

UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, D.C. 20549

FORM 8-K  
CURRENT REPORT

Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934  
Date of Report (Date of earliest event reported): May 7, 2021

Eagle Bulk Shipping Inc.

(Exact name of registrant as specified in its charter)

Republic of the Marshall Islands  
(State or other jurisdiction of incorporation or organization)

001-33831  
(Commission File Number)

98-0453513  
(IRS employer identification no.)

300 First Stamford Place, 5th Floor  
Stamford, CT 06902  
(Address of principal executive offices, including zip code)  
(Registrant's telephone number, including area code):(203) 276-8100

(Former Name or Former Address, if Changed Since Last Report): None  
Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions (see General Instruction A.2. below):  
☐ Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)  
☐ Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)  
☐ Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))  
☐ Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Securities registered pursuant to Section 12(b) of the Act:

Title of each class	Trading Symbol(s)	Name of each exchange on which registered
Common Stock, par value \$0.01 per share	EGLE	The Nasdaq Stock Market LLC

Indicate by check mark whether the registrant is an emerging growth company as defined in Rule 405 of the Securities Act of 1933 (§ 230.405 of this chapter) or Rule 12b-2 of the Securities Exchange Act of 1934 (§ 240.12b-2 of this chapter).  
Emerging growth company ☐  
If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. ☐

ITEM 2.02. RESULTS OF OPERATIONS AND FINANCIAL CONDITION.

On May 7, 2021, Eagle Bulk Shipping Inc., a Republic of the Marshall Islands corporation (the “*Company*”), posted to its website a corporate presentation including certain financial results and other information for the quarter ended March 31, 2021. A copy of the corporate presentation is attached as Exhibit 99.1 hereto.

The information in this Item 2.02 of this Current Report on Form 8-K, including the exhibit, shall not be deemed “filed” for purposes of Section 18 of the Securities Exchange Act of 1934, as amended (the “*Exchange Act*”), or otherwise subject to the liabilities of such section, nor shall it be deemed incorporated by reference in any filing under the Securities Act of 1933, as amended, or the Exchange Act, except as expressly set forth by specific reference in such a filing. By filing this Current Report on Form 8-K and furnishing this information, the Company makes no statement or admission as to the materiality of any information in this Item 2.02 or the exhibit attached hereto.

Additionally, Exhibit 99.1 contains various non-GAAP financial measures as defined by Regulation G. Reconciliations of each non-GAAP financial measure to its comparable GAAP financial measure can be found in the attached corporate presentation.

This Current Report on Form 8-K and Exhibit 99.1 hereto contain forward-looking statements within the meaning of the federal securities laws. These forward looking statements are based on current expectations and are not guarantees of future performance. Further, the forward-looking statements are subject to the limitations listed in Exhibit 99.1 and in the other reports of the Company filed with the Securities and Exchange Commission, including that actual events or results may differ materially from those in the forward-looking statements.

ITEM 7.01. REGULATION FD DISCLOSURE.

On May 7, 2021, the Company posted to its website a corporate presentation described above in Item 2.02 of this Current Report on Form 8-K. A copy of the corporate presentation is attached hereto as Exhibit 99.1.

ITEM 9.01. FINANCIAL STATEMENTS AND EXHIBITS.

(d) Exhibits.

Exhibit Number	Description
<a href="#">99.1</a>	<a href="#">Earnings presentation dated May 7, 2021</a>

**SIGNATURES**

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

**EAGLE BULK SHIPPING INC.**  
(registrant)

Dated: May 7, 2021

By:	/s/ Frank De Costanzo
Name:	Frank De Costanzo
Title:	Chief Financial Officer



providing optimized global transportation  
of drybulk commodities



## Earnings Presentation

First Quarter 2021  
7 May 2021

# Disclaimer

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*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.*

*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 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 purchase price of our vessels and our vessels’ estimated useful lives and scrap value, general and administrative expenses, and financing costs related to our indebtedness. The accuracy of the Company’s assumptions, expectations, beliefs and projections depends on events or conditions that change over time and are thus susceptible to change based on actual experience, new developments and known and unknown risks. The Company gives no assurance that the forward-looking statements will prove to be correct and does not undertake any duty to update them. 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 (the “EU”) 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 dry docking 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; and (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 (the “Commission”).*

*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.*

# Agenda

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1 Highlights

2 Financial Summary

3 Industry Review

\* Appendix

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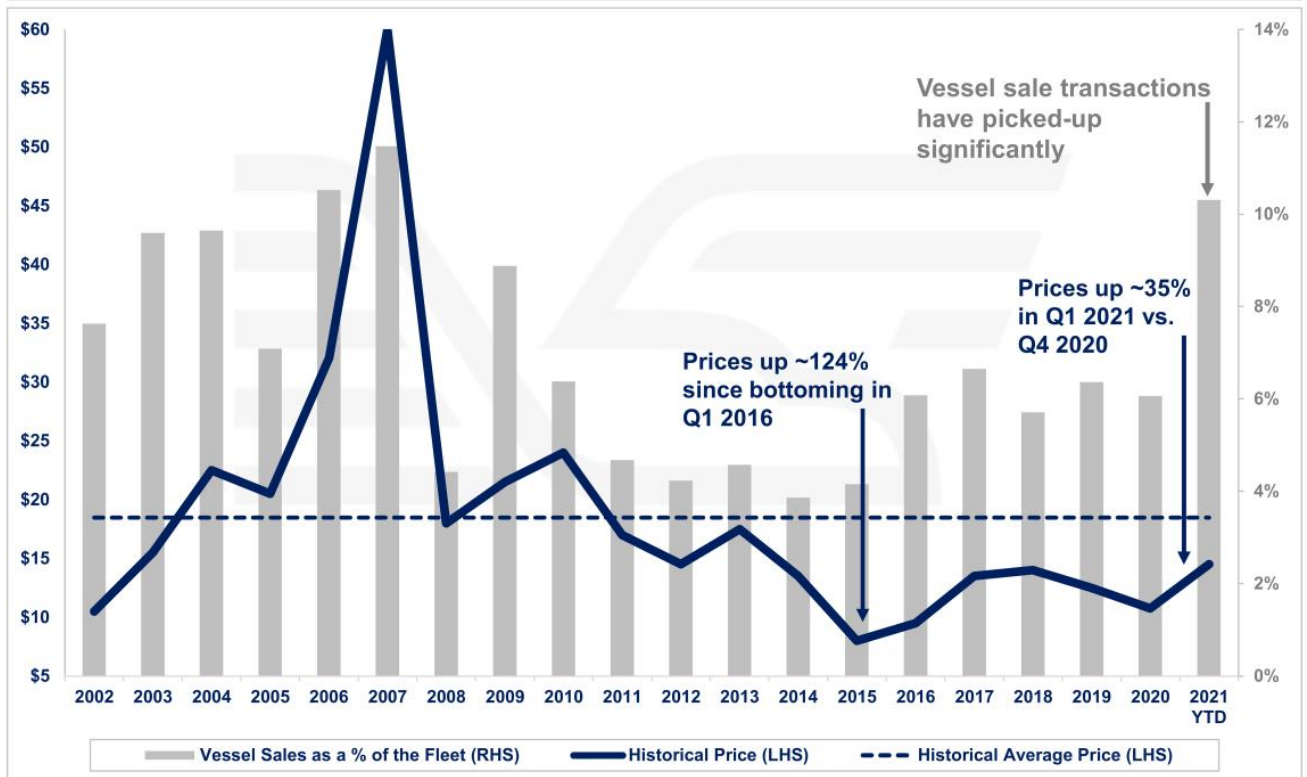
## Highlights





