



providing optimized global transportation
of drybulk commodities



Earnings Presentation
First Quarter 2020
8 May 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.

Agenda

1 Highlights

2 Financial Summary

3 Industry Review

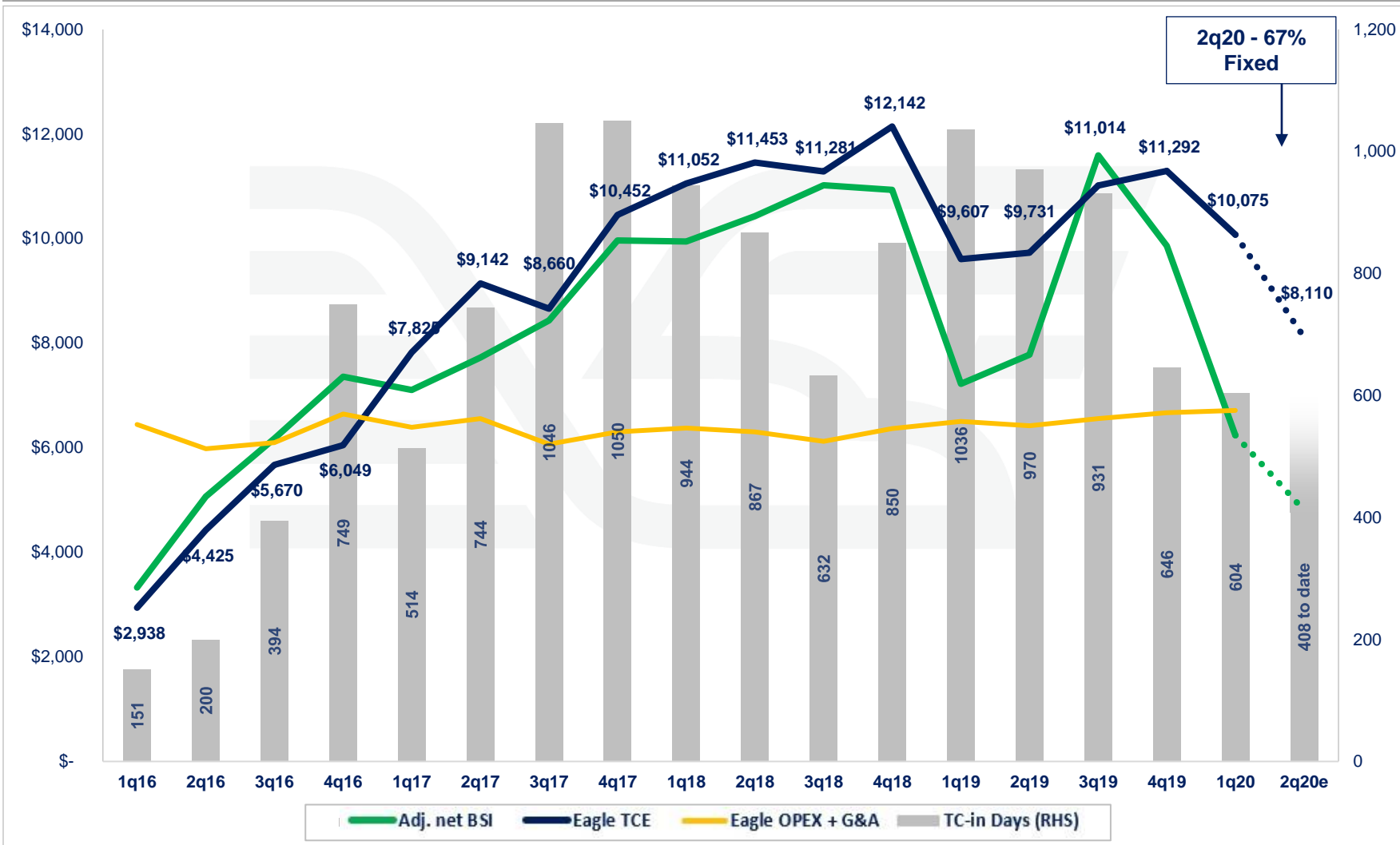
* Appendix



Highlights

LTM TCE Outperformance of USD 1,724 per Day

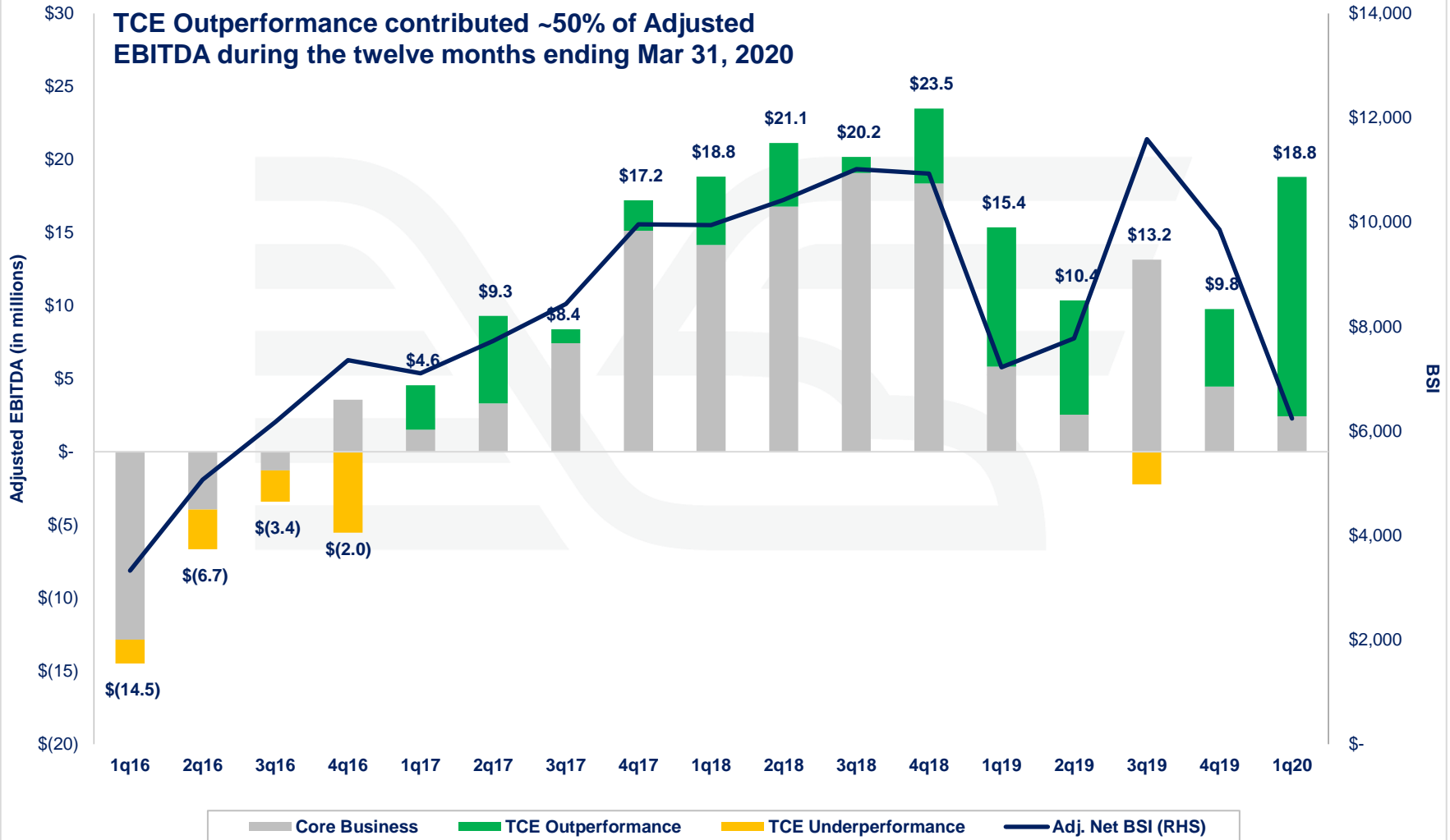
Eagle Revenue + Cost Performance



TCE relative performance is benchmarked against Adj. net BSI = gross BSI net of commission, adjusted for owned-fleet makeup. BSI-52 index used up through 4q18, and BSI-58 index used as from 1q19. 2q20 EGLE TCE and TC-in days fixed to date as of May 6, 2020. 2q20 BSI includes April actual and May-June FFA curve as of May 6. G&A excludes stock-based compensation. Please refer to Appendix for TCE definition and reconciliation

Historical EBITDA

Adjusted EBITDA





Financial Summary

Earnings

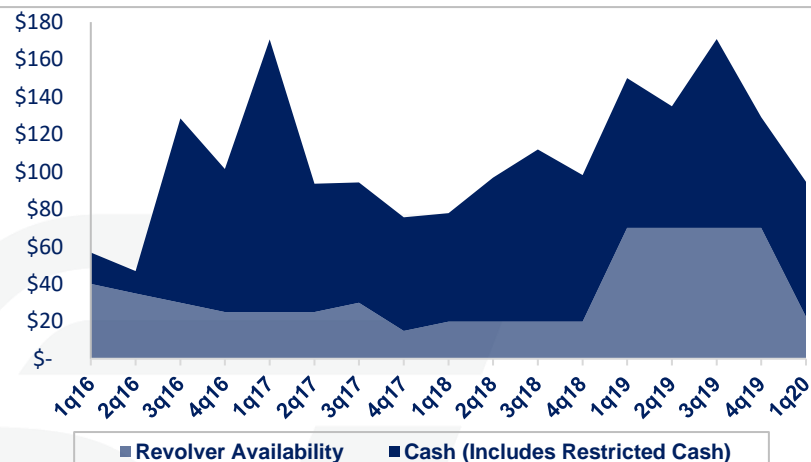
USD in Thousands except EPS	1q20	4q19	1q19
Revenues, net of commissions	\$ 74,378	\$ 71,486	\$ 77,390
Operating expenses			
Voyage expenses	26,564	21,442	25,906
Charter hire expenses	6,041	8,152	11,492
Vessel expenses	23,700	22,336	20,094
Depreciation and amortization	12,466	11,322	9,407
