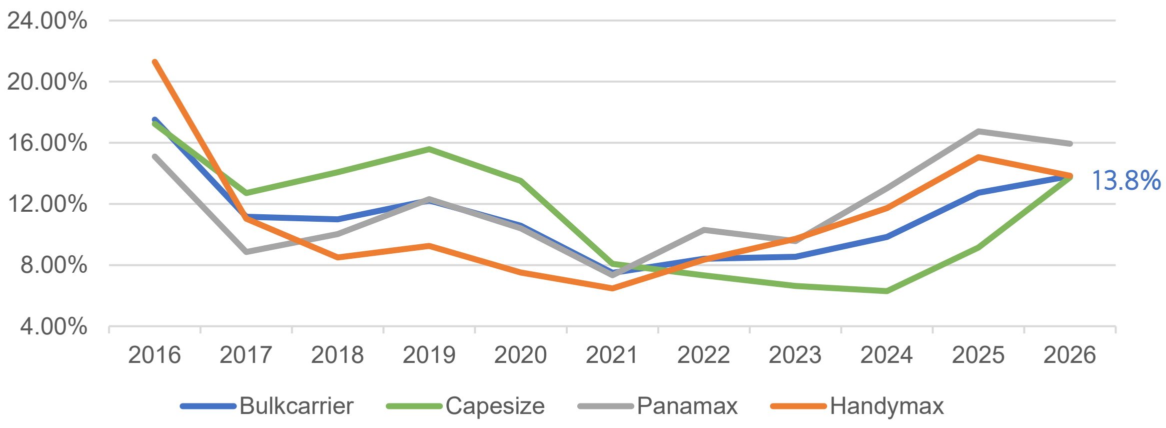
Average Baltic TC Rates



Forward Freight Agreements Curve



Orderbook for Dry Bulk Vessels



- Charter rates remained at attractive levels during Q2 2026, supported by strong demand and despite the heightened volatility in the Capesize segment.
- FFA levels indicate a healthy charter rate environment through 2026, carrying over to 2027.
- New vessel ordering for the whole fleet stands at 13.8%.

Notes

1. Clarksons and Baltic Exchange – July 2026.

Appendix I - Net Income to Adj. Net Income Reconciliation

COSTAMARE BULKERS HOLDINGS LIMITED

Expressed in thousands of U.S. dollars, except share and per share data	Three-month period ended June 30 2026
Net Income	**5,167**
Deferred charter-in expense	(397)
Amortization of time-charter assumed	(308)
G&A expenses - non-cash component	1,063
Non-recurring expenses for realignment of operating platform	553
Loss on derivative instruments, excluding realized (gain) / loss on derivative instruments (1)	3,710
Adjusted Net Income	**9,788**
Weighted average number of shares	24,241,646
Adjusted Earnings per Share	**0.40**

Adjusted Net Income and Adjusted Earnings per Share represent Net Income before deferred charter-in expense, amortization of time-charter assumed, non-recurring expenses for realignment of operating platform, general and administrative expenses - non-cash component and loss on derivative instruments, excluding realized (gain)/loss on derivative instruments. However, Adjusted Net Income and Adjusted Earnings per Share are not recognized measurements under U.S. GAAP. We believe that the presentation of Adjusted Net Income and Adjusted Earnings per Share is useful to investors because they are frequently used by securities analysts, investors and other interested parties in the evaluation of companies in our industry. We also believe that Adjusted Net Income and Adjusted Earnings per Share are useful in evaluating our ability to service additional debt and make capital expenditures. In addition, we believe that Adjusted Net Income and Adjusted Earnings per Share are useful in evaluating our operating performance and liquidity position compared to that of other companies in our industry because the calculation of Adjusted Net Income and Adjusted Earnings per Share generally eliminates the effects of the accounting, effects of certain hedging instruments and other accounting treatments, items which may vary for different companies for reasons unrelated to overall operating performance and liquidity. In evaluating Adjusted Net Income and Adjusted Earnings 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 Income and Adjusted Earnings per Share should not be construed as an inference that our future results will be unaffected by unusual or non-recurring items. Previously, the Company's calculation of Adjusted Net Income and Adjusted Earnings per Share included adjustments for any gain/loss incurred in connection with the sale of vessels and for any loss on vessels held for sale. As the Company's fleet management activities may, subject to market and other conditions, periodically include the sale of dry bulk vessels, the Company no longer includes such adjustments in its calculation of these non-GAAP measures beginning with the results for the first quarter ended March 31, 2026. We believe this updated methodology provides a more meaningful view of the Company's operating performance.

(1) Items to consider for comparability, when prior period figures are presented, include gains and charges. Gains positively impacting Net Income are reflected as deductions to Adjusted Net Income. Charges negatively impacting Net Income are reflected as increases to Adjusted Net Income.

