



providing optimized global transportation  
of drybulk commodities



# Investor Presentation

June 2020

# Disclaimer

*This presentation contains certain statements that may be deemed to be “forward-looking statements” within the meaning of Section 27A of the Securities Act of 1933, as amended, Section 21E of the Securities Exchange Act of 1934, as amended, and the Private Securities Litigation Reform Act of 1995, and are intended to be covered by the safe harbor provided for under these sections. These statements may include words such as “believe,” “estimate,” “project,” “intend,” “expect,” “plan,” “anticipate,” and similar expressions in connection with any discussion of the timing or nature of future operating or financial performance or other events. Forward-looking statements reflect management’s current expectations and observations with respect to future events and financial performance. Where we express an expectation or belief as to future events or results, such expectation or belief is expressed in good faith and believed to have a reasonable basis. However, our forward-looking statements are subject to risks, uncertainties, and other factors, which could cause actual results to differ materially from future results expressed, projected, or implied by those forward-looking statements.*

*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, examination of historical operating trends, data contained in our records and other data available from third parties. Although Eagle Bulk Shipping Inc. believes 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, Eagle Bulk Shipping Inc. cannot assure you that it will achieve or accomplish these expectations, beliefs or projections.*

*The principal factors that affect our financial position, results of operations and cash flows include, charter market rates, which have declined significantly from historic highs, periods of charter hire, vessel operating expenses and voyage costs, which are incurred primarily in U.S. dollars, depreciation expenses, which are a function of the cost of our vessels, significant vessel improvement costs and our vessels’ estimated useful lives, and financing costs related to our indebtedness. Our actual results may differ materially from those anticipated in these forward-looking statements as a result of certain factors which could include the following: (i) changes in demand in the drybulk market, including, without limitation, changes in production of, or demand for, commodities and bulk cargoes, generally or in particular regions; (ii) greater than anticipated levels of drybulk vessel newbuilding orders or lower than anticipated rates of drybulk vessel scrapping; (iii) changes in rules and regulations applicable to the drybulk industry, including, without limitation, legislation adopted by international bodies or organizations such as the International Maritime Organization and the European Union or by individual countries; (iv) actions taken by regulatory authorities including without limitation the U.S. Treasury Department’s Office of Foreign Assets Control (“OFAC”); (v) changes in trading patterns significantly impacting overall drybulk tonnage requirements; (vi) changes in the typical seasonal variations in drybulk charter rates; (vii) changes in the cost of other modes of bulk commodity transportation; (viii) changes in general domestic and international political conditions; (ix) changes in the condition of the Company’s vessels or applicable maintenance or regulatory standards (which may affect, among other things, our anticipated drydocking costs); (x) significant deterioration in charter hire rates from current levels or the inability of the Company to achieve its cost-cutting measures; (xi) the duration and impact of the novel coronavirus (“COVID-19”) pandemic; (xii) the relative cost and availability of low and high sulfur fuel oil; (xiii) our ability to realize the economic benefits or recover the cost of the scrubbers we have installed; (xiv) any legal proceedings which we may be involved from time to time; and other factors listed from time to time in our filings with the Securities and Exchange Commission.*

*This discussion also includes statistical data regarding world drybulk fleet and order book and fleet age. We generated some of this data internally, and some were obtained from independent industry publications and reports that we believe to be reliable sources. We have not independently verified this data nor sought the consent of any organizations to refer to their reports in this presentation. We disclaim any intent or obligation to update publicly any forward-looking statements, whether as a result of new information, future events or otherwise, except as may be required under applicable securities laws.*

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# Introduction

# Company Profile

**Eagle Bulk is a fully-integrated shipowner-operator engaged in the global transportation of drybulk commodities**

- Exclusive focus on the midsize Supramax/Ultramax vessel segment: 50 owned vessels
- Perform all management services inhouse: strategic, commercial, operational, technical, & administrative
- Employ an Active Management approach to fleet trading
- Maintain strong Corporate Governance structure with no related party business dealings; majority independent Board



**Our vision is to be the leading shipowner-operator through consistent outperformance and sustainable growth**

# Drybulk Trade Totals ~5.0b Tons per Year

Major Bulk commodities represent ~60% of total drybulk trade



**IRON ORE (28%)**



**COAL (24%)**



**GRAIN (9%)**

Minor Bulk commodities represent ~40% of total drybulk trade



**STEEL (8%)**



**FOREST PRODUCTS (7%)**



**FERTILIZER (3%)**



**BAUXITE (2%)**



**CEMENT (3%)**



**SCRAP (2%)**



**PETCOKE (1%)**

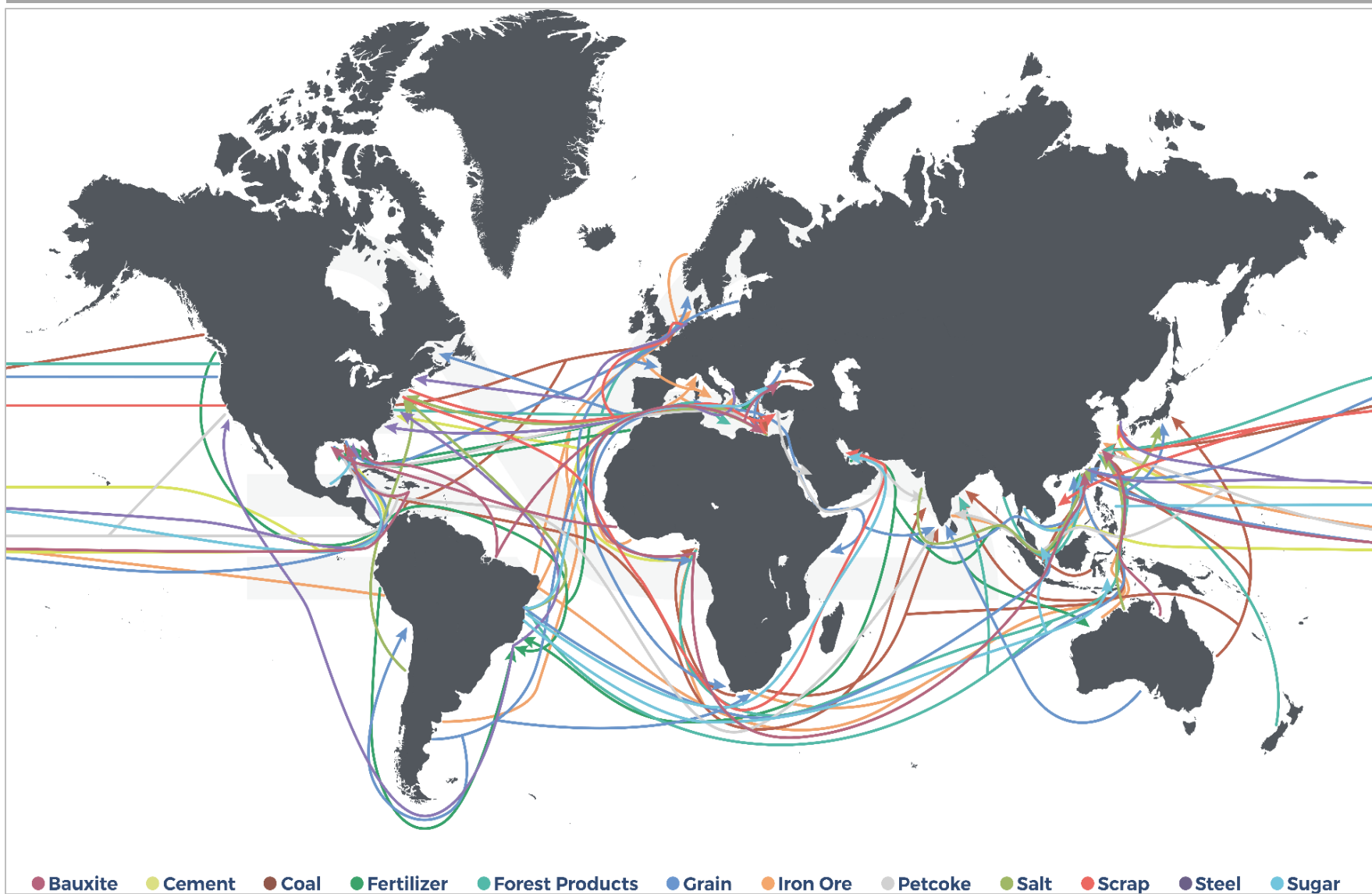


**SUGAR (1%)**



**SALT (1%)**

# Drybulk Trade Flows



# Supramax/Ultramax: Most Versatile Asset Class

## Drybulk Vessel Segment Classification

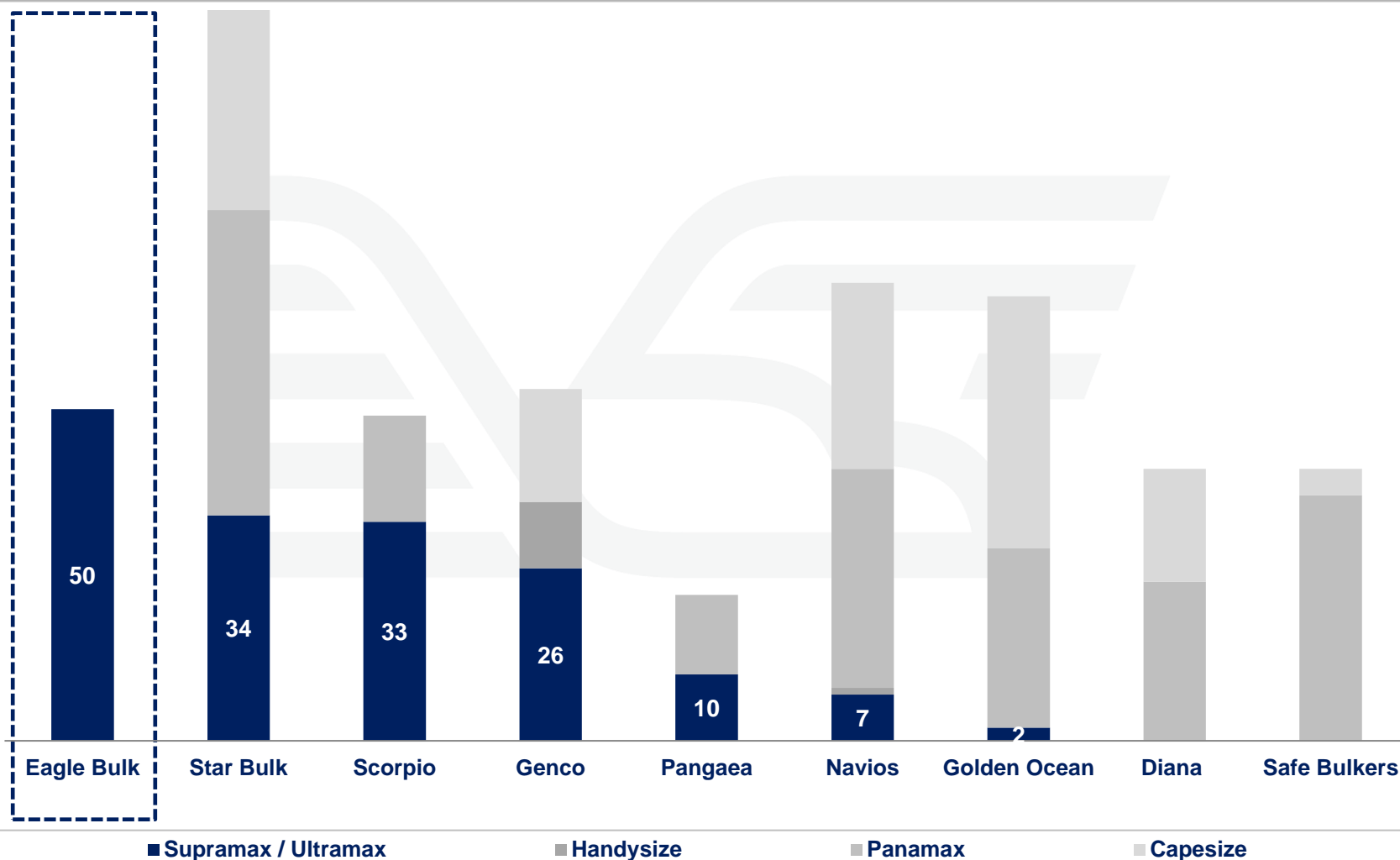
VESSEL	Asset Class	Handysize / Handymax	Supramax / Ultramax	Panamax / Kamsarmax	Capesize
	Size (DWT)	10-50k	50-65k	65-100k	>100k
MAJOR BULK	Iron Ore		✓	✓	✓
	Coal		✓	✓	✓
	Grain	✓	✓	✓	
MINOR BULK	Bauxite	✓	✓	✓	✓
	Steel	✓	✓		
	Scrap	✓	✓		
	Cement	✓	✓		
	Salt	✓	✓		
	Forest Products	✓	✓		
	Potash / Fertilizer	✓	✓		
	Coke	✓	✓		
	Nickel Ore	✓	✓		
	Sugar	✓	✓		
	Other	✓	✓		

