



Earnings Presentation
Quarter Ended September 30,
2020
November 12, 2020



Forward-Looking Statements

Statements in this presentation may be "forward-looking statements" within the meaning of federal securities laws. The matters discussed herein that are forward-looking statements are based on current management expectations that involve risks and uncertainties that may result in such expectations not being realized. Actual outcomes and results may differ materially from what is expressed or forecasted in such forward-looking statements due to numerous potential risks and uncertainties including, but not limited to, the need to manage our growth and integrate additional capital, acquire additional vessels, volatility in the dry-bulk shipping business and vessel charter rates, our ability to obtain sufficient capital, the volatility of our stock price, and other risks and factors. Forward-looking statements made during this presentation speak only as of the date on which they are made, and Eurodry does not undertake any obligation to update any forward-looking statement to reflect events or circumstances after the date of this presentation.

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This presentation also contains historical data about the dry bulk trade, the dry bulk and the dry bulk. These figures have been compiled by the Company based on available data from a variety of sources like broker reports and various industry publications or represent Company's own estimates. The Company exercised reasonable care and judgment in preparing these estimates, however, the estimates provided herein may not match information from other sources.

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2020 Third Quarter Financial Highlights

in \$m, unless otherwise indicated

	Q3 2020	
Net Revenues	\$6.8m	
Net Income	\$0.5m	
Adj. Net Income Attributable to Common Shareholders ⁽¹⁾	\$0.1m	\$0.05 / share ⁽²⁾
Adj. EBITDA ⁽¹⁾	\$2.8m	

- (1) See press release of November 11, 2020 for reconciliation of Adj. Net Income / (Loss) Attributable to Common Shareholders to Net Income / (Loss) and Adjusted EBITDA
- (2) Basic and diluted

Chartering and Operational Highlights

➤ Chartering:

- Eirini: Fixed for a period TC up to min Apr-2021 / max Aug-2021 at 99% of the BPI 74 average 4TC
- Starlight: In direct continuation of previous charter for a period till min Aug-2021 / Jan-2022 at 98.5% of the BPI 74 average 4T

➤ FFA contracts:

- 180 days in Q3 and 180 days in Q4 are covered though previously sold FFAs, at an average rate of \$11,000/day. This practically fixes the rate of our Eirini and Starlight at this level
- Have also sold 30 days in Q1 2021 at rate of \$9,500/day

➤ Dry-dockings and repairs:

- No dry-docking during the quarter



Current Fleet Profile

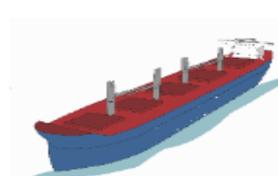
Current fleet is comprised of 7 vessels with an average age of ~11.8 years and a carrying capacity of 529k dwt



2x Kamsarmaxes
Avg. Age: 3 years
Carrying Capacity:
164k Dwt



4x Panamaxes
Avg. Age: 18 years
Carrying Capacity:
~301k Dwt



1x Ultramax
Current Age: 3 years
Carrying Capacity:
63.5k Dwt

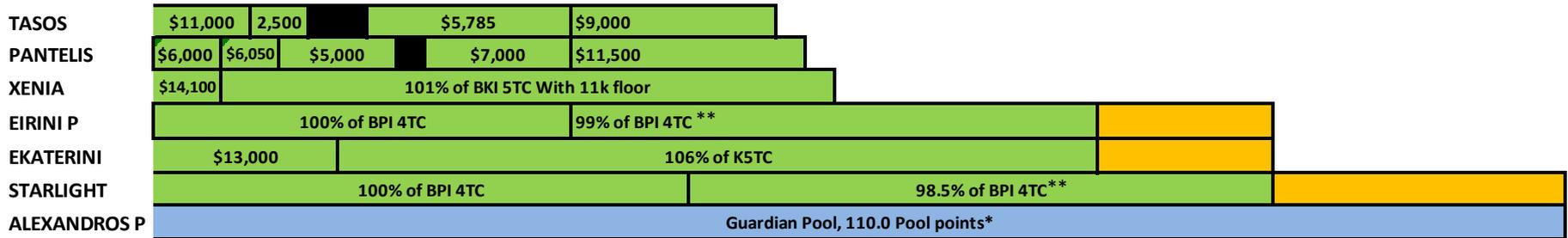
Name	Type	Size (dwt)	Year Built
<i>On the water fleet</i>			
Ekaterini	Kamsarmax	82,000	2018
Xenia	Kamsarmax	82,000	2016
Alexandros P	Ultramax	63,500	2017
Eirini P	Panamax	76,466	2004
Pantelis	Panamax	74,020	2000
Starlight	Panamax	75,845	2004
Tasos	Panamax	75,100	2000
Total	7 vessels	528,931	Average age: ~11.8 years