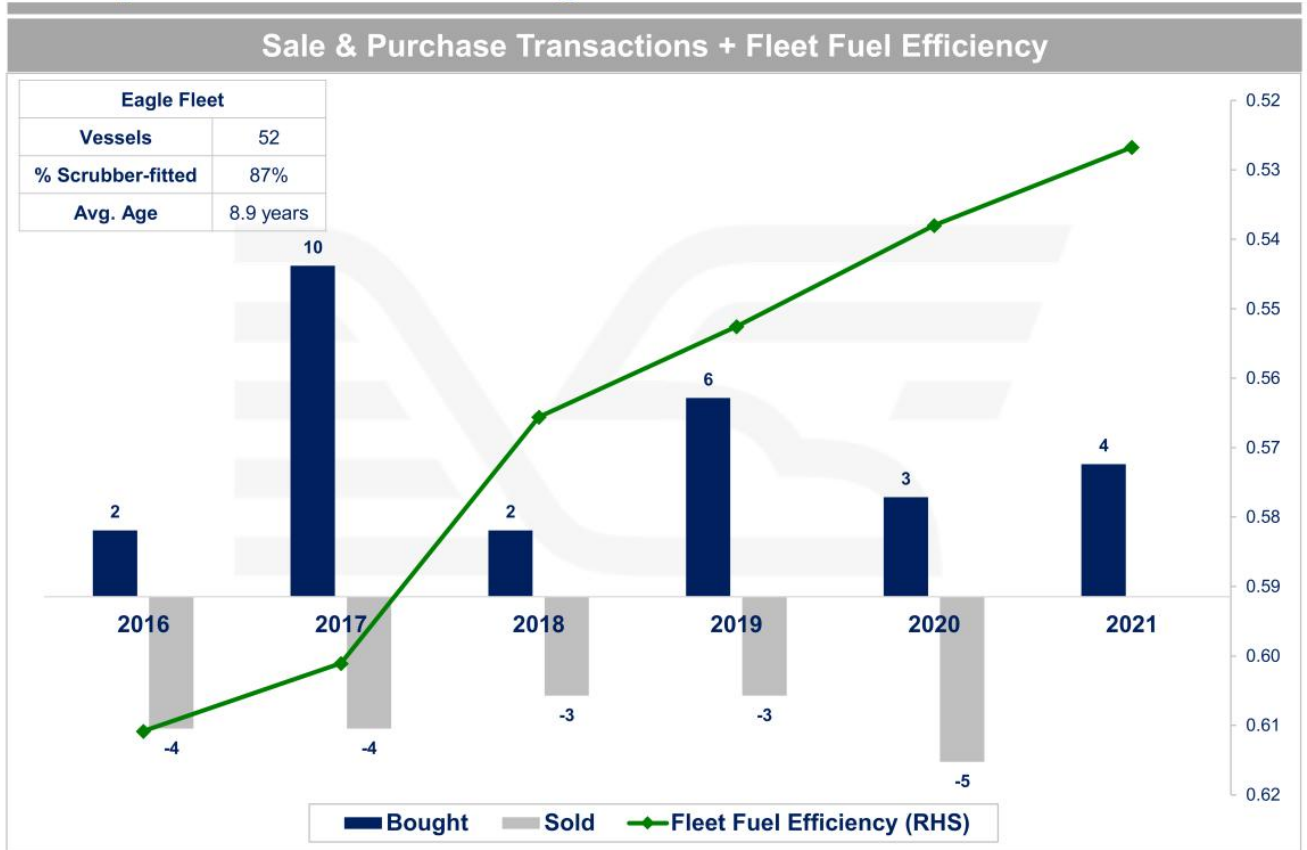
# Asset Prices and Liquidity Up Significantly in 1q21

## Supramax/Ultramax 10yr-old Price and Vessel Sales





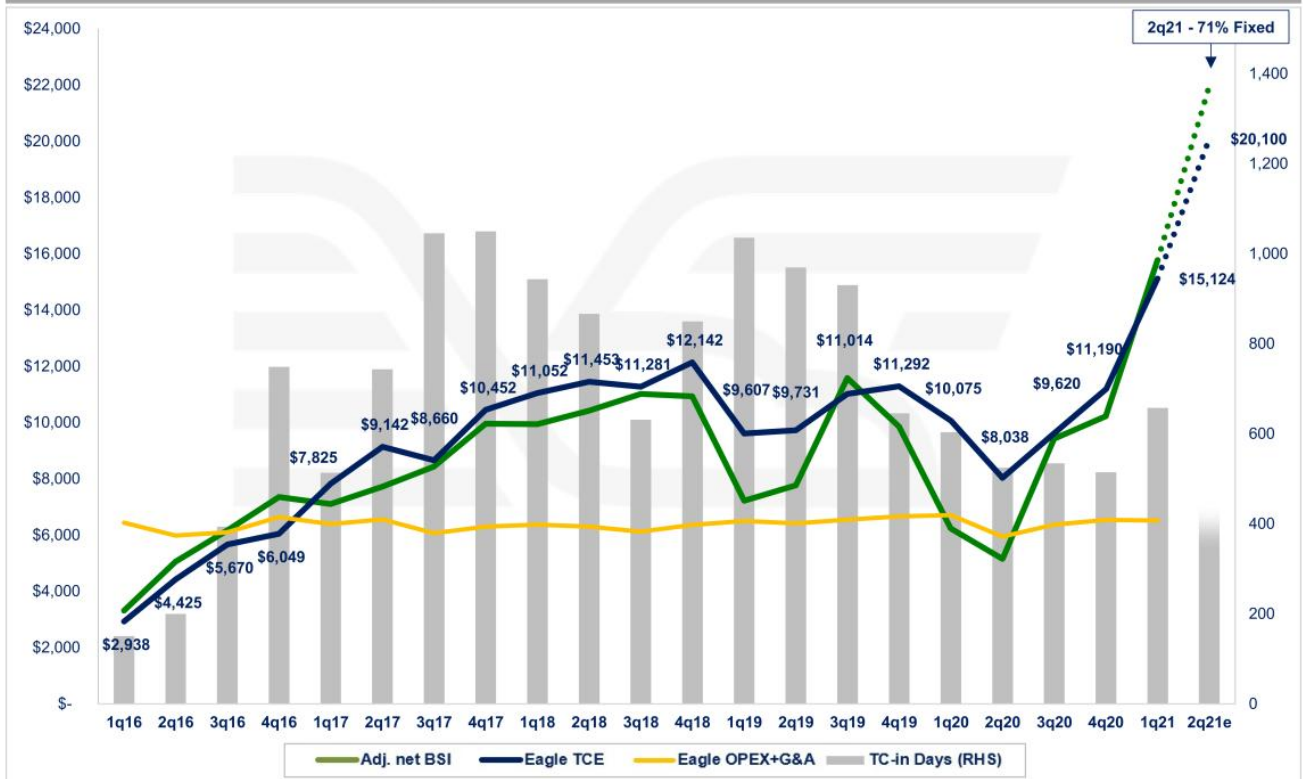
# Forty-six Vessels Bought and Sold Since 2016



• Fleet Fuel Efficiency calculated as theoretical total daily fuel consumption per DWT-ton at full engine speed.

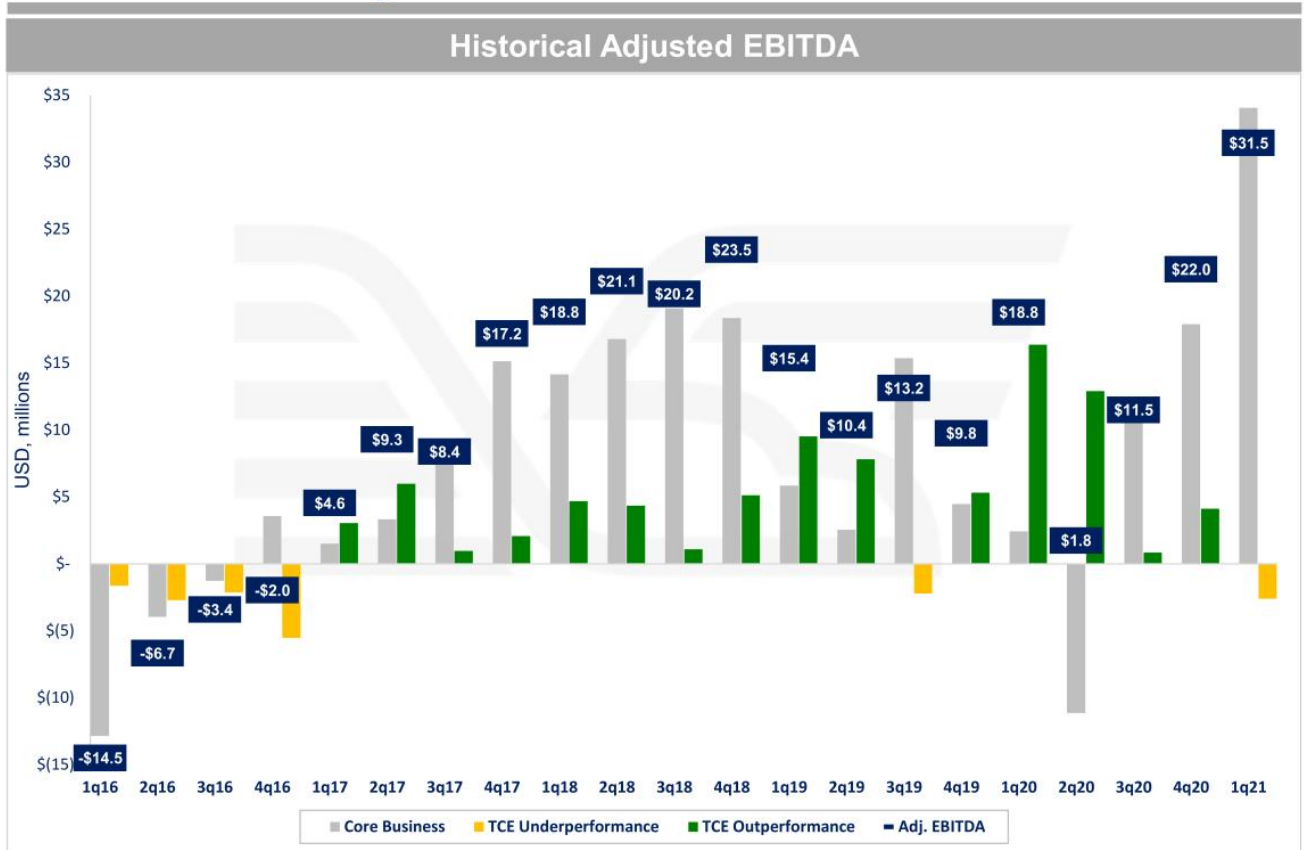
# 1q21 TCE Highest in More Than 10 Years