Supramax/Ultramax vessels are able to carry all drybulk commodities due to their optimal size and ability to load/discharge cargo using onboard gear

Eagle's Focus

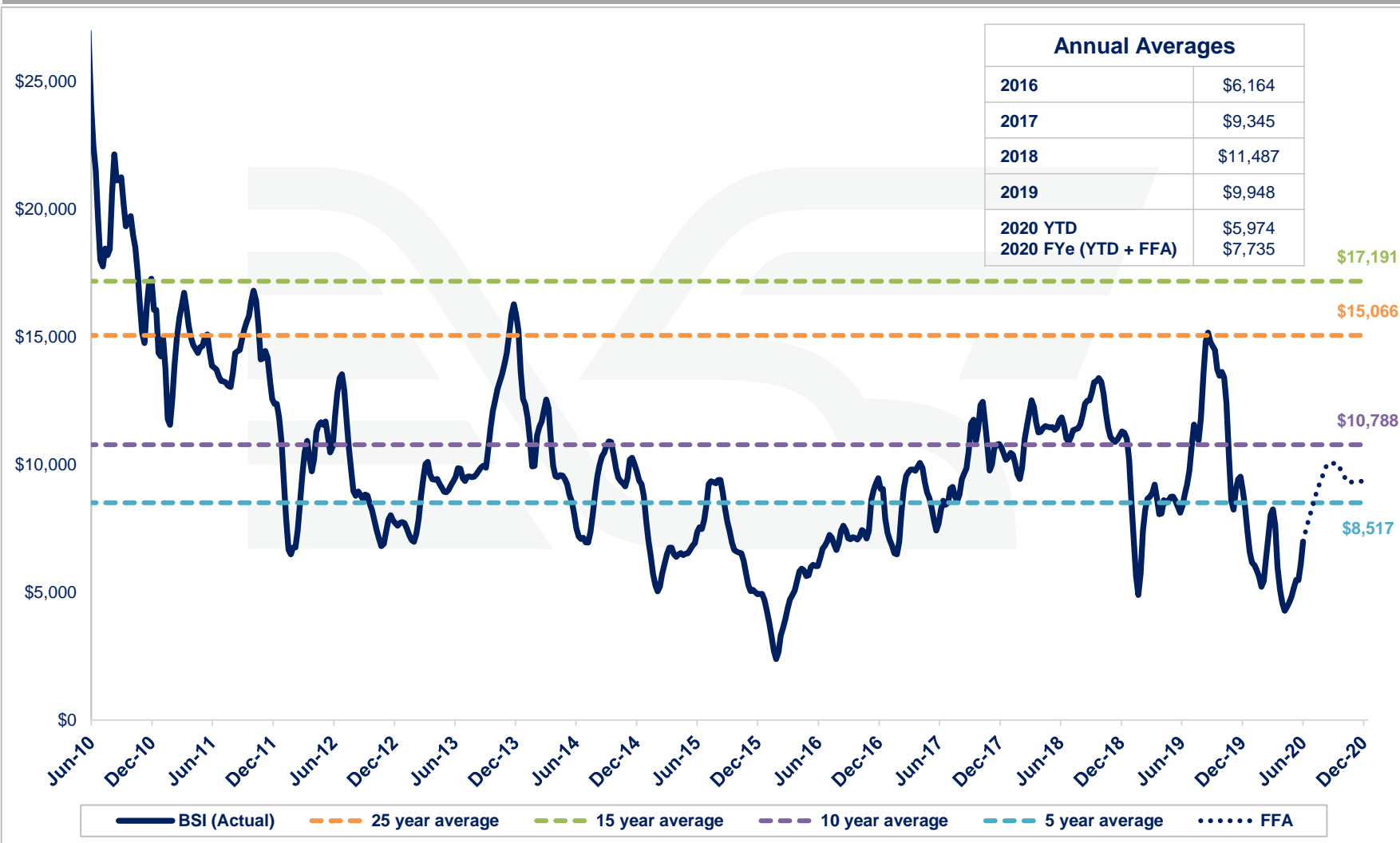
# Eagle: Leader in the Supramax/Ultramax Segment