Vessel Employment Chart

As of Oct 30, 2020: about 42% in 2020

(excludes ships on index charters which are open to market fluctuations but have secured employment)

2020												2021											
Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec
Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		



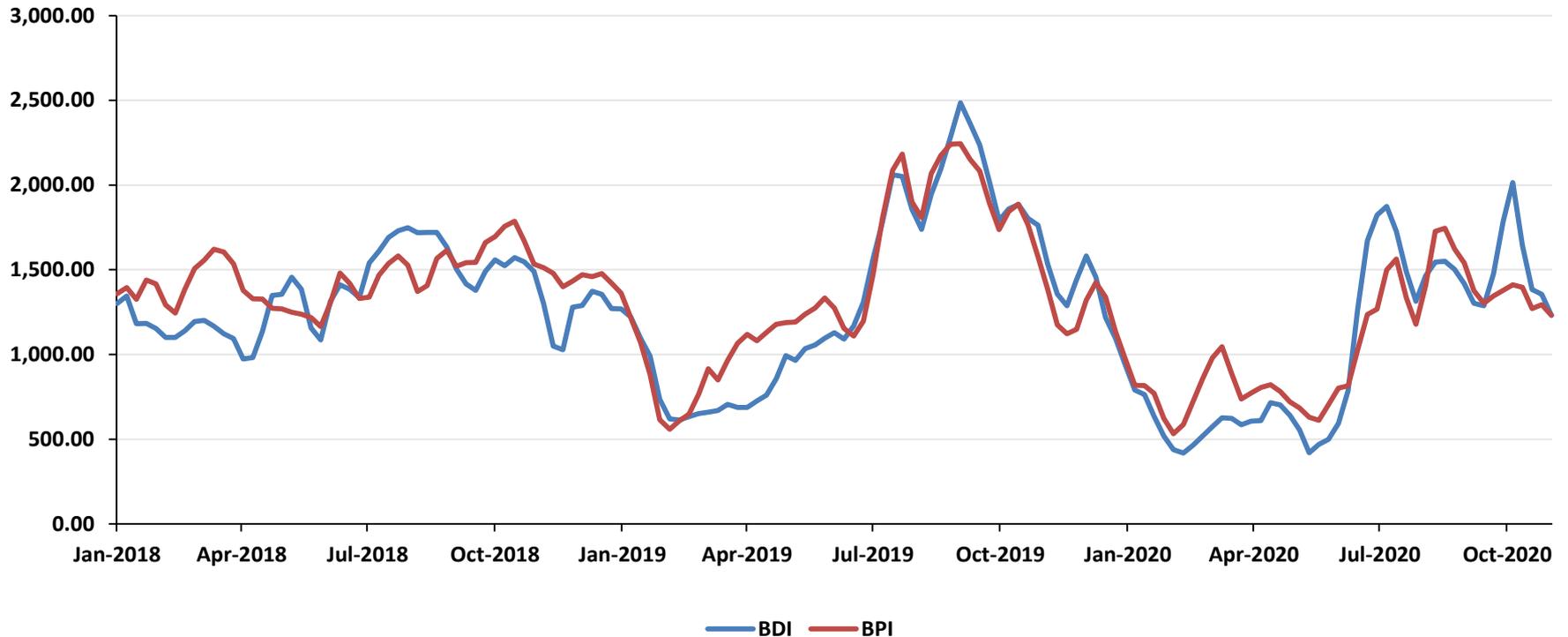
Legend: Min TC Period (Green) Re-delivery range (Yellow) Options (Blue) Positioning (Pink) Dry-Dock (Black) Idle (Black)

() Owners' option has infinite duration. However, it has to be tendered 3 months prior to having the vessel delivered back*

*(**) Q4 is covered though previously sold FFAs, equivalent to the days of our Eirini and Starlight at an average rate of \$11,000/day. Have also sold 30 days in Q1 2021 at rate of \$9,500/day*

Drybulk Market Highlights – Q3 2020

Spot Rates	Cape - 180k	Panamax-75k	Supramax-58k	One Year TC Rate	Cape - 180k	Panamax-75k	Supramax-58k
Q3 - 2020 Average	21,389	12,293	10,947	Q2 - 2020 Average	13,144	9,121	9,063
Q3 - 2020 last day (Sep 25)	24,625	11,650	11,850	Q3 - 2020 Average	16,952	11,898	10,332
Current Rates - FFA Nov 12	12,854	9,259	9,721	Current Rates - Oct 30	14,250	10,375	9,875



Sources: Clarksons Research, Company



Market Overview

World GDP & Shipping Demand Growth

COVID-19 Pandemic has dramatically and negatively changed the economic & world trade environment for 2020

