



providing optimized global transportation of
drybulk commodities



Investor Presentation
August 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.

Non-GAAP Measures. *This presentation includes various financial measures that are non-GAAP financial measures as defined under SEC rules. Please see the Appendix to this presentation for a reconciliation of these non-GAAP measures to GAAP measures.*

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: 53 owned vessels, of which 49 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

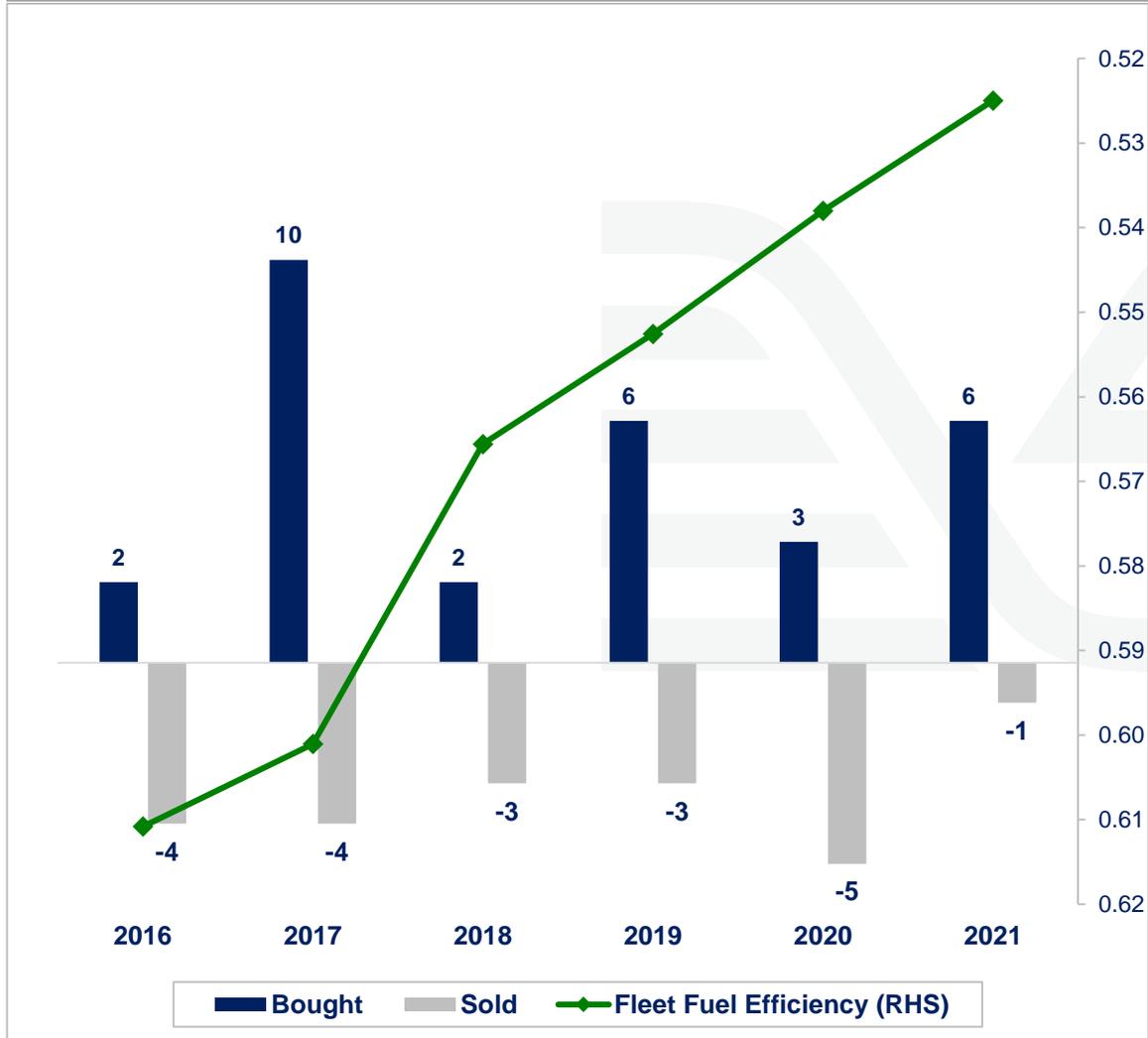
VESSEL	Asset Class	Handysize / Handymax	Supramax / Ultramax	Panamax / Kamsarmax	Capesize
	Size (DWT)	10-50k	50-65k	65-100k	>100k
MAJOR BULK	Iron Ore		✓	✓	✓
	Coal		✓	✓	✓
	Grain	✓	✓	✓	
MINOR BULK	Bauxite	✓	✓	✓	✓
	Steel	✓	✓		
	Scrap	✓	✓		
	Cement	✓	✓		
	Salt	✓	✓		
	Forest Products	✓	✓		
	Potash / Fertilizer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