## U.S.-Listed Peer Group Fleet Profiles

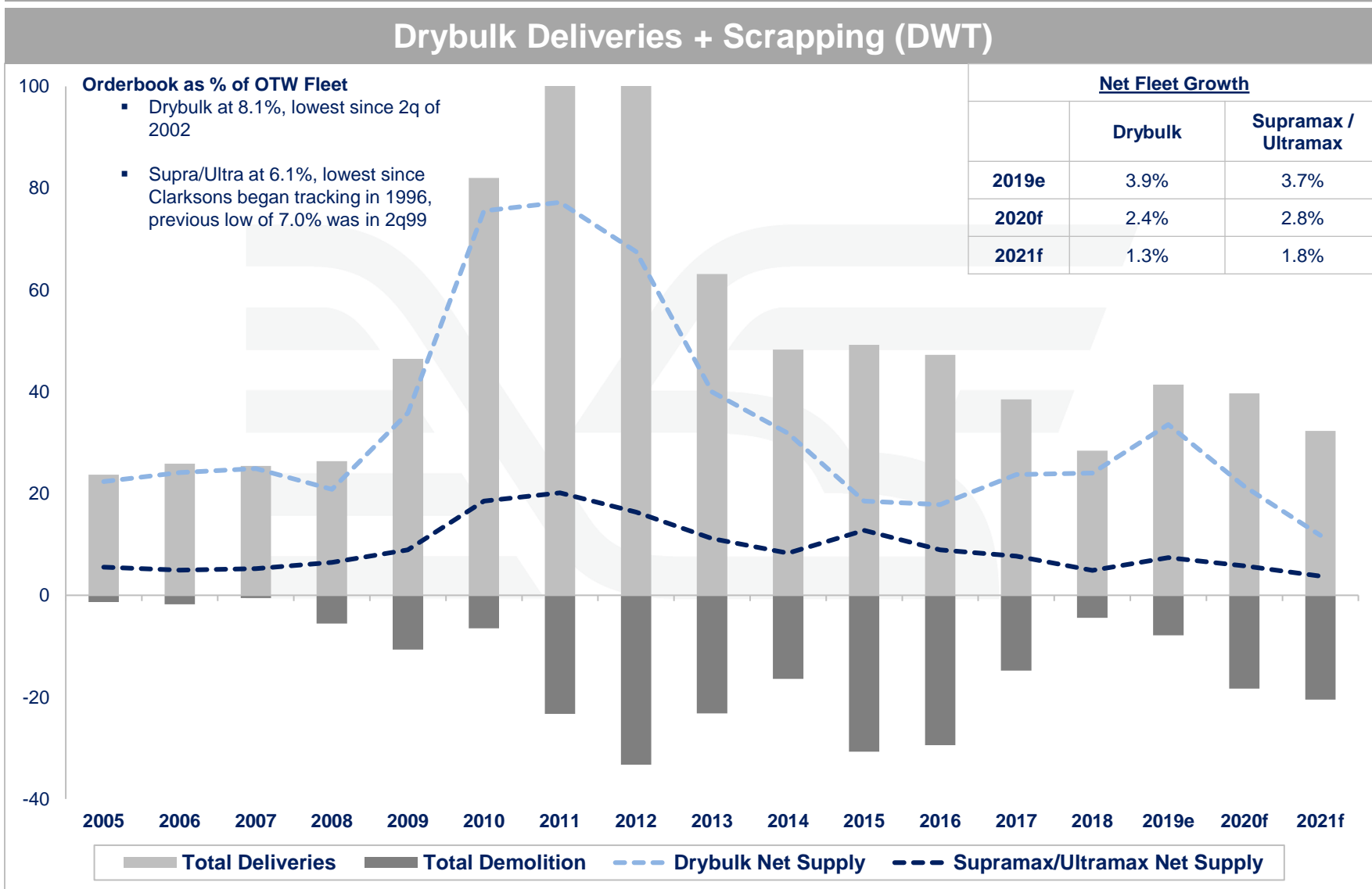


# Historical Spot Freight Rates

## Baltic Supramax Index (BSI)

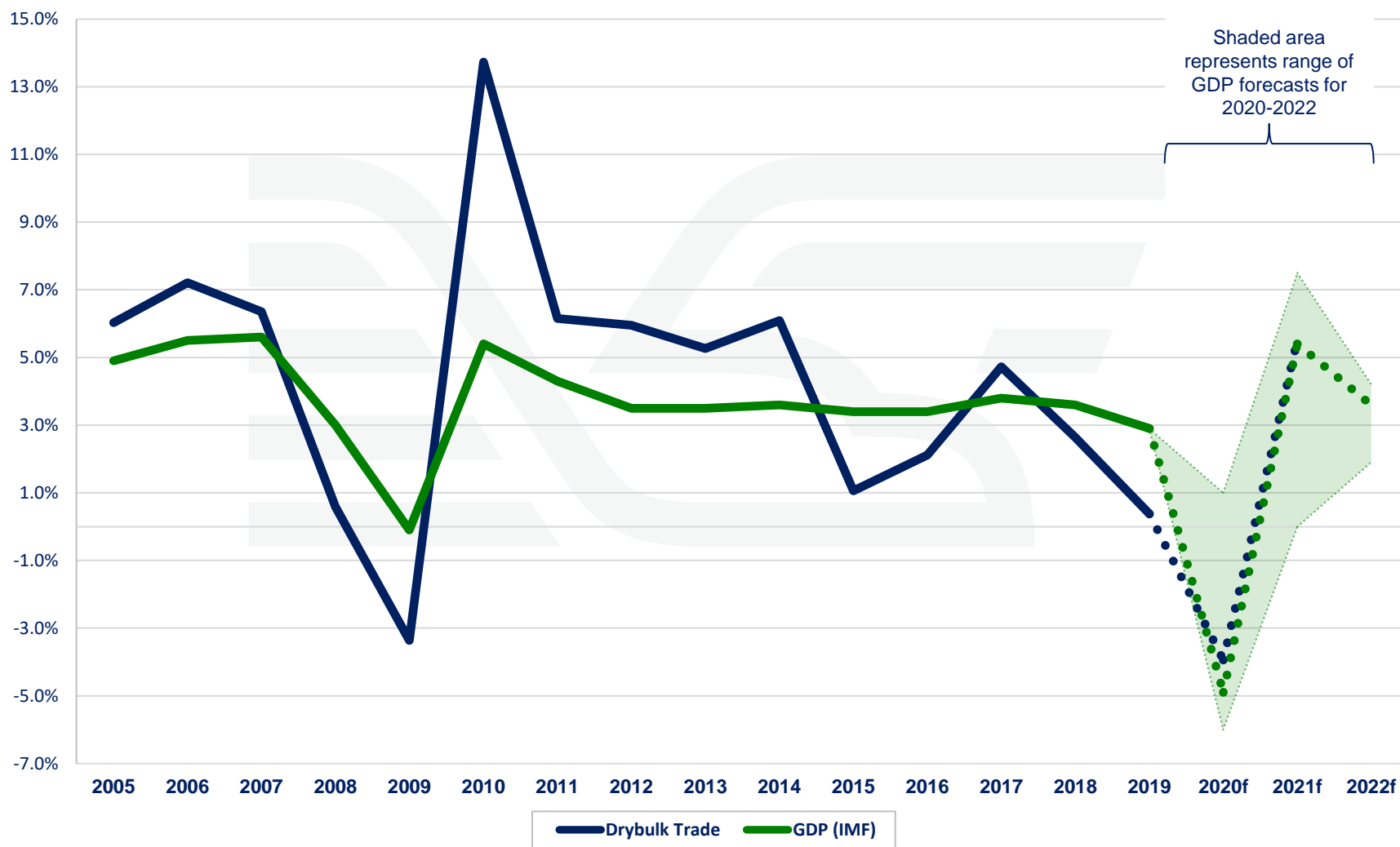


# Supramax/Ultramax 2020f Net Fleet Growth ~2.8%



# Demand Expected to Recover Strongly in 2021

## Drybulk Trade vs. Global GDP

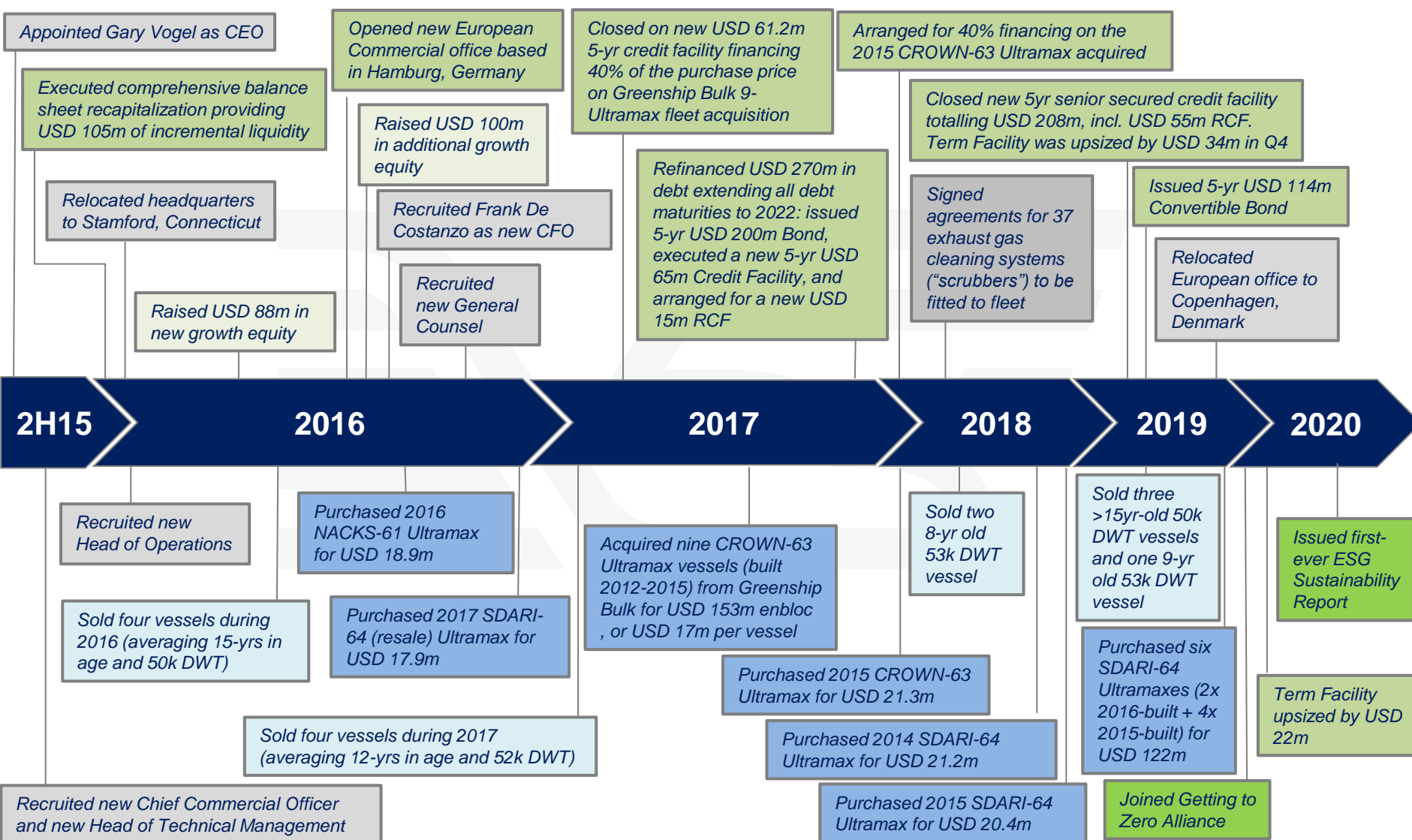


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Company

# Historical Timeline



# ESG Sustainability

Enhancing the sustainability of our operations is an imperative in order for us to achieve our stated Vision of becoming *the leading integrated shipowner-operator*. Over the years, we have developed, maintained, and expanded on various sustainability principles and initiatives relating to Environmental, Social, and Governance (“ESG”) matters.

- Issued our first-ever ESG Sustainability Report in May 2020 in order to better inform shareholders and other stakeholders on the Company’s approach to ESG
- Report has been produced in accordance with the Marine Transportation Framework, established by the Sustainability Accounting Standards Board (SASB)



# Top-Ranked in ESG

For a third year in a row, Eagle is ranked #1 (out of 52) in the Webber 2020 ESG Scorecard

## Webber Research & Advisory 2020 ESG Scorecard

### Top Ten Rankings

#### 1. Eagle Bulk

2. International Seaways

3. Ardmore

4. Triton

5. Genco

6. Euronav

7. OSG

8. Matson

9. Grindrod

10. GasLog

### ESG Factors

#### 1. Related Party Commercial Management

Eagle performs all commercial management in-house and has NO related party transactions

#### 2. Related Party Technical Management

Eagle performs all technical management in-house and has NO related party transactions

#### 3. Sale & Purchase Fees

Eagle utilizes third-party brokers in S&P transactions and pays NO related party fees

#### 4. Related Party Other Transactions

Eagle has NO related party transactions

#### 5. Board Independence

Eagle Board is comprised of 5 independent Directors (including Chairman) plus CEO

#### 6. Board Composition

Eagle Board has separate committees for Audit, Governance, and Compensation

#### 7. Board Policy

Eagle does not have any shareholder disenfranchisement tools; such as Poison Pill or Classified Board

#### 8. Carbon Factor

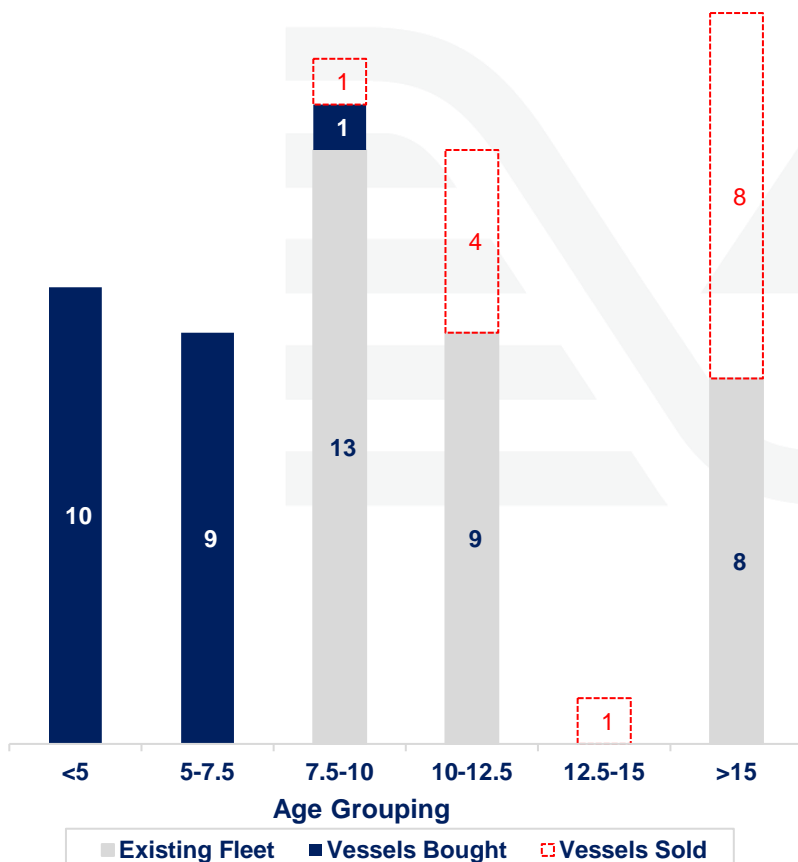
Eagle has disclosed emissions data in its ESG Sustainability Report

#### 9. Subjective

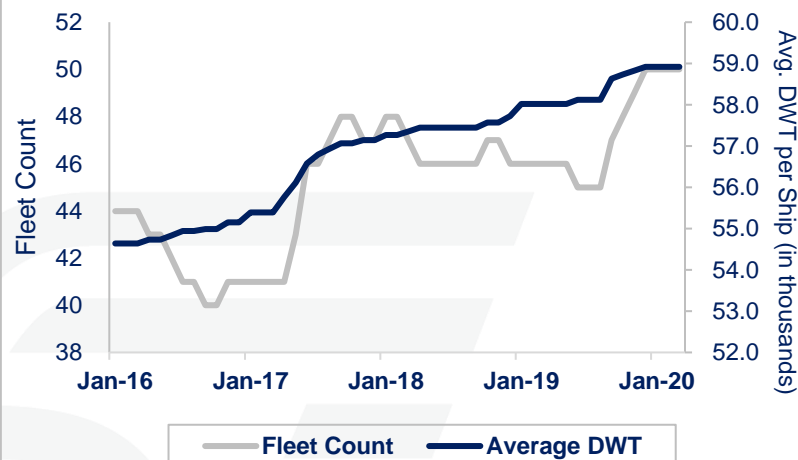
# Vessel Renewal Improving Fleet Makeup/Efficiency

## Fleet Age Profile

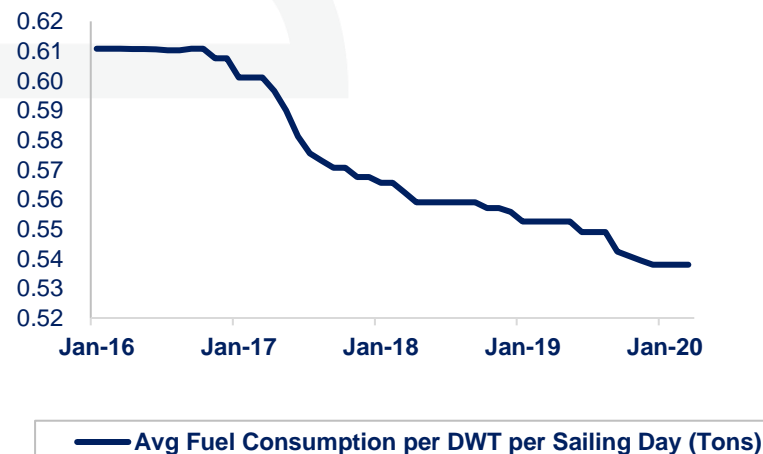
- Current fleet consists of 50 ships | ~8.9yrs-old
- Thirty-four vessels bought and sold since 2016
  - Twenty Ultramaxs acquired averaging ~3yrs old
  - Fourteen Supramaxes sold averaging ~13yrs old