<i>Real GDP (% p.a. - IMF)</i>	2015	2016	2017	2018	2019	2020e	2021e	2022e
USA	2.6	1.5	2.3	2.9	2.3	-4.3(8.0)	3.1(4.5)	2.9
Eurozone	2.0	1.8	2.4	1.8	1.2	-8.3(-10.2)	5.2(6.0)	3.1
Japan	0.5	1.0	1.8	1.0	0.7	-5.3(-5.8)	2.3(2.4)	1.7
China	6.9	6.7	6.8	6.6	6.1	1.9(1.0)	8.2(8.2)	5.8
India	7.6	7.1	6.7	7.1	4.2	-10.3(-4.5)	8.8(6.0)	8.0
Russia	-3.7	-0.2	1.8	2.3	1.3	-4.1(-6.6)	2.8(4.1)	2.3
Brazil	-3.8	-3.6	1.1	1.1	1.1	-5.8(-9.1)	2.8(3.6)	2.3
ASEAN-5	4.8	4.9	5.3	5.2	4.8	-3.4(-2.6)	6.2(6.2)	5.7
World	3.4	3.2	3.7	3.6	2.9	-4.4(-4.9)	5.2(5.4)	4.2

Dry Bulk Trade (% p.a.)

Ton-miles	1.1	2.1	4.8	2.8	0.4	-3.3(-4.1)	5.0(5.5)	2.5
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Trade and growth projections are being continuously revised as the Coronavirus (Covid-19) effects on world growth and trade are being assessed.

Sources: Clarksons Research, IMF

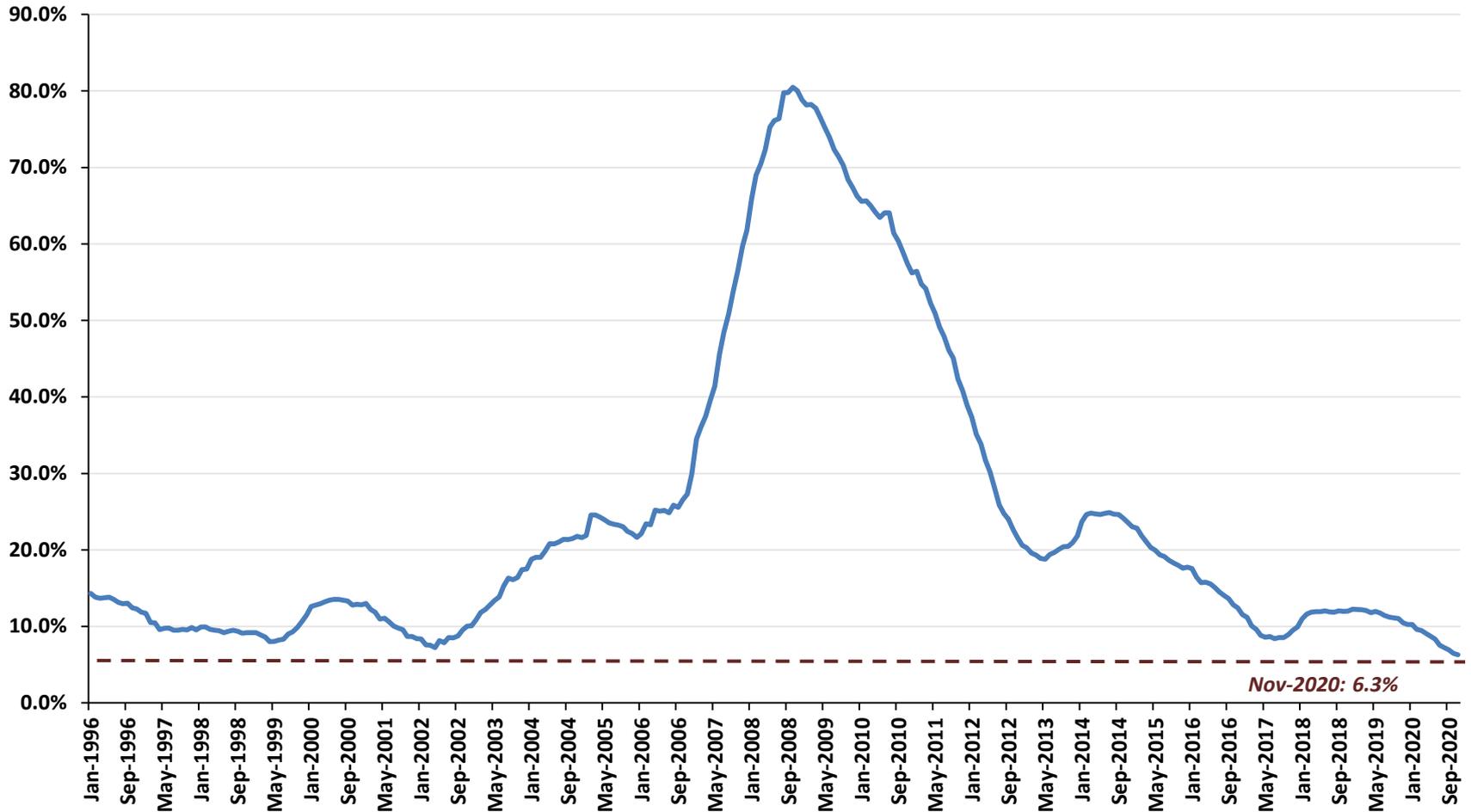
GDP: Figures in parentheses indicate IMF Forecasts as of (June-2020). Updated 2020/2022 figures based on October – 20 publication