General and administrative expenses	7,962	10,140	8,409
Other operating expense	-	1,125	-
(Gain) / loss on sale of vessels	-	66	(4,107)
Total operating expenses	76,733	74,582	71,200
Operating income / (loss)	(2,355)	(3,096)	6,190
Other expenses			
Interest expense, net - cash	7,531	7,047	5,824
Interest expense - debt discount & deferred financing ¹	1,504	1,519	504
Gain on derivatives	(7,862)	(490)	(2,438)
Loss on debt extinguishment	-	-	2,268
Total other expenses, net	1,173	8,075	6,158
Net (loss) / income	\$ (3,528)	\$ (11,171)	\$ 29
Weighted average shares outstanding (Basic, in millions)	71,869	71,479	71,283
EPS (Basic)	\$ (0.05)	\$ (0.16)	\$ 0.00
Adjusted EBITDA²	\$ 18,810	\$ 9,780	\$ 15,372

Balance Sheet + Liquidity

Balance Sheet (USD thousands)

Cash ¹	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
Total assets	1,026,468
Accounts payable	10,240
Current liabilities	31,691
Debt (including \$37.2m current) ²	488,815
Fair value of derivatives - LT	177
Lease liability (\$13.3m current)	18,167
Total liabilities	549,090
Stockholder's equity	477,378
Total liabilities and stockholder's equity	1,026,468

Liquidity Trend (USD millions)

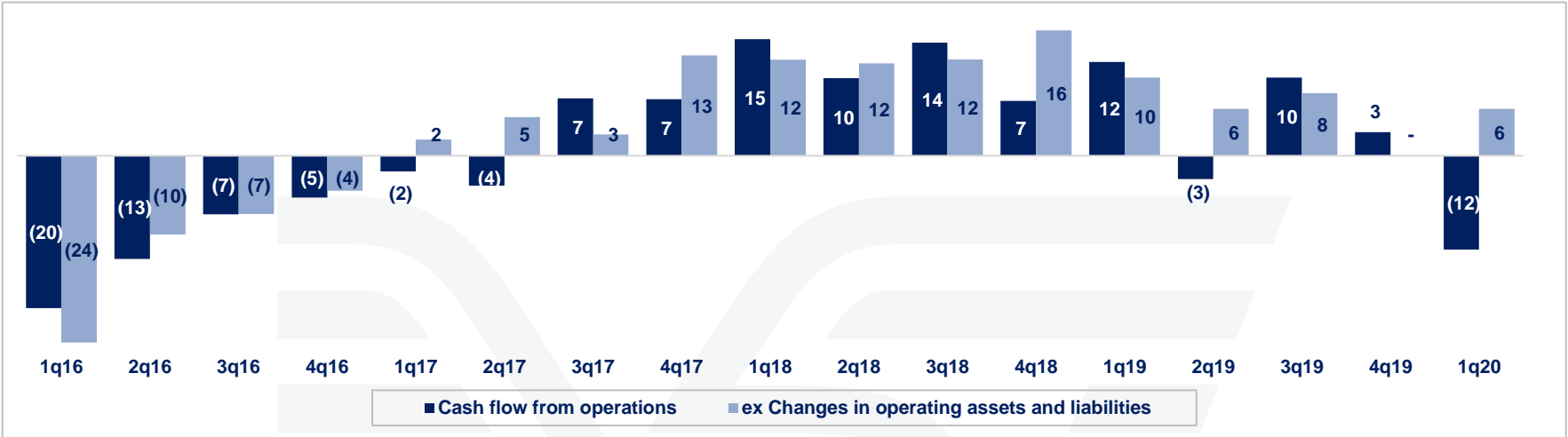


Liquidity Position (USD thousands)