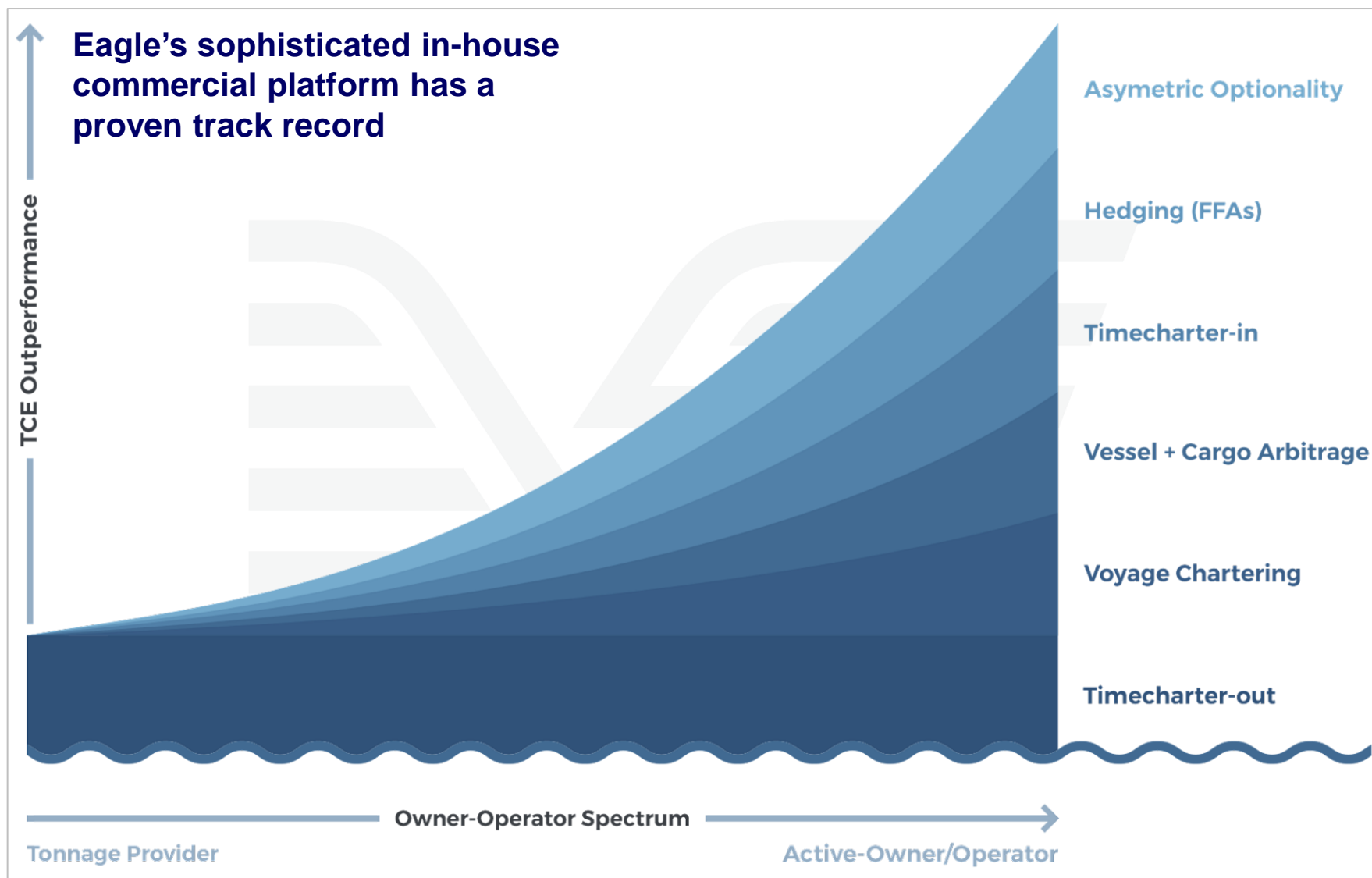
## Fleet Count + Vessel Size Evolution



## Emissions per DWT per Day

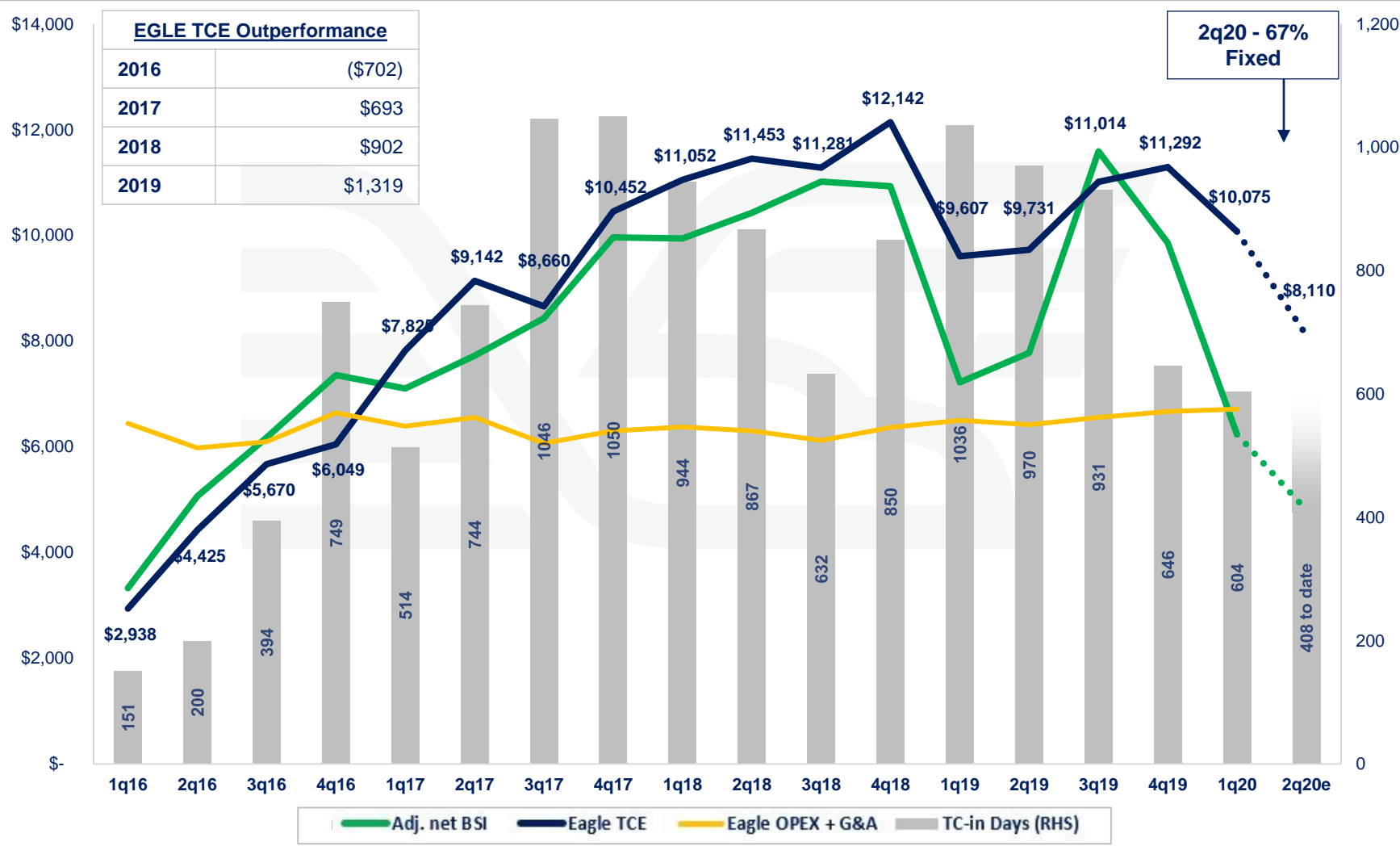


# Creating Value Through Active Management



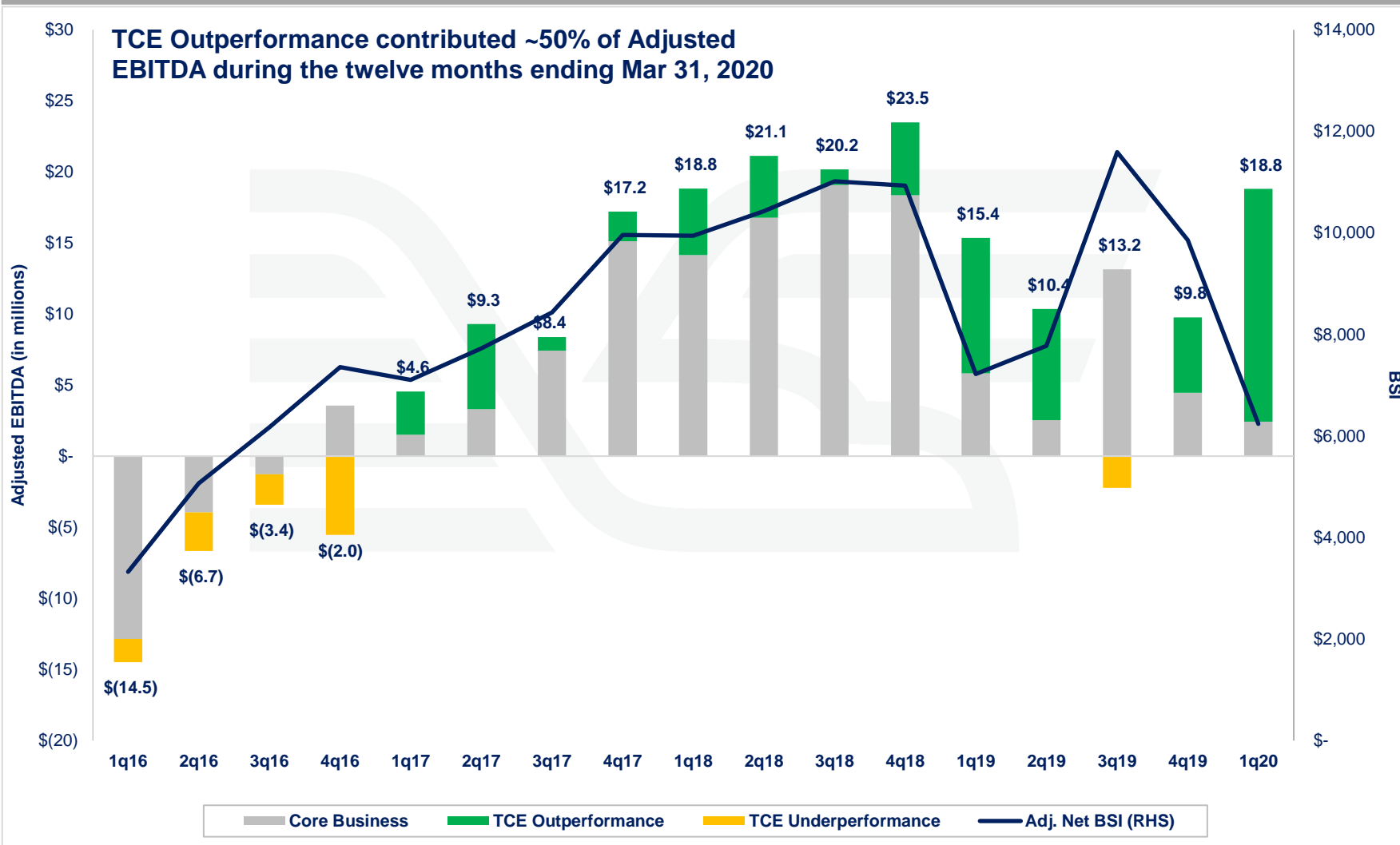
# LTM TCE Outperformance of USD 1,724 per Day