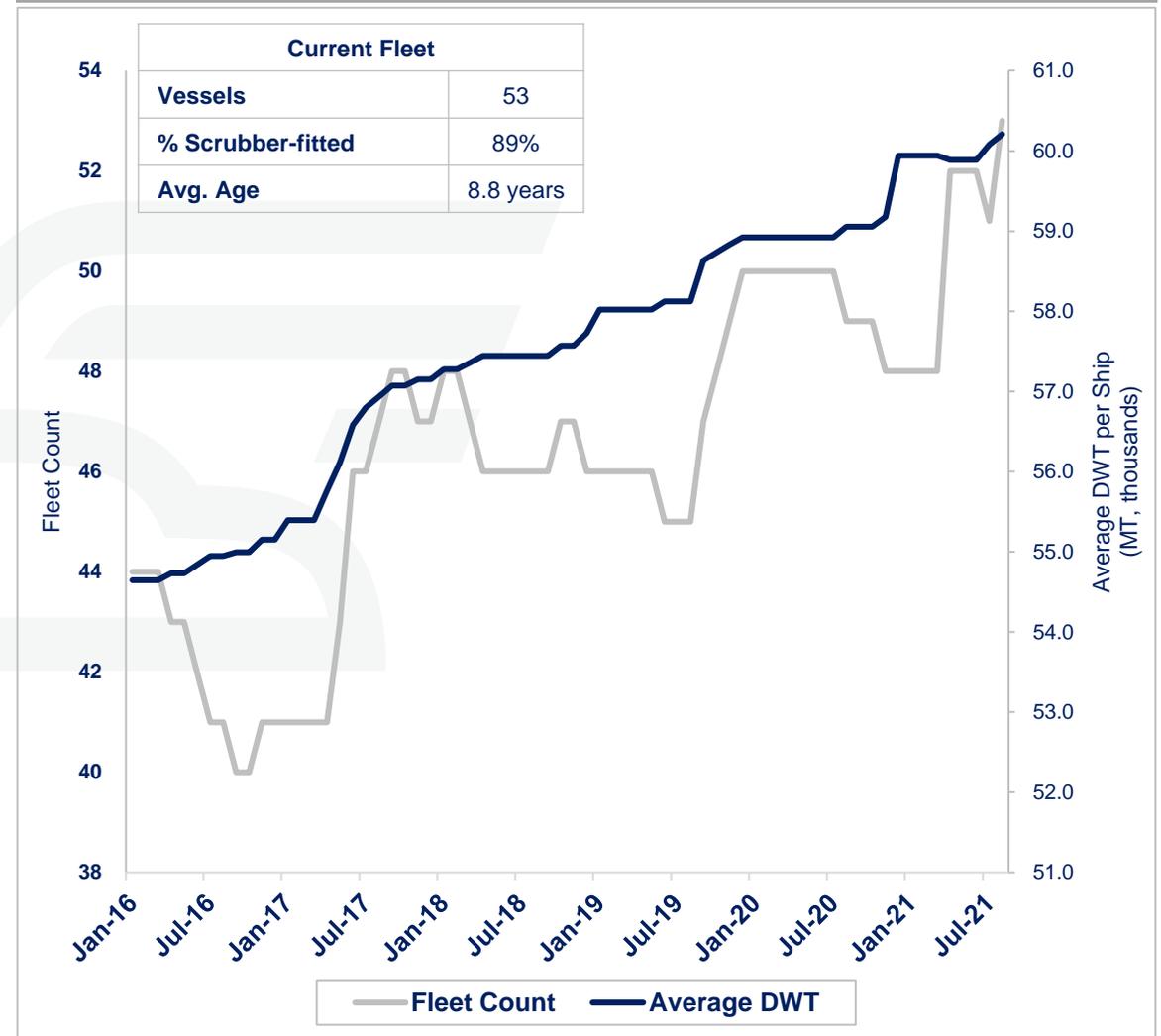
Eagle's Focus

Forty-nine Vessels Bought and Sold Since 2016

Sale & Purchase Transactions + Fleet Fuel Efficiency

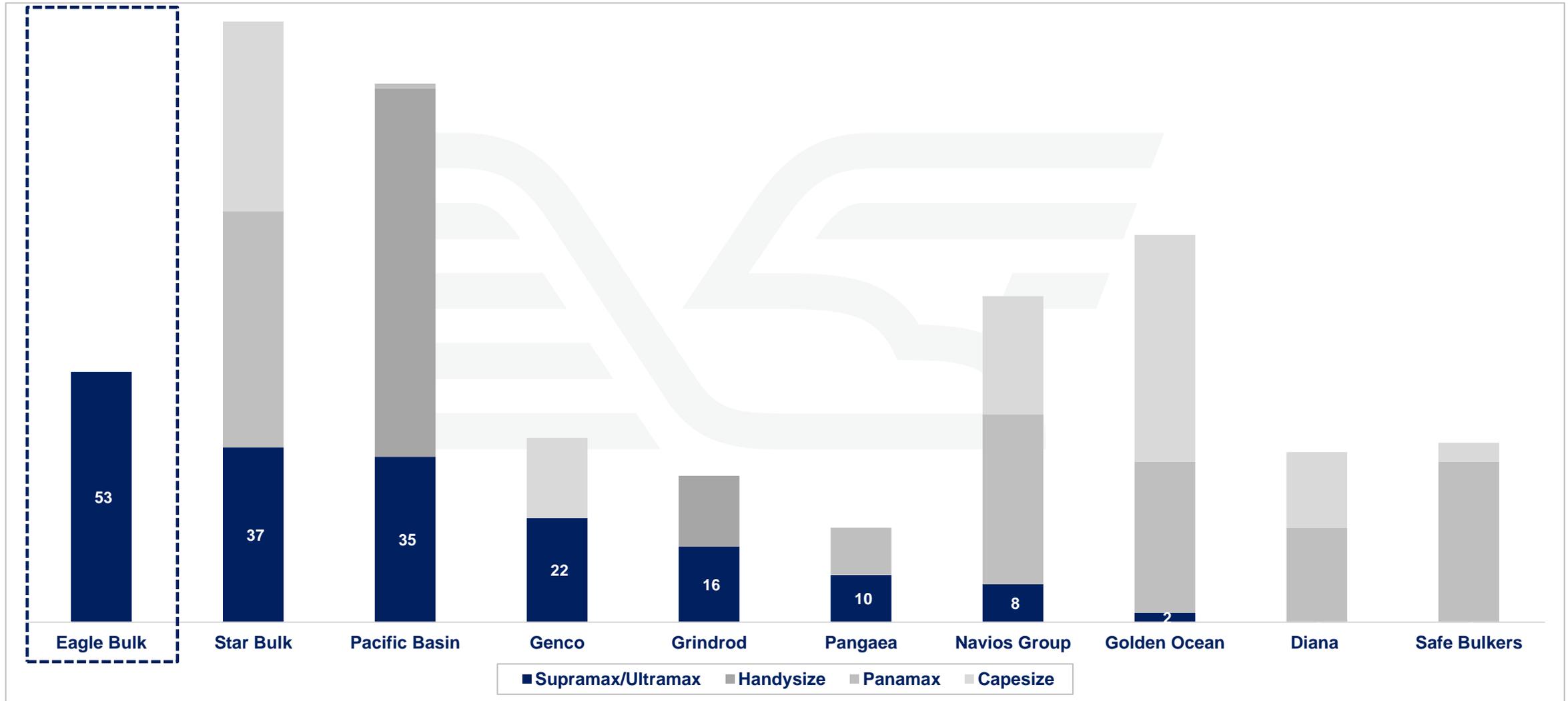


Fleet Count + Vessel Size Evolution



Eagle Remains Uniquely Focused on One Segment

Public Peer Group Fleet Profiles



ESG and Sustainability Highlights

■ Environment

- Committed to the IMO carbon-intensity targets of 40% reduction by 2030 and 50% total GHG reduction by 2050.
- Since 2016, fleet renewal program (29 acquisitions and 20 sales) has improved fuel-efficiency per DWT by 15%.
- Fleet Performance group improves the efficiency of the fleet through technical and operational optimization initiatives and evaluates new technologies to support Eagle's decarbonization initiatives.
- Working to reduce plastic waste through initiatives such as using water filtration units onboard our ships instead of bottled water.

■ Social

- Strong, ongoing focus on timely crew rotation despite difficult and ongoing COVID travel restrictions. Ensuring our seafarers are well-rested is critical as part of our focus on crew health and safety, and for the performance of our fleet.
- Installing improved satellite internet equipment onboard, to allow crews to stay in touch with family while onboard.

■ Governance

- Recognized in each of the last 5 years (2017-2021) as being in the top 4 out of 50+ listed shipping companies for overall governance structure, measured across the following categories:

1) **Related Party Commercial Management**

All functions performed in-house, no related-party commercial transactions

2) **Related Party Technical Management**

All functions performed in-house, no related-party technical transactions

3) **Sale & Purchase Fees**

All S&P transactions use 3rd party brokers, no related party fees

4) **Related Party Other Transactions**

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**

Separate committees for Audit, Governance, and Compensation

7) **Board Policy**

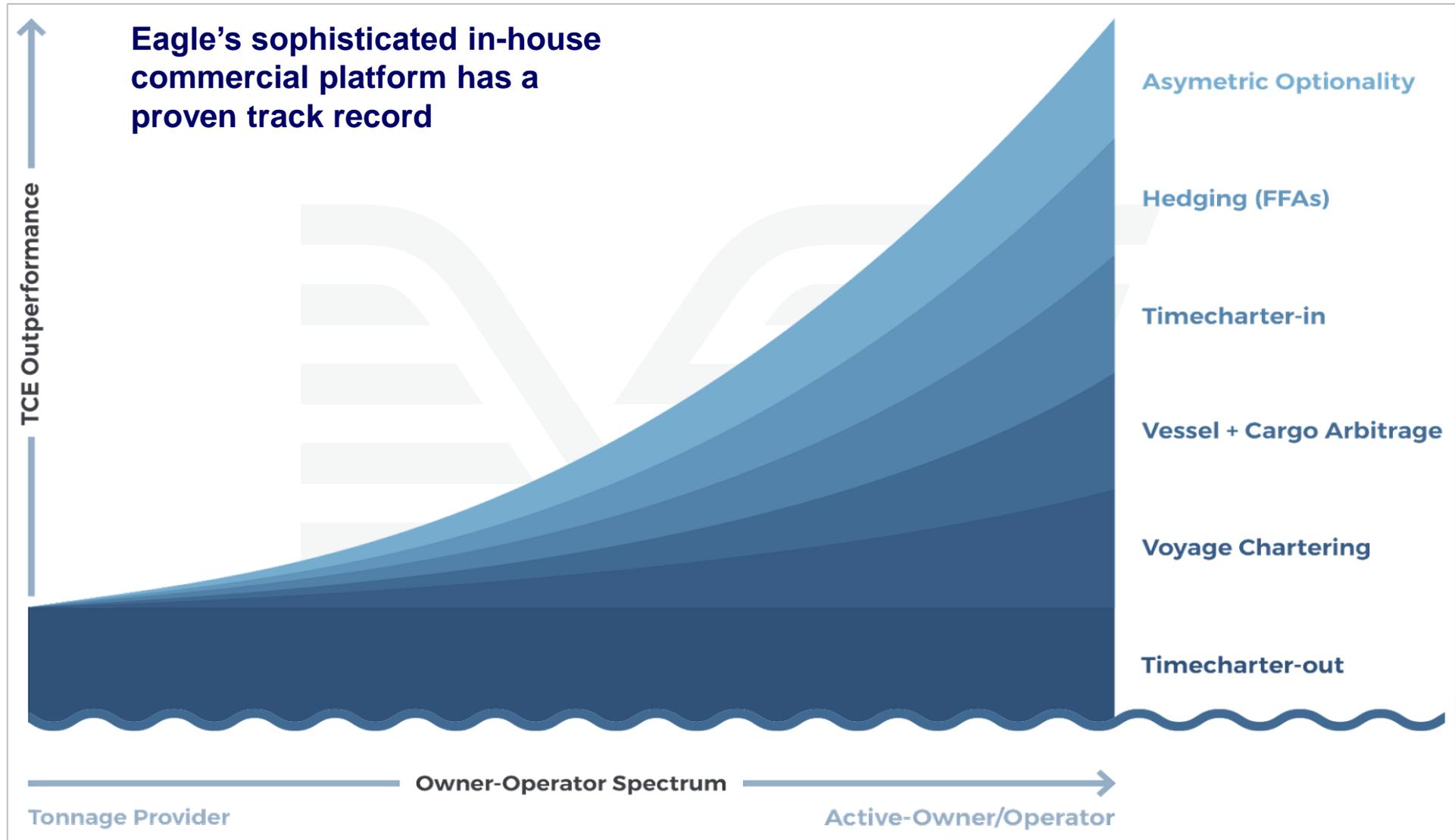
No Poison Pill or Classified Board

8) **Carbon Factor**

Emissions data disclosed in our annual ESG Sustainability Report

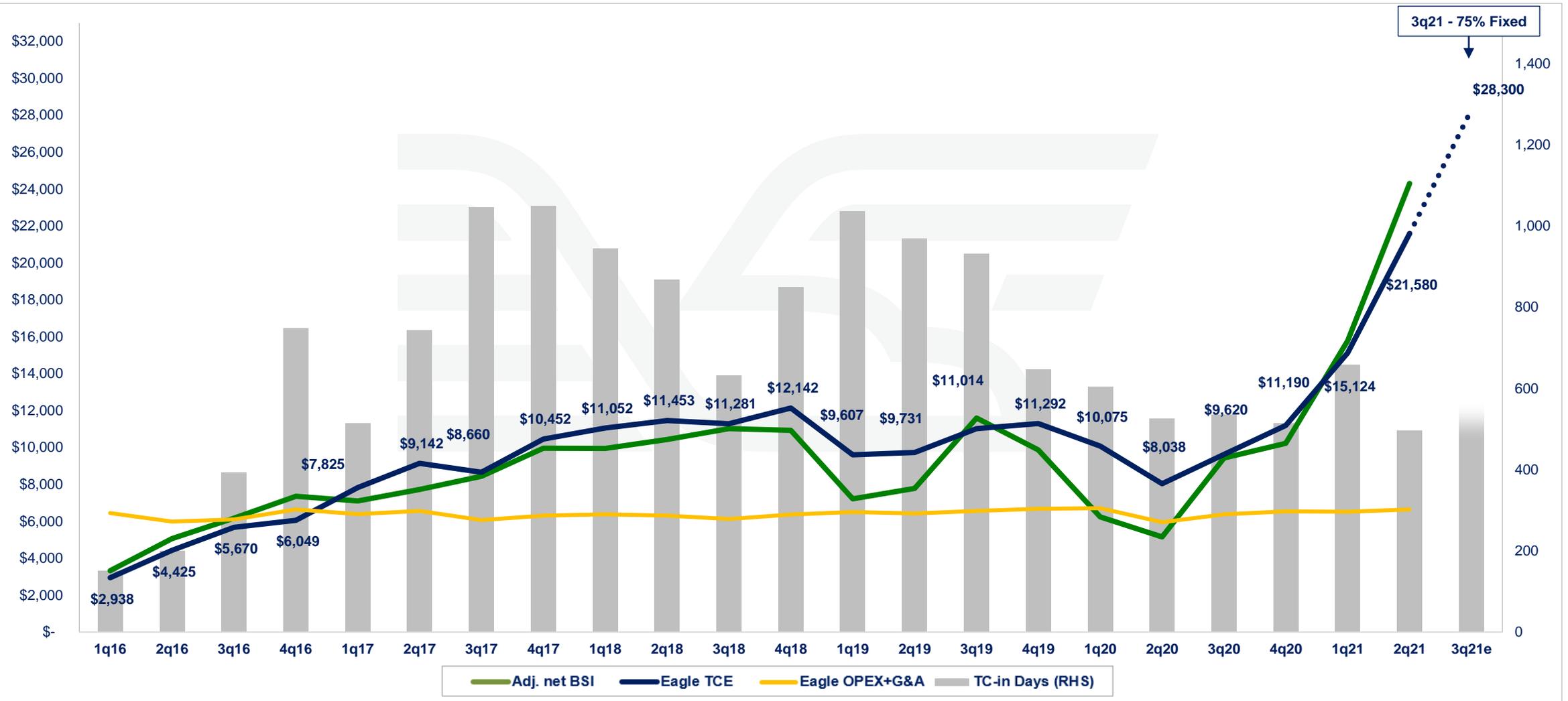
9) **Additional Subjective Factors**

Creating Value Through Active Management



2q21 TCE Highest in 11 Years

Eagle Revenue + Cost Performance



2q21 EGLE TCE and TC-in days fixed to date as of August 4, 2021. 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 the Appendix for full definition of TCE, which is a non-GAAP measure, and reconciliation of TCE to Revenue, which is a GAAP measure.