Appendix II – Owned Dry Bulk Fleet Utilization

	Three-month period ended June 30
	2026
Owned Dry Bulk Fleet Available Days	**2,670**
Owned Dry Bulk Fleet Utilization[1]	**99.1%**

(1) We calculate utilization of our owned dry bulk fleet by dividing (i) the aggregate number of our on-hire days and ballast days (excluding dry dock ballast days) in a period of our owned dry bulk fleet by (ii) the number of our available days (owned dry bulk fleet) during such period. We use the following definitions in our calculation of utilization of owned dry bulk fleet:

- On-hire days. We define on-hire days as the total days that a vessel was on-hire during a period.
- Ballast days (excluding dry dock ballast days). We define ballast days (excluding dry dock ballast days) during a period, as the total number of days that a vessel is not on-hire, but is conducting ordinary ship operations (other than dry dock ballast days) which include repositioning from a discharging port to a loading port, sailing to a port for the conclusion of a prospective sale of a vessel or a change of the technical manager of a vessel.
- Available days. We define available days as the number of our ownership days of our owned dry bulk fleet during a period less the aggregate number of dry dock days and dry dock ballast days during such period. We use the following definitions in our calculation of available days (owned dry bulk fleet):
    - Dry dock days. We define dry dock days as the days during a period that a vessel underwent scheduled repairs or repairs under guarantee, vessel upgrades, scheduled dry-docking or special surveys.
    - Dry dock ballast days. We define dry dock ballast days as the total days during a period that a vessel spends sailing to and from a shipyard for scheduled repairs or repairs under guarantee, vessel upgrades, scheduled dry-docking or special surveys.

Appendix III – Owned Vessels Fleet List[1]

#	Vessel Name	Type	Capacity (DWT)	Year Built
1	FRONTIER	Capesize	181,415	2012
2	PROSPER	Capesize	179,895	2012
3	DORADO	Capesize	179,842	2011
4	MAGNES	Capesize	179,546	2011
5	IMPERATOR	Capesize	176,387	2012
6	ENNA	Capesize	175,975	2011
7	AEOLIAN	Kamsarmax	83,478	2012
8	GRENETA	Kamsarmax	82,166	2010
9	HYDRUS	Kamsarmax	81,601	2011
10	PHOENIX	Kamsarmax	81,569	2012
11	BUILDER	Kamsarmax	81,541	2012
12	FARMER	Kamsarmax	81,541	2012
13	SAUVAN	Kamsarmax	79,700	2010
14	MERCHIA	Ultramax	63,585	2015
15	DAWN	Ultramax	63,561	2018
16	SEABIRD	Ultramax	63,553	2016
17	ORION	Ultramax	63,473	2015
18	DAMON	Ultramax	63,301	2012
19	ARYA	Ultramax	61,424	2013
20	ALWINE	Ultramax	61,090	2014
21	AUGUST	Ultramax	61,090	2015
22	ASTROS	Ultramax	60,297	2018
23	ATHENA	Supramax	58,018	2012
24	ERACLE	Supramax	58,018	2012
25	NORMA	Supramax	58,018	2010
26	CURACAO	Supramax	57,937	2011
27	URUGUAY	Supramax	57,937	2011
28	SERENA	Supramax	57,266	2010
29	LIBRA	Supramax	56,701	2010
30	BERMONDI [2]	Supramax	55,469	2009

Type	Capacity (DWT)	%
Capesize	1,073,060	40%
Kamsarmax	571,596	22%
Ultramax	561,374	21%
Supramax	459,364	17%
Total	**2,665,394**	**100%**

Notes

1. As of July 31, 2026.
2. Denotes vessel that we have agreed to sell.

Appendix IV – Chartered-In Vessels Fleet List[1]

#	Vessel Name	Capacity (DWT)	Year Built	Earliest Redelivery to Owners
1	SHANDONG MIGHTINESS	210,896	2021	August 2026
2	CAPE PROTEUS [2]	180,585	2011	April 2027
3	GRAMPUS CHARM	82,937	2013	November 2026
4	GRAND OCEAN	82,698	2023	Two TC Trips
5	SAPHIRA	82,577	2021	September 2026
6	APJ PRITI 2	82,574	2006	October 2026
7	ASTRAEA SB	82,533	2009	TC Trip
8	NEW ERA	82,153	2011	September 2026
9	PELLA	82,114	2010	TC Trip
10	ADMIRAL JIMMU	82,024	2020	October 2026
11	EVER RADIANCE	81,951	2022	October 2026
12	EVER MAJESTY	81,936	2021	February 2027
13	HERMES CENTURY	81,800	2026	February 2031
14	PISTI	81,737	2021	October 2026
15	SAKIYAZA ORCHID	81,588	2017	TC Trip
16	EVMILOS	81,507	2012	TC Trip
17	KYNOURIA	81,354	2012	November 2026
18	GEORGITSI [2]	81,309	2012	September 2026
19	PLATANOS	81,123	2011	TC Trip (plus one TC Trip in charterer's option)
20	SEA UNITY	81,112	2016	September 2026
21	SIFNOS	81,084	2015	TC Trip
22	GEMINI OCEAN	80,982	2017	September 2026
23	NORD SATURN	77,288	2012	TC Trip
24	OCEAN ZENON	76,956	2007	TC Trip
25	FEDERAL SW	76,483	2011	TC Trip
26	STAHLA	76,049	2012	TC Trip (plus one TC Trip in charterer's option)

#	Vessel	Capacity (DWT)	Estimated Delivery
1	NEWBUILDING	82,400	Q2 2027 – Q1 2028

Notes

1. As of July 31, 2026 and excluding one vessel sub-chartered out to Cargill International S.A. on back-to-back terms pursuant to the previously announced transaction.
2. Time-chartered out for the whole remaining charter-in period.