Trade: Figures in parentheses for 2020 & 2021 indicate beginning of year estimates from Clarksons. Updated 2020/2021 figures based on Clarksons June 2020



Orderbook-to-Fleet Ratio, Drybulk Fleet

Orderbook as Percentage of Total Fleet Near Lowest Level of the Last 20+ Years

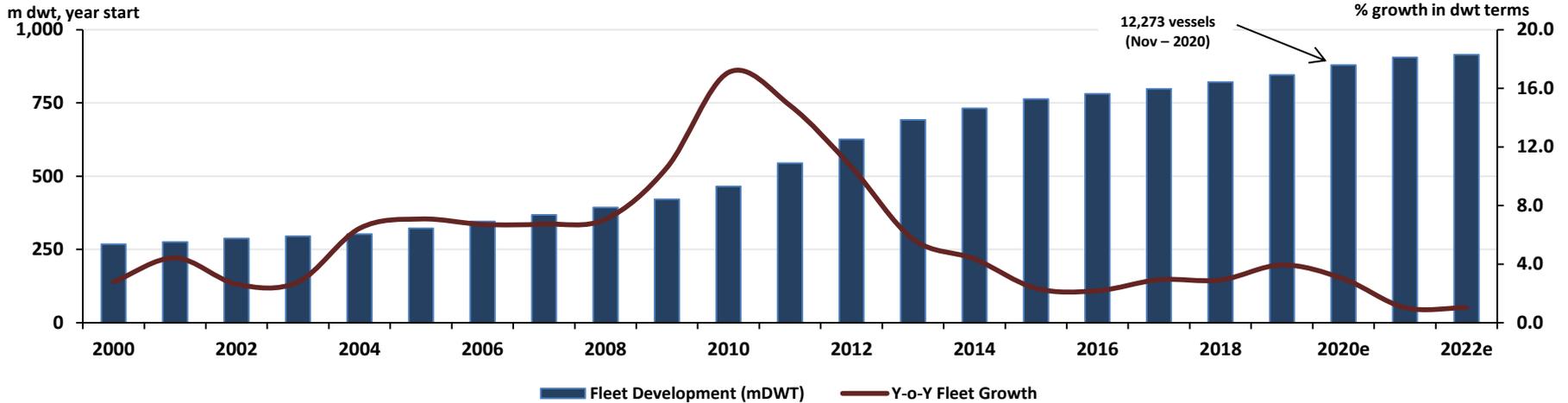


Source: Clarksons Research

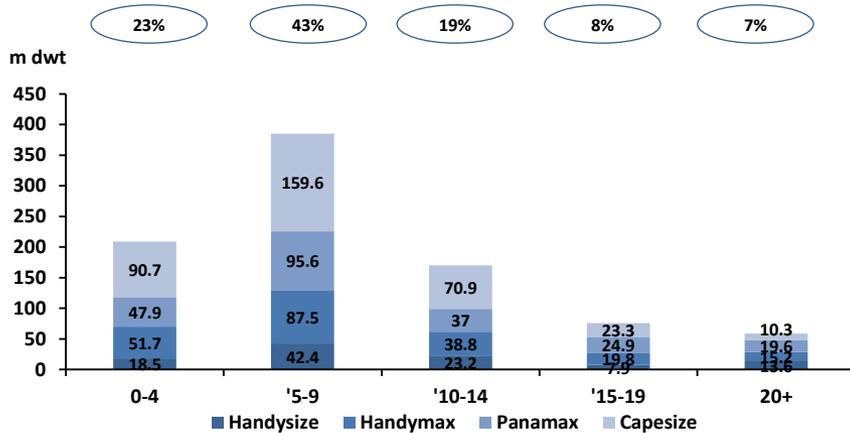


Drybulk Fleet Overview

Fleet Development



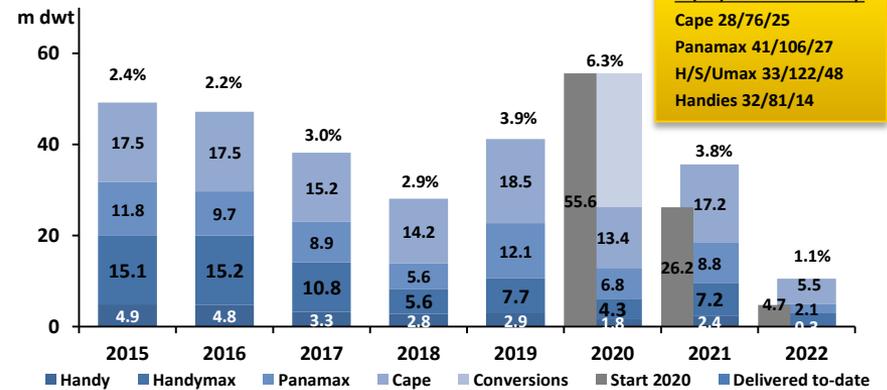
Dry Bulk Age Profile



Large bulkers are still young

Orderbook⁽¹⁾

More than 50% of the orderbook is VLOCs and Capers



Large Vessels Dominate Orderbook

Source: Clarksons Research

Note:

1. Fleet percent change during 09-19 includes scrapping and other additions and removals. In 20/21/22 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions. In 2020, percentage is based in beginning of year, whilst for 21/22 as of Oct-20.



Market Review and Outlook

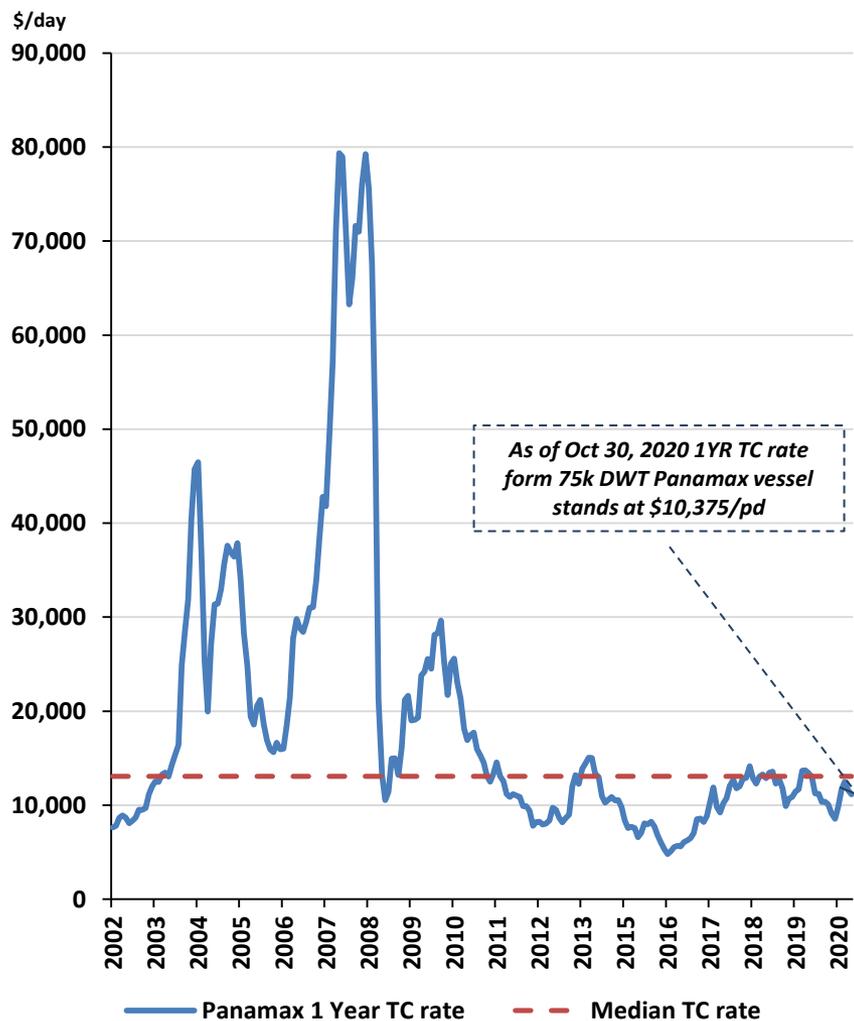
- The unknown duration of the pandemic and its financial consequences render any type of modeling very difficult.
 - Our base case scenario calls for the recent surge in Covid-19 cases in the northern hemisphere to negatively affect the markets through the first half of the year, but with the progress recently achieved in vaccines we expect the second half of 2021 to strongly improve
- Year-to-date trade decline estimates and full year 2020 projections from Clarkson will likely be revised upwards as the charter rates have been higher since May/June 2020 than what the estimated supply/demand balance implies
 - COVID-19 related delays in ports have also, likely, taken more ships out of the market for more days than estimated reducing the effective vessel supply
- In parallel, ordering of new ships is expected to be contained in the midst of the above demand uncertainty and the lack of clarity of the “fuel of the future” as not knowing the optimal ship for even 5 years out makes the placing of any new order speculative and risky
- 2021 onwards indicate a promising year amidst a low orderbook, a V shaped demand rebound, assuming the pandemic is placed under control in 2021H1, expectations for further easing the trade tensions between China/US and, likely, additional economic stimulus
 - Worth-noting that IMF projects that China will grow by 8.2% in 2021, a rate above the recent pre-COVID trend
- Thus, the supply/demand balance over 2021 & 2022 will likely provide a foundation for charter rates though volatile, to at least on average maintain their recent levels or improve further

