



providing optimized global transportation
of drybulk commodities



Investor Presentation

January 2021

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.

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We have based these statements on assumptions and analyses formed by applying our experience and perception of historical trends, current conditions, expected future developments and other factors we believe are appropriate in the circumstances. The Company’s future results may be impacted by adverse economic conditions, such as inflation, deflation, or lack of liquidity in the capital markets, that may negatively affect it or parties with whom it does business. Should one or more of the foregoing risks or uncertainties materialize in a way that negatively impacts the Company, or should the Company’s underlying assumptions prove incorrect, the Company’s actual results may vary materially from those anticipated in its forward-looking statements, and its business, financial condition and results of operations could be materially and adversely affected.

Introduction

What Differentiates Eagle

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: 48 owned vessels, of which 44 are scrubber-fitted
- Employs an active management approach to fleet trading and perform all management services in-house
- Industry-leading corporate governance structure and ESG focus with no related-party business / operational dealings; majority independent Board



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

Supramax/Ultramax: Most Versatile Asset Class

Drybulk Vessel Segment Classification

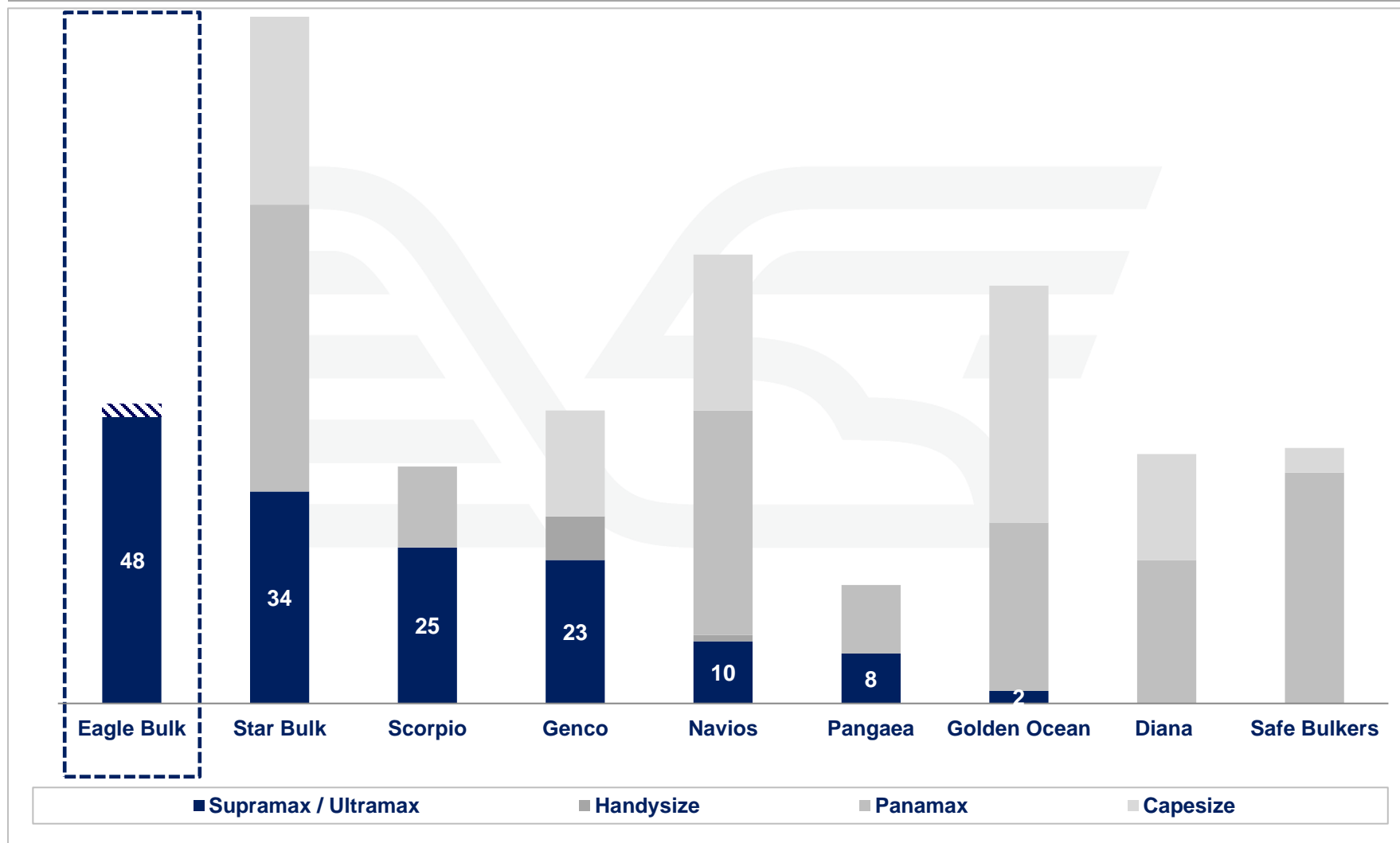
VESSEL	Asset Class	Handysize / Handymax	Supramax / Ultramax	Panamax / Kamsarmax	Capesize
	Size (DWT)	10-50k	50-65k	65-100k	>100k
MAJOR BULK	Iron Ore		✓	✓	✓
	Coal		✓	✓	✓
	Grain	✓	✓	✓	
MINOR BULK	Bauxite	✓	✓	✓	✓
	Steel	✓	✓		
	Scrap	✓	✓		
	Cement	✓	✓		
	Salt	✓	✓		
	Forest Products	✓	✓		
	Potash / Fertilizer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

Leader in the Supramax/Ultramax Segment

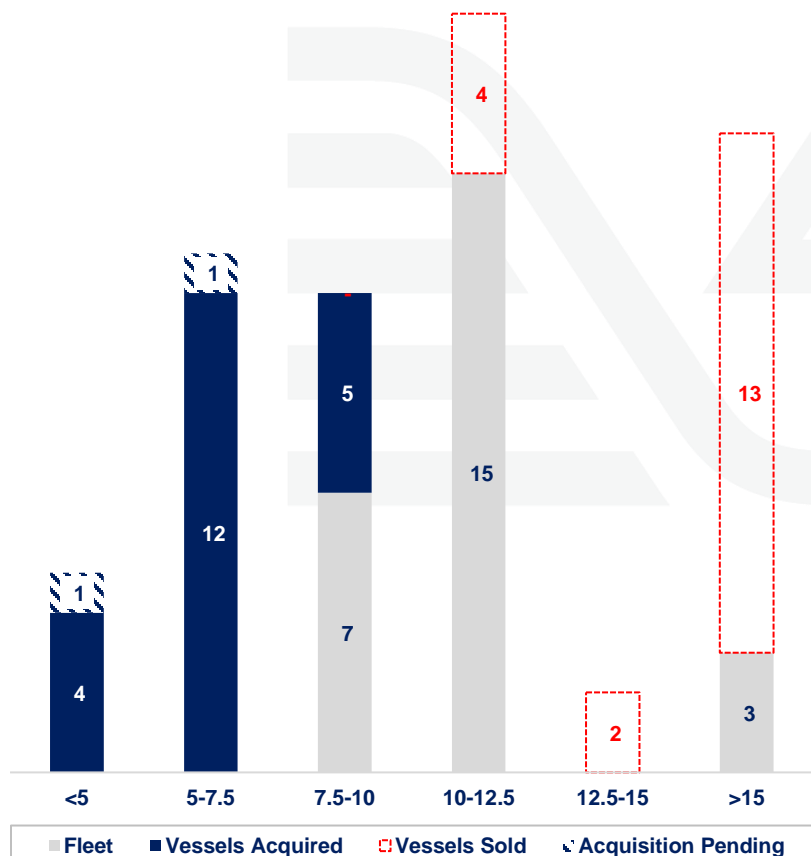
U.S.-Listed Peer Group Fleet Profiles



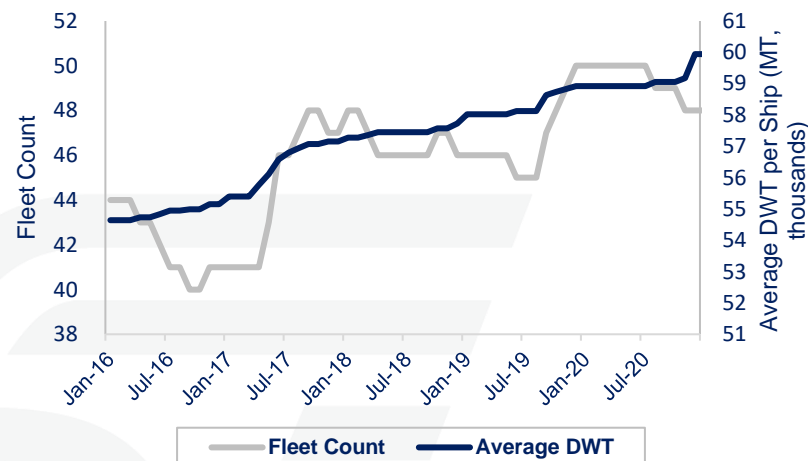
Significantly Improving Fleet Makeup

Fleet Age Profile

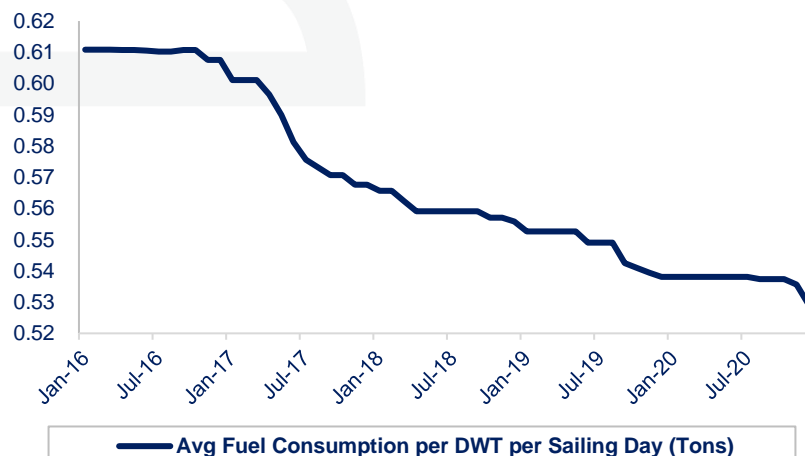
- Current fleet totals 46 ships | ~8.8yrs-old
- Fleet proforma for pending S&P totals 48 ships | ~8.6yrs-old
 - Forty-two vessels bought and sold since 2016
 - Twenty-three Ultramaxs acquired averaging ~3.7yrs-old
 - Nineteen Supramaxes sold averaging ~14.3yrs-old