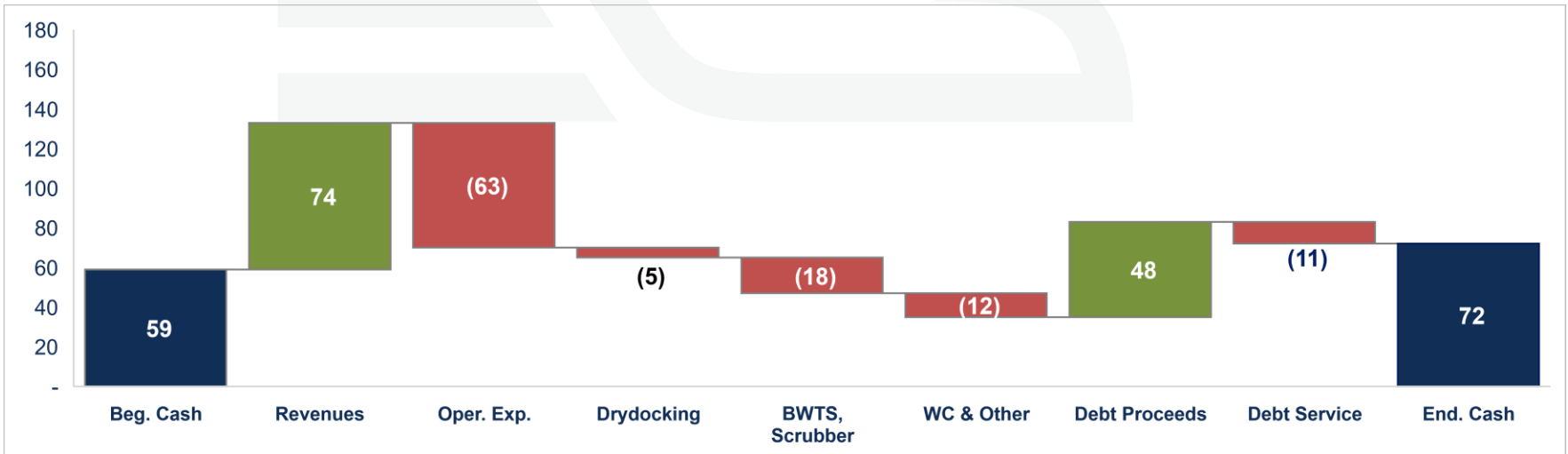
Cash ¹	72,223
Undrawn availability	22,500
Total liquidity	94,723

Cash Flows

Cash Flow from Operations - Quarterly (\$ Millions)



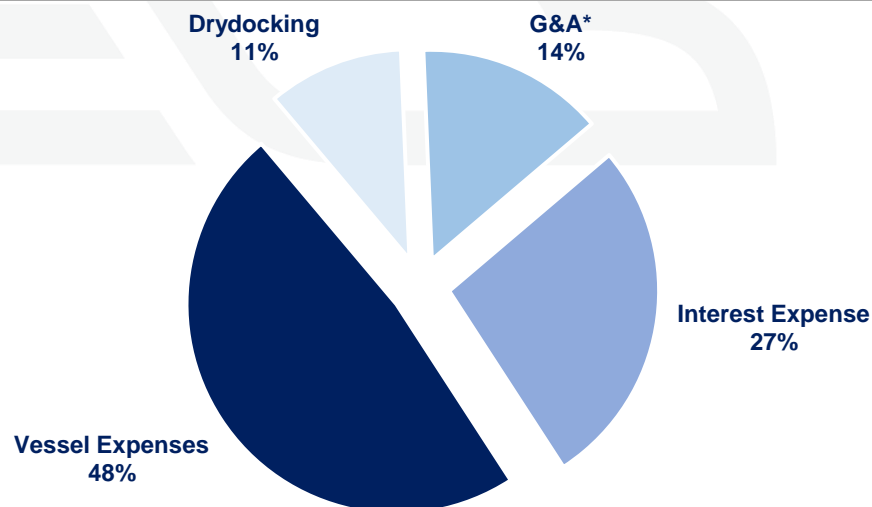
1q20 Cash Walk (\$ Millions)



Cash Breakeven per Vessel per Day

	1q20	4q19	FY 2019
Operating			
Vessel expenses	\$ 5,209	\$ 5,008	\$ 4,859
Drydocking	1,138	1,310	702
G&A*	1,505	1,663	1,681
Total operating	7,852	7,981	7,243
Debt Service			
Interest Expense	1,655	1,580	1,471
Debt Principal Repayment	1,278	2,029	1,366
Total Cash Breakeven	\$ 10,784	\$ 11,589	\$ 10,080