## Eagle Revenue + Cost Performance



2q21 EGLE TCE and TC-in days fixed to date as of May 4, 2021. 2q21 BSI includes Apr actual and May-Jun FFA curve as of May 4. TCE relative performance is benchmarked against Adj. net BSI = gross BSI net of commission, adjusted for owned-fleet specification, ex-scrubber. Outperformance from Q1 2020 onward is inclusive of both commercial performance and scrubber benefit. BSI-52 index used up through 4q18, and BSI-58 index used as from 1q19. G&A excludes stock-based compensation. Please refer to Appendix for full TCE definition and reconciliation

# TCE Drives Significant EBITDA Growth



- Please refer to Appendix for definition of Adjusted EBITDA and reconciliation
- Please refer to Appendix for TCE definition and reconciliation
- Core Business reflects EBITDA generated by TCE performance at index level (i.e. no out/under-performance) less OPEX and cash G&A

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## Financial Summary



# Income Statement

USD in Thousands except EPS	1q21	4q20	1q20
<b>Revenues, net of commissions</b>	<b>\$ 96,572</b>	<b>\$ 75,181</b>	<b>\$ 74,378</b>
<b>Operating expenses</b>			
Voyage expenses	26,615	19,589	26,564
Charter hire expenses	8,480	5,459	6,041
Vessel expenses	21,518	20,847	23,700
Depreciation and amortization	12,506	12,570	12,466
General and administrative expenses	7,699	8,809	7,961
Other operating expense	961	-	-
Loss/(gain) on sale of vessels	-	101	-
Total operating expenses	77,779	67,373	76,731
<b>Operating income / (loss)</b>	<b>18,793</b>	<b>7,808</b>	<b>(2,353)</b>
<b>Other expenses</b>			
Interest expense, net - cash	6,605	6,872	7,531
Interest expense - debt discount & deferred financing costs <sup>1</sup>	1,629	1,617	1,504
Loss/(gain) on derivatives	710	(796)	(7,862)
Total other expenses, net	8,944	7,693	1,173
<b>Net income / (loss)</b>	<b>\$ 9,849</b>	<b>\$ 115</b>	<b>\$ (3,525)</b>
Weighted average shares outstanding (Basic) <sup>2</sup>	11,729	10,415	10,267
<b>EPS (Basic)<sup>2</sup></b>	<b>\$ 0.84</b>	<b>\$ 0.01</b>	<b>\$ (0.34)</b>
<b>Adjusted EBITDA<sup>3</sup></b>	<b>\$ 31,461</b>	<b>\$ 22,022</b>	<b>\$ 18,810</b>



1 – Includes non-cash interest expense related to the amortization of the equity component of the convertible bond of \$1.0 million for 1q21, \$1.0 million for 4q20, and \$0.9 million for 1q20.

2 – Weighted average shares outstanding and EPS for 1q20 adjusted to give effect for the 1 for 7 reverse stock split that became effective on Sep. 15, 2020

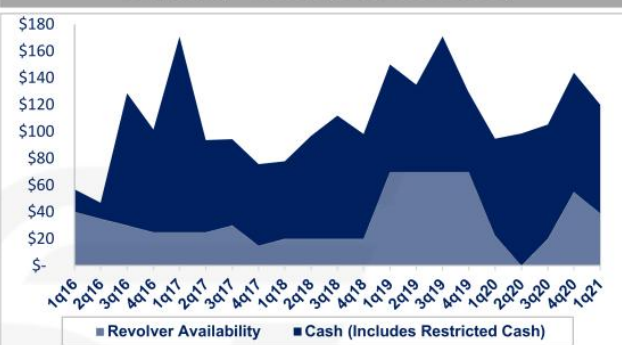
3 – Please see the Definitions slide in the Appendix for an explanation of Adjusted EBITDA

# Balance Sheet + Liquidity

## Balance Sheet (USD thousands) - Mar 31, 2021

Cash <sup>1</sup>	80,713
Accounts receivable	20,465
Inventory	14,721
Other current assets	11,451
Vessels, net	851,895
Right of use assets - lease	5,454
Other assets	35,941
<b>Total assets</b>	<b>1,020,640</b>
Accounts payable	17,042
Current liabilities	30,486
Debt (including \$39.2M current) <sup>2</sup>	486,092
Fair value of derivatives - LT	131
Lease liability (\$5.4M current)	5,993
<b>Total liabilities</b>	<b>539,744</b>
<b>Stockholder's equity</b>	<b>480,896</b>
<b>Total liabilities and stockholder's equity</b>	<b>1,020,640</b>

## Liquidity Trend (USD millions)



## Liquidity Position (USD thousands)

Cash <sup>1</sup>	80,713
Revolver undrawn availability <sup>3</sup>	39,000
<b>Total liquidity</b>	<b>119,713</b>

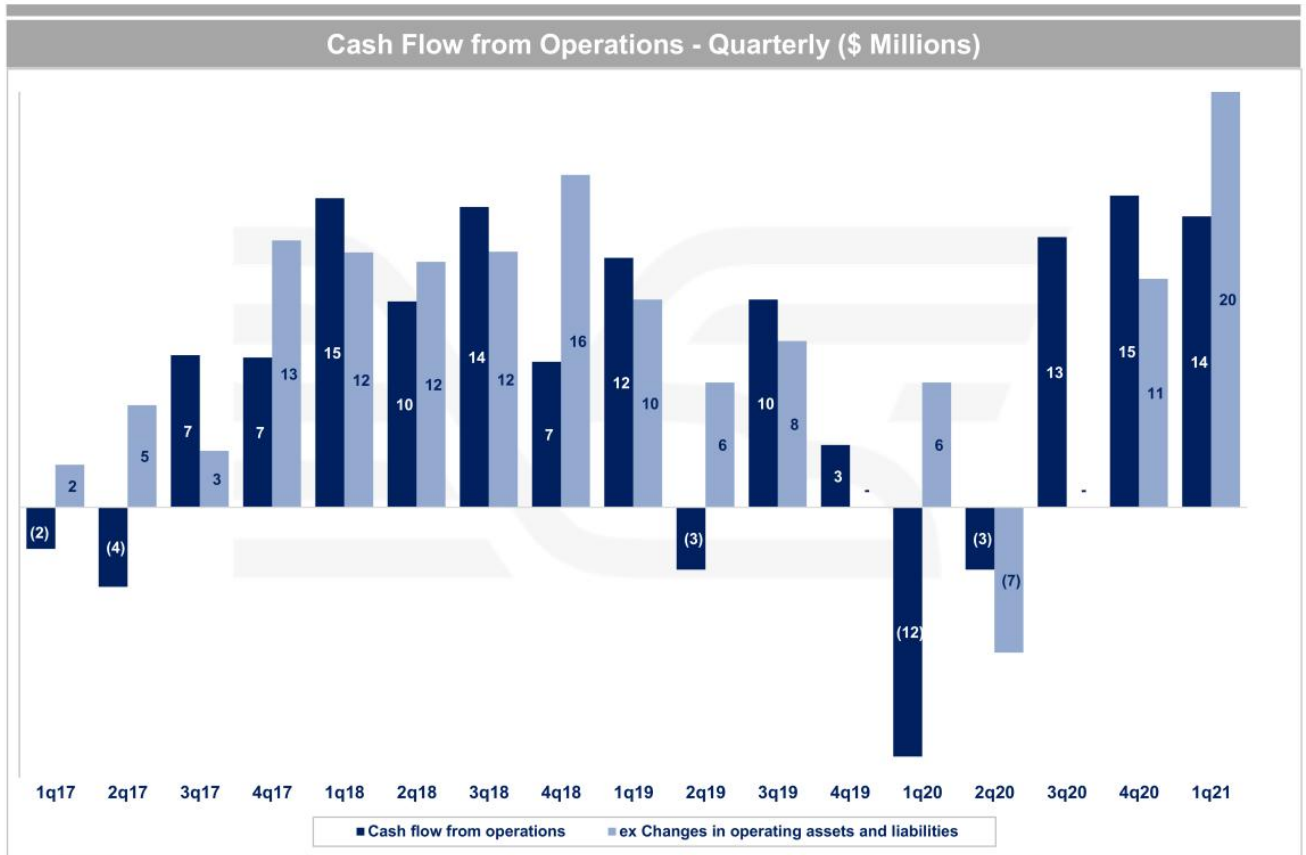


1 – Cash balance includes cash, cash equivalents and restricted cash.