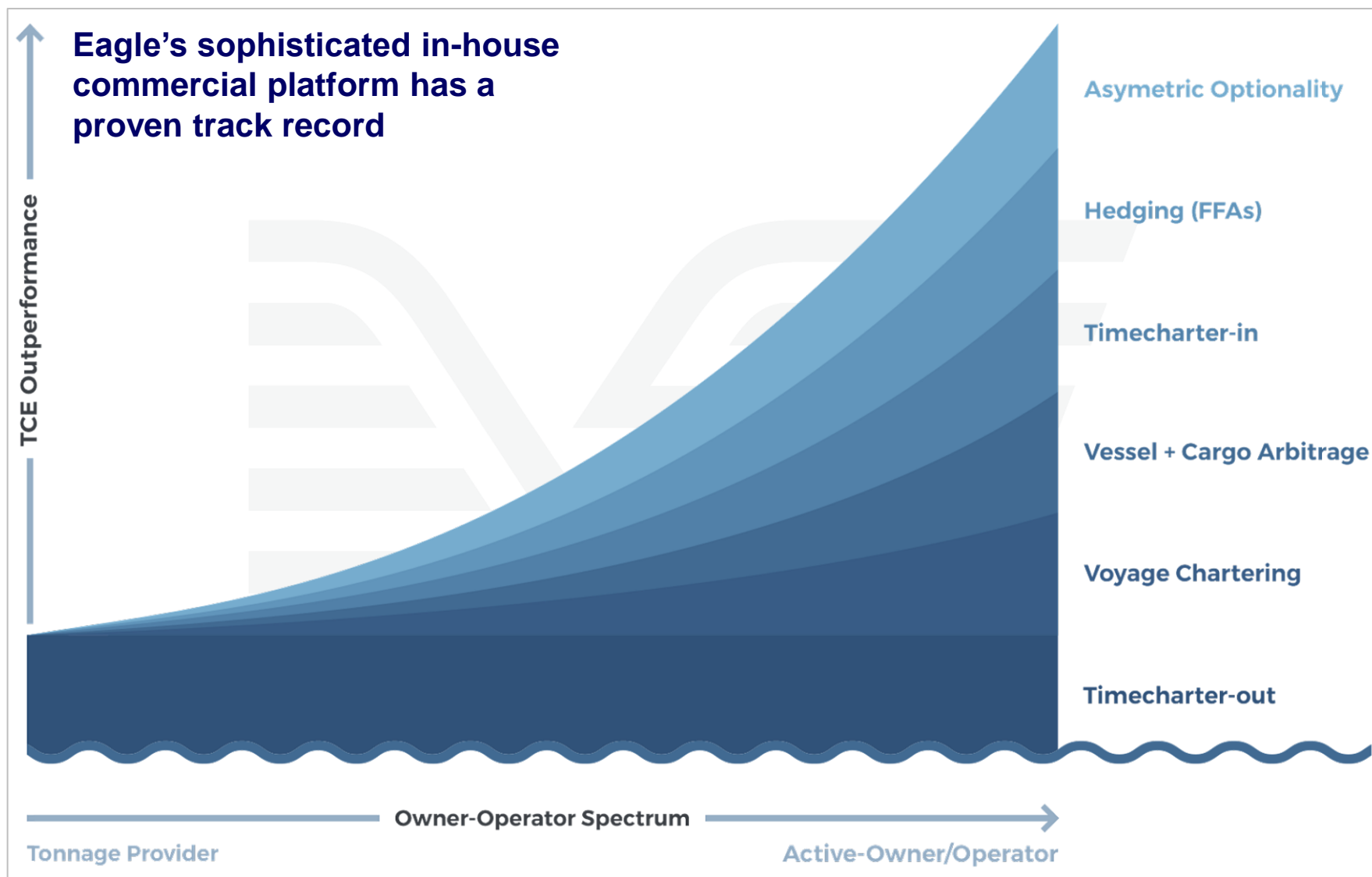
Fleet Count + Vessel Size Evolution



Fuel Consumption per DWT per Day

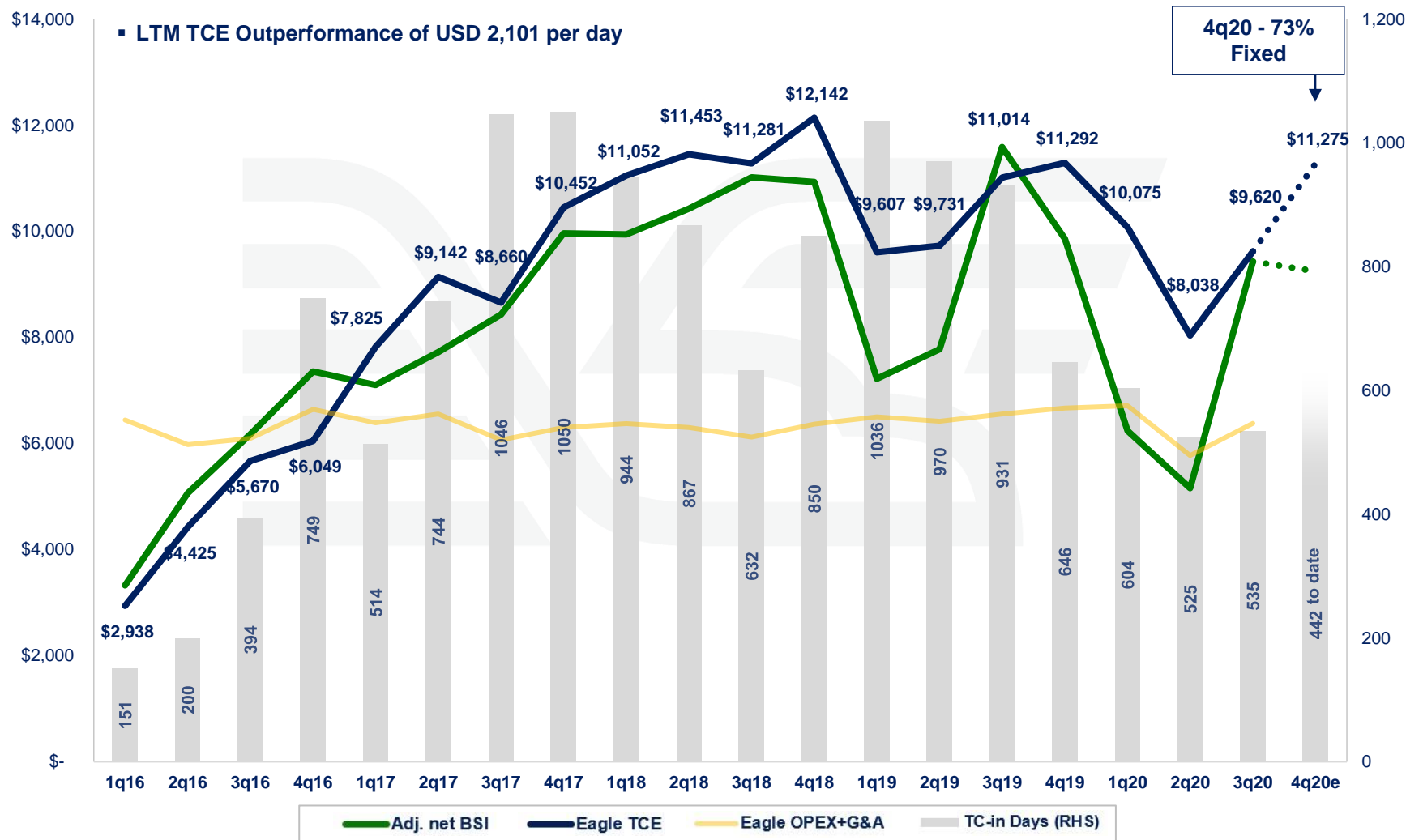


Creating Value Through Active Management



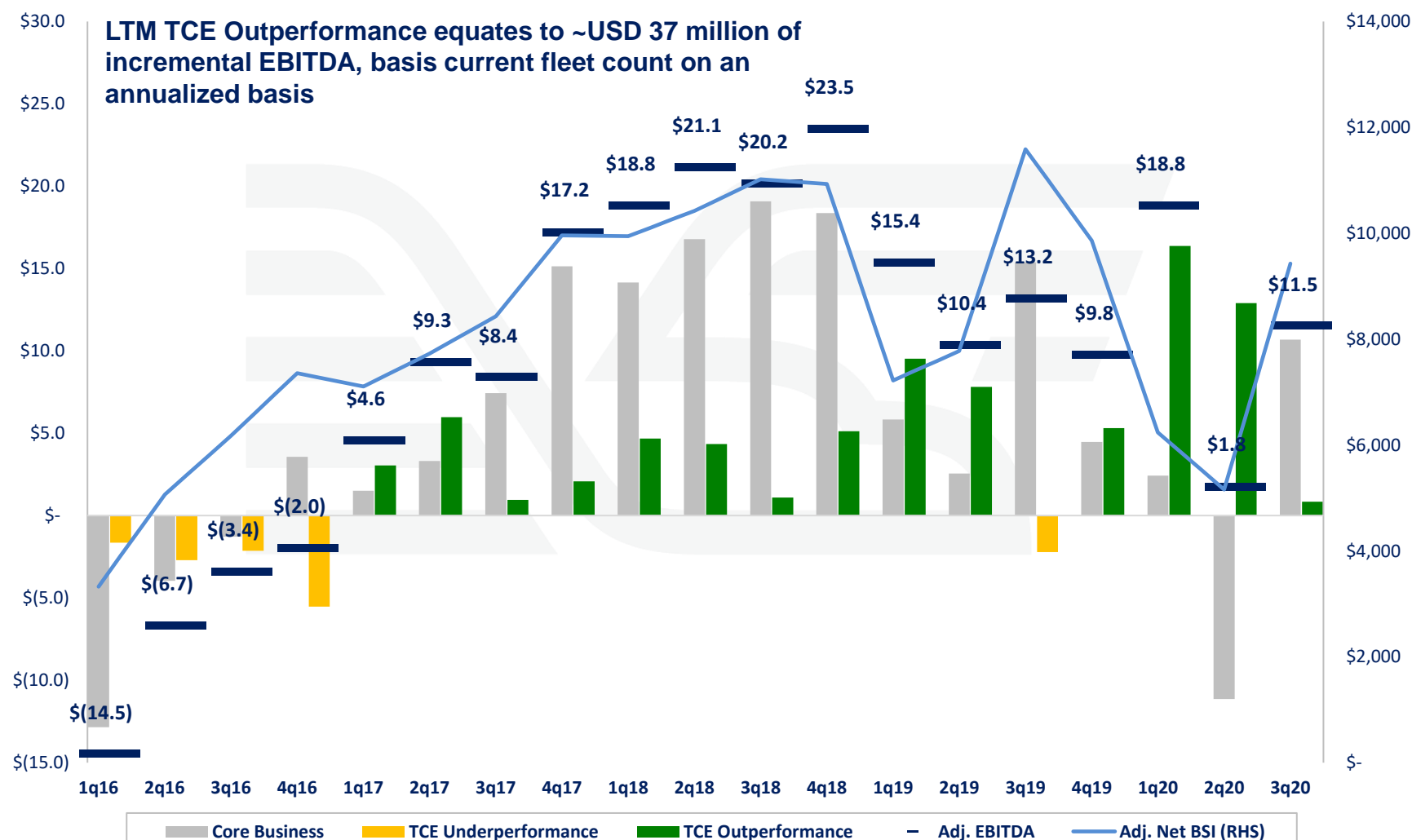
Consistently Outperforming the Market

Eagle Revenue + Cost Performance



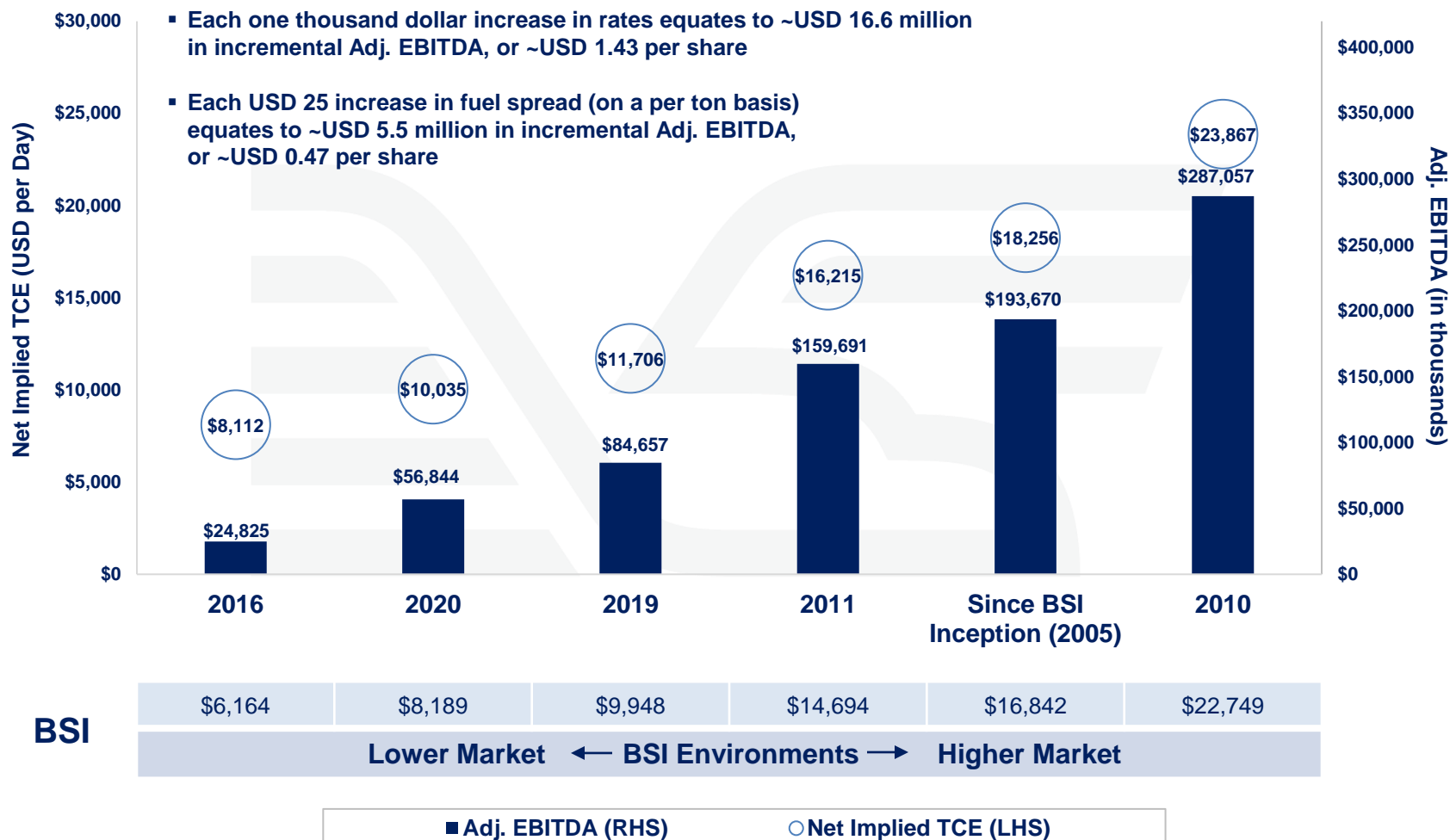
TCE Outperformance Drives Incremental EBITDA

Historical Adjusted EBITDA



Significant Operational Leverage

Adj. EBITDA Generation Estimates in Different TCE Environments



- Net Implied TCE is calculated as follows: Net BSI for respective period (i.e. gross BSI less 5% assumed commission) plus \$1,000/day for assumed TCE platform premium and an assumed scrubber TCE benefit basis fuel spread of \$100/MT. Scrubber benefit is calculated on the basis of an assumed 200 sailing days and 25 ton per day fuel consumption.
- Adj. EBITDA is calculated as Net Revenue (i.e. Net Implied TCE multiplied by ownership days less 5% in total assumed scheduled/unscheduled offshore) less OPEX and G&A (which are basis Eagle's 9m20 per ship per day figures)