1q20 Cash Breakeven by Category

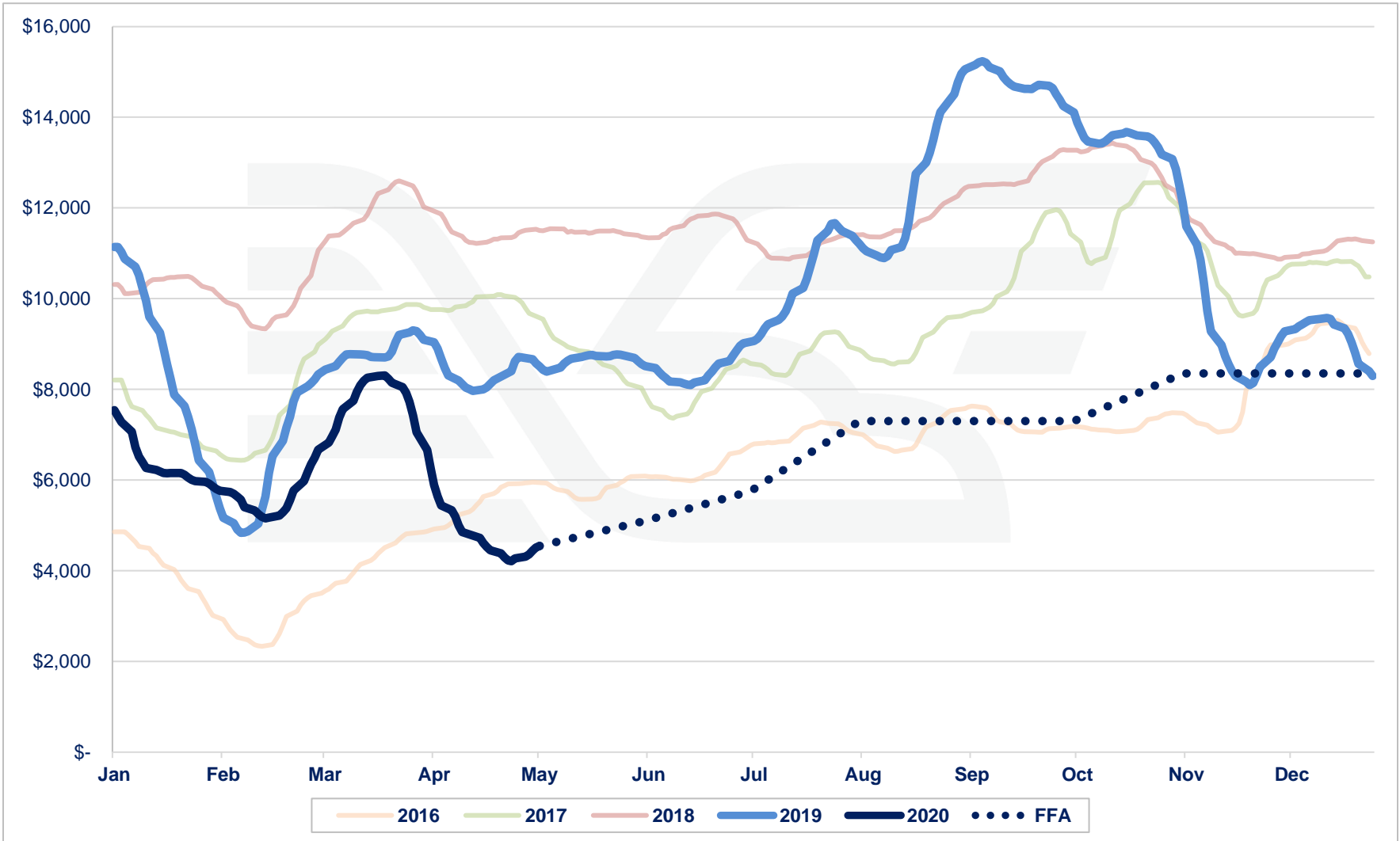




Industry Review

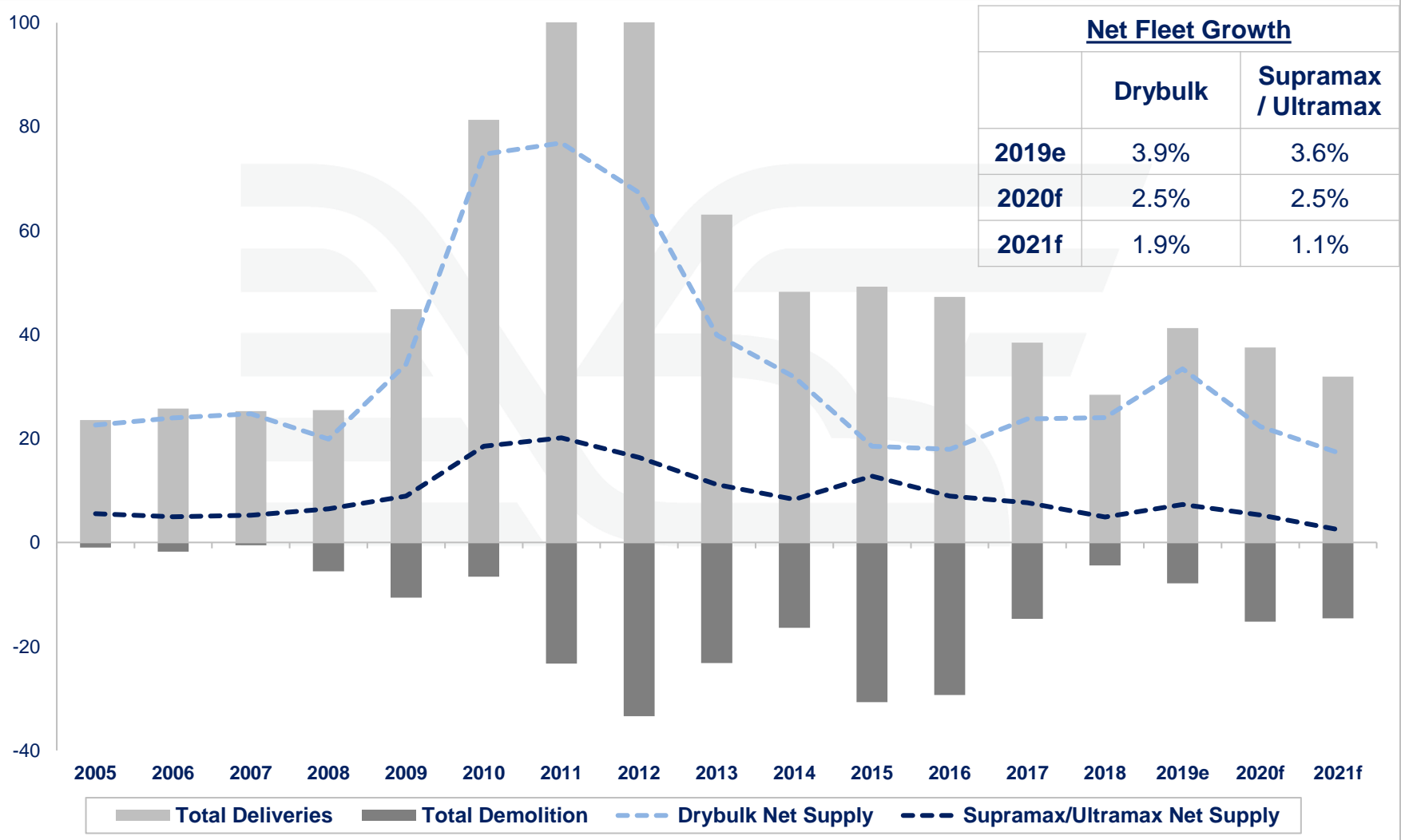
Historical Spot Freight Rates + Forward Curve

Baltic Supramax Index (BSI-58)



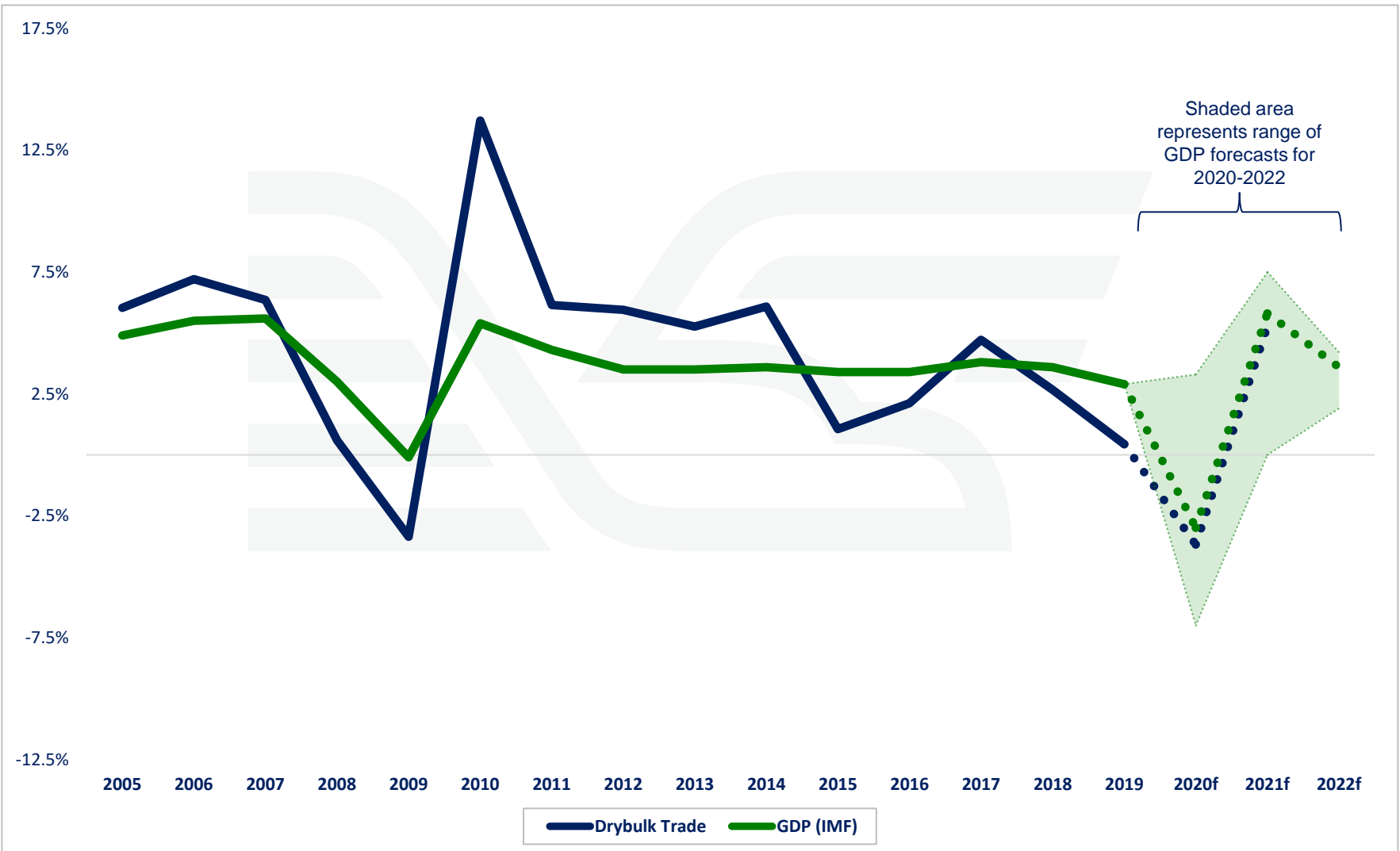
Supramax/Ultramax 2020f Net Fleet Growth ~2.5%