TCE Drives Record EBITDA

Historical Adjusted EBITDA



Income Statement

\$ in Thousands except EPS	2q21	1q21	2q20	2021 YTD	2020 YTD
Revenues, net of commissions	\$ 129,851	\$ 96,572	\$ 57,392	\$ 226,423	\$ 131,770
Operating expenses					
Voyage expenses	24,523	26,615	23,768	51,138	50,332
Charter hire expenses	6,170	8,480	4,719	14,650	10,760
Vessel expenses	23,680	21,518	20,232	45,198	43,932
Depreciation and amortization	13,111	12,506	12,503	25,617	24,970
General and administrative expenses	7,913	7,698	6,767	15,611	14,728
Other operating expense	559	961	-	1,520	-
Lease impairment	-	-	352	-	352
Total operating expenses	75,955	77,779	68,342	153,734	145,074
Operating income / (loss)	53,896	18,793	(10,951)	72,689	(13,304)
Other expenses					
Interest expense, net - cash	6,945	6,605	7,139	13,550	14,670
Interest expense - debt discount & deferred financing costs ¹	1,838	1,629	1,542	3,467	3,046
Loss/(gain) on derivatives	35,887	710	860	36,597	(7,002)
Total other expenses, net	44,671	8,944	9,541	53,614	10,714
Net income / (loss)	\$ 9,225	\$ 9,849	\$ (20,491)	\$ 19,074	\$ (24,018)
Adjusted net income / (loss)²	\$ 40,269	\$ 9,346	\$ (12,467)	\$ 49,615	\$ (23,101)
Weighted average shares outstanding (Basic) ³	12,168	11,729	10,278	11,950	10,272
EPS (Basic)³	\$ 0.76	\$ 0.84	\$ (1.99)	\$ 1.60	\$ (2.34)
Adjusted EPS (Basic)^{2,3}	\$ 3.31	\$ 0.80	\$ (1.21)	\$ 4.15	\$ (2.25)
Adjusted EBITDA⁴	\$ 62,749	\$ 30,958	\$ 9,792	\$ 93,707	\$ 21,496

Balance Sheet + Liquidity

June 30, 2021 (\$ thousands)

Cash ¹	\$	83,799
Accounts receivable		23,995
Inventory		15,899
Vessel held for sale		4,886
Collateral on derivatives		33,499
Other current assets		5,773
Vessels, net		876,089
Right of use assets - lease		12,441
Prepaid and other current assets		36,787
Total assets		1,093,168
Accounts payable		18,921
Current liabilities		55,171
Debt (including \$65.2M current) ²		479,993
Lease liability (\$10.6M current) and other		12,825
Total liabilities		566,910
Stockholder's equity		526,258
Total liabilities and stockholder's equity	\$	1,093,168

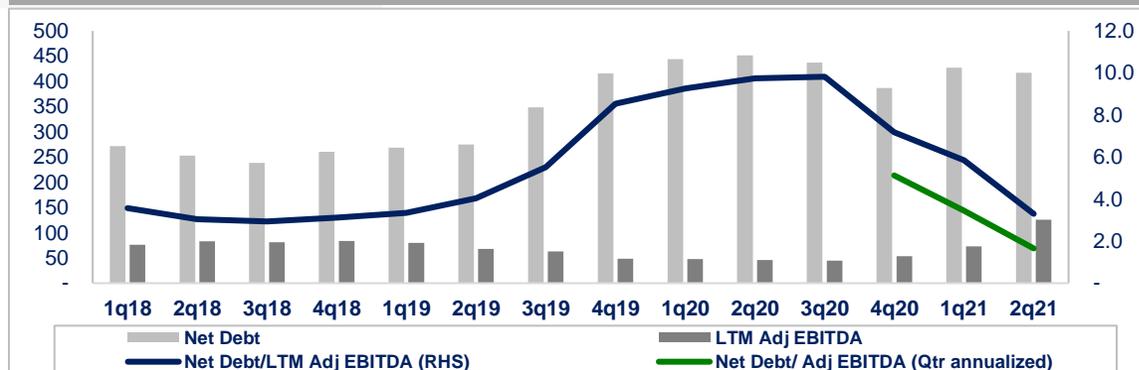
Liquidity Trend (\$ millions)



Liquidity Position (\$ thousands)

Cash ¹	\$	83,799
Revolver undrawn availability ³		56,000
Total liquidity	\$	139,799

Net Debt / Adjusted EBITDA



Corporate Structure and Debt Terms



LOAN TYPE	Convertible Note	Bond	RCF	Term Loan	RCF	RCF
AMOUNT	USD 114m	USD 200m	USD 15m	USD 216m	USD 55m	USD 35m
OUTSTANDING	USD 114m	USD 176m	-	USD 162m	USD 25m	USD 24m
SECURITY	Senior Unsecured	Senior Secured	Super Senior Sec.	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		28 Vessels		3 Vessels
INTEREST RATE	5.0% fixed	8.25% fixed	L+200bps	L+250bps		L+240bps
INTEREST RATE SWAPS	N/A	N/A		93% fixed at 58bps	N/A	N/A
MATURITY	2024	2022		2024		Dec 2021
AMORTIZATION	N/A	USD 8m/year	N/A	USD 33.4m/year	N/A	N/A
CONVERSION	Strike price of USD ~39.29	N/A		N/A		N/A

Consolidated Totals

- Total outstanding debt of USD 500.6m
 - Fixed Rate (after interest rate swap): USD 440.9m outstanding at 5.64%
 - Floating Rate: USD 59.7m outstanding at L+246 bps
- Total un-drawn revolver availability of USD 56.0m

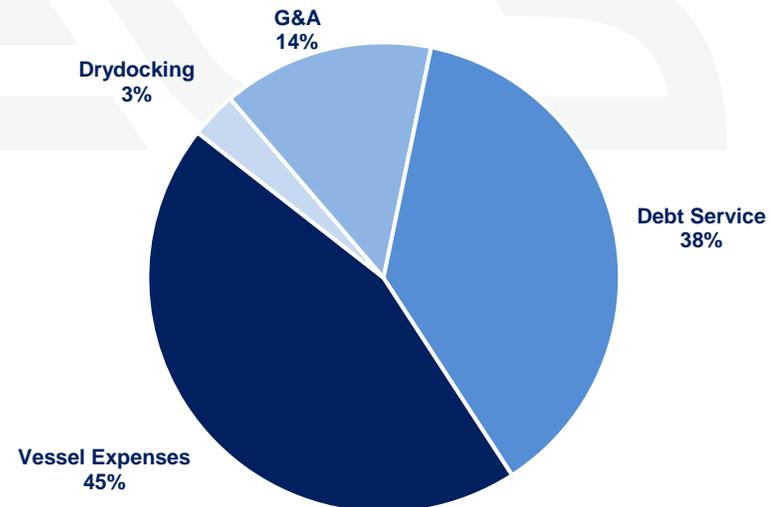


All management services (strategic, commercial, operational, technical, and administrative) are performed in house by Eagle Bulk Management LLC, a wholly-owned subsidiary of the Parent
 Debt amounts outstanding and fleet count as of June 30, 2021. Acquired vessels not yet delivered to Eagle are not reflected in this slide. Please refer to the "Owned Fleet" slide in the appendix for further details.

Cash Breakeven per Vessel per Day

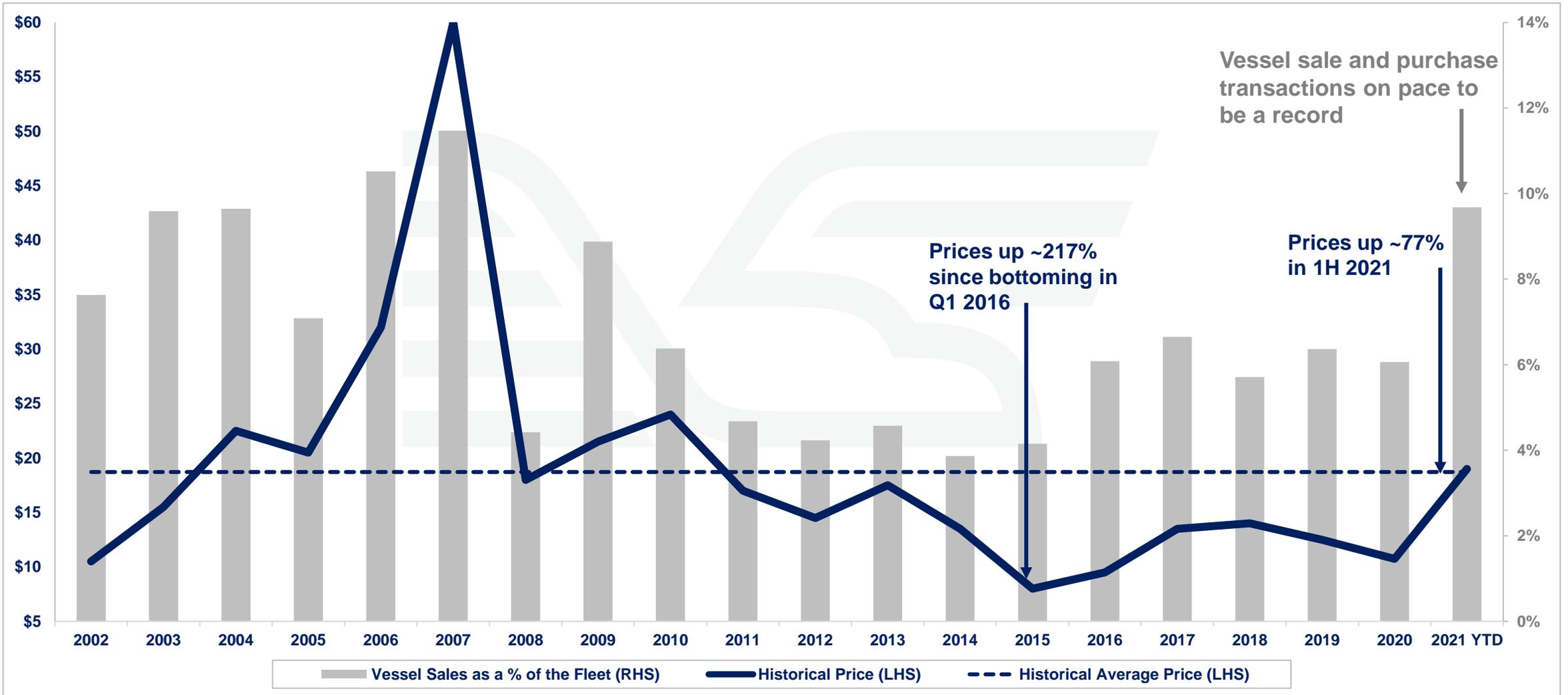
	2021 YTD	2q21	1q21	FY 2020
Operating				
Vessel expenses ¹	\$ 4,959	\$ 5,020	\$ 4,894	\$ 4,790
Drydocking	738	357	1,148	791
G&A ²	1,625	1,624	1,626	1,561
Total operating	7,322	7,001	7,668	7,142
Debt Service				
Interest Expense	1,556	1,540	1,573	1,598
Debt Principal Repayment	2,284	2,679	1,860	2,033
Total Cash Breakeven	\$ 11,162	\$ 11,220	\$ 11,101	\$ 10,774