2 – Debt is net of \$22.2m of debt discount and deferred financing costs

3 – \$15.0 million under Super Senior Facility and \$24 million under Holdco RCF which will increase to \$35.0 million upon delivery of M/V Rotterdam Eagle

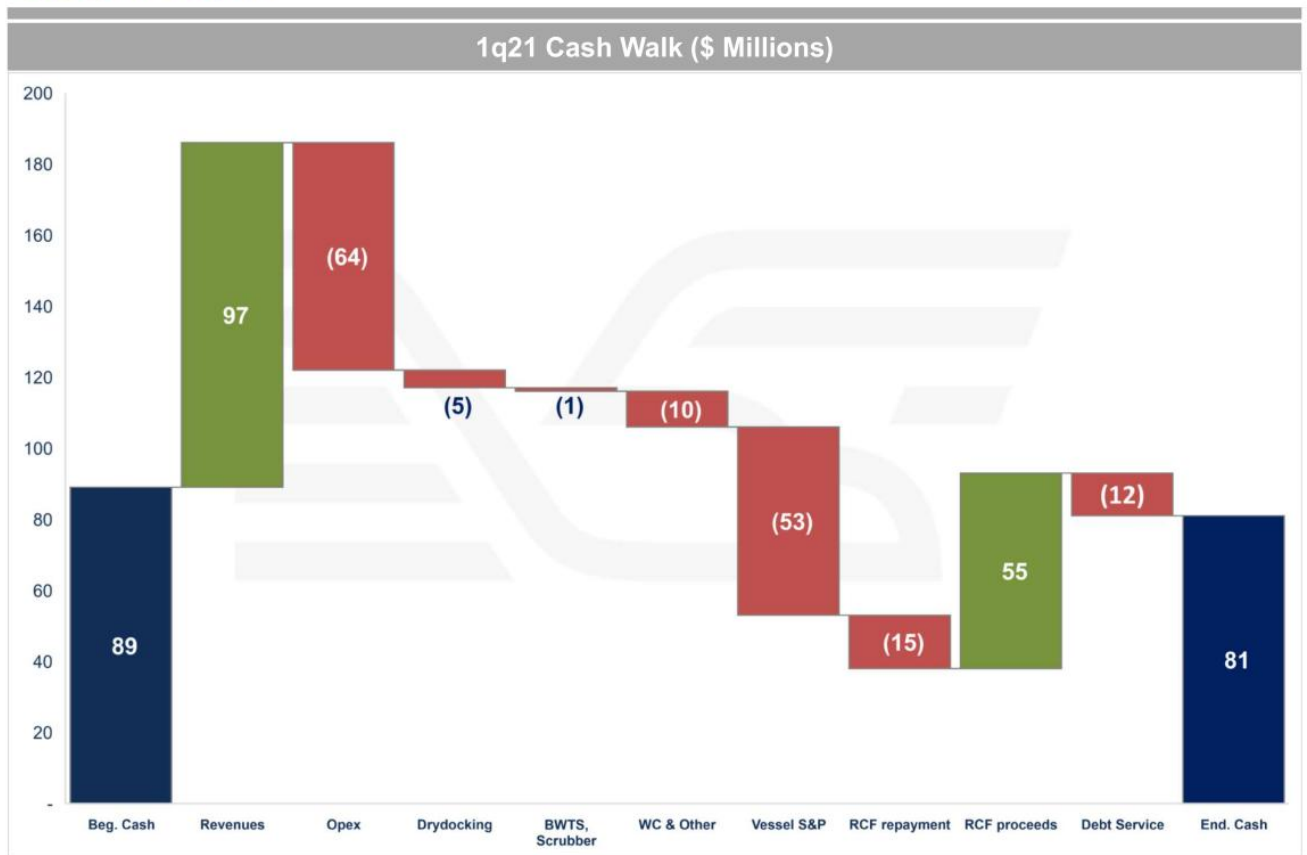
# Cash Flow



▪ Cash balances at beginning and end of period include 1) cash, 2) cash equivalents, and 3) restricted cash



# Cash Walk

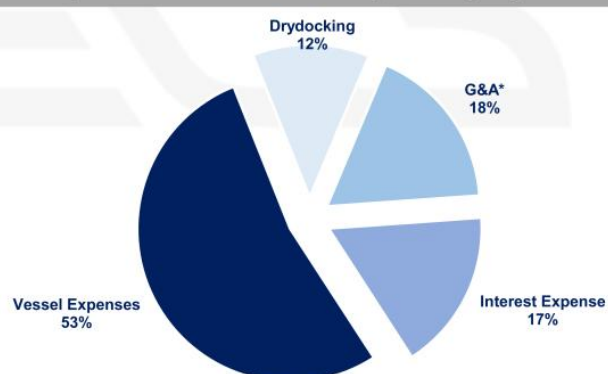


▪ Cash balances at beginning and end of period include 1) cash, 2) cash equivalents, and 3) restricted cash

## Cash Breakeven per Vessel per Day

	1q21	4q20	FY 2020
<b>Operating</b>			
Vessel expenses <sup>1</sup>	\$ 4,894	\$ 4,718	\$ 4,790
Drydocking	1,148	784	791
G&A <sup>2</sup>	1,626	1,824	1,561
<b>Total operating</b>	<b>7,668</b>	<b>7,325</b>	<b>7,142</b>
<b>Debt Service</b>			
Interest Expense	1,573	1,555	1,598
Debt Principal Repayment	1,860	2,673	2,033
<b>Total Cash Breakeven</b>	<b>\$ 11,101</b>	<b>\$ 11,553</b>	<b>\$ 10,774</b>

1q21 Cash Breakeven by Category



1 – Vessel expenses for 2021 excludes certain one-time expenses related to vessel acquisition and sale, as well as discretionary upgrades such as advanced hull coatings, when applicable.  
 2 – G&A excludes stock-based compensation for all periods shown. G&A for FY 2020 excludes certain non-recurring expenses.

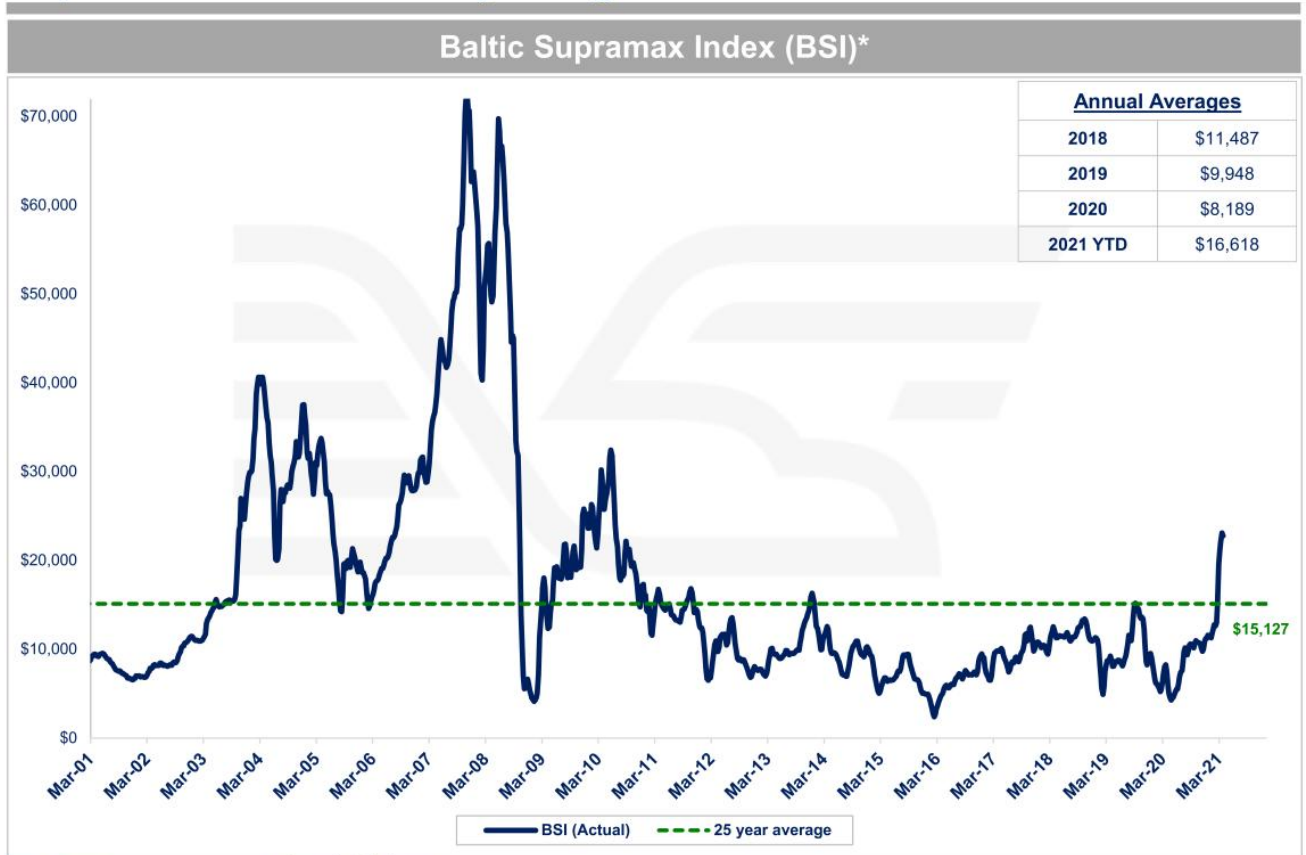
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# Industry Review