Sources: Clarksons Research, Company

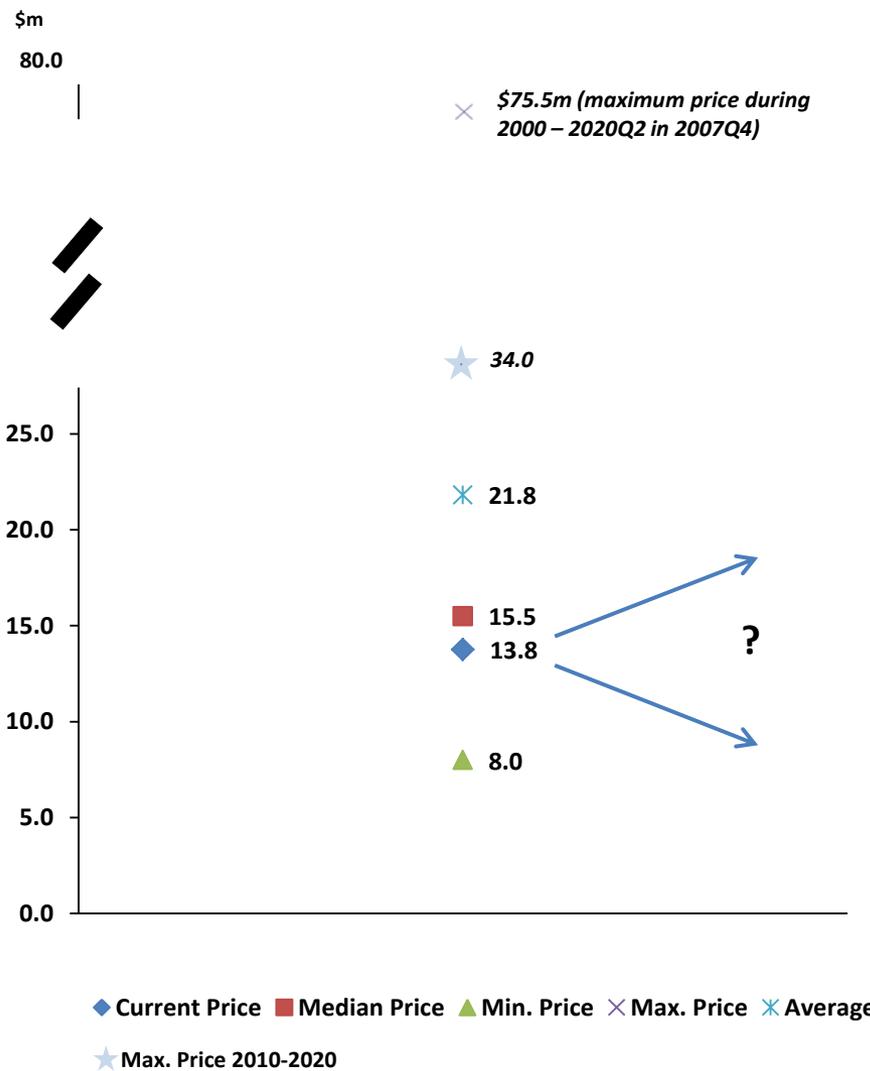


Position on the Drybulk Market Cycle

Panamax vessel – 1 Year Time Charter Rate



Panamax vessel – 10 Year Old Historical Price Range (10-20)



Source: Clarksons Research



Financial Overview

Financial Highlights: Third Quarter and Nine Months of 2019 and 2020

<i>(in million USD except per share amounts)</i>	Third Quarter		Change	Nine Months		Change
	2019	2020	%	2019	2020	%
Net Revenues	7.7	6.8	-11.3%	19.6	15.9	-19.1%
Net (Loss) / Income	(0.4)	0.5		(1.4)	(5.6)	
Preferred & Preferred Deemed Dividends	(0.4)	(0.4)		(1.6)	(1.2)	
Net (Loss) / Income attributable to Common Shareholders	(0.8)	0.1		(2.9)	(6.7)	
Interest & Finance Costs net <i>(incl. interest income)</i>	(0.8)	(0.6)		(2.7)	(1.9)	
Depreciation	1.6	1.7		4.8	4.9	
Unrealized Loss (Gain) On Derivatives	0.2	(0.0)		0.4	0.6	
Adjusted EBITDA ⁽¹⁾	2.2	2.8	27%	6.5	1.8	-72%
Adj. Net (Loss)/Income attributable to Common Shareholders	(0.6)	0.1		(2.5)	(6.1)	
Adj. Net (Loss)/Income per share, basic and diluted	(0.26)	0.05		(1.13)	(2.70)	