Drybulk Deliveries + Scrapping (DWT)



Demand Expected to Recover Strongly in 2021

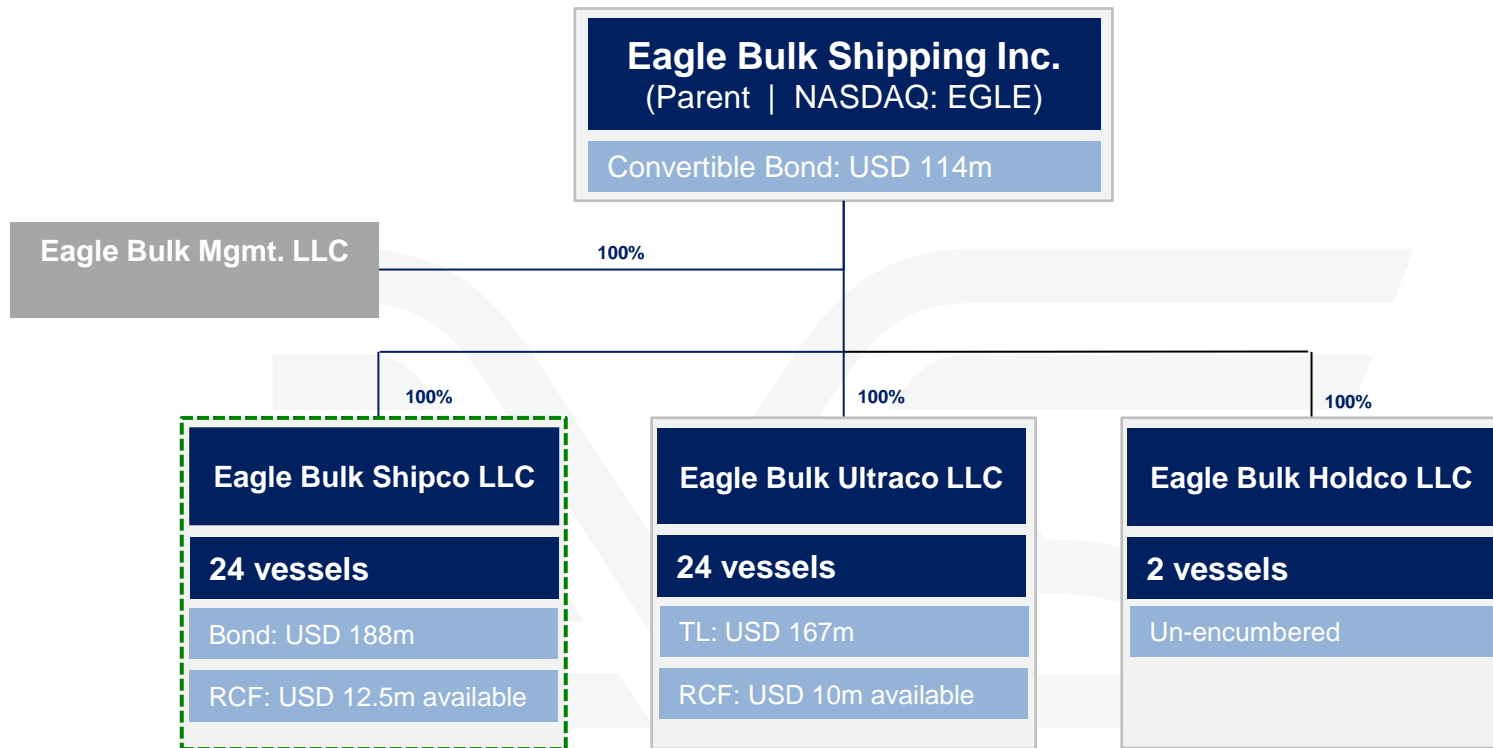
Drybulk Trade vs. Global GDP





APPENDIX

Corporate Structure



EBSC debt is non-recourse to the parent

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 188m	USD 55m
OUTSTANDING	USD 114m	USD 188m	USD 2.5m	USD 167m	USD 45m
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	24 vessels + USD 2.9m restricted cash		24 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 29.2m/year	
CONVERSION	178.1737 shares common stock per USD 1,000 principal (approx. share price of USD 5.61)	N/A		N/A	