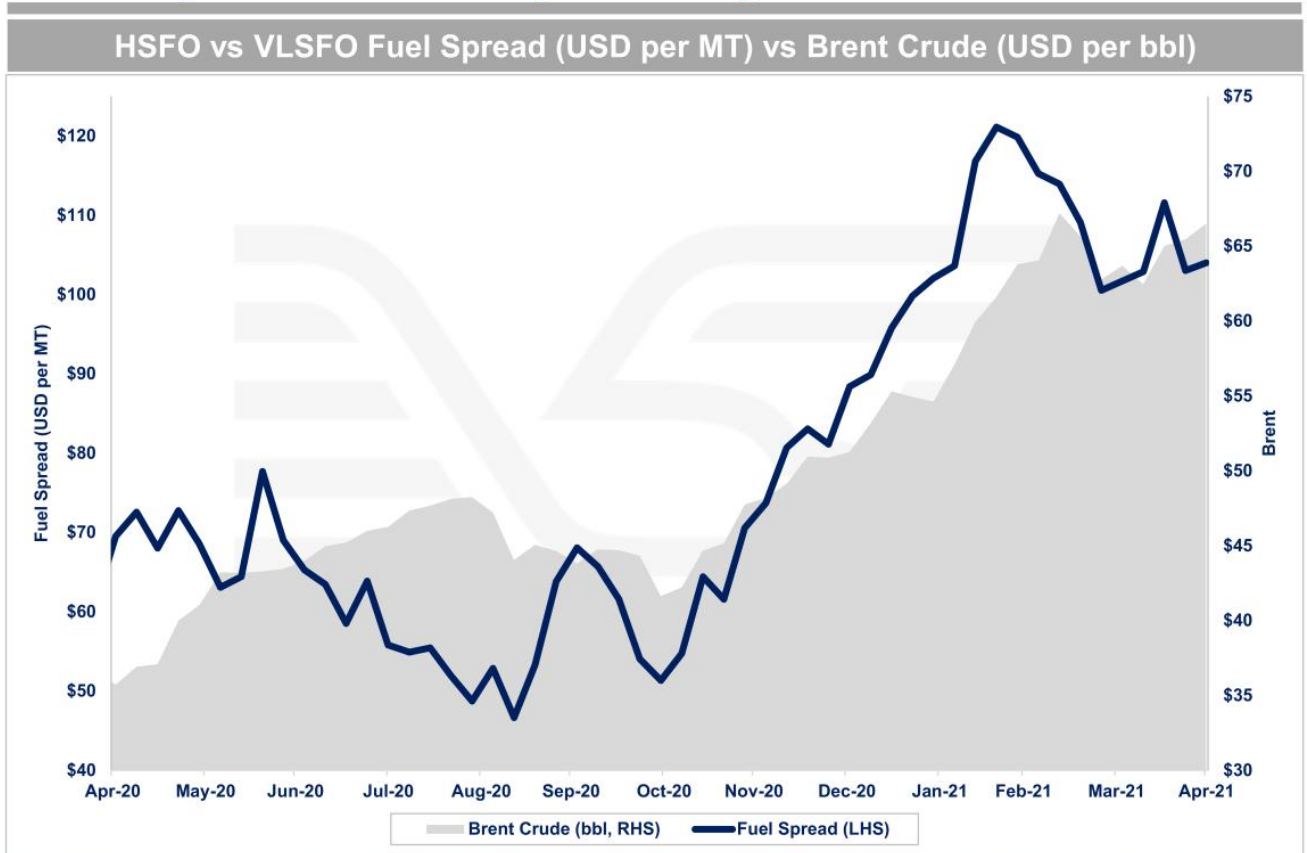


# Spot Rates at a 10yr High



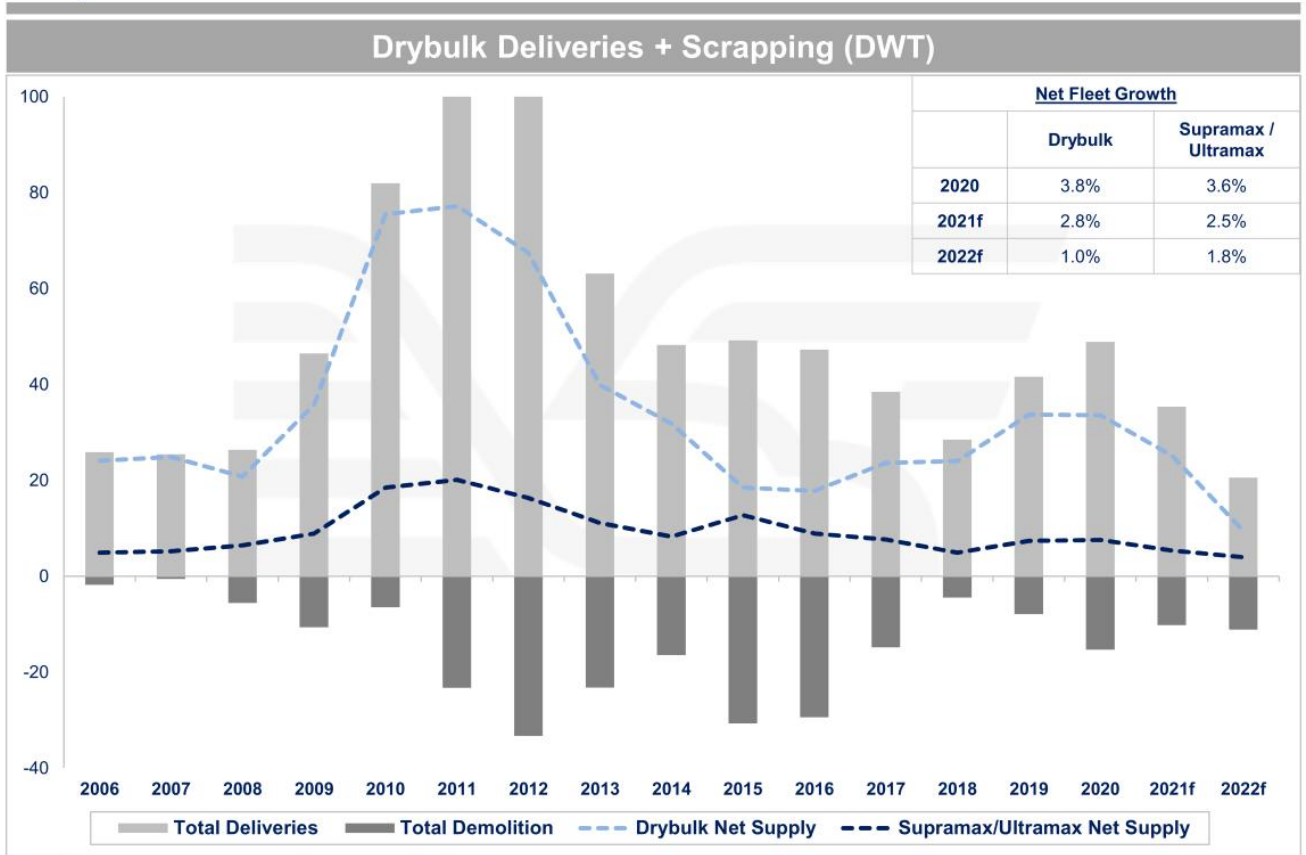
\* Source(s): Clarksons  
 \* Supramax Spot is based on the BSI-58. Historical averages are based on BSI-58 (Aug-15 to present), BSI-52 (Jul-05 to Jul-15), Supramax 52k dwt Avg Trip Rate (Dec-01 to Jul-05), and the Handymax 45k dwt. Avg Trip Rate (prior to Dec-01).

# Fuel Spread Currently Trading at ~\$110/MT



Source: Clarksons. VLSFO and HSFO average of historical prices at Fujairah, Houston, Rotterdam, and Singapore. As of April 30, 2021

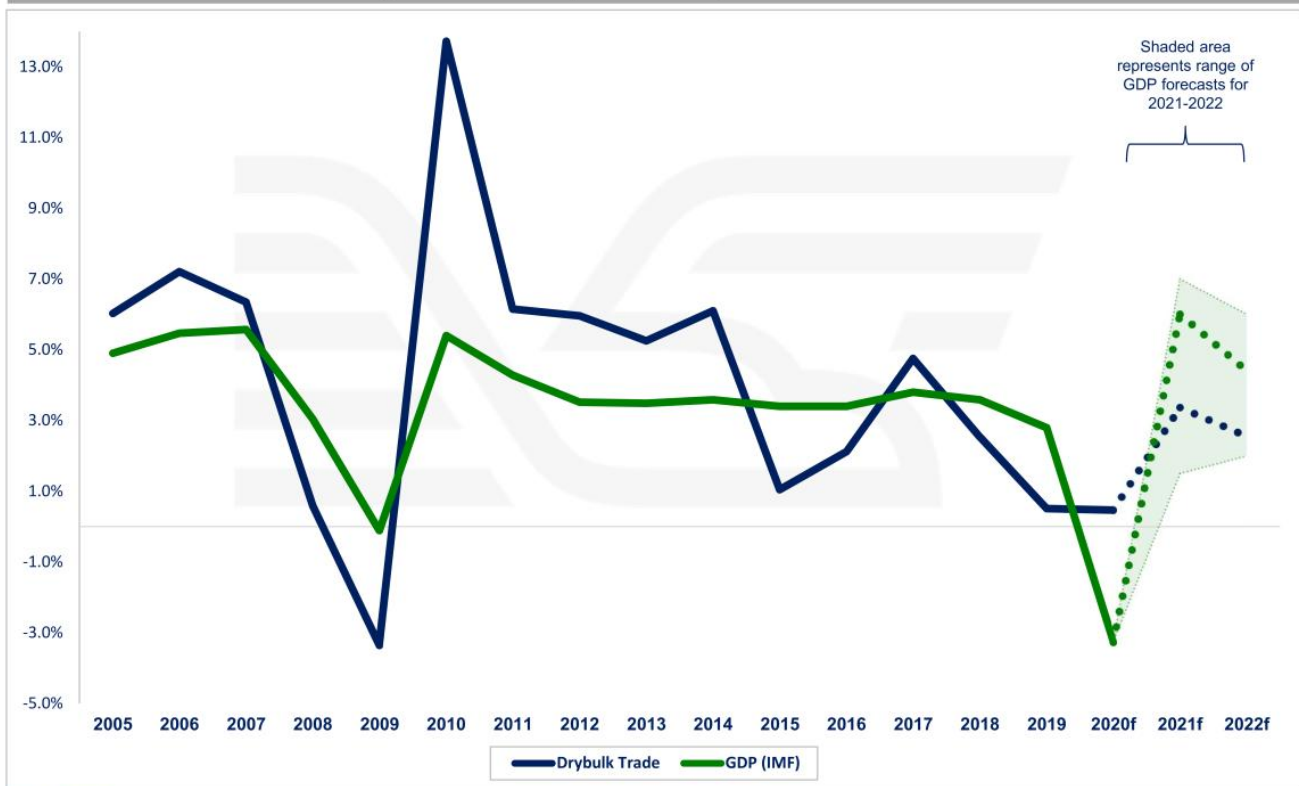
# Supramax/Ultramax 2021f Net Fleet Growth ~2.5%