- Figures are basis fleet count of 48 ships (which includes the two acquired modern Ultramaxs expected to deliver in 1q21), with 44 being scrubber-fitted.

Top Ranked on Webber's 2020 ESG Scorecard

For a third year in a row, Eagle is ranked #1 (out of 52) in Webber's 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 functions in-house and has NO related party commercial management transactions

2. Related Party Technical Management

Eagle performs all functions in-house and has NO related party technical management 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 business or operational related party transactions

5. Board Independence

Eagle Board is comprised of 5 independent Directors (including Chairman); CEO is also on Board

6. Board Composition

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

7. Board Policy

Eagle does not have a Poison Pill or Classified Board

8. Carbon Factor

Eagle has disclosed emissions data in its ESG Sustainability Report

9. Additional Subjective Factors

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)



Drybulk Industry

Drybulk Trade Totals ~5.3b 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%)

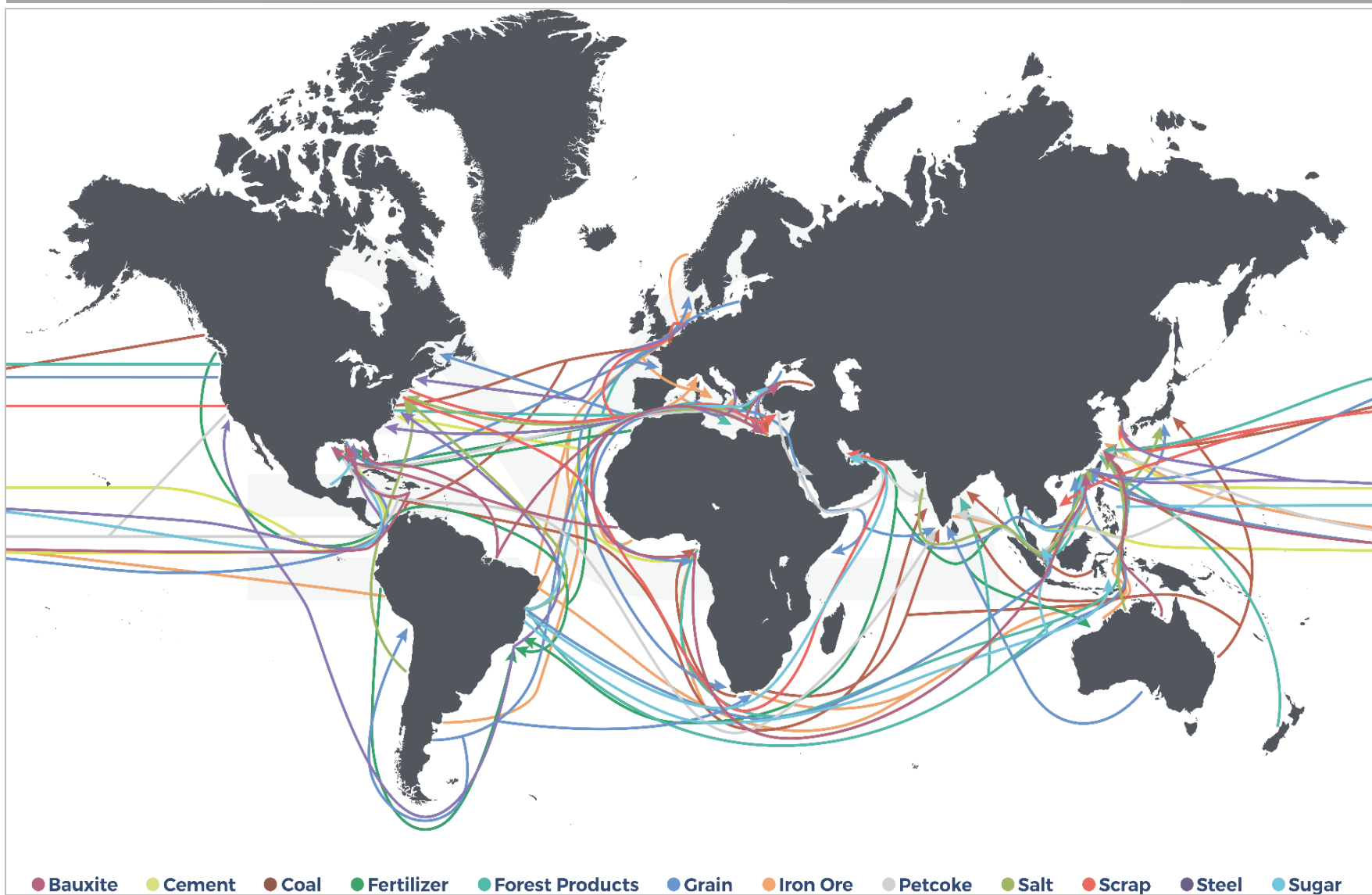


SUGAR (1%)