Owned Fleet

Total Fleet: 50 Vessels			2946 DWT (MT, thousands)			8.9 Yrs Old		
Eagle Bulk Shipco LLC			Eagle Bulk Ultraco LLC			Eagle Bulk Holdco LLC		
Vessel	Built	DWT	Vessel	Built	DWT	Vessel	Built	DWT
1 Singapore Eagle	2017	63.4	1 Copenhagen Eagle	2015	63.5	1 Hong Kong Eagle	2016	63.5
2 Shanghai Eagle	2016	63.4	2 Sydney Eagle	2015	63.5	2 Santos Eagle	2015	63.5
3 Stamford Eagle	2016	61.5	3 Dublin Eagle	2015	63.5			
4 Sandpiper Bulker	2011	57.8	4 New London Eagle	2015	63.1			
5 Roadrunner Bulker	2011	57.8	5 Cape Town Eagle	2015	63.7			
6 Puffin Bulker	2011	57.8	6 Westport Eagle	2015	63.3			
7 Petrel Bulker	2011	57.8	7 Hamburg Eagle	2014	63.3			
8 Owl	2011	57.8	8 Madison Eagle	2013	63.3			
9 Oriole	2011	57.8	9 Greenwich Eagle	2013	63.3			
10 Egret Bulker	2010	57.8	10 Groton Eagle	2013	63.3			
11 Crane	2010	57.8	11 Fairfield Eagle	2013	63.3			
12 Canary	2009	57.8	12 Southport Eagle	2013	63.3			
13 Bittern	2009	57.8	13 Rowayton Eagle	2013	63.3			
14 Stellar Eagle	2009	56.0	14 Mystic Eagle	2013	63.3			
15 Crested Eagle	2009	56.0	15 Stonington Eagle	2012	63.3			
16 Crowned Eagle	2008	55.9	16 Nighthawk	2011	57.8			
17 Jaeger	2004	52.5	17 Martin	2010	57.8			
18 Cardinal	2004	55.4	18 Kingfisher	2010	57.8			
19 Skua	2003	53.4	19 Jay	2010	57.8			
20 Shrike	2003	53.3	20 Ibis Bulker	2010	57.8			
21 Tern	2003	50.2	21 Grebe Bulker	2010	57.8			
22 Osprey I	2002	50.2	22 Gannet Bulker	2010	57.8			
23 Goldeneye	2002	52.4	23 Imperial Eagle	2010	56.0			
24 Hawk I	2001	50.3	24 Golden Eagle	2010	56.0			
24 Vessels		1,352	24 Vessels		1,467	2 Vessels		127

TCE Reconciliation

\$ Thousands except TCE and days	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18
Revenues, net	\$ 21,278	\$ 25,590	\$ 35,788	\$ 41,836	\$ 45,855	\$ 53,631	\$ 62,711	\$ 74,587	\$ 79,371
Less:									
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
Owned available days *	3,945	3,902	3,700	3,653	3,620	3,771	4,177	4,324	4,218
TCE	\$ 2,938	\$ 4,425	\$ 5,670	\$ 6,049	\$ 7,825	\$ 9,142	\$ 8,660	\$ 10,452	\$ 11,052

\$ Thousands except TCE and days	2q18	3q18	4q18	1q19	2q19	3q19	4q19	1q20
Revenues, net	\$ 74,939	\$ 69,093	\$ 86,692	\$ 77,390	\$ 69,391	\$ 74,110	\$ 71,486	\$ 74,378
Less:								
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
Owned available days *	4,153	4,192	4,227	4,070	4,001	3,849	3,712	4,267
TCE	\$ 11,453	\$ 11,281	\$ 12,142	\$ 9,607	\$ 9,731	\$ 11,014	\$ 11,292	\$ 10,075

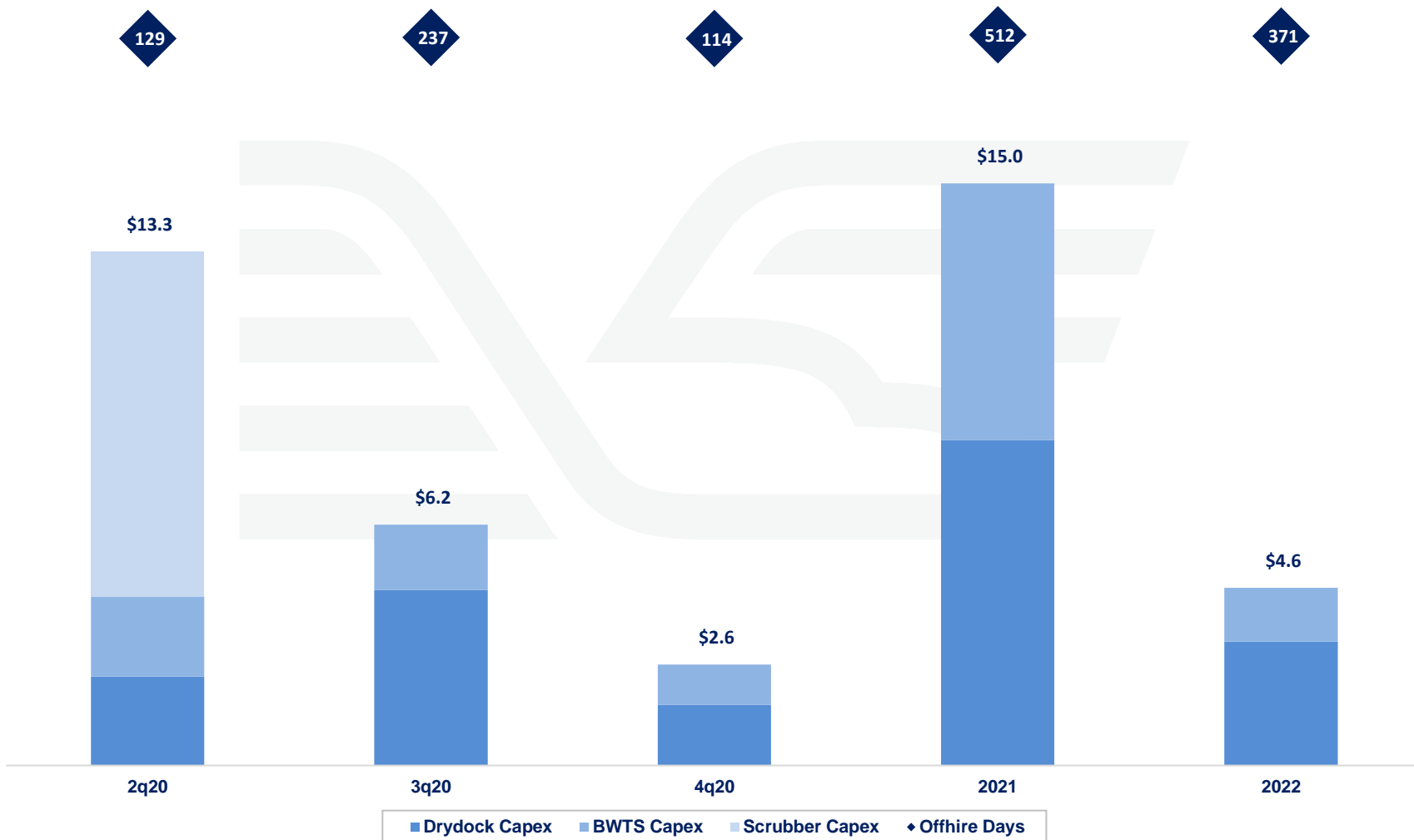
EBITDA Reconciliation

USD in Thousands	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18
Net Income / (Loss)	\$ (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)
EBIT	(36,464)	(17,593)	(12,013)	(135,868)	(4,813)	785	(2,561)	(8,481)	6,219
Depreciation and amortization	9,397	9,654	9,854	9,979	7,493	8,021	8,981	9,196	9,276
EBITDA	(27,068)	(7,939)	(2,159)	(125,889)	2,680	8,805	6,420	715	15,495
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)
Adjusted EBITDA*	\$ (14,486)	\$ (6,661)	\$ (3,403)	\$ (1,961)	\$ 4,553	\$ 9,307	\$ 8,397	\$ 17,219	\$ 18,835