• Figures are in million DWT  
 • Source(s): Clarksons (April 2021)

# Strong Demand Recovery Expected in 2021

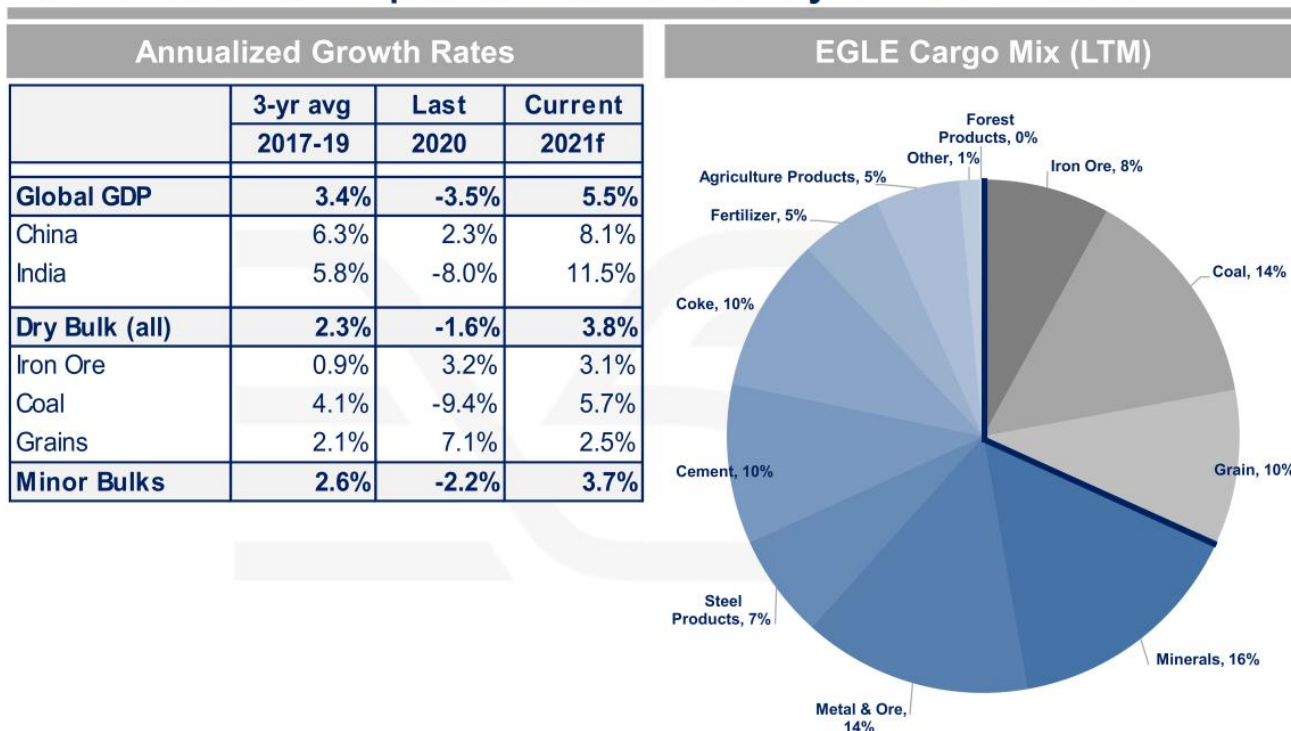
## Drybulk Trade (ton-miles) vs. Global GDP



Source(s): Clarksons (April 2021), IMF (April 2021), Bloomberg



## Minor Bulks Expected to Grow by 3.7% in 2021



**Eagle derives about 2/3 of cargo demand from minor bulk commodities**

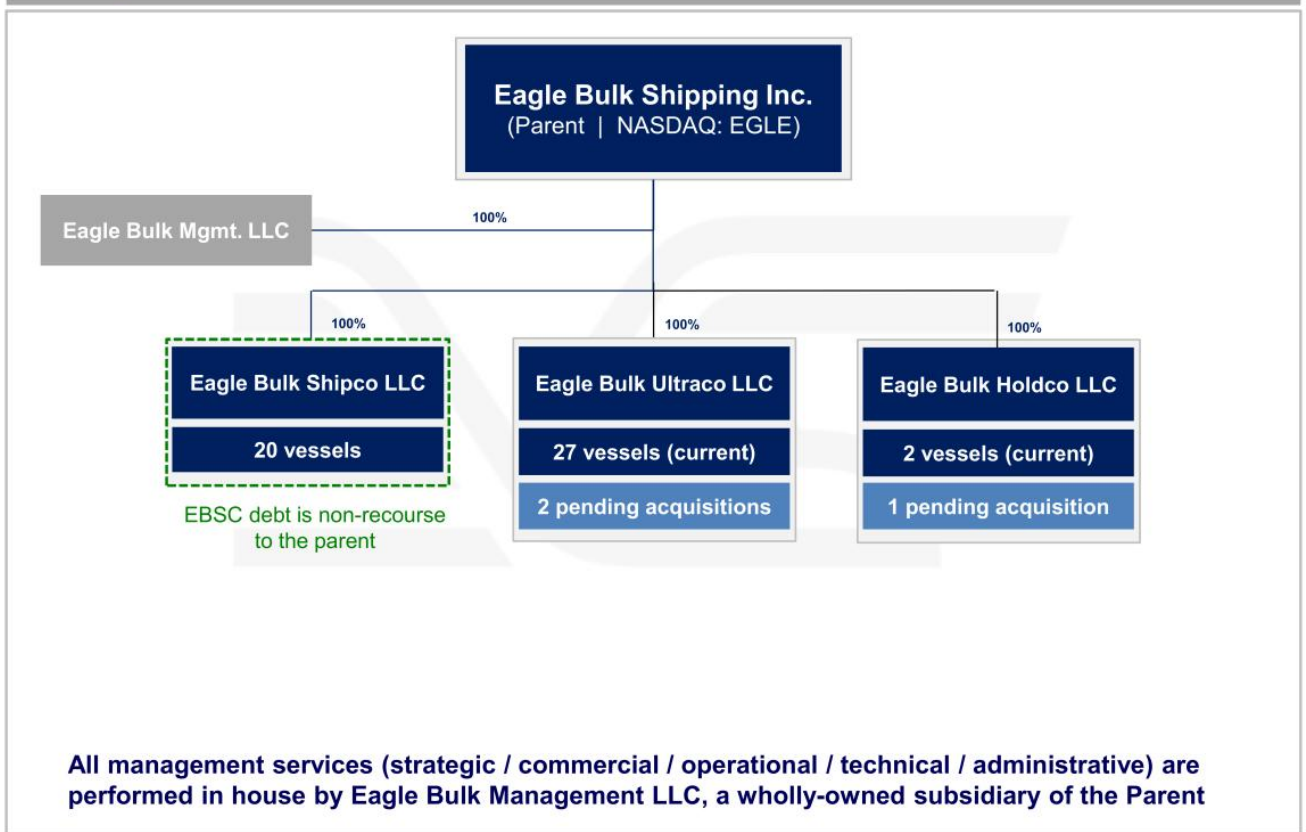


- Source(s): Clarksons (April 2021). Cargo mix chart includes cargoes loaded during the 12 months ended March 31, 2021.
- Metal & Ore group includes: Manganese ore, scrap, copper concentrate, bauxite. Minerals group includes: Salt, gypsum, feldspar, limestone