2q21 Cash Breakeven by Category



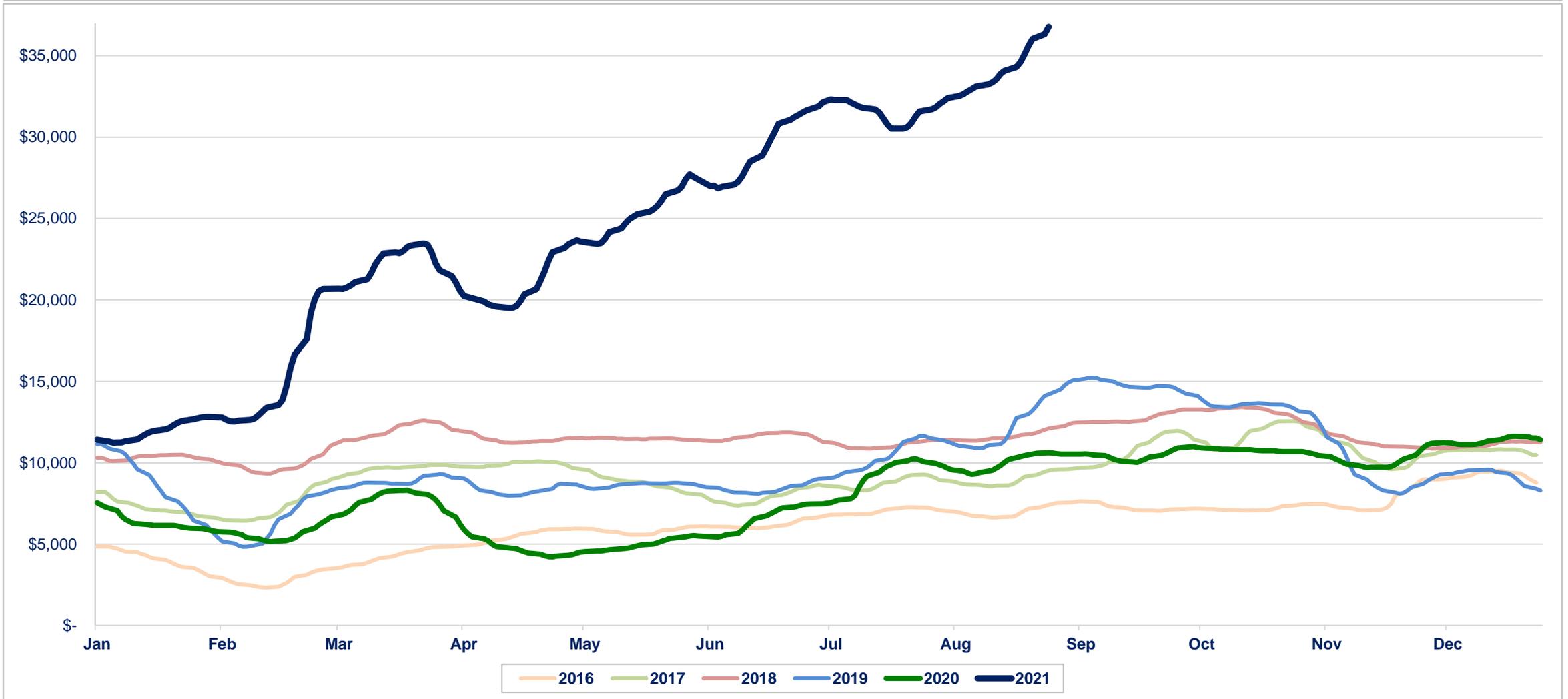
Strong Asset Price Increase Year-to-Date

Historical Asset Prices + Transactions



Spot Rates at 11yr High

Baltic Supramax Index (BSI)



2016 2017 2018 2019 2020 2021

Spot Rates at 11yr High

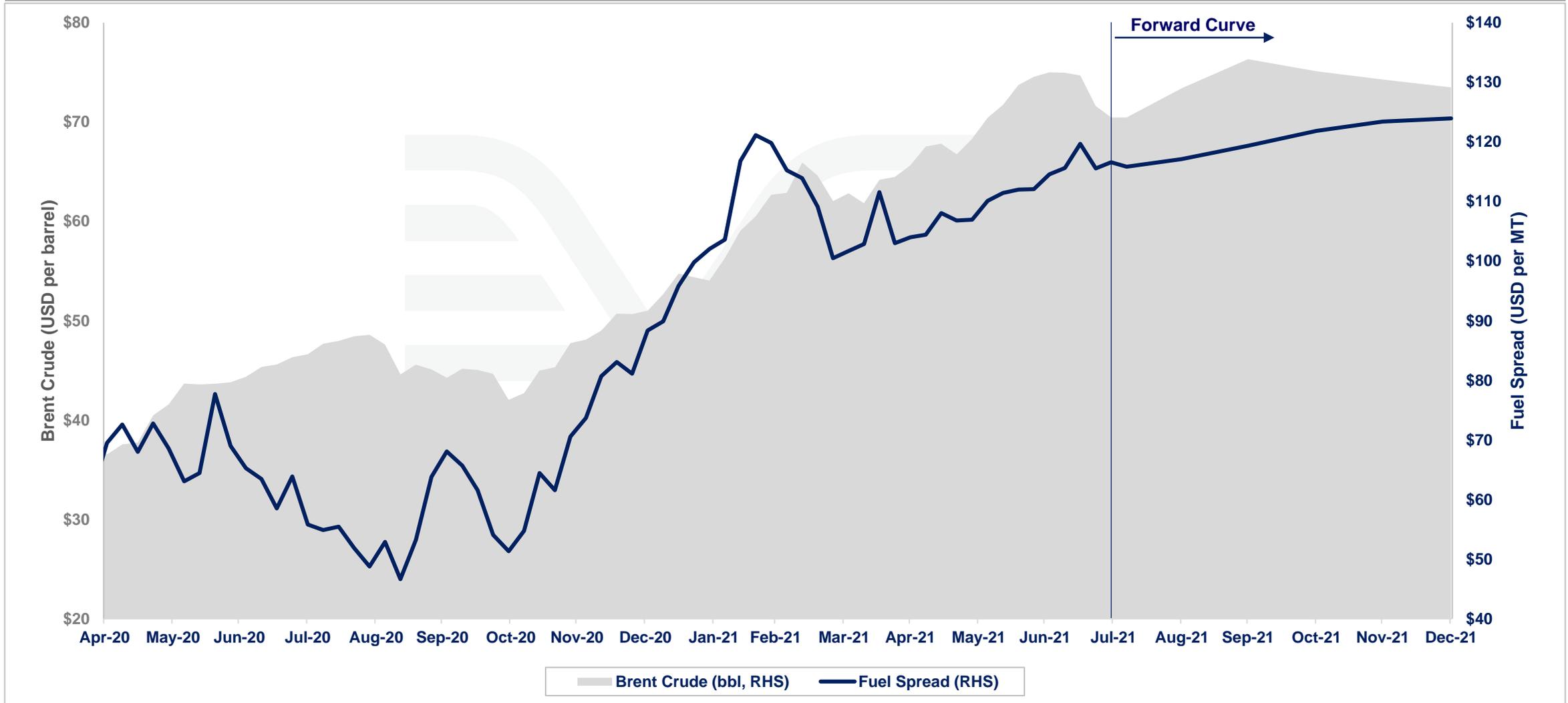
Baltic Supramax Index (BSI)*



■ 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).

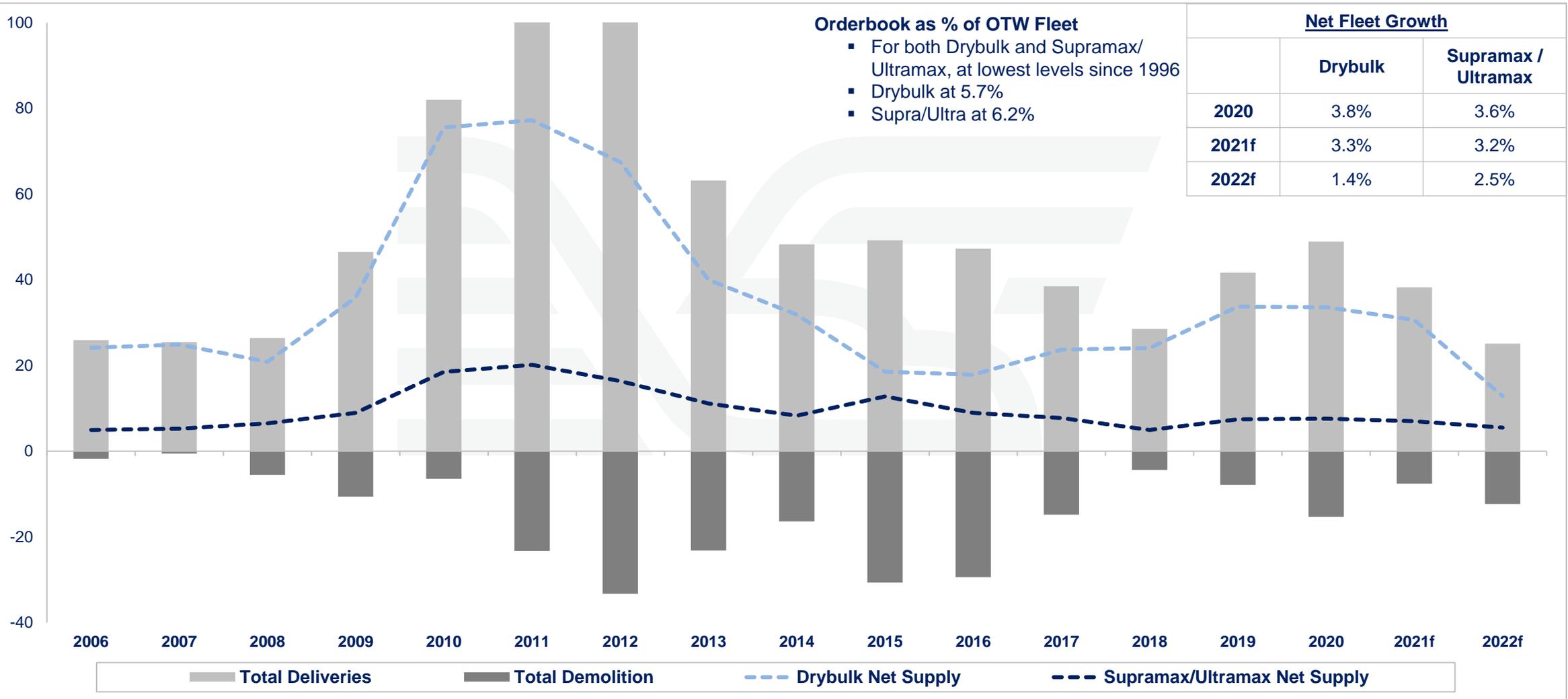
Fuel Spread Currently Trading at ~\$115/MT

HSFO vs VLSFO Fuel Spread (USD per MT) vs Brent Crude (USD per bbl)