(1) See press release of November 11, 2020 for Adjusted EBITDA reconciliation to Net Income / (Loss) and Cash Flow from Operations

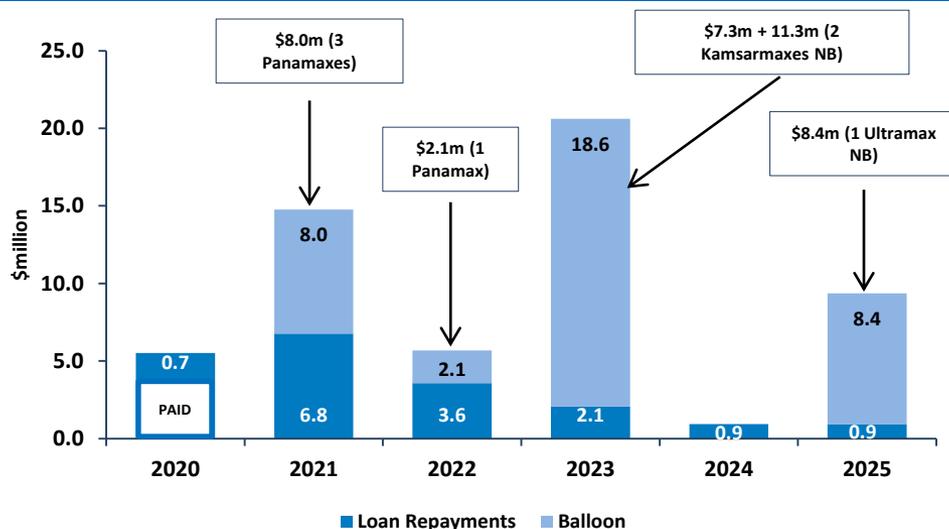
Fleet Data for the Third Quarter and Nine Months of 2019 and 2020

<i>(in million USD except per share amounts)</i>	Third Quarter		Nine Months	
	2019	2020	2019	2020
Number of vessels	7.0	7.0	7.0	7.0
Utilization Rate (%)				
Operational ⁽¹⁾	99.5%	98.9%	99.2%	99.6%
Commercial ⁽¹⁾	100.0%	100.0%	100.0%	100.0%
Overall ⁽¹⁾	99.5%	98.9%	99.1%	99.6%
<i>(usd/day/vessel)</i>				
Time Charter Equivalent (TCE)⁽²⁾	\$12,088	\$11,873	\$10,750	\$8,927
Operating Expenses				
Vessel Oper. Exp.exlc. DD exp.	4,855	5,673	4,939	5,337
G&A Expenses	867	724	900	858
Total Operating Expenses	\$5,722	\$6,397	\$5,839	\$6,195
Interest Expense	1,318	957	1,526	972
Drydocking Expense	1,073	82	835	931
Loan Repayments without Balloons	2,732	2,410	3,114	2,486
Preferred dividend in cash	1,480(3)	0	994	279
Breakeven/day	\$10,845	\$9,846	\$12,308	\$10,863

- (1) Utilization Rate is calculated excluding scheduled off-hire (drydockings and special surveys) and vessels in lay-up. Scheduled off-hire amounted to 0 days for the third quarter of 2020 and ~30 days for the third quarter of 2019 respectively
- (2) TCE calculation shows the gross rate the vessels earn while employed; it excludes periods during which the vessels are laid-up or off-hire for commercial or operational reasons
- (3) During Q3 2019 we repaid accrued cash dividends of Q1 and Q2 2019