USD in Thousands	2q18	3q18	4q18	1q19	2q19	3q19	4q19	1q20
Net Income / (Loss)	\$ 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)
EBIT	9,726	9,030	12,759	6,357	348	2,914	(2,606)	5,507
Depreciation and amortization	9,272	9,460	9,708	9,407	9,761	10,056	11,322	12,466
EBITDA	18,998	18,490	22,467	15,764	10,109	12,970	8,715	17,974
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	-
Adjusted EBITDA*	\$ 21,132	\$ 20,184	\$ 23,489	\$ 15,372	\$ 10,370	\$ 13,154	\$ 9,780	\$ 18,810

Drydock and Scrubber Schedule

Forecast Capital Expenditure, Offhire Days*



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

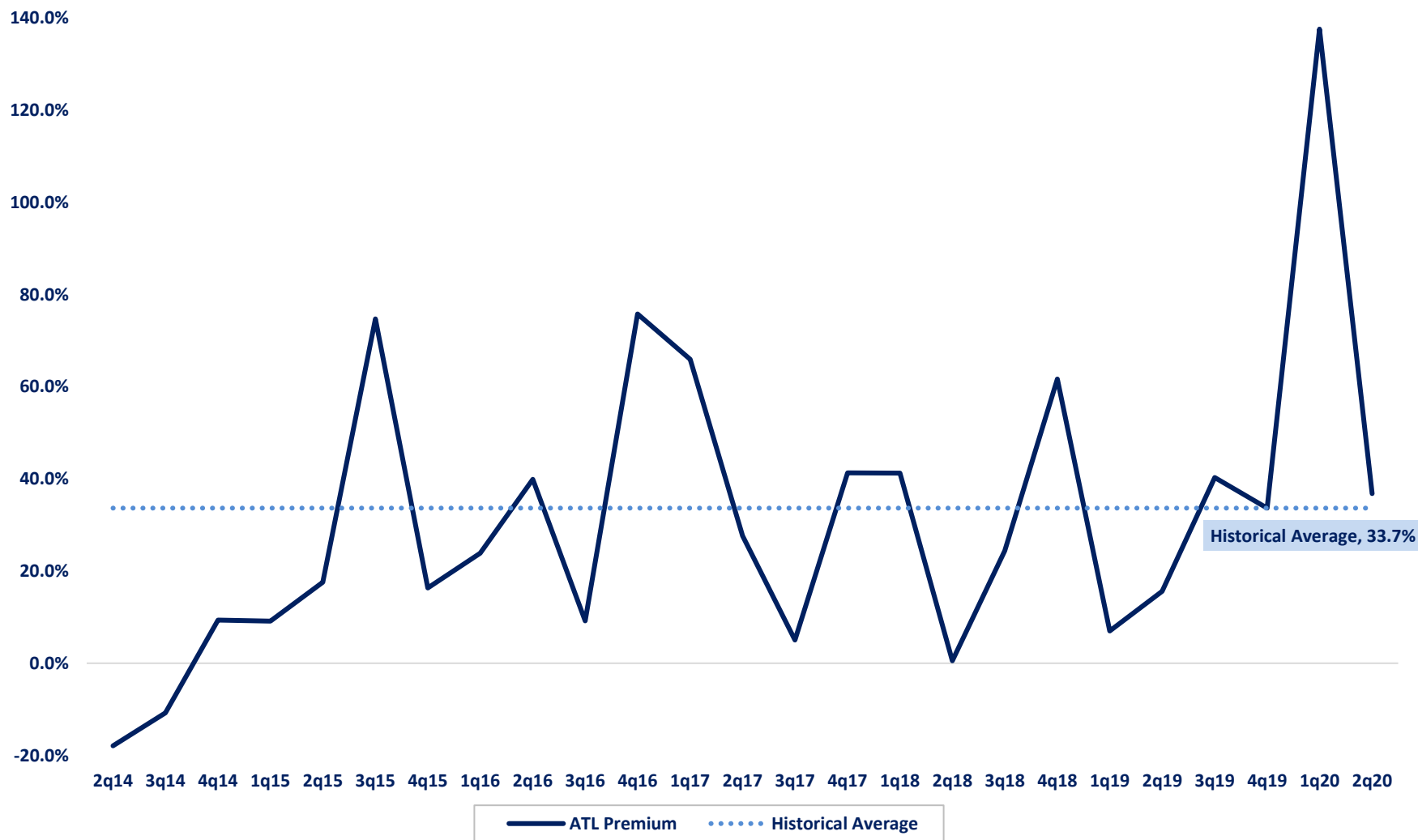
The BSI-58 is based on the 58k DWT Japanese TESS-58 design Supramax and is gross of commissions

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.

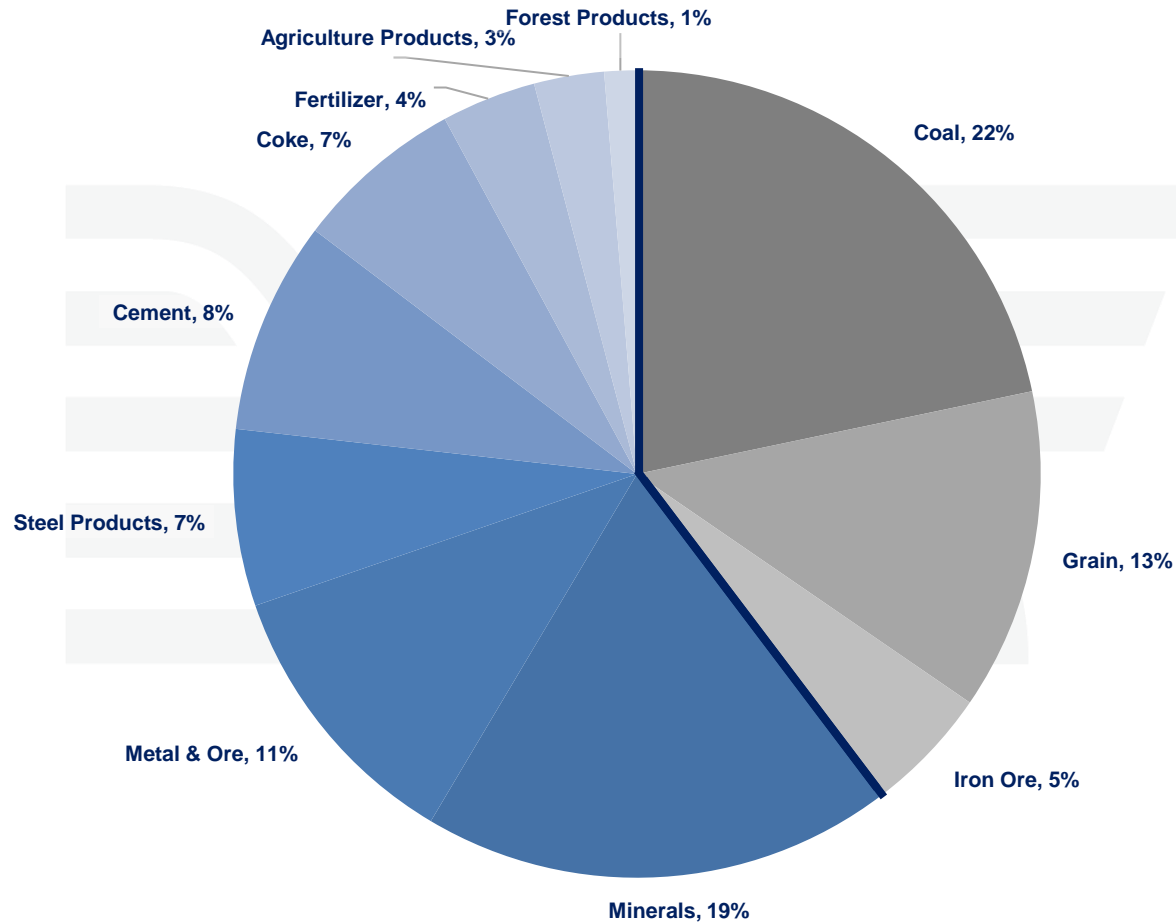
Supramax Regional Relative Market Performance