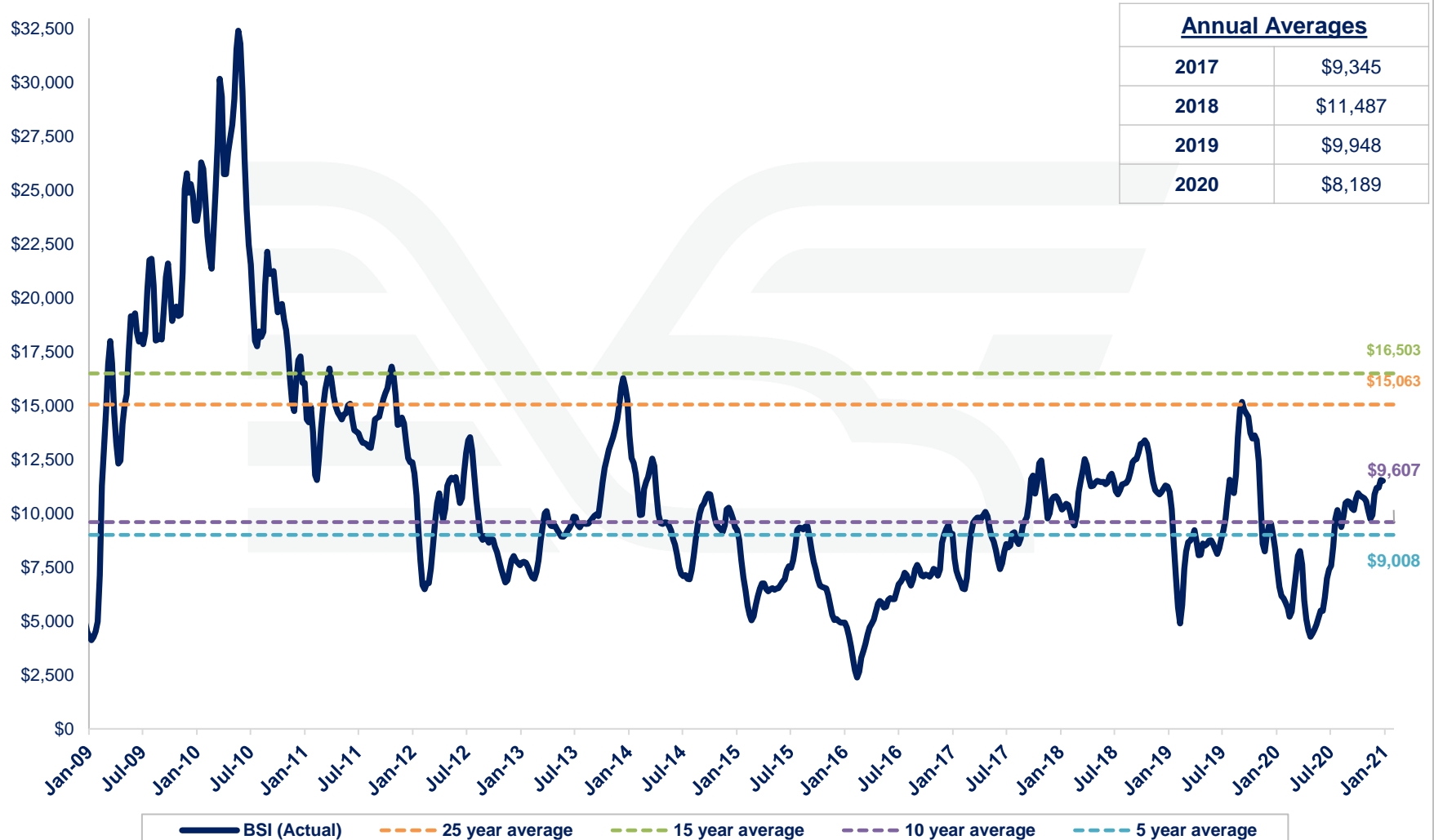
SALT (1%)

Drybulk Trade Flows

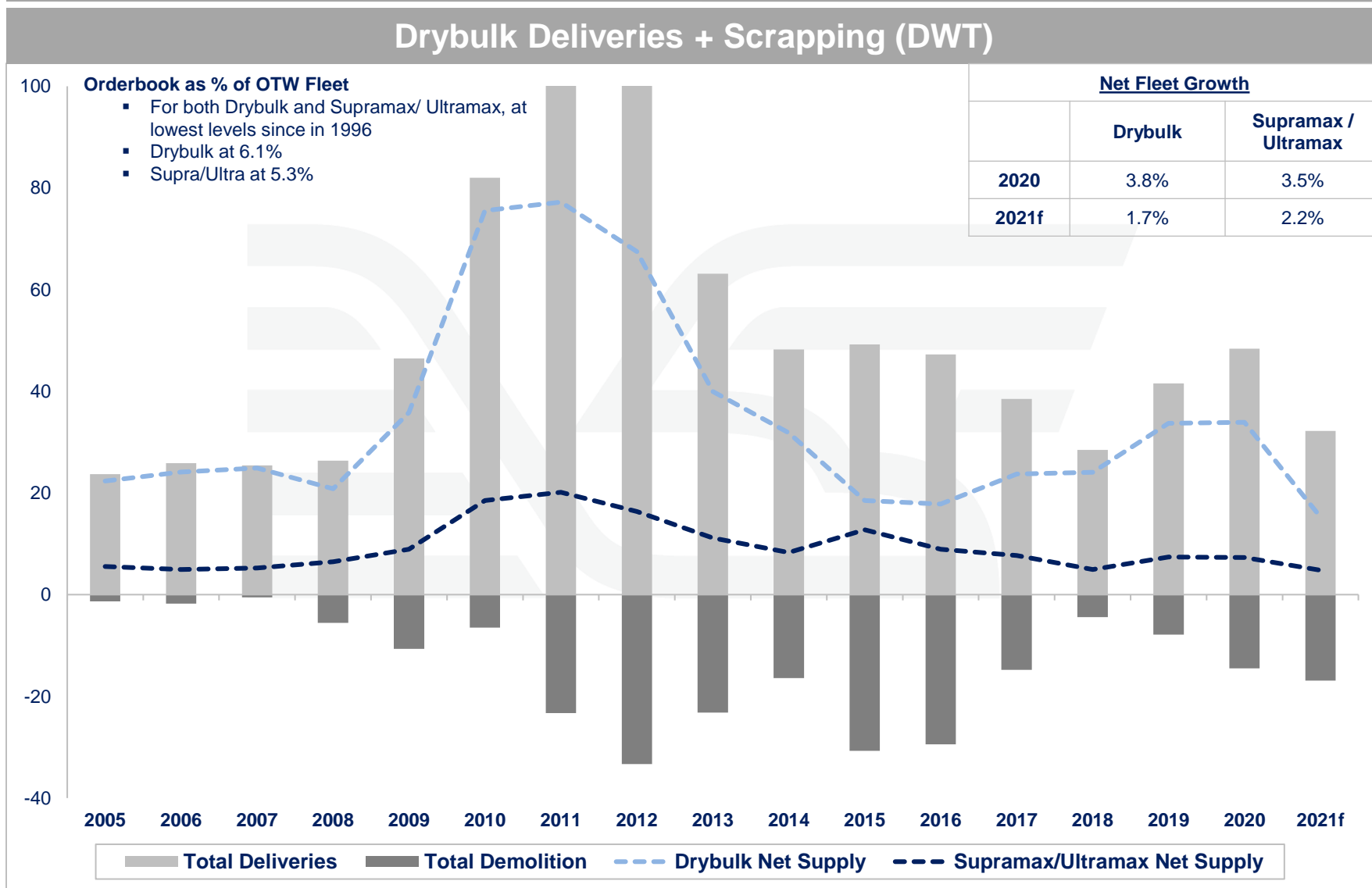


Historical Spot Freight Rates

Baltic Supramax Index (BSI)

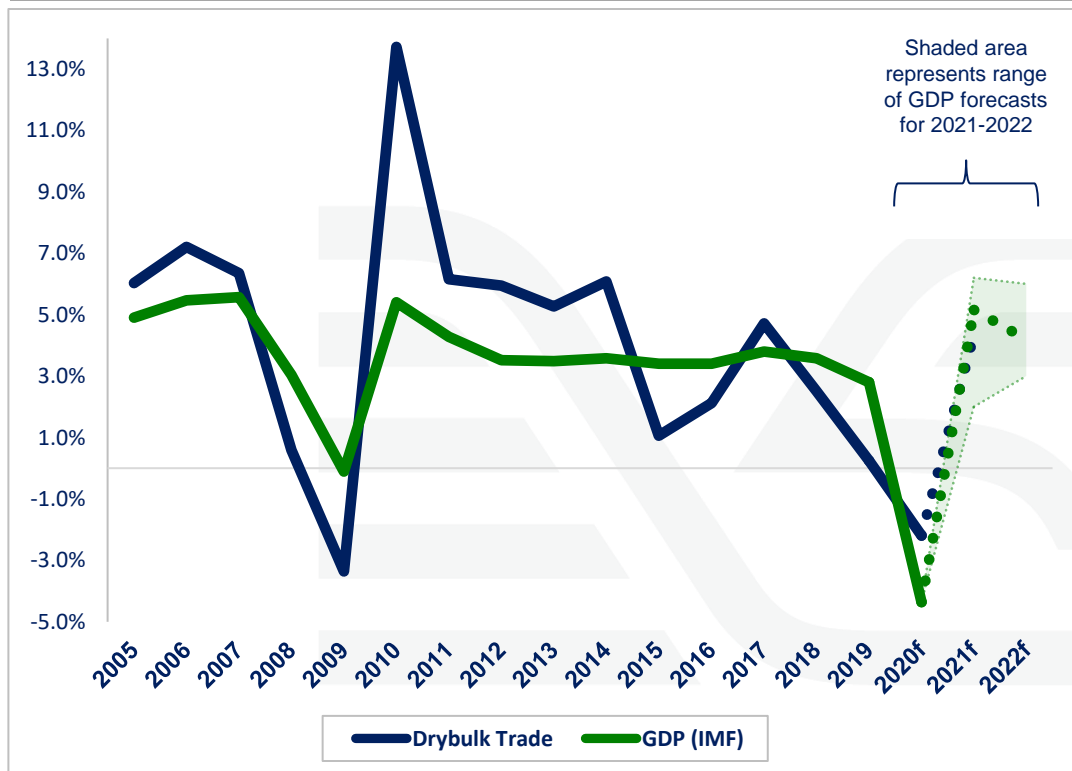


Supramax/Ultramax 2021f Net Fleet Growth ~2.2%



Demand Expected to Recover Strongly in 2021

Drybulk Trade vs. Global GDP



Annualized Growth Rates

	3-yr avg 2017-19	Last 2020	Current 2021e
Global GDP	3.4%	-4.4%	5.2%
China	6.5%	1.9%	8.2%
India	5.8%	-10.3%	8.8%
Dry Bulk (all)	2.3%	-2.9%	4.0%
Iron Ore	0.9%	2.5%	2.5%
Coal	4.2%	-10.4%	4.6%
Grains	2.0%	4.8%	2.4%
Minor Bunks	2.5%	-3.9%	5.3%

Company Financial Overview

Income Statement (9 months ended Sep 30, 2020)