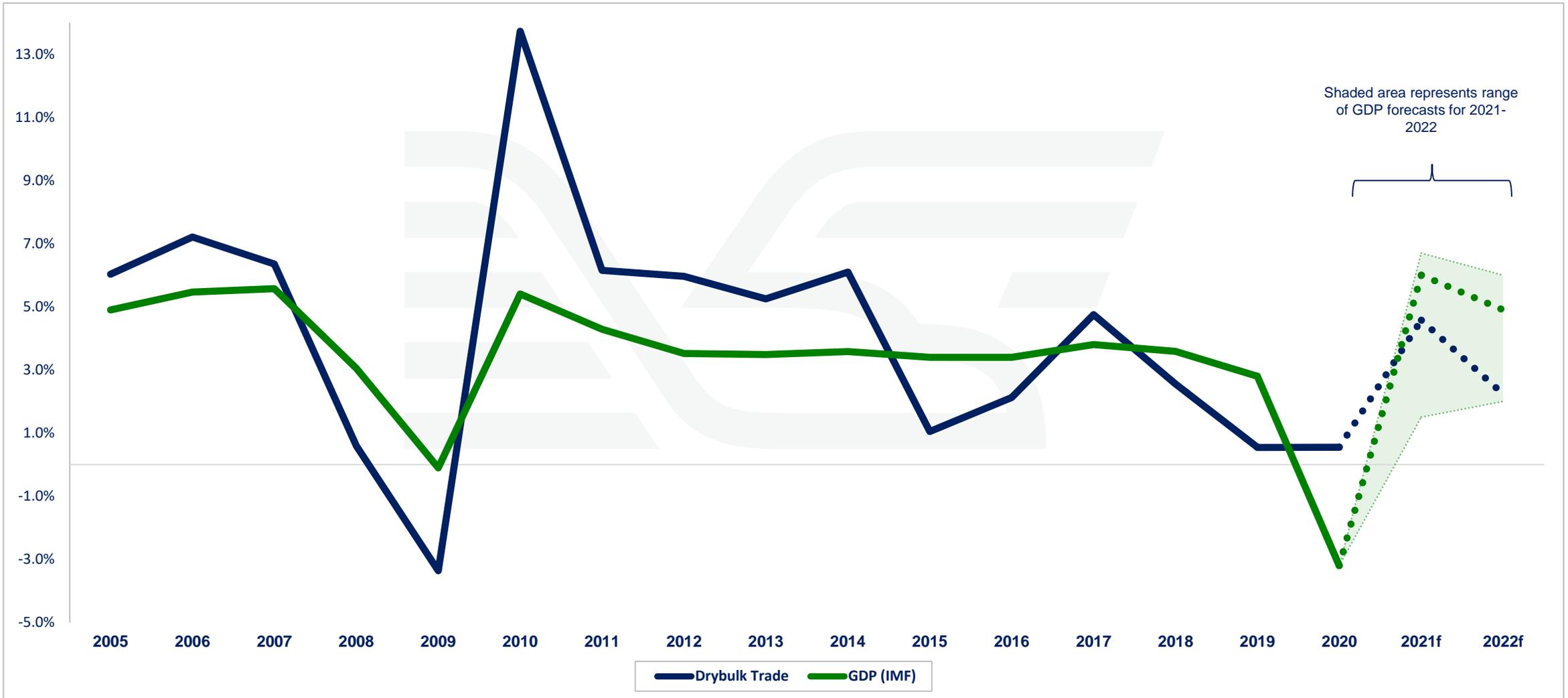
Supramax/Ultramax 2021f Net Fleet Growth ~3.2%

Drybulk Deliveries + Scrapping (DWT)



Global GDP Growth Expected to Reach 6%

Drybulk Trade (ton-miles) vs. Global GDP



Minor Bulks Expected to Grow by 4.1% in 2021

Annualized Growth Rates

	3-yr avg	Last	Current
	2017-19	2020	2021f
Global GDP	3.4%	-3.2%	6.0%
China	6.6%	2.3%	8.1%
India	5.6%	-7.3%	9.5%
Dry Bulk (all)	2.3%	-1.5%	4.2%
Iron Ore	0.9%	3.2%	3.8%
Coal	4.0%	-9.2%	4.8%
Grains	2.1%	7.1%	4.7%
Major Bulk	2.3%	-1.1%	4.3%
Steel Products	-2.9%	-5.1%	5.1%
Forest Products	2.0%	-4.5%	5.8%
Fertilizer	3.9%	1.6%	1.6%
Agribulks	1.3%	3.6%	2.3%
Cement	6.0%	0.7%	4.2%
Bauxite	17.9%	8.2%	2.8%
All Others	3.6%	-4.3%	4.2%
Minor Bulk	2.6%	-2.1%	4.1%

EGLE Cargo Mix (LTM)



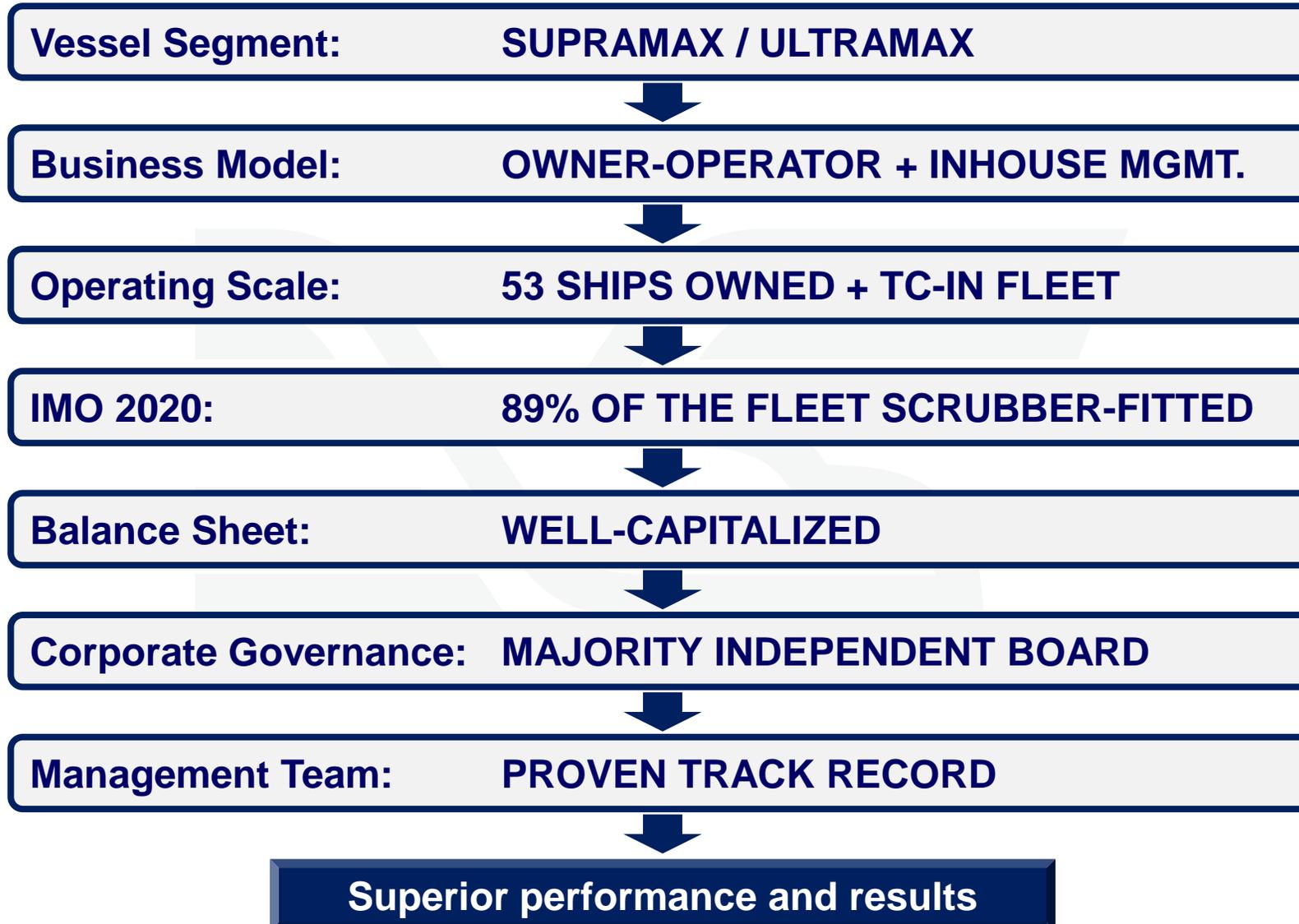
Significant Operational Leverage

Adj. EBITDA Generation Estimates in Different TCE Environments



Net Implied TCE is calculated as follows: Net BSI for the period (i.e. gross BSI less 5% commission) plus \$1,000/day for assumed TCE platform premium. Scrubber benefit is calculated based on an assumed 200 sailing days, 25 tons per day fuel consumption, and fuel spread of \$120/ton. Illustrative TCE does not assume any contribution (+/-) from cargoes or hedging. | Adj. EBITDA is calculated as Net Revenue (i.e. Net Implied TCE multiplied by ownership days less 5% in total assumed scheduled/unscheduled offhire) less OPEX and G&A (which are basis Eagle's 1h21 per ship per day figures). EPS figures are proforma for shares to be issued in connection with recent vessel purchases. | Figures are basis fleet count of 53 ships including all pending purchase transactions. Please refer to the "Owned Fleet" slide in the appendix for further details.

Uniquely Positioned to Capitalize on the Market





Appendix

ESG Metrics

Metric	Unit of Measure	Data 2019	Data 2020	Description
CO₂ Emissions				
Gross global Scope 1 emissions: Financial control approach	Metric tons CO ₂ -e	709,724	853,860	GHG emissions resulting from the operation of our owned fleet of ships.
Gross global Scope 2 emissions: Purchased electricity	Metric tons CO ₂ -e	38	30	GHG emissions resulting from purchased electricity used at our office locations.
AER				
Average Efficiency Ratio (AER)	Grams CO ₂ -e per DWT ton-nautical mile	5.31	5.27	A carbon intensity metric calculated using the parameters of fuel consumption, distance travelled, and design deadweight tonnage (DWT). This data is collected for all ships globally through the IMO's mandatory Fuel Oil Data Collection System (DCS) since 2019. The availability of these parameters for all ships led to the selection of this metric by the Poseidon Principles rather than EEOI which is based on actual cargo carried.
EEOI				
Energy Efficiency Operational Indicator (EEOI)	Grams CO ₂ -e per cargo ton-nautical mile	8.72	8.53	An energy efficiency metric developed by the IMO that measures how efficiently a ship is operated in terms of emissions per cargo ton-mile. Variations in EEOI are primarily caused by the technical efficiency of the ship, the amount of cargo transported per unit of time, and variations in speed. Weather conditions encountered, routing instructions, cargo capacity utilization, etc. also impact EEOI.
Transport Work				
Total Transport Work	Cargo ton-nautical mile	83.2 billion	102.3 billion	A measurement of our fleet's productive output, calculated by multiplying the cargo volume (in metric tons) by the distance traveled (in nautical miles)

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

- 36+ 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 J. Mitchell | General Counsel

- 32+ years experience in shipping/law | Founder and Head of Global Operations at Principal Maritime | Partner at Holland & Knight

Costa Tsoutsoplides, CFA | Senior Director - Strategy

- 20+ 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

- 32+ years experience in shipping | President and CEO of Day & Partners | Director of International Seaways | former CEO of DHT Maritime | 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