## Eagle Revenue + Cost Performance



# Historical EBITDA

## Adjusted EBITDA

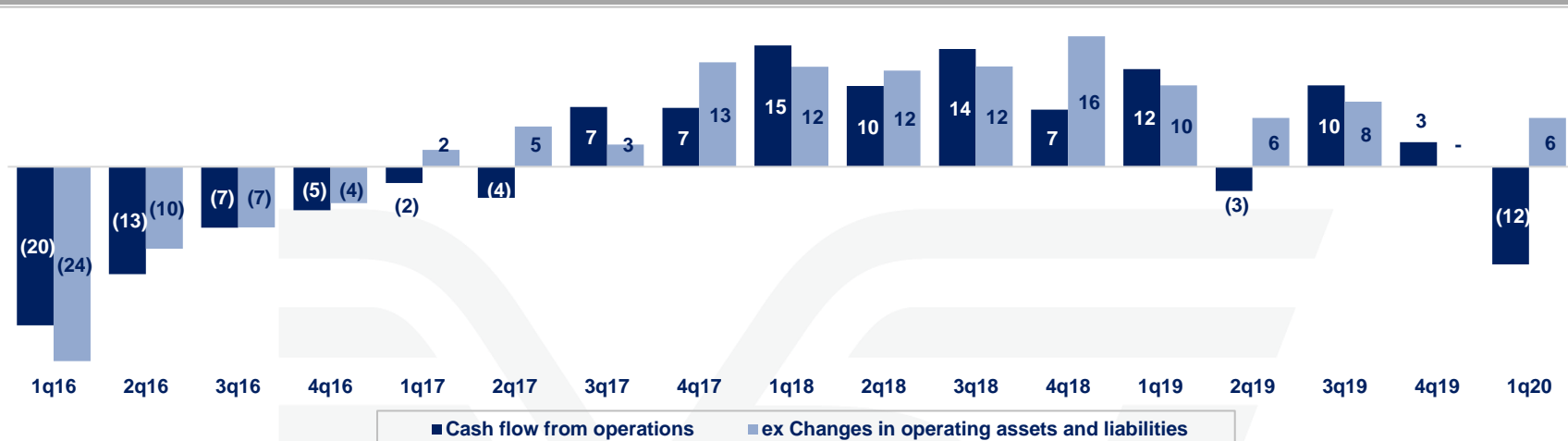


# Earnings

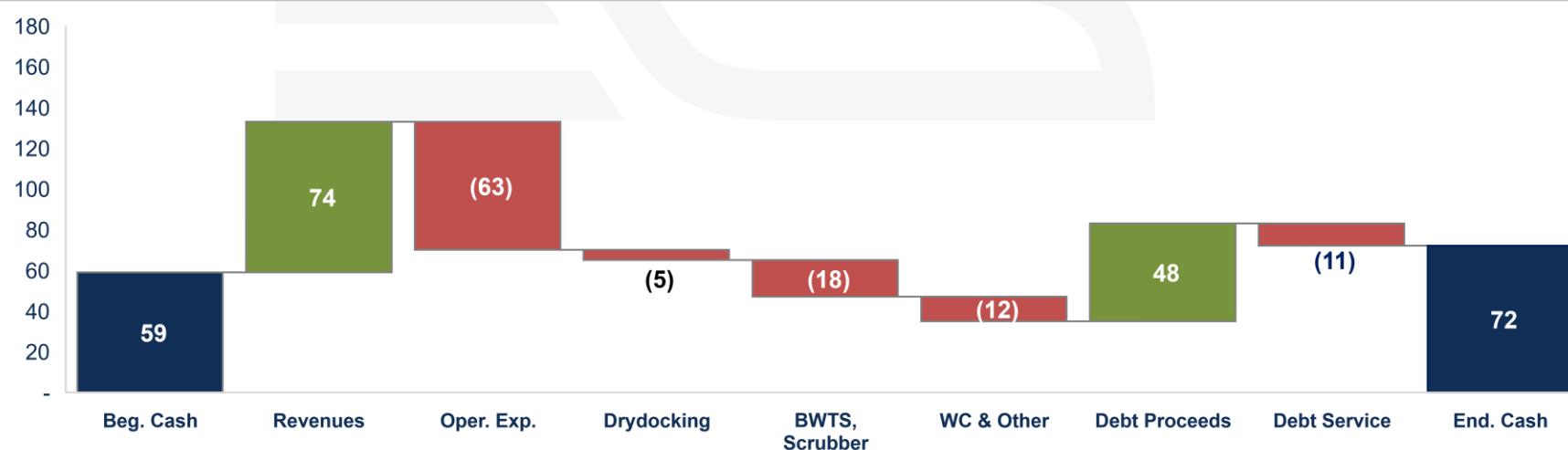
USD in Thousands except EPS	1q20	4q19	1q19
<b>Revenues, net of commissions</b>	\$ 74,378	\$ 71,486	\$ 77,390
<b>Operating expenses</b>			
Voyage expenses	26,564	21,442	25,906
Charter hire expenses	6,041	8,152	11,492
Vessel expenses	23,700	22,336	20,094
Depreciation and amortization	12,466	11,322	9,407
General and administrative expenses	7,962	10,140	8,409
Other operating expense	-	1,125	-
(Gain) / loss on sale of vessels	-	66	(4,107)
<b>Total operating expenses</b>	<b>76,733</b>	<b>74,582</b>	<b>71,200</b>
<b>Operating income / (loss)</b>	<b>(2,355)</b>	<b>(3,096)</b>	<b>6,190</b>
<b>Other expenses</b>			
Interest expense, net - cash	7,531	7,047	5,824
Interest expense - debt discount & deferred financing <sup>1</sup>	1,504	1,519	504
Gain on derivatives	(7,862)	(490)	(2,438)
Loss on debt extinguishment	-	-	2,268
<b>Total other expenses, net</b>	<b>1,173</b>	<b>8,075</b>	<b>6,158</b>
<b>Net (loss) / income</b>	<b>\$ (3,528)</b>	<b>\$ (11,171)</b>	<b>\$ 29</b>
Weighted average shares outstanding (Basic, in millions)	71,869	71,479	71,283
<b>EPS (Basic)</b>	<b>\$ (0.05)</b>	<b>\$ (0.16)</b>	<b>\$ 0.00</b>
<b>Adjusted EBITDA<sup>2</sup></b>	<b>\$ 18,810</b>	<b>\$ 9,780</b>	<b>\$ 15,372</b>

# Cash Flows

## Cash Flow from Operations - Quarterly (\$ Millions)



## 1q20 Cash Walk (\$ Millions)

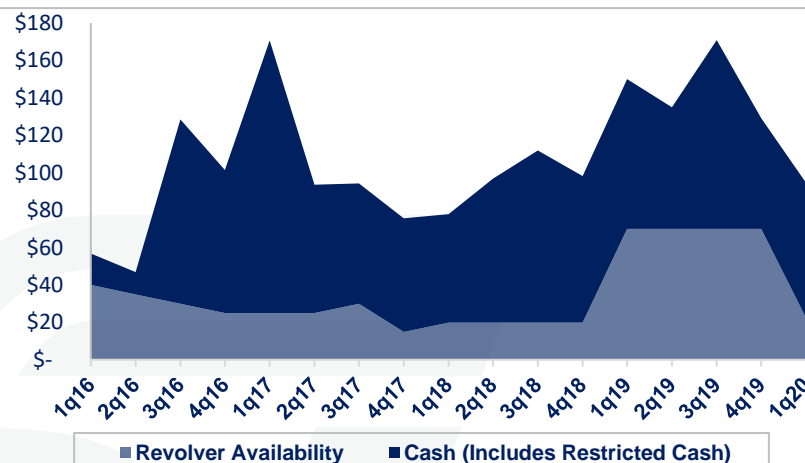


# Balance Sheet + Liquidity

## Balance Sheet (USD thousands)

Cash <sup>1</sup>	72,223
Accounts receivable	18,155
Inventory	15,361
Other current assets	18,773
Vessels, net	858,808
Right of use assets - lease	17,185
Other assets	25,964
<b>Total assets</b>	<b>1,026,468</b>
Accounts payable	10,240
Current liabilities	31,691
Debt (including \$37.2m current) <sup>2</sup>	488,815
Fair value of derivatives - LT	177
Lease liability (\$13.3m current)	18,167
<b>Total liabilities</b>	<b>549,090</b>
Stockholder's equity	477,378
<b>Total liabilities and stockholder's equity</b>	<b>1,026,468</b>

## Liquidity Trend (USD millions)

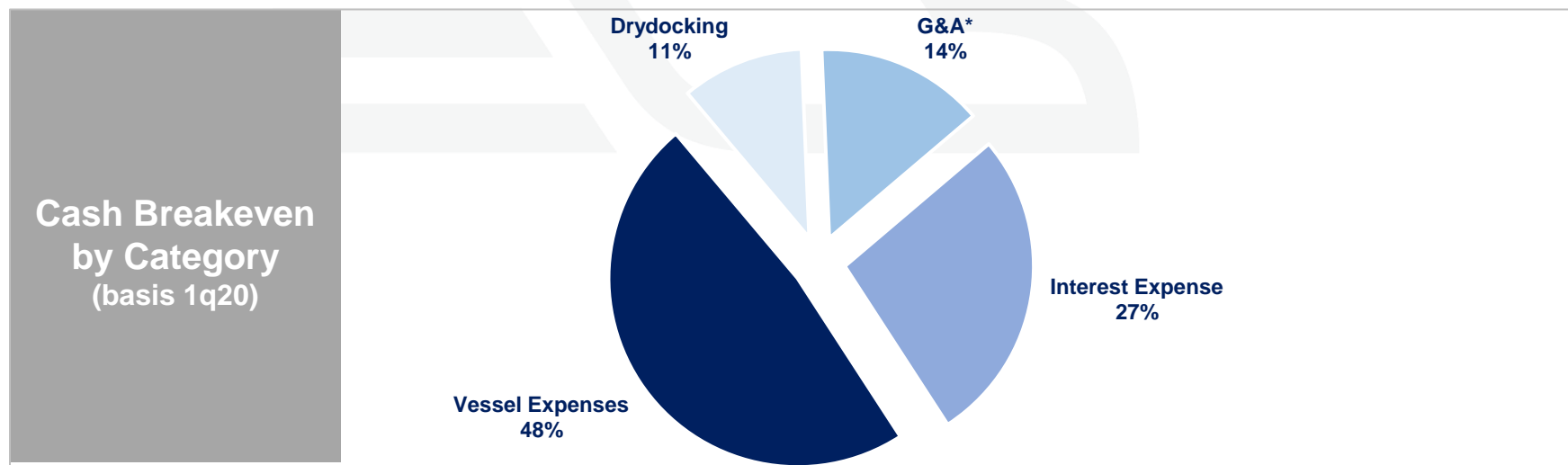


## Liquidity Position (USD thousands)

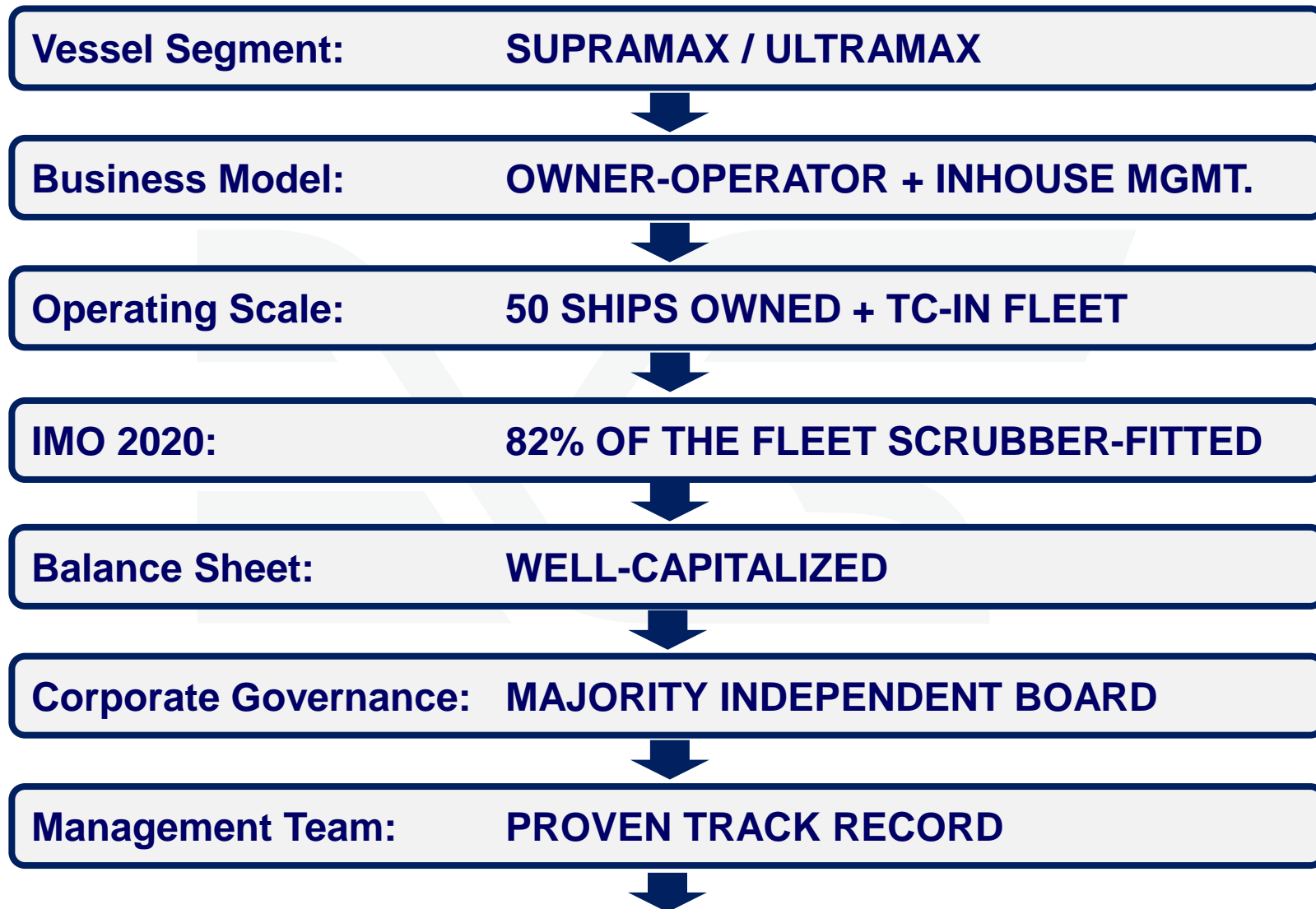
Cash <sup>1</sup>	72,223
Undrawn availability	22,500
<b>Total liquidity</b>	<b>94,723</b>