USD in Thousands except EPS	3q20	2q20	3q19	YTD 2020	YTD 2019
Revenues, net of commissions	\$ 68,182	\$ 57,392	\$ 74,110	\$ 199,952	\$ 220,891
Operating expenses					
Voyage expenses	19,628	23,768	19,446	69,960	66,260
Charter hire expenses	5,061	4,719	11,346	15,821	34,017
Vessel expenses	21,749	20,232	19,954	65,681	60,006
Depreciation and amortization	12,618	12,503	10,056	37,587	29,224
General and administrative expenses	7,997	6,767	8,451	22,724	24,902
Loss/(gain) on sale of vessels	389	-	(971)	389	(6,044)
Lease impairment	-	352	-	352	-
Total operating expenses	67,440	68,342	68,281	212,515	208,364
Operating income / (loss)	743	(10,950)	5,829	(12,563)	12,527
Other expenses					
Interest expense, net - cash	7,322	7,139	6,341	21,992	17,879
Interest expense - debt discount & deferred financing costs ¹	1,609	1,542	1,136	4,655	2,265
Loss/(gain) on derivatives	2,971	860	2,915	(4,031)	640
Loss on debt extinguishment	-	-	-	-	2,268
Total other expenses, net	11,902	9,541	10,392	22,616	23,052
Net loss	\$ (11,159)	\$ (20,491)	\$ (4,563)	\$ (35,179)	\$ (10,525)
Weighted average shares outstanding (Basic) ²	10,280	10,278	10,193	10,275	10,190
EPS (Basic)²	\$ (1.09)	\$ (1.99)	\$ (0.45)	\$ (3.42)	\$ (1.03)
Adjusted EBITDA³	\$ 11,519	\$ 1,768	\$ 13,154	\$ 32,098	\$ 38,895

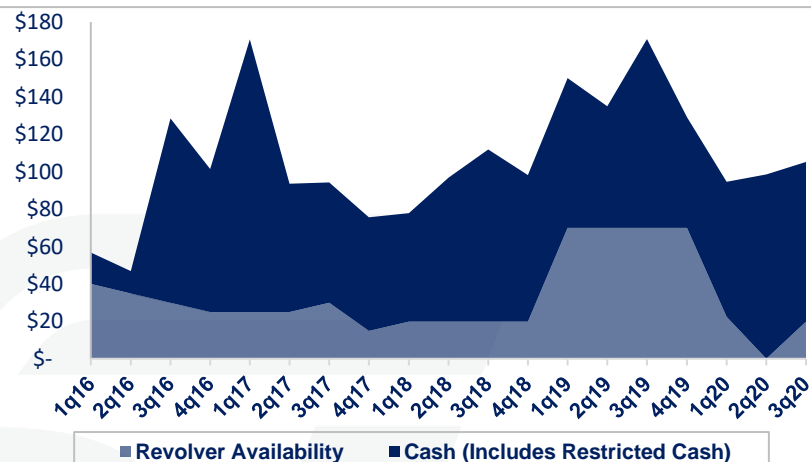
Balance Sheet + Liquidity (as of Sep 30, 2020)

Balance Sheet (USD thousands)

Cash ¹	85,281
Accounts receivable	12,998
Inventory	11,694
Vessels held for sale	5,169
Other current assets	9,537
Vessels, net	833,571
Right of use assets - lease	10,669
Other assets	26,110
Total assets	995,029

Accounts payable	13,312
Current liabilities	25,800
Debt (including \$39.2M current) ²	497,266
Fair value of derivatives - LT	681
Lease liability (\$10.8M current)	11,642
Total liabilities	548,702
Stockholder's equity	446,326
Total liabilities and stockholder's equity	995,029

Liquidity Trend (USD millions)

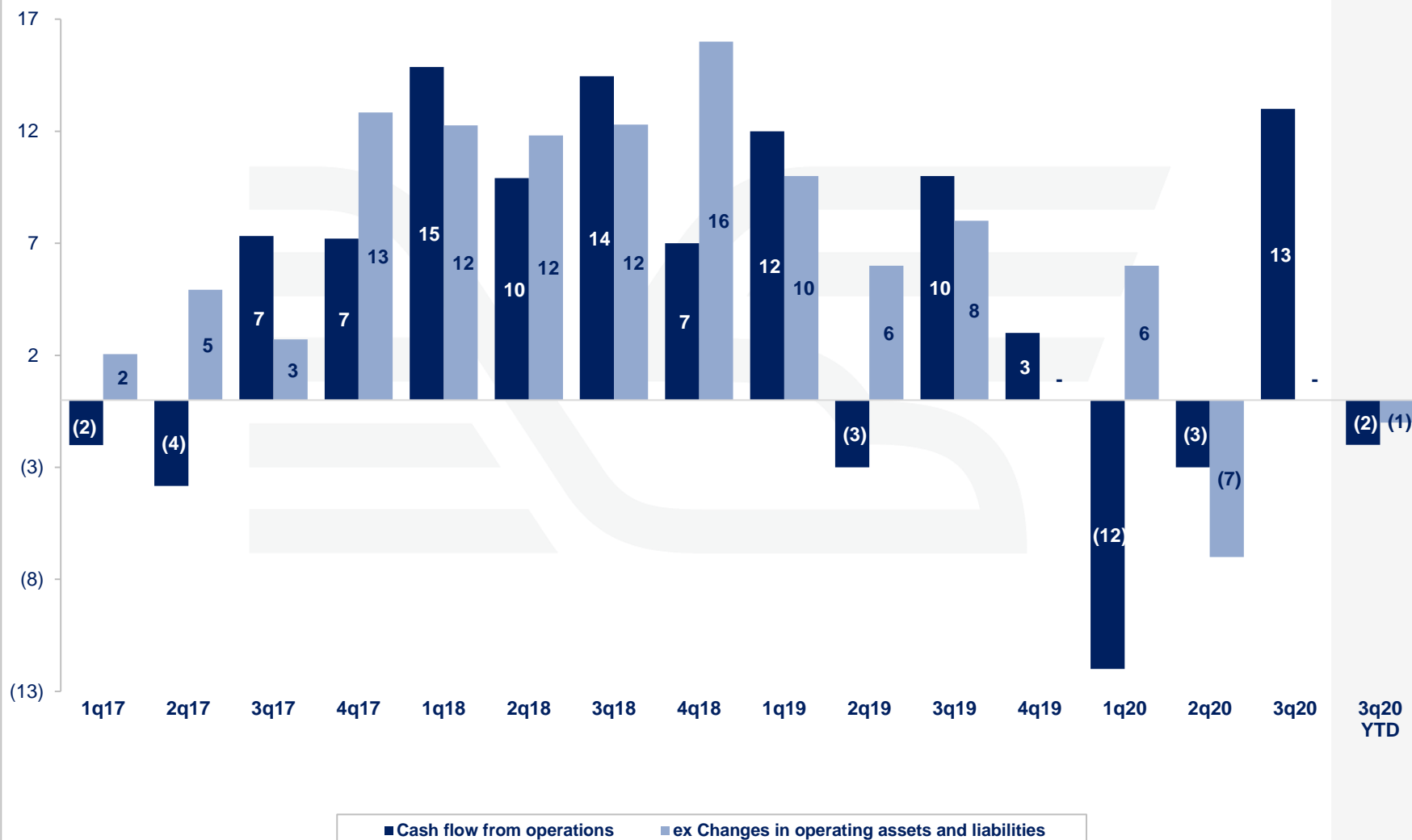


Liquidity Position (USD thousands)

Cash ¹	85,281
Revolver undrawn availability	20,000
Total liquidity	105,281

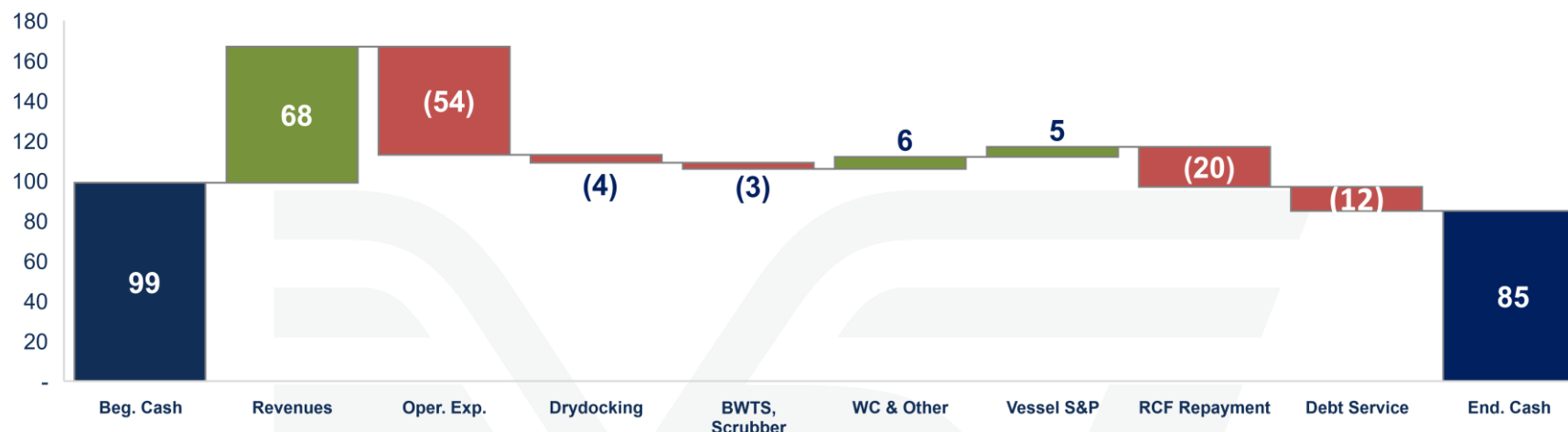
Cash Flow

Cash Flow from Operations - Quarterly (\$ Millions)