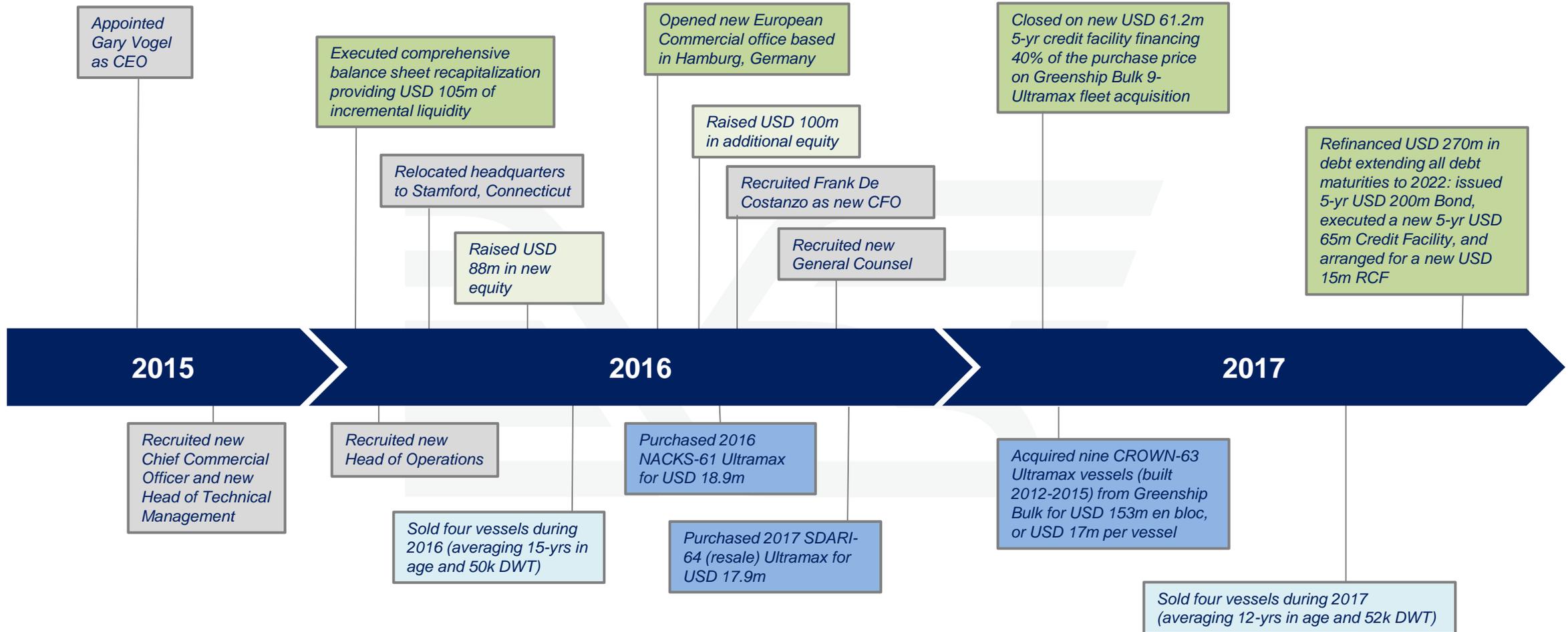
- 27+ years experience in shipping/banking | Founder of Aquarius Maritime Capital Ltd. | former Member of the Board of Managing Directors at DVB | MD & Head of Shipping at Lloyds Banking Group

Gary Weston | Director

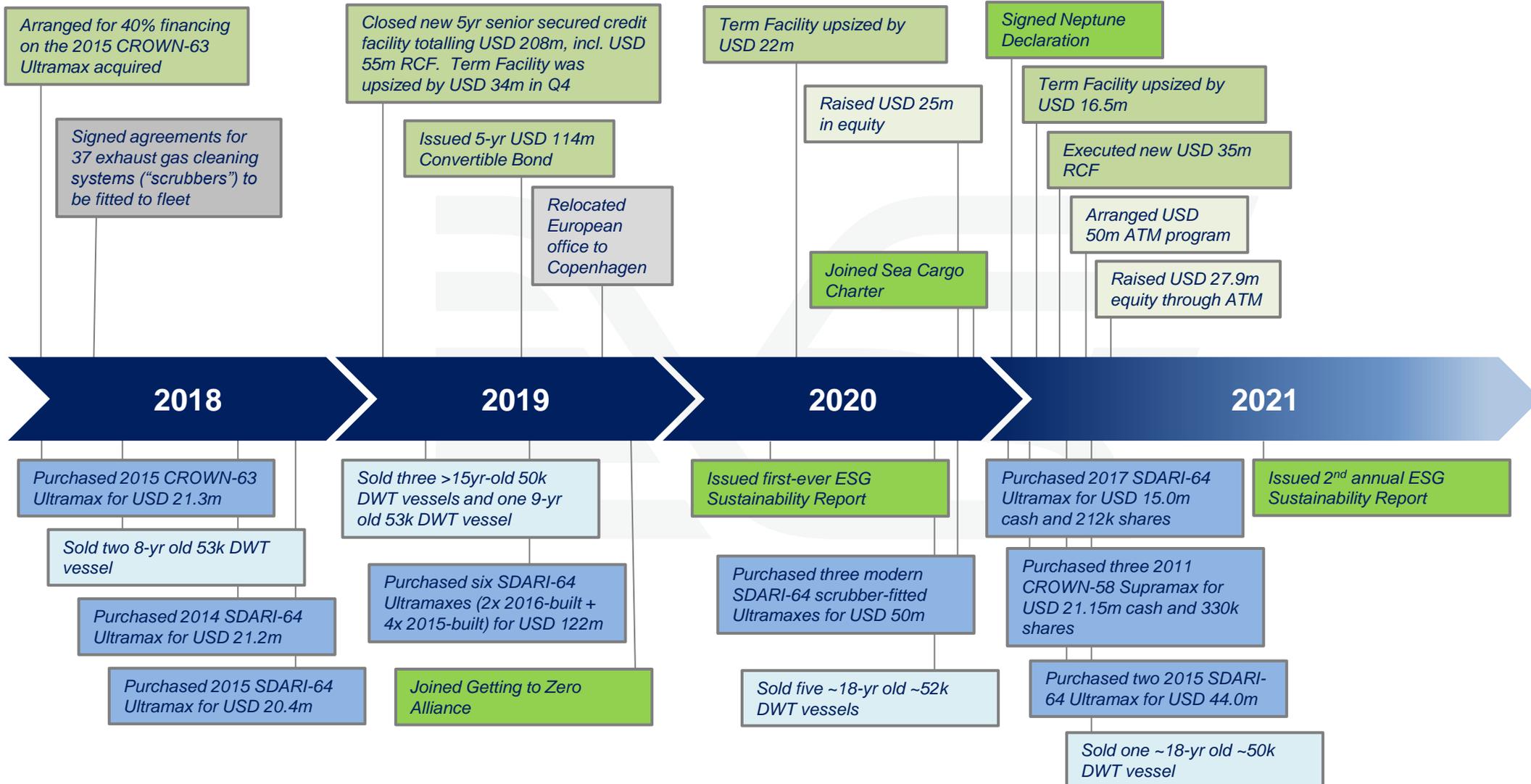
- Former Chairman and CEO of C Transport Maritime S.A.M (CTM) | CEO of Clarksons PLC | CEO of Carras

Gary Vogel | Chief Executive Officer | Director

Historical Timeline



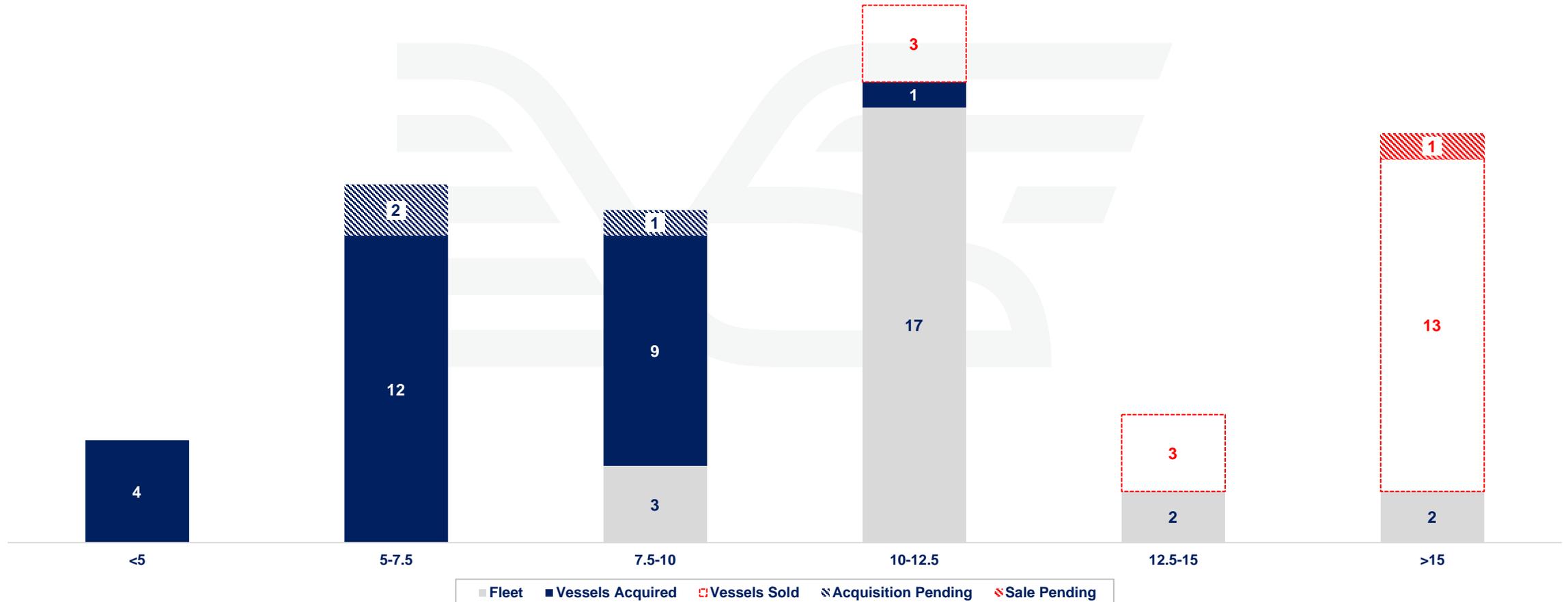
Historical Timeline



Significantly Improving Fleet Makeup

Fleet Age Profile

- Current fleet totals 51 ships
- Fleet proforma for pending S&P totals 53 ships | ~8.8yrs-old



Owned Fleet

53 Vessels				47 Scrubber-fitted				3.2 million DWT				8.8 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 Rotterdam Eagle	*	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 <i>Antwerp Eagle</i>	*	2015	63.5	4 Santos Eagle	*	2015	63.5								
5 <i>Valencia Eagle</i>	*	2015	63.5	5 Dublin Eagle	*	2015	63.5								
6 Oslo Eagle	*	2015	63.7	6 New London Eagle	*	2015	63.1								
7 Sandpiper Bulker	*	2011	57.8	7 Cape Town Eagle	*	2015	63.7								
8 Roadrunner Bulker	*	2011	57.8	8 Westport Eagle	*	2015	63.3								
9 Puffin Bulker	*	2011	57.8	9 Hamburg Eagle	*	2014	63.3								
10 Petrel Bulker	*	2011	57.8	10 Madison Eagle	*	2013	63.3								
11 Owl	*	2011	57.8	11 Greenwich Eagle	*	2013	63.3								
12 Oriole	*	2011	57.8	12 Groton Eagle	*	2013	63.3								
13 Egret Bulker	*	2010	57.8	13 Fairfield Eagle	*	2013	63.3								
14 Crane	*	2010	57.8	14 Southport Eagle	*	2013	63.3								
15 Canary	*	2009	57.8	15 Rowayton Eagle	*	2013	63.3								
16 Bittern	*	2009	57.8	16 Mystic Eagle	*	2013	63.3								
17 Stellar Eagle	*	2009	56.0	17 Stonington Eagle	*	2012	63.3								
18 Crested Eagle	*	2009	56.0	18 Montauk Eagle		2011	57.8								
19 Crowned Eagle	*	2008	55.9	19 <i>Newport Eagle</i>		2011	57.8								
20 Jaeger		2004	52.5	20 Sankaty Eagle		2011	57.8								
21 Cardinal		2004	55.4	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								
21 Vessels			1,233	29 Vessels			1,768	3 Vessels			191				

Vessel names in bold italics are pending delivery to Eagle.