# Cash Breakeven per Vessel per Day

	1q20	FY 2019
<b>Operating</b>		
Vessel expenses	\$ 5,209	\$ 4,859
Drydocking	1,138	702
G&A*	1,505	1,681
<b>Total operating</b>	<b>7,852</b>	<b>7,243</b>
<b>Debt Service</b>		
Interest Expense	1,655	1,471
Debt Principal Repayment	1,278	1,366
<b>Total Cash Breakeven</b>	<b>\$ 10,784</b>	<b>\$ 10,080</b>



# Uniquely Positioned to Capitalize on Market



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# APPENDIX

# Leadership Team

## Senior Management

### **Gary Vogel** | Chief Executive Officer

- 31+ years experience in drybulk | former CEO of Clipper Group | Managing Director of Van Ommeren Bulk Shipping

### **Frank De Costanzo** | Chief Financial Officer

- 32+ years experience in finance/banking | former CFO at Catalyst Paper | Global Treasurer at Kinross Gold

### **Bo Westergaard Jensen** | Chief Commercial Officer

- 27+ years experience in drybulk | former Co-head of Chartering at Clipper Group | Chartering and Operations at J. Lauritzen

### **Claus Jensen** | Director of Technical Management

- 30+ years experience in ship management | former Technical Director at Berge Bulk | VP of Technical at Torm | Superintendent at MAN

### **Michael Mitchell** | General Counsel

- 29+ years experience in shipping/law | former General Counsel at The American Club | Partner at Holland & Knight | Head of Operations at Principal Maritime

### **Costa Tsoutsoplides, CFA** | Senior Director - Strategy

- 17+ years experience in shipping/finance/banking | former VP at Citigroup (Foreign Exchange and High Yield)

## Board of Directors

### **Paul M. Leand, Jr.** | Chairman

- Chief Executive Officer of AMA Capital Partners | Director of Golar LNG Partners LP | former Director of Lloyd Fonds AG, North Atlantic Drilling, SeaDrill Ltd., and Ship Finance International Ltd.

### **Randee Day** | Director

- 31+ years experience in shipping | President and CEO of Day & Partners | Director of International Seaways | former CEO of DHT Maritime | former Division Head of JP Morgan's Shipping Group

### **Justin A. Knowles** | Director

- Founder of Dean Marine Advisers Ltd. | former finance at Bank of Scotland

### **Bart Veldhuizen** | Director

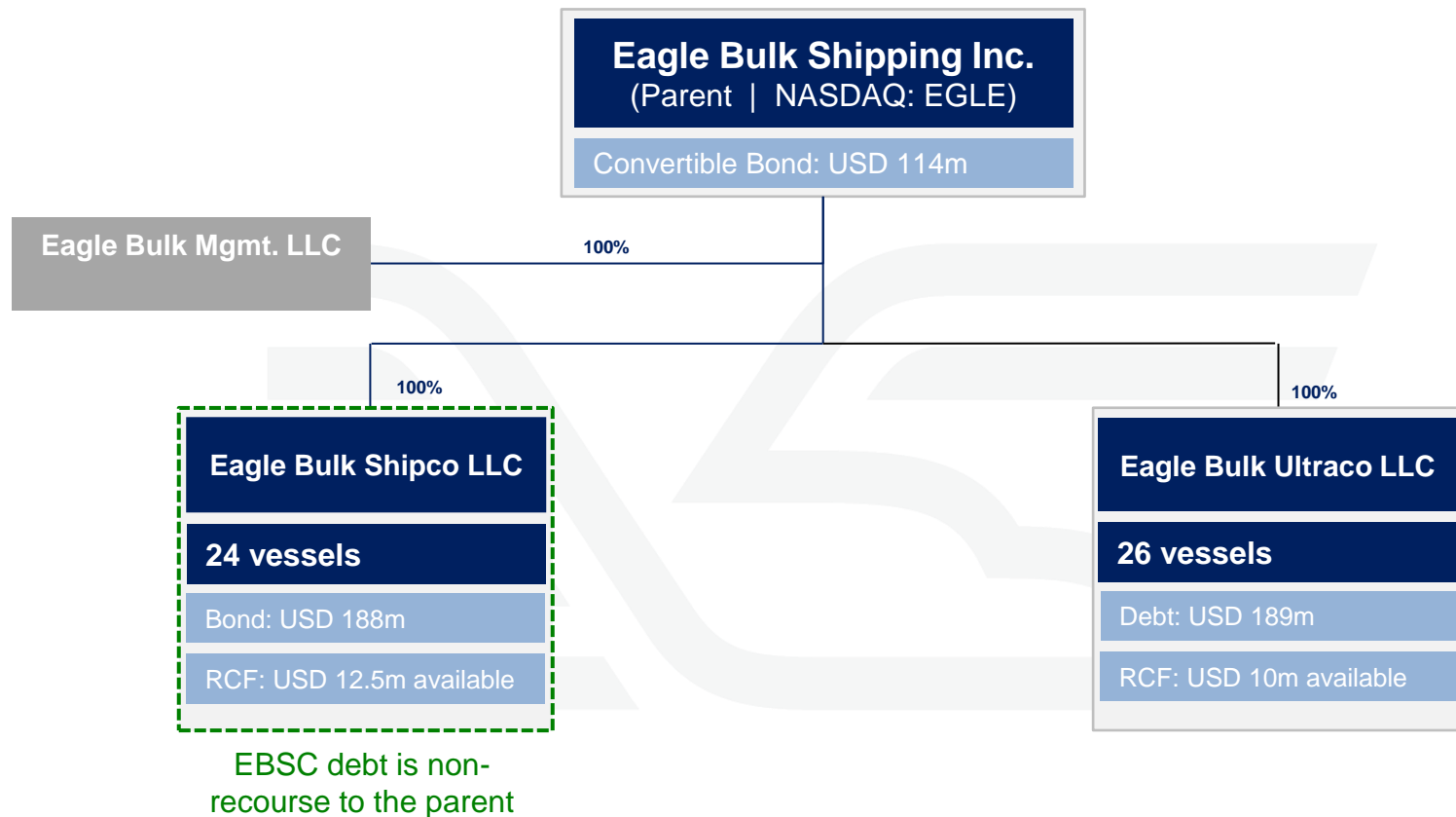
- 26+ years experience in shipping/banking | former Member of the Board of Managing Directors at DVB | MD & Head of Shipping at Lloyds Banking Group

### **Gary Weston** | Director

- Former Chairman and CEO of C Transport Maritime S.A.M (CTM) | former CEO of Clarksons PLC | former CEO of Carras

### **Gary Vogel** | Chief Executive Officer | Director

# Corporate Structure



**All management services (strategic / commercial / operational / technical / administrative) are performed in house by Eagle Bulk Management LLC, a wholly-owned subsidiary of the Parent**

# Owned Fleet

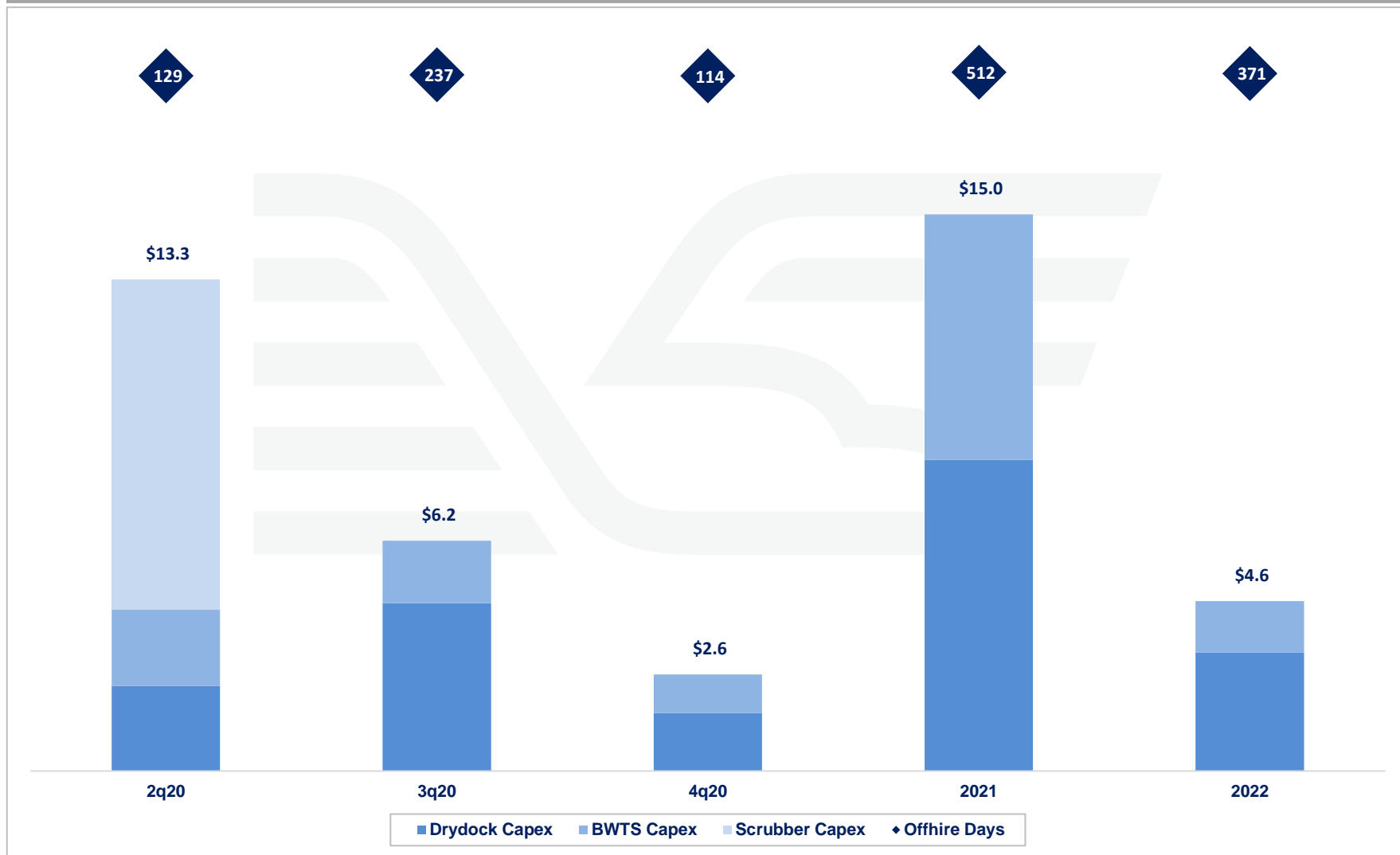
50 Ships   41 Vessels Scrubber-fitted				2946 DWT (MT, thousands)   8.9yrs-old			
Eagle Bulk Shipco LLC				Eagle Bulk Ultraco LLC			
Vessel	Scrubber	Built	DWT	Vessel	Scrubber	Built	DWT
1 Singapore Eagle	1	2017	63.4	1 Hong Kong Eagle	1	2016	63.5
2 Shanghai Eagle	1	2016	63.4	2 Santos Eagle	1	2015	63.5
3 Stamford Eagle		2016	61.5	3 Copenhagen Eagle	1	2015	63.5
4 Sandpiper Bulker	1	2011	57.8	4 Sydney Eagle	1	2015	63.5
5 Roadrunner Bulker	1	2011	57.8	5 Dublin Eagle	1	2015	63.5
6 Puffin Bulker	1	2011	57.8	6 New London Eagle	1	2015	63.1
7 Petrel Bulker	1	2011	57.8	7 Cape Town Eagle	1	2015	63.7
8 Owl	1	2011	57.8	8 Westport Eagle	1	2015	63.3
9 Oriole	1	2011	57.8	9 Hamburg Eagle	1	2014	63.3
10 Egret Bulker	1	2010	57.8	10 Madison Eagle	1	2013	63.3
11 Crane	1	2010	57.8	11 Greenwich Eagle	1	2013	63.3
12 Canary	1	2009	57.8	12 Groton Eagle	1	2013	63.3
13 Bittern	1	2009	57.8	13 Fairfield Eagle	1	2013	63.3
14 Stellar Eagle	1	2009	56.0	14 Southport Eagle	1	2013	63.3
15 Crested Eagle	1	2009	56.0	15 Rowayton Eagle	1	2013	63.3
16 Crowned Eagle	1	2008	55.9	16 Mystic Eagle	1	2013	63.3
17 Jaeger		2004	52.5	17 Stonington Eagle	1	2012	63.3
18 Cardinal		2004	55.4	18 Nighthawk	1	2011	57.8
19 Skua		2003	53.4	19 Martin	1	2010	57.8
20 Shrike		2003	53.3	20 Kingfisher	1	2010	57.8
21 Tern		2003	50.2	21 Jay	1	2010	57.8
22 Osprey I		2002	50.2	22 Ibis Bulker	1	2010	57.8
23 Goldeneye		2002	52.4	23 Grebe Bulker	1	2010	57.8
24 Hawk I		2001	50.3	24 Gannet Bulker	1	2010	57.8
				25 Imperial Eagle	1	2010	56.0
				26 Golden Eagle	1	2010	56.0
<b>24 Vessels</b>			<b>1,352</b>	<b>26 Vessels</b>			<b>1,594</b>