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## APPENDIX

# Corporate Structure



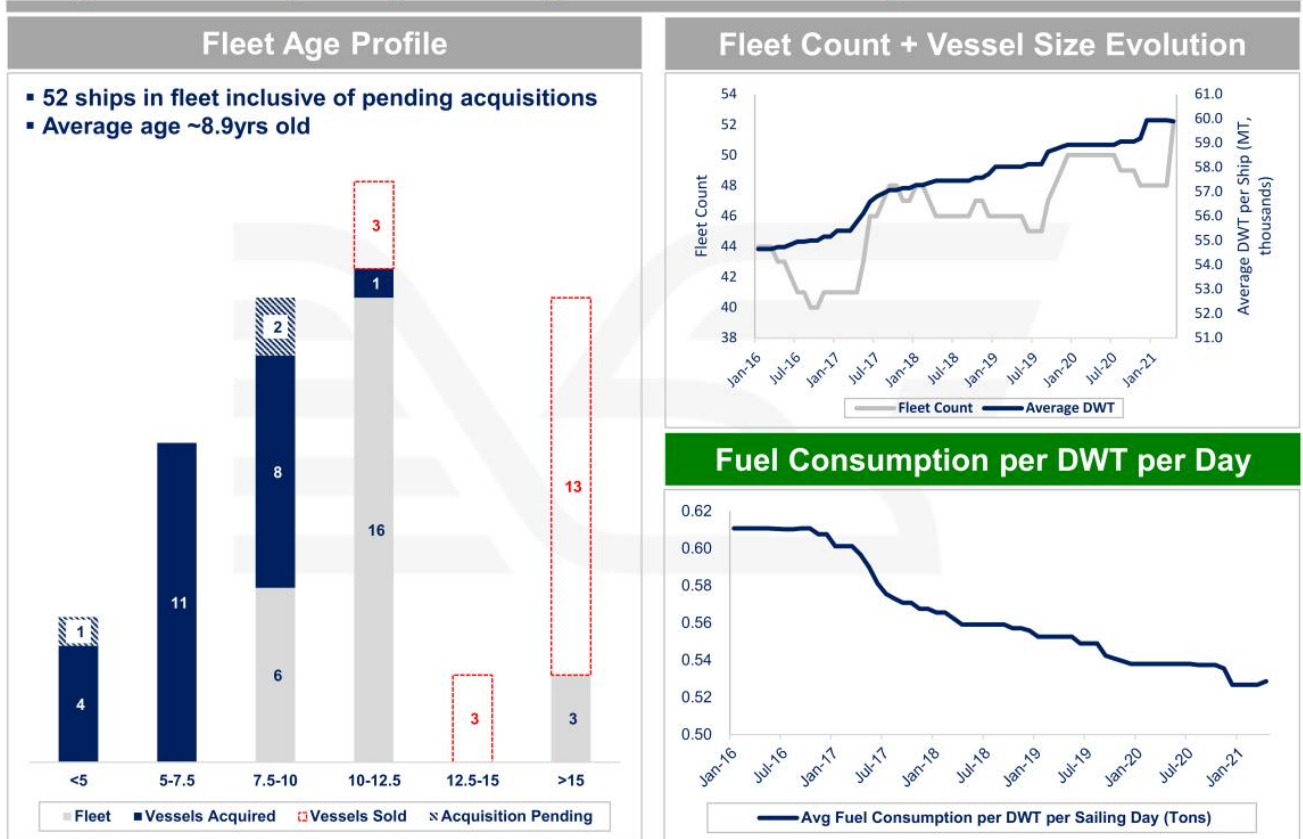
# Eagle Debt Terms

PARENT	Eagle Bulk Shipping Inc.					
ISSUER/ BORROWER	Eagle Bulk Shipping Inc.	Eagle Bulk Shipco LLC		Eagle Bulk Ultraco LLC		Eagle Bulk Holdco LLC
LOAN TYPE	Convertible Note	Bond	RCF	Term Loan	RCF	RCF
AMOUNT	USD 114m	USD 200m	USD 15m	USD 216m	USD 55m	USD 24m <sup>1</sup>
OUTSTANDING	USD 114m	USD 180m	-	USD 156m	USD 55m	USD 24m
SECURITY	Senior Unsecured	Senior Secured	Super Senior Secured	Senior Secured		Senior Secured
RECOURSE	Parent Guarantee	Ringfenced and non-recourse to the parent		Parent Guarantee		Parent Guarantee
COLLATERAL	N/A	20 vessels + restricted cash		27 Vessels		2 Vessels
INTEREST RATE	5.0% fixed	8.25% fixed	L+200bps	L+250bps		L+240bps
INTEREST RATE SWAPS IN PLACE	N/A	N/A		97% of Outstanding at 58bps	N/A	N/A
MATURITY	2024	2022		2024		Dec 2021
AMORTIZATION	N/A	USD 8m/year	N/A	USD 32.3m/year	N/A	N/A
CONVERSION	25.453 shares common stock per USD 1,000 principal (approx. share price of USD 39.29)	N/A		N/A		N/A



- Debt amounts outstanding and fleet count as of April 30, 2021. Acquired vessels not yet delivered to Eagle are not reflected in this slide. Please refer to the "Owned Fleet" slide in the appendix for further details.
- [1] - The Holdco RCF currently has a total amount of \$24m, which will increase to \$35.0 million upon delivery of M/V Rotterdam Eagle

# Significantly Improving Fleet Makeup



- Eagle fleet count as of April 30, 2021, including all pending sale and purchase transactions
- Fleet Age Profile chart depicts current age of sold vessels. Fleet renewal/growth commenced in April 2016
- Fuel Consumption calculated as theoretical total daily fuel consumption per DWT-ton at full engine speed.

# Owned Fleet

52 Vessels				45 Scrubber-fitted				3114 DWT (MT, thousands)				8.9 yrs-old			
Eagle Bulk Shipco LLC				Eagle Bulk Ultraco LLC				Eagle Bulk Holdco LLC							
Vessel	Scrubber	Built	DWT	Vessel	Scrubber	Built	DWT	Vessel	Scrubber	Built	DWT				
1 Singapore Eagle	*	2017	63.4	1 Hong Kong Eagle	*	2016	63.5	1 <u>Rotterdam Eagle</u>	*	2017	63.7				
2 Shanghai Eagle	*	2016	63.4	2 Copenhagen Eagle	*	2015	63.5	2 Stockholm Eagle	*	2016	63.3				
3 Stamford Eagle		2016	61.5	3 Sydney Eagle	*	2015	63.5	3 Helsinki Eagle	*	2015	63.6				
4 Oslo Eagle	*	2015	63.7	4 Santos 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 <u>Montauk Eagle</u>		2011	57.8								
19 Cardinal		2004	55.4	19 <u>Newport Eagle</u>		2011	57.8								
20 Tern		2003	50.2	20 Sankaty Eagle		2011	57.8								
				21 Nighthawk	*	2011	57.8								
				22 Martin	*	2010	57.8								
				23 Kingfisher	*	2010	57.8								
				24 Jay	*	2010	57.8								
				25 Ibis Bulker	*	2010	57.8								
				26 Grebe Bulker	*	2010	57.8								
				27 Gannet Bulker	*	2010	57.8								
				28 Imperial Eagle	*	2010	56.0								
				29 Golden Eagle	*	2010	56.0								
20 Vessels		1,156		29 Vessels		1,768		3 Vessels			191				

Vessel names in underlined italics are pending delivery to Eagle.



▪ Eagle fleet count as of April 30, 2021

# Vessel Acquisitions Schedule

Actual/Estimated Delivery Dates + Remaining Cash Due						
Vessel	Type	Year	Scrubber	Delivery	As of 31 March 2021	
					Cash Advances Paid	Remaining Cash Due
1 Oslo Eagle	Ultramax	2015	yes	early-January	n/a	\$ -
2 Helsinki Eagle	Ultramax	2015	yes	mid-February	n/a	\$ -
3 Stockholm Eagle	Ultramax	2016	yes	late-March	n/a	\$ -
4 Rotterdam Eagle	Ultramax	2017	yes	mid-June	\$ 1,900.0	\$ 13,100.0
5 Sankaty Eagle	Supramax	2011		mid-April	\$ 940.0	\$ 6,110.0
6 Montauk Eagle	Supramax	2011		early-June	\$ 940.0	\$ 6,110.0
7 Newport Eagle	Supramax	2011		late-June	\$ 940.0	\$ 6,110.0
<b>Total</b>					<b>\$ 4,720.0</b>	<b>\$ 31,430.0</b>



# TCE Reconciliation

\$ Thousands except TCE and days	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18	2q18	3q18	4q18
<b>Revenues, net</b>	\$21,278	\$25,590	\$35,788	\$41,836	\$45,855	\$53,631	\$62,711	\$74,587	\$79,371	\$74,939	\$ 69,093	\$ 86,692
<b>Less:</b>												
Voyage expenses	(9,244)	(7,450)	(11,208)	(14,192)	(13,353)	(13,380)	(17,463)	(18,155)	(22,515)	(17,205)	(15,126)	(24,721)
Charter hire expenses	(1,489)	(1,668)	(3,822)	(5,866)	(3,873)	(6,446)	(9,652)	(11,312)	(10,268)	(10,108)	(7,460)	(10,209)
Reversal of one legacy time charter	1,045	793	670	432	(302)	584	329	426	(86)	(404)	497	(226)
Realized gain/(loss) - Derivatives	-	-	(449)	(113)	-	83	248	(349)	117	345	284	(211)
<b>TCE revenue</b>	<b>\$11,590</b>	<b>\$17,265</b>	<b>\$20,979</b>	<b>\$22,097</b>	<b>\$28,326</b>	<b>\$34,473</b>	<b>\$36,173</b>	<b>\$45,197</b>	<b>\$46,619</b>	<b>\$47,567</b>	<b>\$ 47,288</b>	<b>\$ 51,326</b>
<b>Owned available days *</b>	<b>3,945</b>	<b>3,902</b>	<b>3,700</b>	<b>3,653</b>	<b>3,620</b>	<b>3,771</b>	<b>4,177</b>	<b>4,324</b>	<b>4,218</b>	<b>4,153</b>	<b>4,192</b>	<b>4,227</b>
<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>	<b>\$11,453</b>	<b>\$ 11,281</b>	<b>\$ 12,142</b>