▪ Eagle fleet count as of August 10, 2021

Vessel Delivery Schedule

Actual/Estimated Delivery Dates + Cash Payment/Receipt Schedule

Vessel	Type	Year	Scrubber	Delivery	Cash Payments for Acquisitions	
					3q21e	4q21e
1 Newport Eagle	Supramax	2011		late Aug	\$ 6,110	\$ -
2 Antwerp Eagle	Ultramax	2015	Yes	mid Sep	19,800	-
3 Valencia Eagle	Ultramax	2015	Yes	mid Oct	-	19,800
Total					\$ 25,910	\$ 19,800

Vessel	Type	Year	Scrubber	Delivery	Cash Receipts from Sales	
					3q21e	4q21e
1 Tern	Supramax	2003		early Aug	\$ 9,400	\$ -
Total					\$ 9,400	\$ -

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

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) by 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.</p> <p>Beginning this quarter and retroactively adjusted for prior periods, Adjusted EBITDA also now excludes non-cash unrealized gains and losses on derivative instruments. We believe that the change better reflects the operational cash flows generated within the respective reporting period.</p> <p>Adjusted EBITDA represents EBITDA adjusted to exclude the items which represent certain non-cash, one-time and other items such as vessel impairment, unrealized loss/(gains) on derivative instruments, operating lease impairment, (gain)/loss on sale of vessels, loss on debt extinguishment and stock-based compensation expense that the Company believes are not indicative of the ongoing performance of its core operations. The following table presents a reconciliation of our net income/(loss) to EBITDA and Adjusted EBITDA.</p>
Adjusted Net Income, Adjusted EPS	<p>Adjusted net income/(loss) and Adjusted Basic and Diluted income/(loss) per share represents Net income and Basic and Diluted income/(loss) per share, respectively, as adjusted to exclude non-cash unrealized losses/(gains) on derivatives. The Company utilizes derivative instruments such as FFAs to partially hedge against its underlying long physical position in ships (as represented by owned and third-party chartered-in vessels). The Company does not apply hedge accounting, and, as such, the mark-to-market gains/(losses) on forward hedge positions impact current quarter results, causing timing mismatches in the Statement of Operations. We believe that Adjusted net income/(loss) and Adjusted income/(loss) per share are more useful to analysts and investors in comparing the results of operations and operational trends between periods and relative to other peer companies in our industry. Our Adjusted net income/(loss) should not be considered an alternative to net income/(loss), operating income/(loss), cash flows provided by/(used in) by operating activities or any other measure of financial performance or liquidity presented in accordance with U.S. GAAP. As noted above, our Adjusted net income/(loss) may not be comparable to similarly titled measures of another company because all companies may not calculate Adjusted net income/(loss) in the same manner.</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/losses 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.</p> <p>The BSI was initiated in 2005 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 available days as the number of our ownership days and chartered-in 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>

Adjusted Net Income, EPS Reconciliation

\$ Thousands except EPS	2q21	1q21	2021 YTD	2020 YTD
Net income/(loss)	\$ 9,225	\$ (20,491)	\$ 19,074	\$ (24,019)
Adjustments to reconcile:				
Unrealized loss on derivatives	31,044	8,024	30,541	918
Adjusted Net income/(loss)	40,269	(12,467)	49,615	(23,101)
Weighted average shares outstanding (basic)*	12,168	10,278	11,950	10,272
Adjusted EPS (Basic)	\$ 3.31	\$ (1.21)	\$ 4.15	\$ (2.25)

TCE Reconciliation

USD Thousands except TCE and days	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18	2q18	3q18	4q18
Revenues, net	\$ 21,278	\$ 25,590	\$ 35,788	\$ 41,836	\$ 45,855	\$ 53,631	\$ 62,711	\$ 74,587	\$ 79,371	\$ 74,939	\$ 69,093	\$ 86,692
Less:												
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)
TCE revenue	\$ 11,590	\$ 17,265	\$ 20,979	\$ 22,097	\$ 28,326	\$ 34,473	\$ 36,173	\$ 45,197	\$ 46,619	\$ 47,567	\$ 47,288	\$ 51,326
Owned available days *	3,945	3,902	3,700	3,653	3,620	3,771	4,177	4,324	4,218	4,153	4,192	4,227
TCE	\$ 2,938	\$ 4,425	\$ 5,670	\$ 6,049	\$ 7,825	\$ 9,142	\$ 8,660	\$ 10,452	\$ 11,052	\$ 11,453	\$ 11,281	\$ 12,142

USD Thousands except TCE and days	1q19	2q19	3q19	4q19	1q20	2q20	3q20	4q20	1q21	2q21
Revenues, net	\$ 77,390	\$ 69,391	\$ 74,110	\$ 71,486	\$ 74,378	\$ 57,392	\$ 68,182	\$ 75,181	\$ 96,572	\$129,851
Less:										
Voyage expenses	(25,906)	(20,907)	(19,446)	(21,442)	(26,564)	(23,768)	(19,628)	(19,589)	(26,615)	(24,523)
Charter hire expenses	(11,492)	(11,179)	(11,346)	(8,152)	(6,041)	(4,719)	(5,061)	(5,459)	(8,480)	(6,170)
Reversal of one legacy time charter	(414)	767	(120)	(270)	463	(42)	(88)	116	83	(937)
Realized gain/(loss) - Derivatives	(475)	861	(806)	294	756	7,164	(1,029)	(2,365)	(1,213)	(4,843)
TCE revenue	\$ 39,102	\$ 38,933	\$ 42,393	\$ 41,917	\$ 42,992	\$ 36,027	\$ 42,377	\$ 47,883	\$ 60,347	\$ 93,378
Owned available days *	4,070	4,001	3,849	3,712	4,267	4,482	4,405	4,279	3,990	4,327
TCE	\$ 9,607	\$ 9,731	\$ 11,014	\$ 11,292	\$ 10,075	\$ 8,038	\$ 9,620	\$ 11,190	\$ 15,124	\$ 21,580

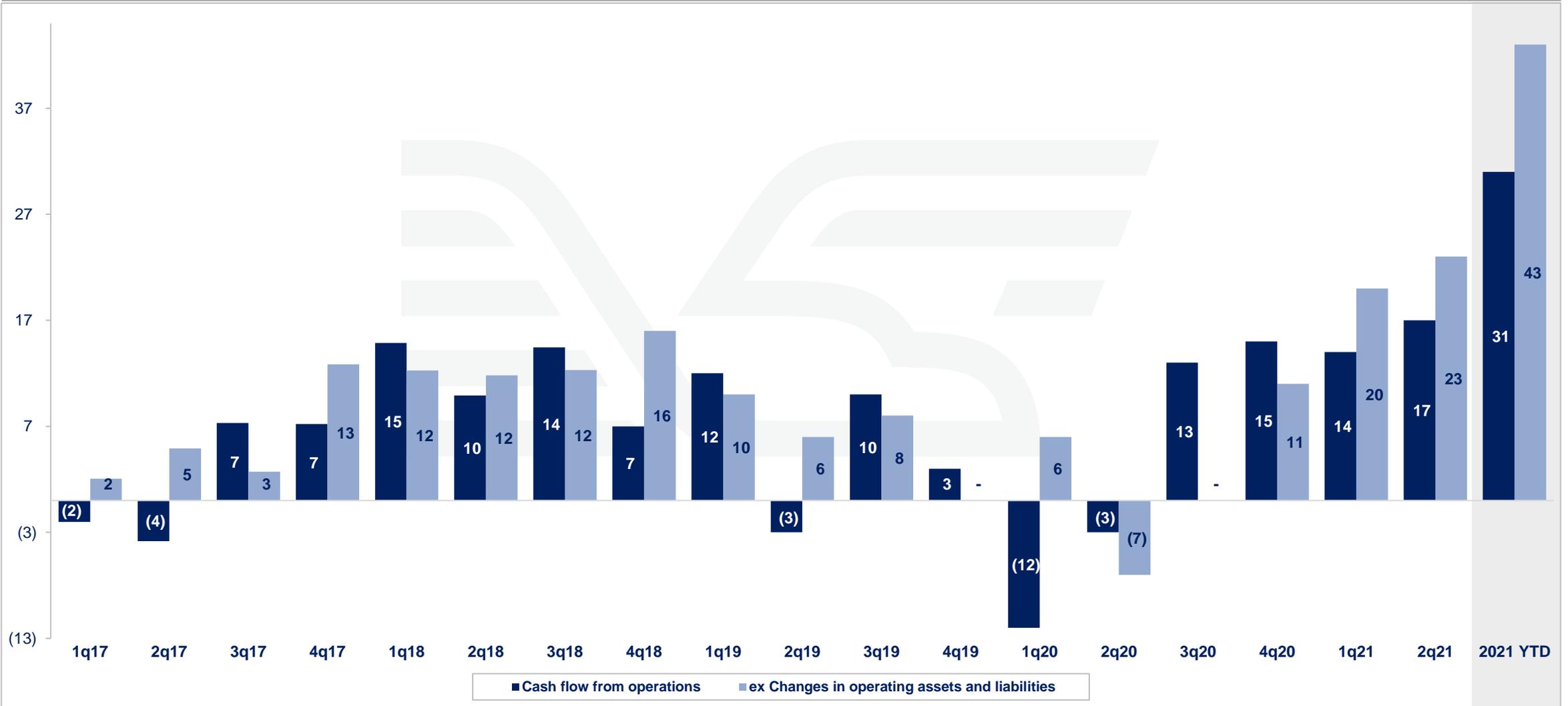
EBITDA Reconciliation

USD in Thousands	1q16	2q16	3q16	4q16	1q17	2q17	3q17	4q17	1q18	2q18	3q18	4q18
Net Income / (Loss)	\$ (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)
EBIT	(36,464)	(17,593)	(12,013)	(135,868)	(4,813)	785	(2,561)	(8,481)	6,219	9,726	9,030	12,759
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
EBITDA	(27,068)	(7,939)	(2,159)	(125,889)	2,680	8,805	6,420	715	15,495	18,998	18,490	22,467
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
Unrealized derivatives (gain) / loss	-	301	(268)	(13)	307	(1,009)	896	(157)	217	(396)	84	503
One-time and non-cash adjustments	11,756	436	(509)	122,656	(297)	(1,977)	(373)	14,764	(170)	(276)	(406)	(165)
Adjusted EBITDA*	\$ (14,486)	\$ (6,360)	\$ (3,670)	\$ (1,974)	\$ 4,860	\$ 8,297	\$ 9,293	\$ 17,062	\$ 19,053	\$ 20,737	\$ 20,268	\$ 23,992