# Debt Terms

PARENT	Eagle Bulk Shipping Inc.				
ISSUER/ BORROWER	Eagle Bulk Shipping Inc.	Eagle Bulk Shipco LLC		Eagle Bulk Ultraco LLC	
LOAN TYPE	Convertible Note	Bond	RCF	Term Loan	RCF
DEBT	USD 114m	USD 188m	USD 2.5m (USD 15m avail.)	USD 189m	USD 45m (USD 10m avail.)
SECURITY	Senior Unsecured	Senior Secured	Super Senior Secured	Senior Secured	
RECOURSE	Parent Guarantee	Ringfenced / non-recourse to Parent		Parent Guarantee	
COLLATERAL	N/A	24 vessels + USD 2.9m restricted cash		26 vessels	
INTEREST RATE	5.0% fixed	8.25% fixed	L+200bps	L+250bps	
DATE CLOSED	July 2019	November 2017		January 2019	
TENOR	5 years	5 years		5 years	
MATURITY	2024	2022		2024	
AMORTIZATION	N/A	USD 8m/year	N/A	USD 31.2m/year	
CONVERSION	178.1737 shares common stock per USD 1,000 principal (approx. share price of USD 5.61)	N/A		N/A	

# Drydock and Scrubber Schedule

## Forecast Capital Expenditure, Offhire Days\*



# TCE Reconciliation

\$ Thousands except TCE and days	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18
<b>Revenues, net</b>	\$ 21,278	\$ 25,590	\$ 35,788	\$ 41,836	\$ 45,855	\$ 53,631	\$ 62,711	\$ 74,587	\$ 79,371
<b>Less:</b>									
Voyage expenses	(9,244)	(7,450)	(11,208)	(14,192)	(13,353)	(13,380)	(17,463)	(18,155)	(22,515)
Charter hire expenses	(1,489)	(1,668)	(3,822)	(5,866)	(3,873)	(6,446)	(9,652)	(11,312)	(10,268)
Reversal of one legacy time charter	1,045	793	670	432	(302)	584	329	426	(86)
Realized gain/(loss) - Derivatives	-	-	(449)	(113)	-	83	248	(349)	117
TCE revenue	\$ 11,590	\$ 17,265	\$ 20,979	\$ 22,097	\$ 28,326	\$ 34,473	\$ 36,173	\$ 45,197	\$ 46,619
<b>Owned available days *</b>	3,945	3,902	3,700	3,653	3,620	3,771	4,177	4,324	4,218
<b>TCE</b>	<b>\$ 2,938</b>	<b>\$ 4,425</b>	<b>\$ 5,670</b>	<b>\$ 6,049</b>	<b>\$ 7,825</b>	<b>\$ 9,142</b>	<b>\$ 8,660</b>	<b>\$ 10,452</b>	<b>\$ 11,052</b>

\$ Thousands except TCE and days	2q18	3q18	4q18	1q19	2q19	3q19	4q19	1q20
<b>Revenues, net</b>	\$ 74,939	\$ 69,093	\$ 86,692	\$ 77,390	\$ 69,391	\$ 74,110	\$ 71,486	\$ 74,378
<b>Less:</b>								
Voyage expenses	(17,205)	(15,126)	(24,721)	(25,906)	(20,907)	(19,446)	(21,442)	(26,564)
Charter hire expenses	(10,108)	(7,460)	(10,209)	(11,492)	(11,179)	(11,346)	(8,152)	(6,041)
Reversal of one legacy time charter	(404)	497	(226)	(414)	767	(120)	(270)	463
Realized gain/(loss) - Derivatives	345	284	(211)	(475)	861	(806)	294	756
TCE revenue	\$ 47,567	\$ 47,288	\$ 51,326	\$ 39,102	\$ 38,933	\$ 42,393	\$ 41,917	\$ 42,992
<b>Owned available days *</b>	4,153	4,192	4,227	4,070	4,001	3,849	3,712	4,267
<b>TCE</b>	<b>\$ 11,453</b>	<b>\$ 11,281</b>	<b>\$ 12,142</b>	<b>\$ 9,607</b>	<b>\$ 9,731</b>	<b>\$ 11,014</b>	<b>\$ 11,292</b>	<b>\$ 10,075</b>

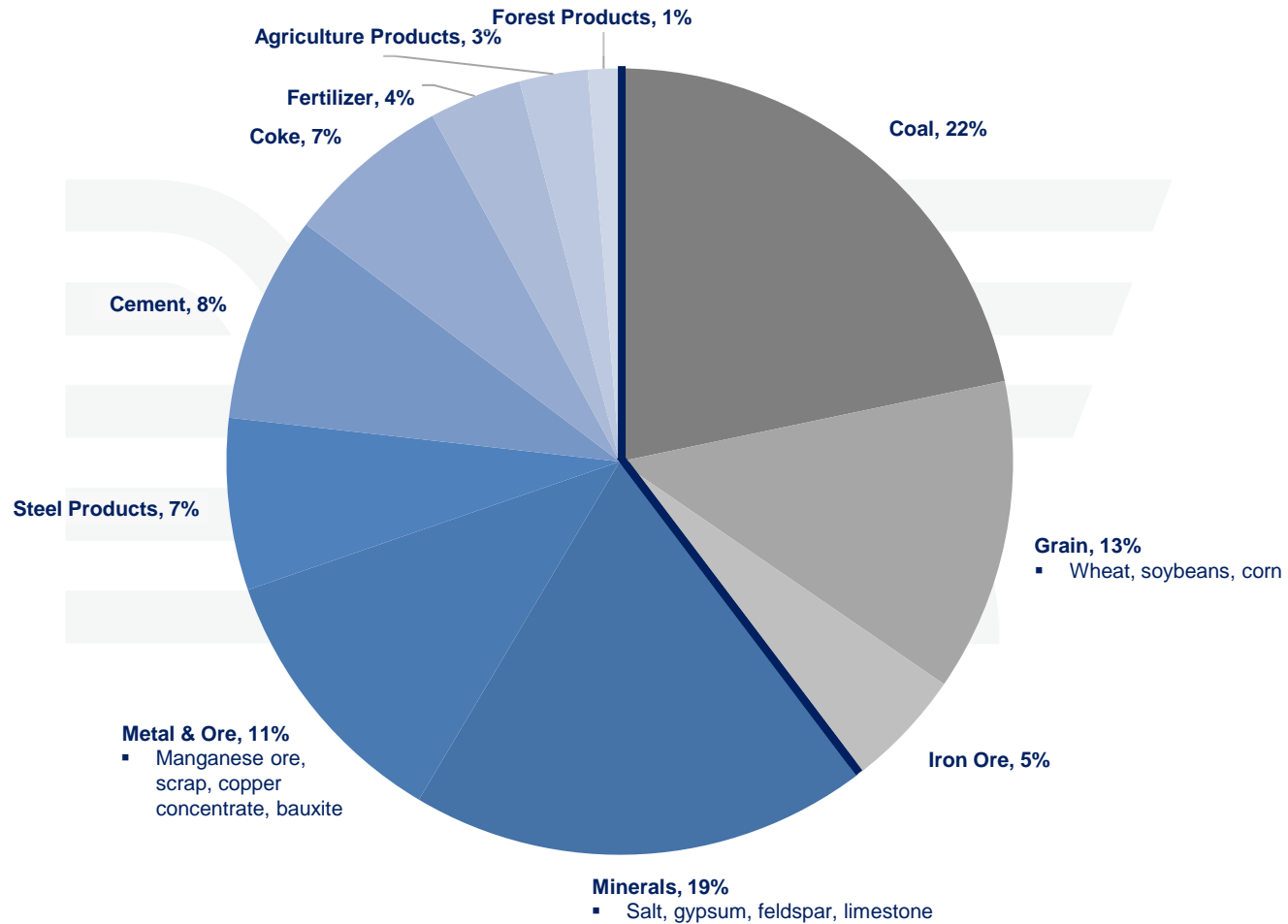
# EBITDA Reconciliation

USD in Thousands	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18
<b>Net Income / (Loss)</b>	\$ (39,279)	\$ (22,496)	\$ (19,359)	\$ (142,389)	\$ (11,068)	\$ (5,888)	\$ (10,255)	\$ (16,584)	\$ 53
Less adjustments to reconcile:									
Interest expense	2,818	4,903	7,434	6,644	6,445	6,859	7,837	8,236	6,261
Interest income	(3)	-	(88)	(124)	(190)	(186)	(143)	(133)	(95)
<b>EBIT</b>	<b>(36,464)</b>	<b>(17,593)</b>	<b>(12,013)</b>	<b>(135,868)</b>	<b>(4,813)</b>	<b>785</b>	<b>(2,561)</b>	<b>(8,481)</b>	<b>6,219</b>
Depreciation and amortization	9,397	9,654	9,854	9,979	7,493	8,021	8,981	9,196	9,276
<b>EBITDA</b>	<b>(27,068)</b>	<b>(7,939)</b>	<b>(2,159)</b>	<b>(125,889)</b>	<b>2,680</b>	<b>8,805</b>	<b>6,420</b>	<b>715</b>	<b>15,495</b>
Less adjustments to reconcile:									
Stock-based compensation	827	842	(735)	1,273	2,171	2,478	2,350	1,740	3,511
One-time and non-cash adjustments	11,756	436	(509)	122,656	(297)	(1,977)	(373)	14,764	(170)
<b>Adjusted EBITDA*</b>	<b>\$ (14,486)</b>	<b>\$ (6,661)</b>	<b>\$ (3,403)</b>	<b>\$ (1,961)</b>	<b>\$ 4,553</b>	<b>\$ 9,307</b>	<b>\$ 8,397</b>	<b>\$ 17,219</b>	<b>\$ 18,835</b>