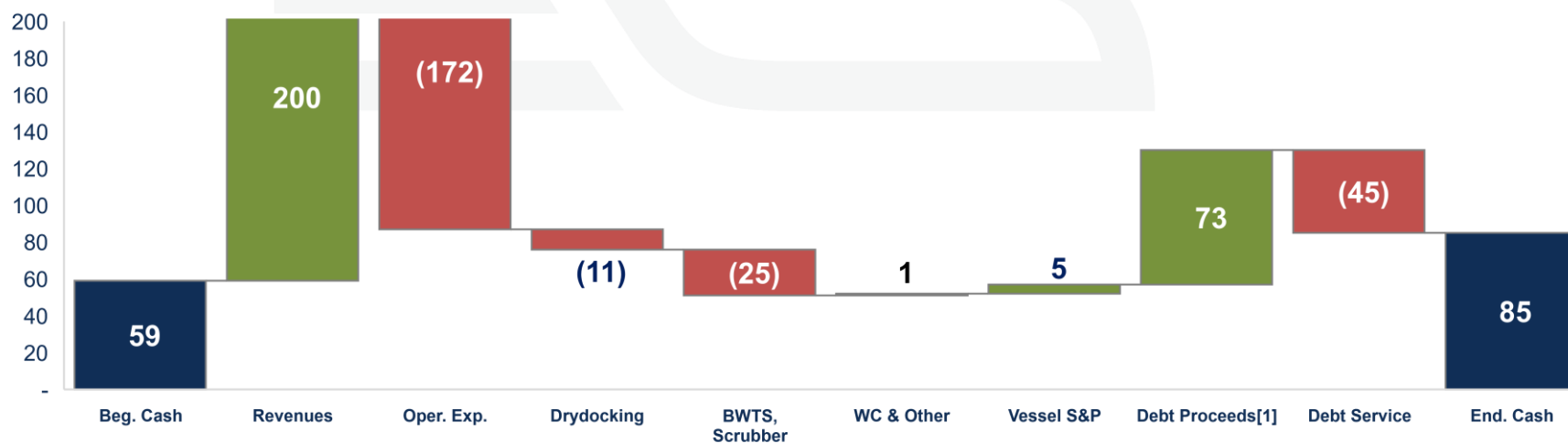


Cash Walk

3q20 Cash Walk (\$ Millions)



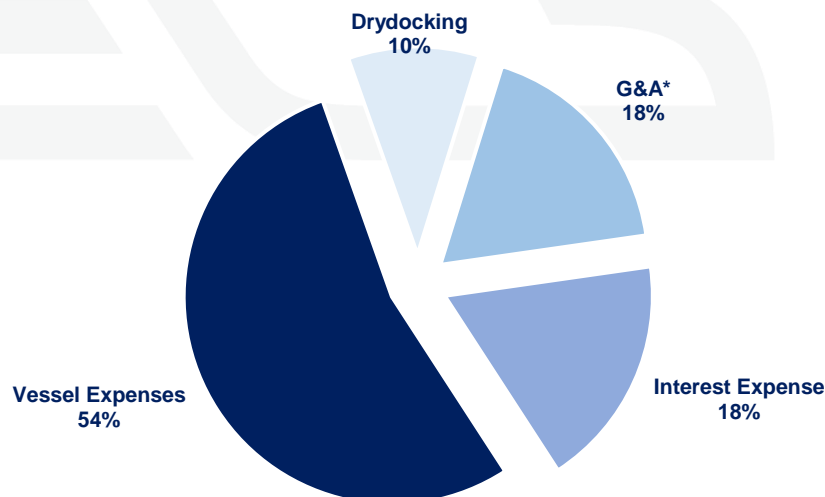
2020 YTD Cash Walk (\$ Millions)



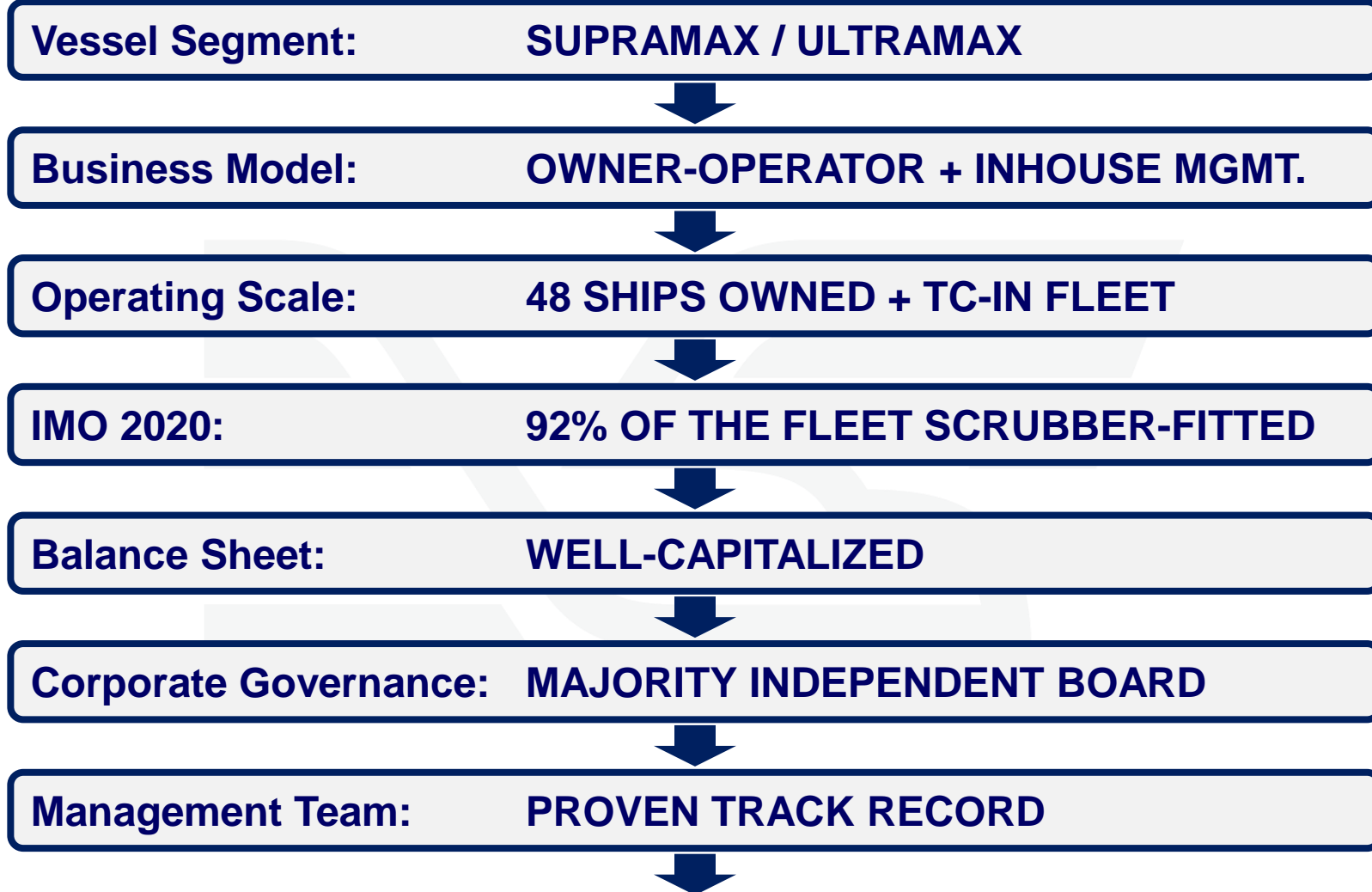
Cash Breakeven per Vessel per Day

	3q20 YTD	3q20	2q20	FY 2019
Operating				
Vessel expenses	\$ 4,813	\$ 4,784	\$ 4,447	\$ 4,859
Drydocking	794	936	308	702
G&A*	1,476	1,596	1,328	1,681
Total operating	7,083	7,316	6,083	7,243
Debt Service				
Interest Expense	1,612	1,611	1,569	1,471
Debt Principal Repayment	1,826	1,718	2,483	1,366
Total Cash Breakeven	\$ 10,521	\$ 10,644	\$ 10,135	\$ 10,080

3q20 Cash Breakeven by Category



Uniquely Positioned to Capitalize on Market



Superior performance and results

APPENDIX

Leadership Team

Senior Management

Gary Vogel | Chief Executive Officer

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

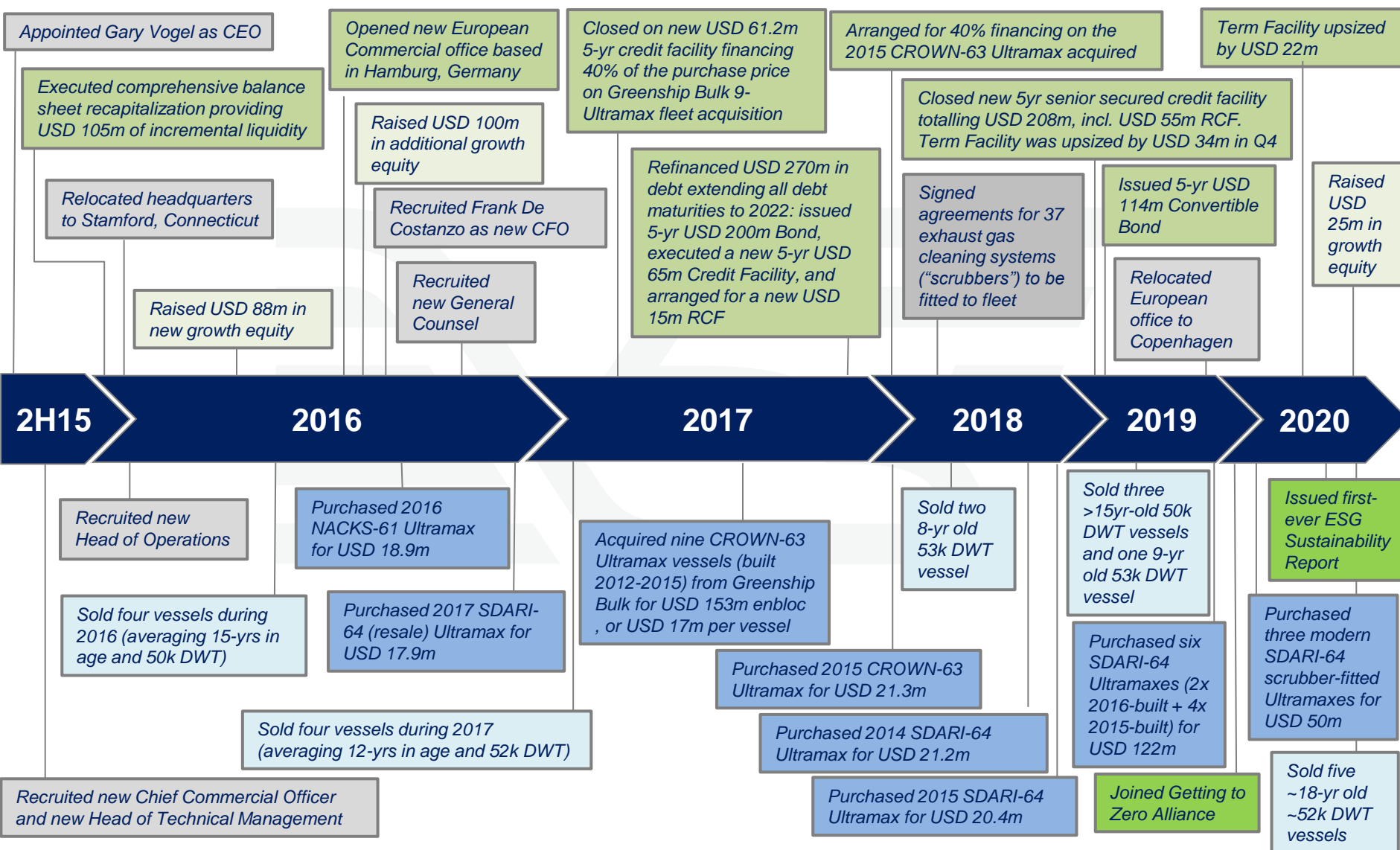
- 26+ years experience in shipping/banking | former Member of the Board of Managing Directors at DVB | MD & Head of Shipping at Lloyds Banking Group