USD in Thousands	1q19	2q19	3q19	4q19	1q20	2q20	3q20	4q20	1q21	2q21
Net Income / (Loss)	\$ 29	\$ (5,992)	\$ (4,563)	\$ (11,171)	\$ (3,528)	\$ (20,491)	\$ (11,159)	\$ 115	\$ 9,849	\$ 9,225
Less adjustments to reconcile:										
Interest expense	6,762	6,733	8,117	8,965	9,192	8,737	8,954	8,510	8,251	8,799
Interest income	(434)	(393)	(640)	(400)	(157)	(56)	(24)	(21)	(18)	(16)
EBIT	6,357	348	2,914	(2,606)	5,507	(11,810)	(2,229)	8,604	18,083	18,009
Depreciation and amortization	9,407	9,761	10,056	11,322	12,466	12,503	12,618	12,570	12,506	13,111
EBITDA	15,764	10,109	12,970	8,715	17,974	693	10,389	21,174	30,589	31,119
Less adjustments to reconcile:										
Stock-based compensation	1,445	1,227	1,155	998	836	723	741	748	872	586
Unrealized derivatives (gain) / loss	(2,914)	1,024	2,109	(196)	(7,106)	8,024	1,942	(3,161)	(503)	31,044
One-time and non-cash adjustments	(1,838)	(967)	(971)	66	-	352	389	101	-	-
Adjusted EBITDA*	\$ 12,458	\$ 11,394	\$ 15,263	\$ 9,584	\$ 11,704	\$ 9,792	\$ 13,461	\$ 18,861	\$ 30,958	\$ 62,749

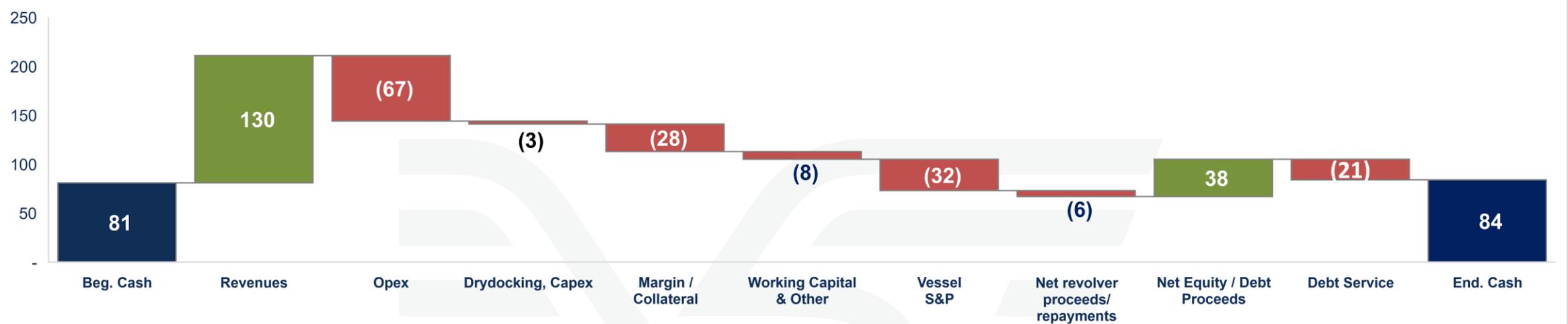
Cash Flow

Cash Flow from Operations - Quarterly (\$ Millions)

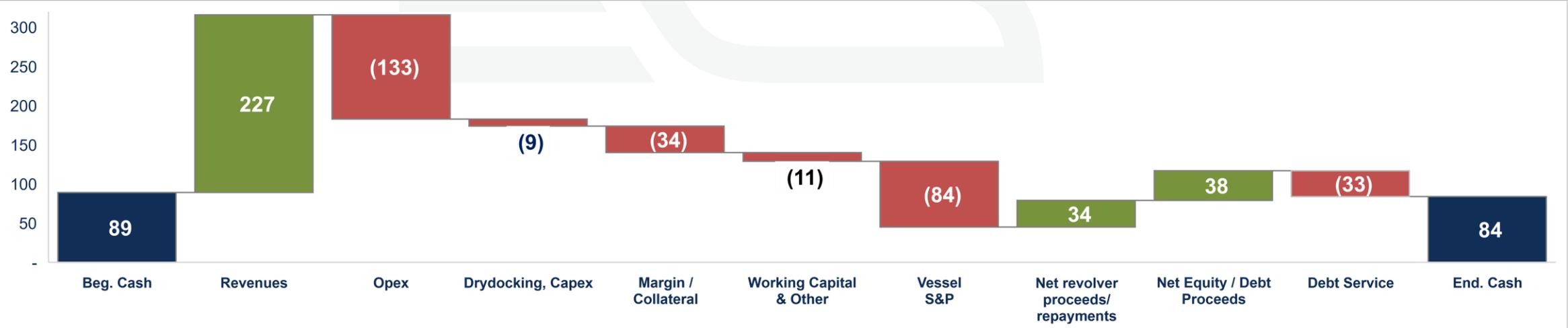


Cash Walk

2q21 Cash Walk (\$ Millions)

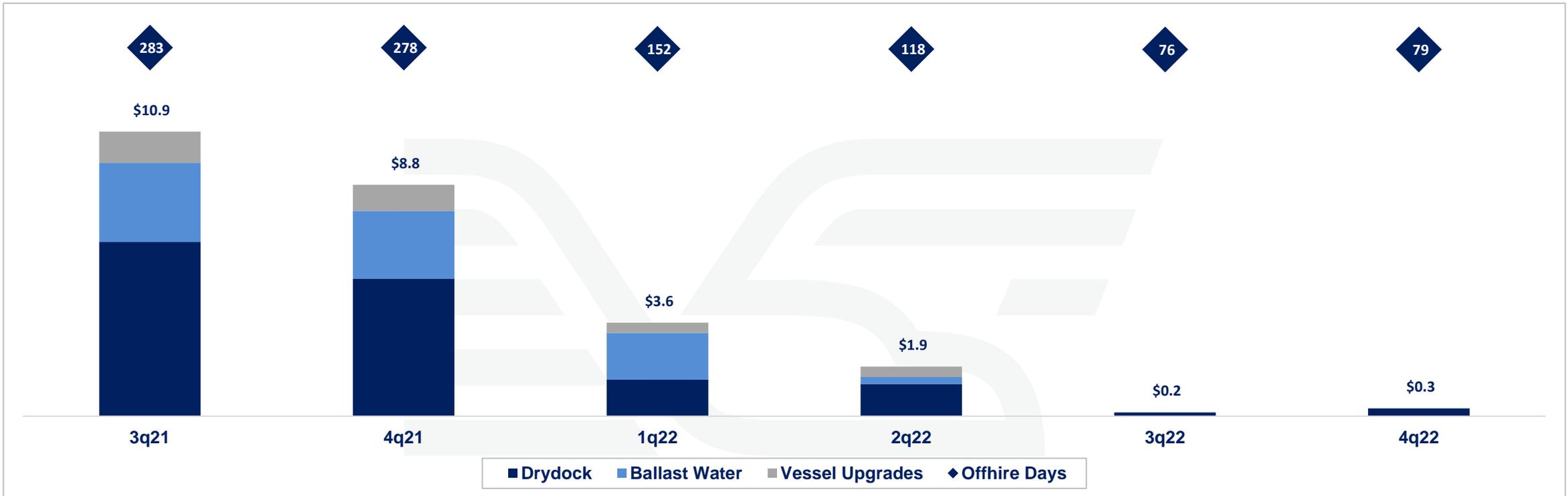


2021 YTD Cash Walk (\$ Millions)



Capex Schedule

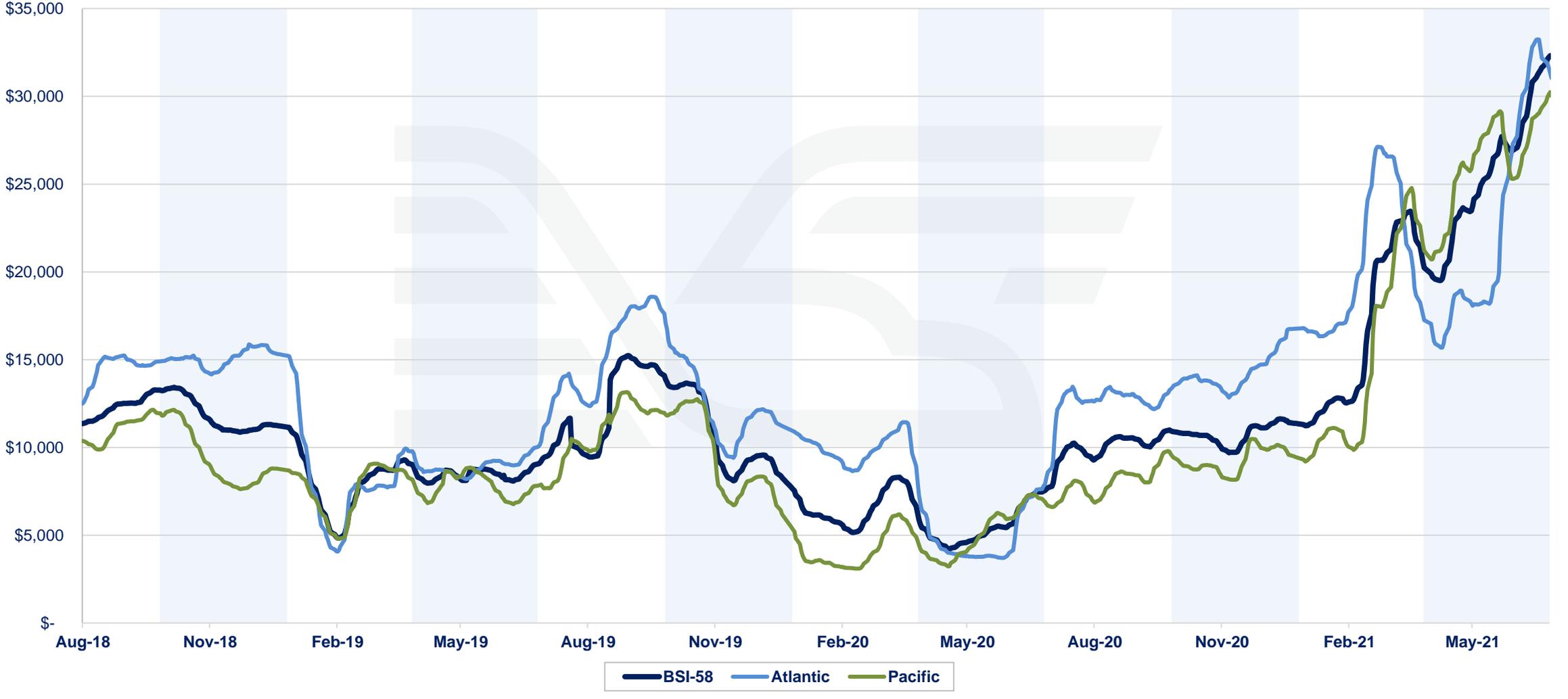
Estimated Capital Expenditures + Offhire Days



- **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.

Atlantic Market vs Pacific Market Volatility

Baltic Supramax Index (BSI-58)



Source(s): Clarksons, through August 6
 Atlantic market calculated based on BSI routes S4A and S4B. Pacific market calculated based on routes S2, S8, and S10.

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.
Timecharter-in	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.
Hedging (FFAs)	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.
Asymmetric Optionality	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.



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