Atlantic (S4a/S4b) vs. Pacific (S2/S8/S10) Historical Difference



Eagle Cargo Mix

Cargoes Carried 2q19-1q20

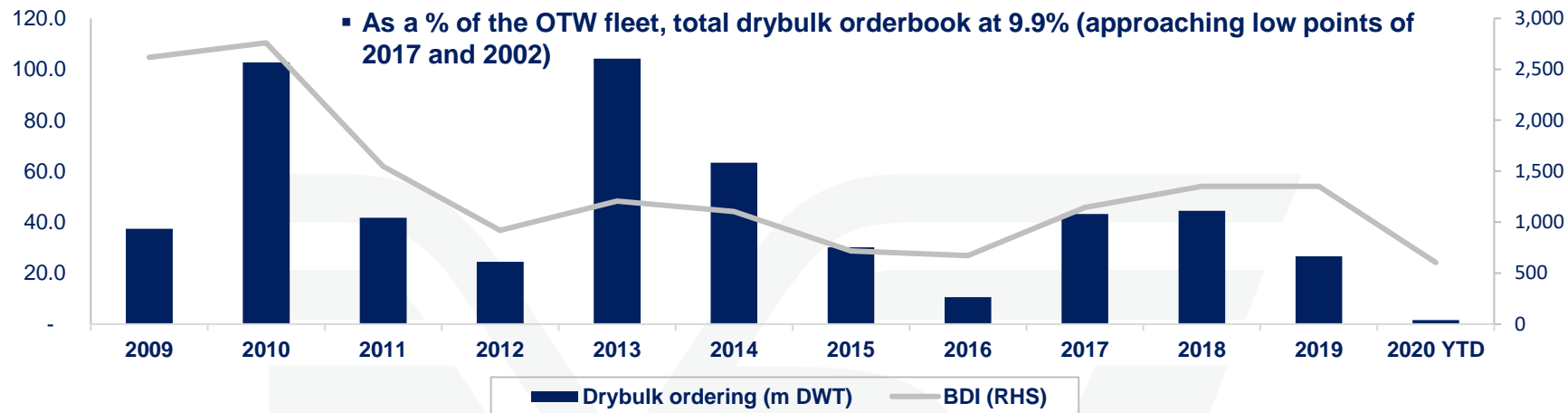


Minor Bulks ~60%

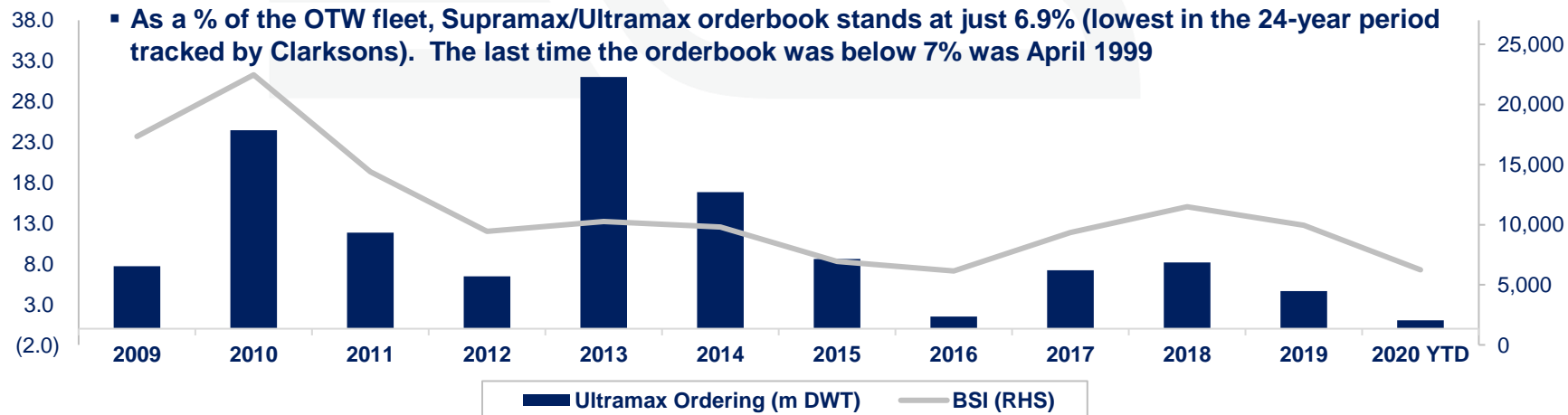
Major Bulks ~40%

Drybulk Orderbook ~9% of Fleet / Ultramax ~6.5%

Drybulk Contracting (in DWT) vs BDI



Ultramax Contracting (in DWT) vs BSI



IMO 2020 Glossary

Term	Abbreviation	Meaning
Carriage Ban	-	Non-scrubber-fitted ships may not have HSFO onboard from Mar 1, 2020- this will assist with enforcement of the IMO 2020 regulations
Emission Control Area	ECA	Protected areas with stricter sulfur emission rules that require ships to use MGO or scrubbers
Exhaust Gas Cleaning System	EGCS	Technical term for a scrubber, equipment used to remove SO _x from ship's exhaust gas
International Maritime Organization	IMO	Specialized UN agency regulating shipping
Sulfur Oxides	SO _x	Emission stream targeted by IMO 2020 regulation

Fuel Type	Abbreviation	Characteristics and use
High Sulfur Fuel Oil	HSFO	Fuel with sulfur content above 0.50% that can only be used on scrubber-fitted ships as of Jan 1
Very Low Sulfur Fuel Oil	VLSFO	Fuel with sulfur content less than or equal to 0.50% that must be used by non-scrubber-fitted ships and can be used by scrubber-fitted ships in locations where scrubbers cannot be operated
Marine Gas Oil	MGO	Fuel with sulfur content less than or equal to 0.10% that must be used in ECA zones by non-scrubber-fitted ships and can be used by scrubber-fitted ships in locations where scrubbers cannot be operated

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>



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