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

Historical Timeline



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

Eagle 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
AMOUNT	USD 114m	USD 200m	USD 15m	USD 210m	USD 55m
OUTSTANDING	USD 114m	USD 184m	USD 15m	USD 174m	USD 35m
SECURITY	Senior Unsecured	Senior Secured	Super Senior Secured	Senior Secured	
RECOURSE	Parent Guarantee	Ringfenced and non-recourse to the Parent		Parent Guarantee	
COLLATERAL	N/A	20 vessels + restricted cash		26 vessels	
INTEREST RATE	5.0% fixed	8.25% fixed	L+200bps	L+250bps	
INTEREST RATE SWAPS IN PLACE	N/A	N/A	N/A	100% of Outstanding Amount at 58bps	N/A
MATURITY	2024	2022		2024	
AMORTIZATION	N/A	USD 8m/year	N/A	USD 31.2m/year	
CONVERSION	25.453 shares common stock per USD 1,000 principal (approx. share price of USD 39.29)	N/A		N/A	

Owned Fleet

46 Ships 42 Vessels Scrubber-fitted 2750 DWT (MT, thousands) 8.8 yrs-old							
Eagle Bulk Shipco LLC				Eagle Bulk Ultraco LLC			
Vessel	Scrubber	Built	DWT	Vessel	Scrubber	Built	DWT
1 Singapore Eagle	*	2017	63.4	1 Hong Kong Eagle	*	2016	63.5
2 Shanghai Eagle	*	2016	63.4	2 Santos Eagle	*	2015	63.5
3 Oslo Eagle	*	2015	63.7	3 Copenhagen Eagle	*	2015	63.5
4 Stamford Eagle		2016	61.5	4 Sydney Eagle	*	2015	63.5
5 Sandpiper Bulker	*	2011	57.8	5 Dublin Eagle	*	2015	63.5
6 Roadrunner Bulker	*	2011	57.8	6 New London Eagle	*	2015	63.1
7 Puffin Bulker	*	2011	57.8	7 Cape Town Eagle	*	2015	63.7
8 Petrel Bulker	*	2011	57.8	8 Westport Eagle	*	2015	63.3
9 Owl	*	2011	57.8	9 Hamburg Eagle	*	2014	63.3
10 Oriole	*	2011	57.8	10 Madison Eagle	*	2013	63.3
11 Egret Bulker	*	2010	57.8	11 Greenwich Eagle	*	2013	63.3
12 Crane	*	2010	57.8	12 Groton Eagle	*	2013	63.3
13 Canary	*	2009	57.8	13 Fairfield Eagle	*	2013	63.3
14 Bittern	*	2009	57.8	14 Southport Eagle	*	2013	63.3
15 Stellar Eagle	*	2009	56.0	15 Rowayton Eagle	*	2013	63.3
16 Crested Eagle	*	2009	56.0	16 Mystic Eagle	*	2013	63.3
17 Crowned Eagle	*	2008	55.9	17 Stonington Eagle	*	2012	63.3
18 Jaeger		2004	52.5	18 Nighthawk	*	2011	57.8
19 Cardinal		2004	55.4	19 Martin	*	2010	57.8
20 Tern		2003	50.2	20 Kingfisher	*	2010	57.8
				21 Jay	*	2010	57.8
				22 Ibis Bulker	*	2010	57.8
				23 Grebe Bulker	*	2010	57.8
				24 Gannet Bulker	*	2010	57.8
				25 Imperial Eagle	*	2010	56.0
				26 Golden Eagle	*	2010	56.0
20 Vessels			1,156	26 Vessels			1,594

TCE Reconciliation

\$ Thousands except TCE and days	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18	2q18
Revenues, net	\$ 21,278	\$ 25,590	\$ 35,788	\$ 41,836	\$ 45,855	\$ 53,631	\$ 62,711	\$ 74,587	\$ 79,371	\$ 74,939
Less:										
Voyage expenses	(9,244)	(7,450)	(11,208)	(14,192)	(13,353)	(13,380)	(17,463)	(18,155)	(22,515)	(17,205)
Charter hire expenses	(1,489)	(1,668)	(3,822)	(5,866)	(3,873)	(6,446)	(9,652)	(11,312)	(10,268)	(10,108)
Reversal of one legacy time charter	1,045	793	670	432	(302)	584	329	426	(86)	(404)
Realized gain/(loss) - Derivatives	-	-	(449)	(113)	-	83	248	(349)	117	345
TCE revenue	\$ 11,590	\$ 17,265	\$ 20,979	\$ 22,097	\$ 28,326	\$ 34,473	\$ 36,173	\$ 45,197	\$ 46,619	\$ 47,567
Owned available days *	3,945	3,902	3,700	3,653	3,620	3,771	4,177	4,324	4,218	4,153
TCE	\$ 2,938	\$ 4,425	\$ 5,670	\$ 6,049	\$ 7,825	\$ 9,142	\$ 8,660	\$ 10,452	\$ 11,052	\$ 11,453

\$ Thousands except TCE and days	3q18	4q18	1q19	2q19	3q19	4q19	1q20	2q20	3q20
Revenues, net	\$ 69,093	\$ 86,692	\$ 77,390	\$ 69,391	\$ 74,110	\$ 71,486	\$ 74,378	\$ 57,392	\$ 68,182
Less:									
Voyage expenses	(15,126)	(24,721)	(25,906)	(20,907)	(19,446)	(21,442)	(26,564)	(23,768)	(19,628)
Charter hire expenses	(7,460)	(10,209)	(11,492)	(11,179)	(11,346)	(8,152)	(6,041)	(4,719)	(5,061)
Reversal of one legacy time charter	497	(226)	(414)	767	(120)	(270)	463	(42)	(88)
Realized gain/(loss) - Derivatives	284	(211)	(475)	861	(806)	294	756	7,164	(1,029)
TCE revenue	\$ 47,288	\$ 51,326	\$ 39,102	\$ 38,933	\$ 42,393	\$ 41,917	\$ 42,992	\$ 36,027	\$ 42,377
Owned available days *	4,192	4,227	4,070	4,001	3,849	3,712	4,267	4,482	4,405
TCE	\$ 11,281	\$ 12,142	\$ 9,607	\$ 9,731	\$ 11,014	\$ 11,292	\$ 10,075	\$ 8,038	\$ 9,620

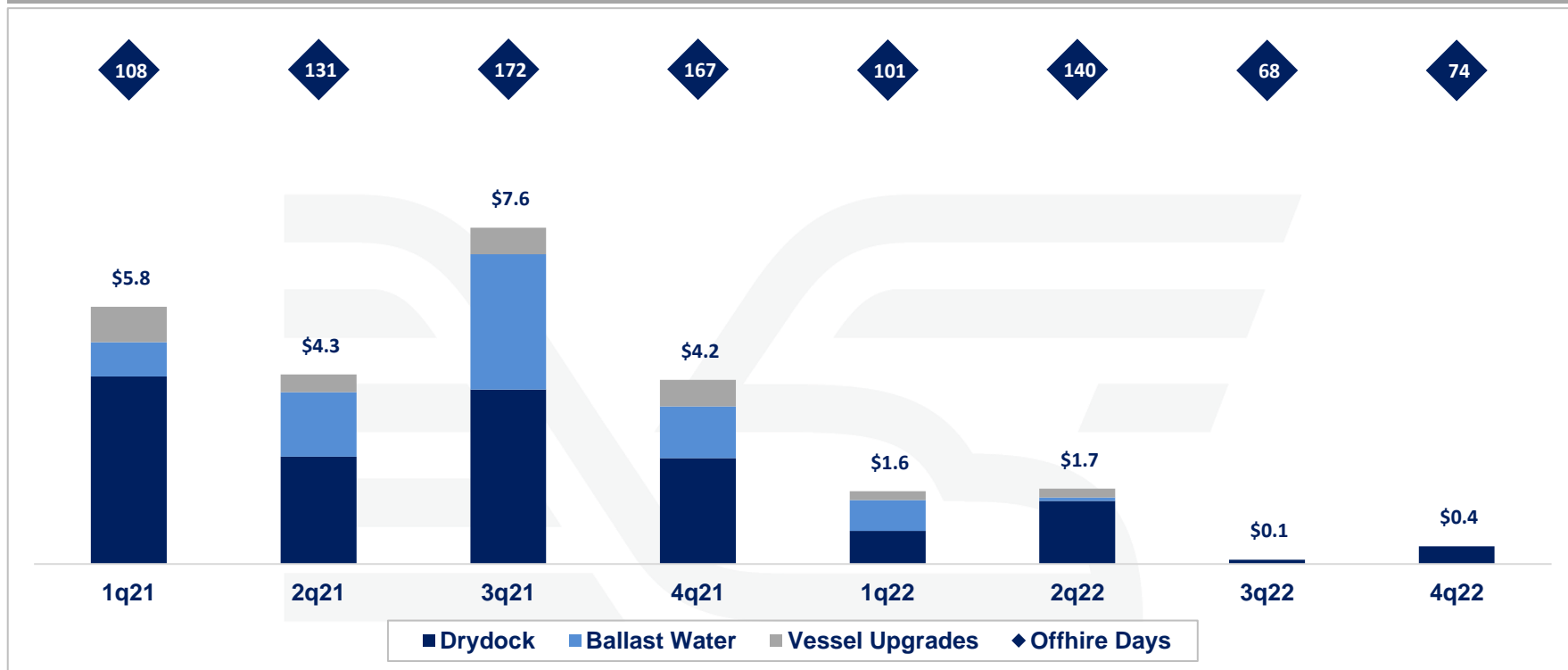
Adjusted EBITDA Reconciliation

USD in Thousands	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18	2q18
Net Income / (Loss)	\$ (39,279)	\$ (22,496)	\$ (19,359)	\$ (142,389)	\$ (11,068)	\$ (5,888)	\$ (10,255)	\$ (16,584)	\$ 53	\$ 3,451
Less adjustments to reconcile:										
Interest expense	2,818	4,903	7,434	6,644	6,445	6,859	7,837	8,236	6,261	6,387
Interest income	(3)	-	(88)	(124)	(190)	(186)	(143)	(133)	(95)	(112)
EBIT	(36,464)	(17,593)	(12,013)	(135,868)	(4,813)	785	(2,561)	(8,481)	6,219	9,726
Depreciation and amortization	9,397	9,654	9,854	9,979	7,493	8,021	8,981	9,196	9,276	9,272
EBITDA	(27,068)	(7,939)	(2,159)	(125,889)	2,680	8,805	6,420	715	15,495	18,998
Less adjustments to reconcile:										
Stock-based compensation	827	842	(735)	1,273	2,171	2,478	2,350	1,740	3,511	2,410
One-time and non-cash adjustments	11,756	436	(509)	122,656	(297)	(1,977)	(373)	14,764	(170)	(276)
Adjusted EBITDA*	\$ (14,486)	\$ (6,661)	\$ (3,403)	\$ (1,961)	\$ 4,553	\$ 9,307	\$ 8,397	\$ 17,219	\$ 18,835	\$ 21,132