USD in Thousands	2q18	3q18	4q18	1q19	2q19	3q19	4q19	1q20
<b>Net Income / (Loss)</b>	\$ 3,451	\$ 2,585	\$ 6,486	\$ 29	\$ (5,992)	\$ (4,563)	\$ (11,171)	\$ (3,528)
Less adjustments to reconcile:								
Interest expense	6,387	6,574	6,521	6,762	6,733	8,117	8,965	9,192
Interest income	(112)	(129)	(248)	(434)	(393)	(640)	(400)	(157)
<b>EBIT</b>	<b>9,726</b>	<b>9,030</b>	<b>12,759</b>	<b>6,357</b>	<b>348</b>	<b>2,914</b>	<b>(2,606)</b>	<b>5,507</b>
Depreciation and amortization	9,272	9,460	9,708	9,407	9,761	10,056	11,322	12,466
<b>EBITDA</b>	<b>18,998</b>	<b>18,490</b>	<b>22,467</b>	<b>15,764</b>	<b>10,109</b>	<b>12,970</b>	<b>8,715</b>	<b>17,974</b>
Less adjustments to reconcile:								
Stock-based compensation	2,410	2,100	1,187	1,445	1,227	1,155	998	836
One-time and non-cash adjustments	(276)	(406)	(165)	(1,838)	(967)	(971)	66	-
<b>Adjusted EBITDA*</b>	<b>\$ 21,132</b>	<b>\$ 20,184</b>	<b>\$ 23,489</b>	<b>\$ 15,372</b>	<b>\$ 10,370</b>	<b>\$ 13,154</b>	<b>\$ 9,780</b>	<b>\$ 18,810</b>

# Cargo Mix

## Eagle Cargoes Carried 2q19-1q20



Minor Bulks ~60%

Major Bulks ~40%

# Evaluating TCE Relative Performance

This page is meant to assist analysts/investors on how to potentially evaluate and forecast vessel/fleet TCE relative performance within the Supramax/Ultramax segment

- Since the Supramax/Ultramax segment is comprised of a number of different ship types / sizes / designs, TCE generation ability can differ significantly from the standard vessel used to calculate the BSI-58 benchmark.
- For example, a 2013-built Chinese 60-65k DWT Ultramax should be expected to earn a significant premium to a 2013-built 55-60k Supramax, particularly given the incremental cost of the 60-65k DWT vessel
- Ultimately, it's about yield – the expected earnings ability of a vessel versus its cost

Supramax/Ultramax TCE Performance Matrix						
SHIP TYPE	SIZE (DWT)		VESSEL TYPE INDEX FACTOR (AS COMPARED TO THE BSI VESSEL)			
			JAPAN		CHINA	
	FROM	TO	FROM	TO	FROM	TO
BSI-58	58,000		100.0%			
1	50,000	55,000	86.0%	95.0%	81.0%	87.0%
2	55,000	60,000	96.0%	106.0%	88.0%	97.0%
3	60,000	65,000	106.0%	118.0%	102.0%	113.0%

Matrix depicts the estimated TCE Earnings Performance range for a generic Supramax/Ultramax vessel type as compared to the BSI-58 ship

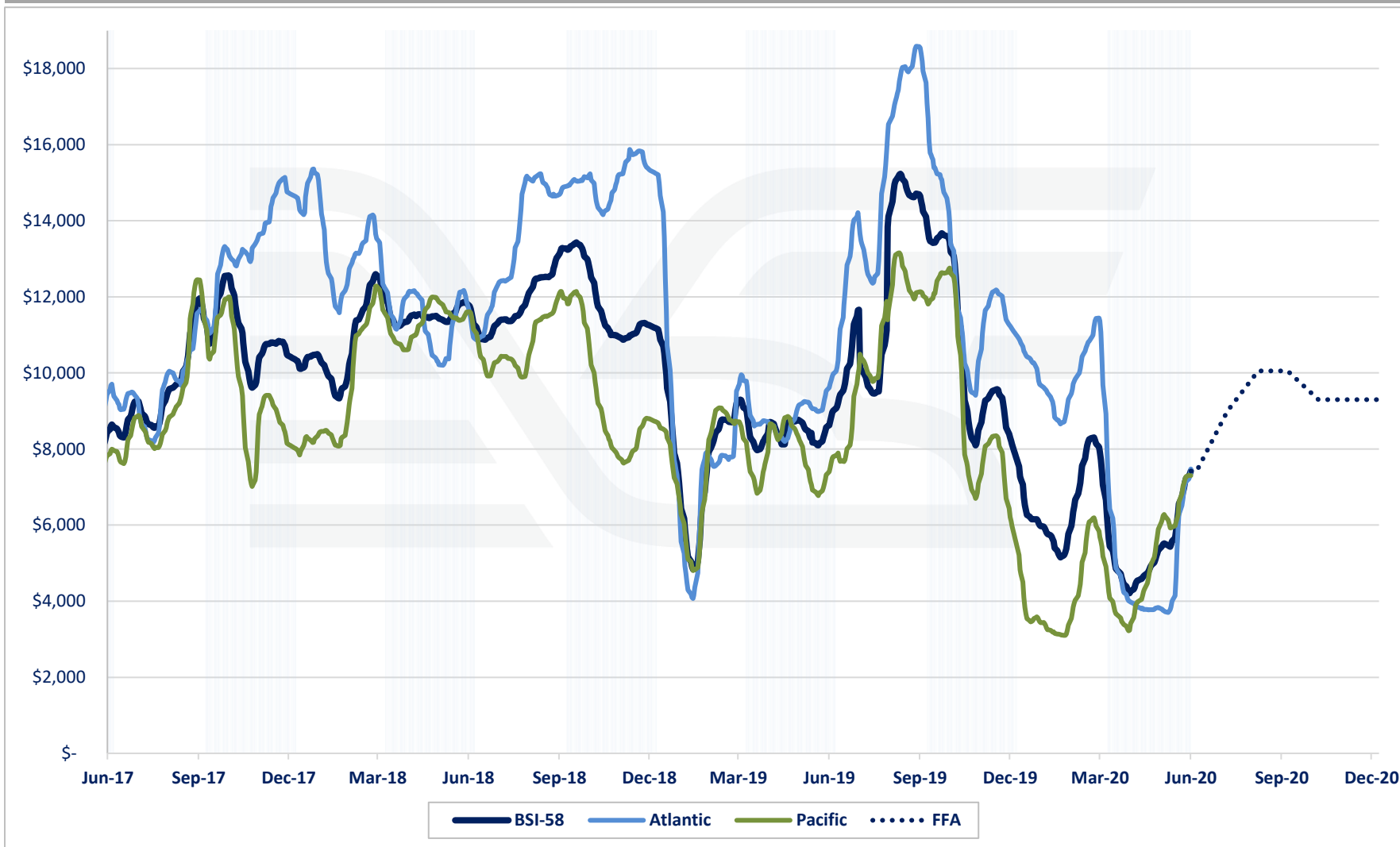
The BSI-58 is based on the non-scrubber fitted 58k DWT Japanese TESS-58 design Supramax and is gross of commissions

A Chinese 60-65k DWT Ultramax should earn a premium of 2-13% to the net BSI-58, depending on its specific design characteristics, due to cargo carrying capacity, speed, and fuel consumption differences

For Illustrative Purposes Only

# Historical Spot Freight Rates and Forward Curve

## Baltic Supramax Index (BSI-58)



# Eagle Commercial Strategies

Strategy	Description
Timecharter-out	The most basic method of employing a vessel, Timecharter-out involves leasing out a ship for an agreed period of time at a set USD per day rate. The shipowner-operator essentially hands over commercial management to the charterer who performs the voyage(s). The length of timecharters can range from as short as one voyage (approximately 20-40 days) to multiple years.
Voyage Chartering	This involves the employment of a vessel to carry cargo from one port to another based on a USD per ton rate. In contrast to a Timecharter-out strategy, in a Voyage Charter, the shipowner-operator maintains control of the commercial operation and is responsible for managing the voyage, including vessel scheduling and routing, and for any related costs such as fuel, port expenses, etc. Having the ability to control and manage the voyage, the shipowner-operator is able to generate increased margin through operational efficiencies, business intelligence and scale. Additionally, contracting to carry cargoes on voyage terms often gives the shipowner-operator the ability to utilize a wide range of vessels to perform the contract (as long as the vessel meets the contractual parameters), thereby giving significant operational flexibility to the fleet. Vessels used to perform this type of business may include not only ships owned by the company, but also third-party ships which can be timechartered-in on an opportunistic basis (the inverse of a Timecharter-out Strategy).
Vessel + Cargo Arbitrage	With this strategy, the shipowner-operator contracts to carry a cargo on voyage terms (as described in Voyage Chartering) with a specific ship earmarked to cover the commitment. As the date of cargo loading approaches, the shipowner-operator may elect to substitute a different vessel to perform the voyage, while securing alternate employment for the ship that was initially earmarked for the voyage. Taken as a whole, this strategy can generate increased revenues, on a risk-managed basis, as compared to the initial cargo commitment.

# Eagle Commercial Strategies

Strategy	Description
Timecharter-in	<p>This strategy involves leasing a vessel from a third-party shipowner at a set USD per day rate. As referenced above, vessels can be timechartered-in to cover existing cargo commitments, or to effect Vessel+Cargo Arbitrage. These ships may be chartered-in for periods longer than required for the initial cargo or can be chartered-in opportunistically in order to benefit from rate dislocations and risk-managed exposure to the market overall.</p>
Hedging (FFAs)	<p>Forward Freight Agreements (“FFAs”) are cleared financial instruments, which can be used to hedge market rate exposure by locking in a fixed rate against the eventual forward market. FFAs are an important tool to manage market risk associated with the time chartering-in of third party vessels. FFAs can also be used to lock in revenue streams on owned vessels or against forward cargo commitments the company may have entered into.</p>
Asymmetric Optionality	<p>This is a blended strategy approach that uses a combination of timecharters, cargo commitments, and FFAs in order to hedge market exposure, while maintaining upside optionality to positive market volatility. For example, in a scenario where a ship may be timechartered-in for one year with an option for an additional year, Eagle, dependent on market conditions, could sell an FFA for the firm 1-year period commitment (essentially eliminating exposure to the market), while maintaining full upside on rate developments for the optional year.</p>

# Definitions

Item	Description
Adjusted EBITDA	<p>Adjusted EBITDA is a non-GAAP financial measure that is used as a supplemental financial measure by our management and by external users of our financial statements, such as investors, commercial banks and others, to assess our operating performance as compared to that of other companies in our industry, without regard to financing methods, capital structure or historical costs basis. Our Adjusted EBITDA should not be considered an alternative to net income/(loss), operating income/(loss), cash flows provided by/(used in) operating activities or any other measure of financial performance or liquidity presented in accordance with U.S. GAAP. Our Adjusted EBITDA may not be comparable to similarly titled measures of another company because all companies may not calculate Adjusted EBITDA in the same manner. Adjusted EBITDA represents EBITDA adjusted to exclude the items which represent certain non-cash, one-time and other items such as vessel impairment, gain/(loss) on sale of vessels, stock-based compensation, loss on debt extinguishment and restructuring expenses that the Company believes are not indicative of the ongoing performance of its core operations.</p>
TCE	<p>Time charter equivalent ("TCE") is a non-GAAP financial measure that is commonly used in the shipping industry 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 generally are expressed in such amounts. The Company defines TCE as shipping revenues less voyage expenses and charter hire expenses, adjusted for the impact of one legacy time charter and realized gains on FFAs and bunker swaps, divided by the number of owned available days. TCE provides additional meaningful information in conjunction with shipping revenues, the most directly comparable GAAP measure, because it assists Company management in making decisions regarding the deployment and use of its vessels and in evaluating their financial performance. The Company's calculation of TCE may not be comparable to that reported by other companies. The Company calculates relative performance by comparing TCE against the Baltic Supramax Index ("BSI") adjusted for commissions and fleet makeup. The BSI was initiated in 2006 based on the Tess 52 design. The index for the Tess 58 design has been published commencing on April 3, 2017, and transition was completed as of December 2018, when the Baltic stopped publishing a dynamic Tess 52 daily rate. The Company has now switched to the Tess 58 index for valuation modeling as of January 1, 2019. The change in the BSI may affect comparability of our TCE against BSI in periods prior to Company switching to the Tess 58 index.</p> <p>Owned available days is the aggregate number of days in a period during which each vessel in our fleet has been owned by us less the aggregate number of days that our vessels are off-hire due to vessel familiarization upon acquisition, repairs, vessel upgrades or special surveys. The shipping industry uses available days to measure the number of days in a period during which vessels should be capable of generating revenues.</p>