\$ Thousands except TCE and days	1q19	2q19	3q19	4q19	1q20	2q20	3q20	4q20	1q21
<b>Revenues, net</b>	\$77,390	\$69,391	\$74,110	\$71,486	\$74,378	\$57,392	\$68,182	\$75,181	\$96,572
<b>Less:</b>									
Voyage expenses	(25,906)	(20,907)	(19,446)	(21,442)	(26,564)	(23,768)	(19,628)	(19,589)	(26,615)
Charter hire expenses	(11,492)	(11,179)	(11,346)	(8,152)	(6,041)	(4,719)	(5,061)	(5,459)	(8,480)
Reversal of one legacy time charter	(414)	767	(120)	(270)	463	(42)	(88)	116	83
Realized gain/(loss) - Derivatives	(475)	861	(806)	294	756	7,164	(1,029)	(2,365)	(1,213)
<b>TCE revenue</b>	<b>\$39,102</b>	<b>\$38,933</b>	<b>\$42,393</b>	<b>\$41,917</b>	<b>\$42,992</b>	<b>\$36,027</b>	<b>\$42,377</b>	<b>\$47,883</b>	<b>\$60,347</b>
<b>Owned available days *</b>	<b>4,070</b>	<b>4,001</b>	<b>3,849</b>	<b>3,712</b>	<b>4,267</b>	<b>4,482</b>	<b>4,405</b>	<b>4,279</b>	<b>3,990</b>
<b>TCE</b>	<b>\$ 9,607</b>	<b>\$ 9,731</b>	<b>\$11,014</b>	<b>\$11,292</b>	<b>\$10,075</b>	<b>\$ 8,038</b>	<b>\$ 9,620</b>	<b>\$11,190</b>	<b>\$15,124</b>



▪ Please see the Definitions slide in the Appendix for an explanation of Owned Available Days

# EBITDA Reconciliation

USD in Thousands	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18	2q18	3q18	4q18
<b>Net Income / (Loss)</b>	\$ (39,279)	\$ (22,496)	\$ (19,359)	\$ (142,389)	\$ (11,068)	\$ (5,888)	\$ (10,255)	\$ (16,584)	\$ 53	\$ 3,451	\$ 2,585	\$ 6,486
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	6,574	6,521
Interest income	(3)	-	(88)	(124)	(190)	(186)	(143)	(133)	(95)	(112)	(129)	(248)
<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>	<b>9,726</b>	<b>9,030</b>	<b>12,759</b>
Depreciation and amortization	9,397	9,654	9,854	9,979	7,493	8,021	8,981	9,196	9,276	9,272	9,460	9,708
<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>	<b>18,998</b>	<b>18,490</b>	<b>22,467</b>
Less adjustments to reconcile:												
Stock-based compensation	827	842	(735)	1,273	2,171	2,478	2,350	1,740	3,511	2,410	2,100	1,187
One-time and non-cash adjustments	11,756	436	(509)	122,656	(297)	(1,977)	(373)	14,764	(170)	(276)	(406)	(165)
<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>	<b>\$ 21,132</b>	<b>\$ 20,184</b>	<b>\$ 23,489</b>

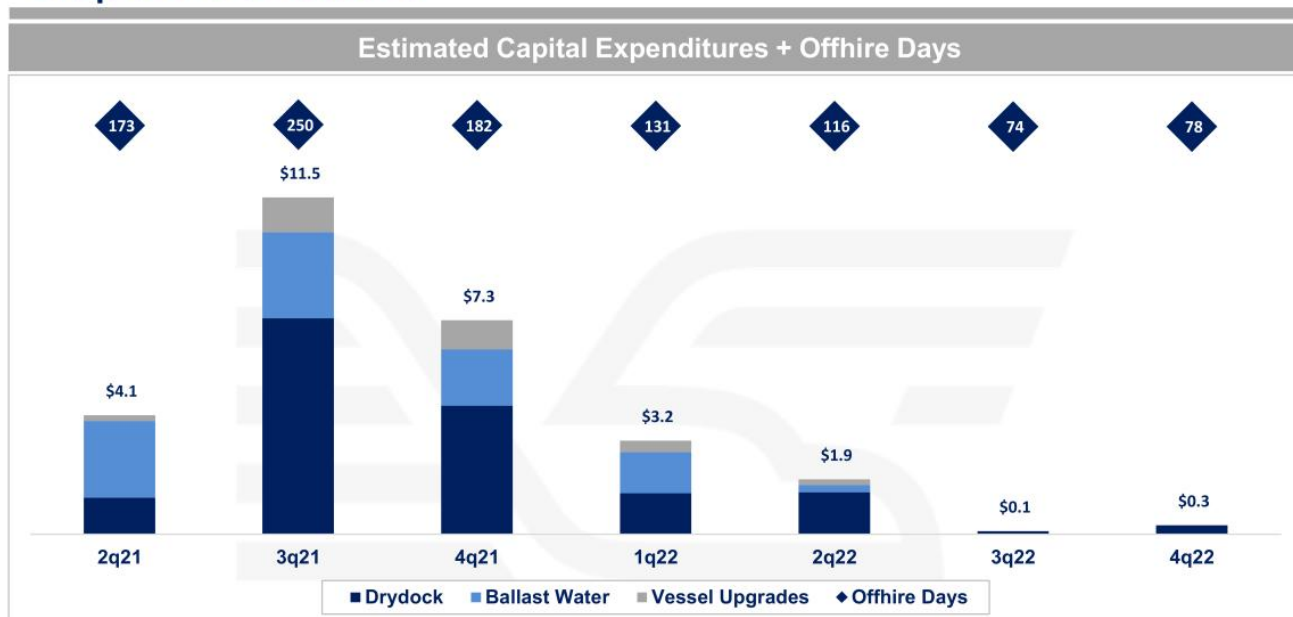
  

USD in Thousands	1q19	2q19	3q19	4q19	1q20	2q20	3q20	4q20	1q21
<b>Net Income / (Loss)</b>	\$ 29	\$ (5,992)	\$ (4,563)	\$ (11,171)	\$ (3,528)	\$ (20,491)	\$ (11,159)	\$ 115	\$ 9,849
Less adjustments to reconcile:									
Interest expense	6,762	6,733	8,117	8,965	9,192	8,737	8,954	8,510	8,251
Interest income	(434)	(393)	(640)	(400)	(157)	(56)	(24)	(21)	(18)
<b>EBIT</b>	<b>6,357</b>	<b>348</b>	<b>2,914</b>	<b>(2,606)</b>	<b>5,507</b>	<b>(11,810)</b>	<b>(2,229)</b>	<b>8,604</b>	<b>18,083</b>
Depreciation and amortization	9,407	9,761	10,056	11,322	12,466	12,503	12,618	12,570	12,506
<b>EBITDA</b>	<b>15,764</b>	<b>10,109</b>	<b>12,970</b>	<b>8,715</b>	<b>17,974</b>	<b>693</b>	<b>10,389</b>	<b>21,174</b>	<b>30,589</b>
Less adjustments to reconcile:									
Stock-based compensation	1,445	1,227	1,155	998	836	723	741	748	872
One-time and non-cash adjustments	(1,838)	(967)	(971)	66	-	352	389	101	-
<b>Adjusted EBITDA*</b>	<b>\$ 15,372</b>	<b>\$ 10,370</b>	<b>\$ 13,154</b>	<b>\$ 9,780</b>	<b>\$ 18,810</b>	<b>\$ 1,768</b>	<b>\$ 11,519</b>	<b>\$ 22,022</b>	<b>\$ 31,461</b>



▪ Please see the Definitions slide in the Appendix for an explanation of Adjusted EBITDA

# Capex Schedule



- **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.



Actual duration of off-hire days will vary based on the condition of the vessel, yard schedules and other factors. Actual costs will vary based on various factors, including where the drydockings are actually performed. BWTS requires advance payments as per the contract terms.

# 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%

For Illustrative Purposes Only

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 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



- The Matrix is meant to capture general ship types but there are likely some vessels which fall outside the stated figures. The index factors shown were calculated using a TCE of USD 10,000 per day and fuel cost of USD 400 per ton. The specific index factors can change somewhat with movements in both fuel prices and (spot) rate environment, but the relative relationships will remain similar to those shown.



# Definitions

Item	Description
Adjusted EBITDA	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.
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>We define owned available days as the number of our ownership days less the aggregate number of days that our vessels are off-hire due to vessel familiarization upon acquisition, repairs, vessel upgrades or special surveys and other reasons which prevent the vessel from performing under the relevant charter party such as surveys, medical events, stowaway disembarkation, etc. 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>



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