USD in Thousands	3q18	4q18	1q19	2q19	3q19	4q19	1q20	2q20	3q20
Net Income / (Loss)	\$ 2,585	\$ 6,486	\$ 29	\$ (5,992)	\$ (4,563)	\$ (11,171)	\$ (3,528)	\$ (20,491)	\$ (11,159)
Less adjustments to reconcile:									
Interest expense	6,574	6,521	6,762	6,733	8,117	8,965	9,192	8,737	8,954
Interest income	(129)	(248)	(434)	(393)	(640)	(400)	(157)	(56)	(24)
EBIT	9,030	12,759	6,357	348	2,914	(2,606)	5,507	(11,810)	(2,229)
Depreciation and amortization	9,460	9,708	9,407	9,761	10,056	11,322	12,466	12,503	12,618
EBITDA	18,490	22,467	15,764	10,109	12,970	8,715	17,974	693	10,389
Less adjustments to reconcile:									
Stock-based compensation	2,100	1,187	1,445	1,227	1,155	998	836	723	741
One-time and non-cash adjustments	(406)	(165)	(1,838)	(967)	(971)	66	-	352	389
Adjusted EBITDA*	\$ 20,184	\$ 23,489	\$ 15,372	\$ 10,370	\$ 13,154	\$ 9,780	\$ 18,810	\$ 1,768	\$ 11,519

Capex Schedule

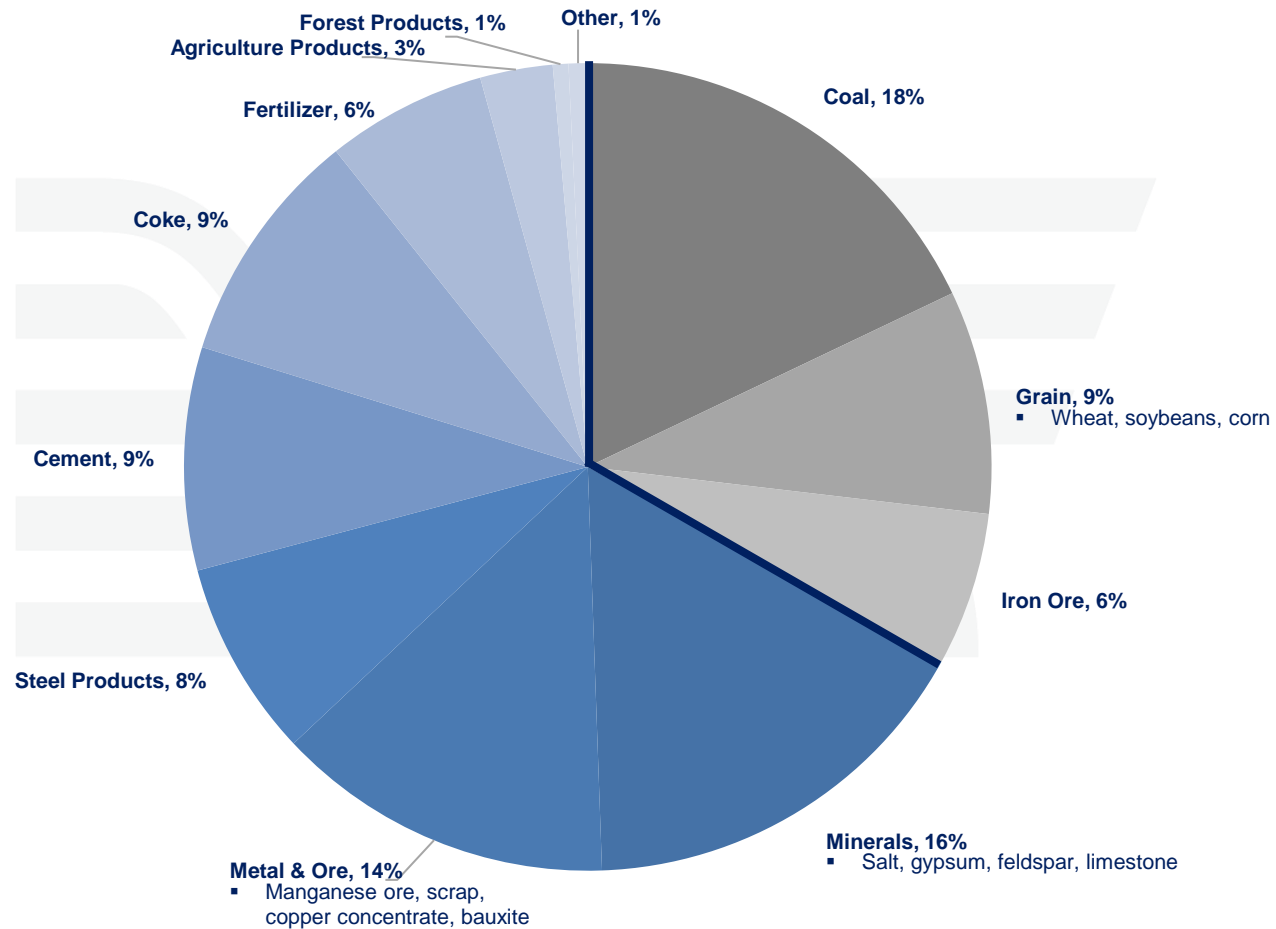
Estimated Capital Expenditures + Offhire Days



- **Drydock** - represents capex relating to statutory maintenance.
- **Ballast Water** - represents capex relating to the installation of IMO-mandated ballast water treatment systems.
- **Vessel Upgrades** - represents capex relating to items such as high-spec low friction hull paint which improves fuel efficiency and reduces fuel costs, NeoPanama Canal chock fittings enabling vessels to carry additional cargo through the new Panama Canal locks, as well as other retrofitted fuel-saving devices. Vessel Upgrades are discretionary in nature and evaluated on a business case-by-case basis.
- **Offhire Days** - represents the estimated days fleet is offhire due to drydock plus an additional allowance for unforeseen events.

Cargo Mix

Eagle Cargoes Carried



Minor Bulks ~67%

Major Bulks ~33%

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

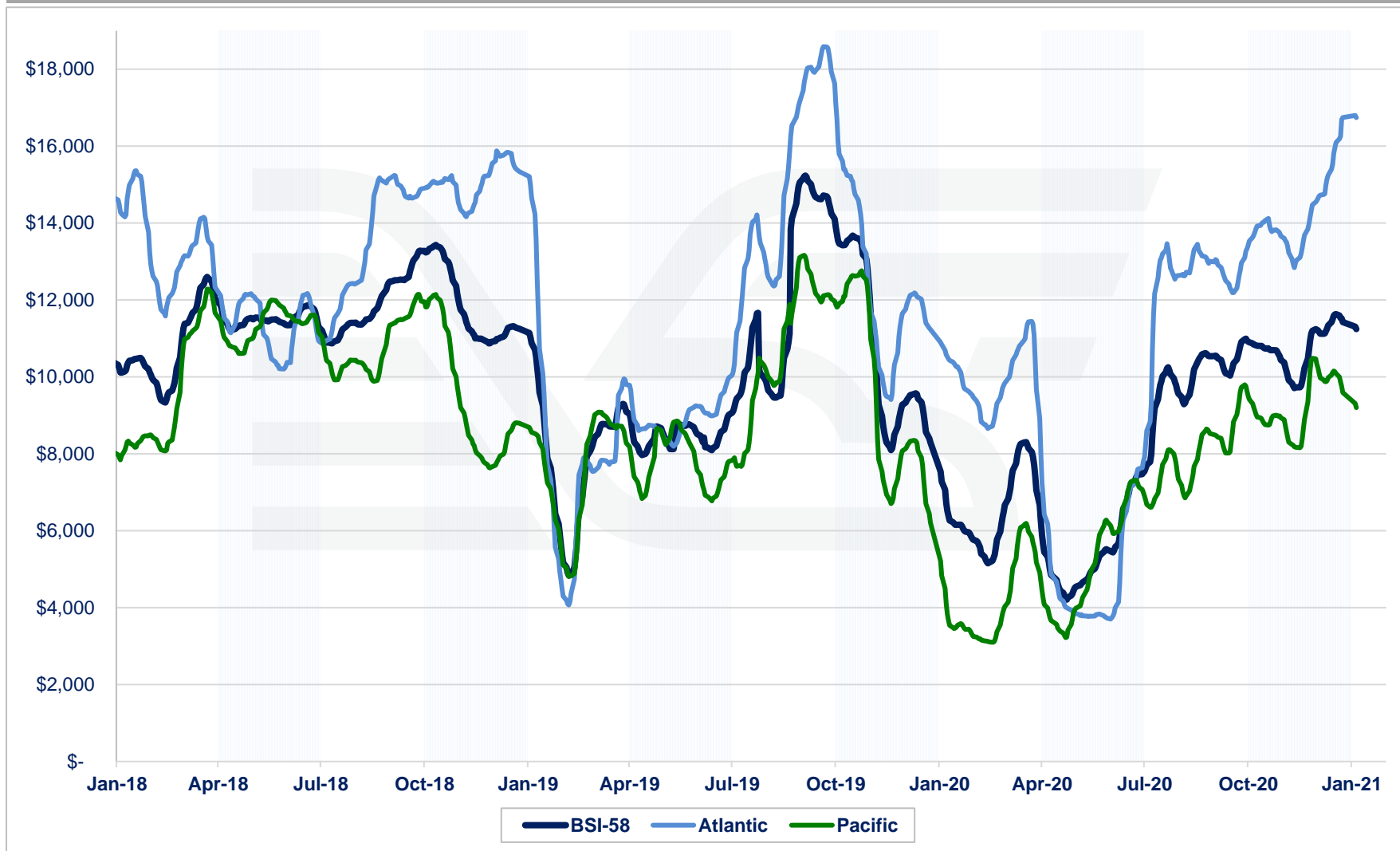
The BSI-58 is based on the non-scrubber fitted 58k DWT Japanese TESS-58 design Supramax and is gross of commissions

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

Atlantic Market vs Pacific Market Volatility

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, lease 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>