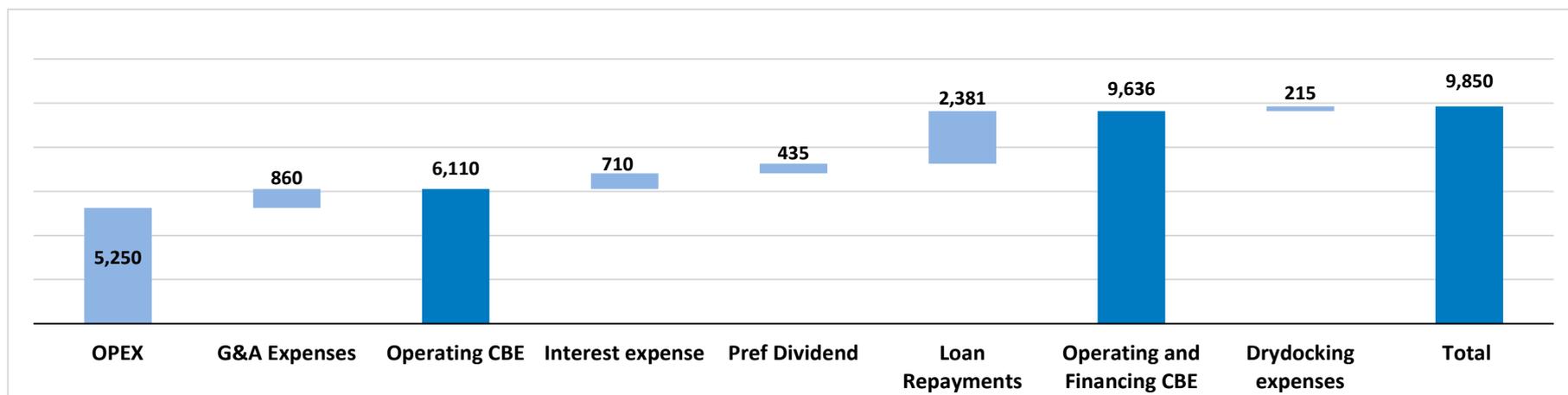
Debt Repayment Profile

Debt Repayment Profile



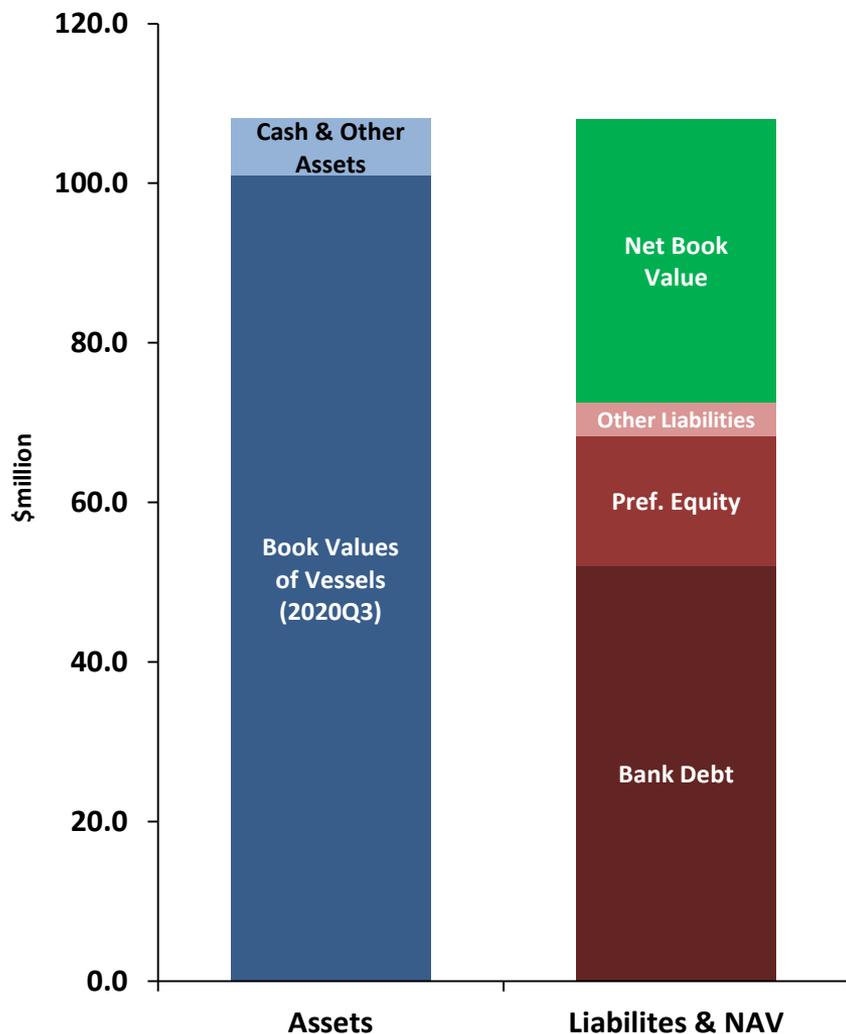
As of September 30, EuroDry has outstanding debt of \$52.1m with average margin of about 3.0%. Assuming LIBOR of 0.5%, our cost of senior debt is about 3.5% (including the dividend to our preferred equity the overall cost becomes about 5.0%)

Cash Flow Break Even Estimate for the Next 12 months (\$/day)



Balance Sheet Highlights

EuroDry Capital Structure



Notes

Assets

- Cash & Other assets: ~ \$7.1m
- Vessels book value: ~ \$101.0m
- Total assets (@ book value) ~ \$108.1m

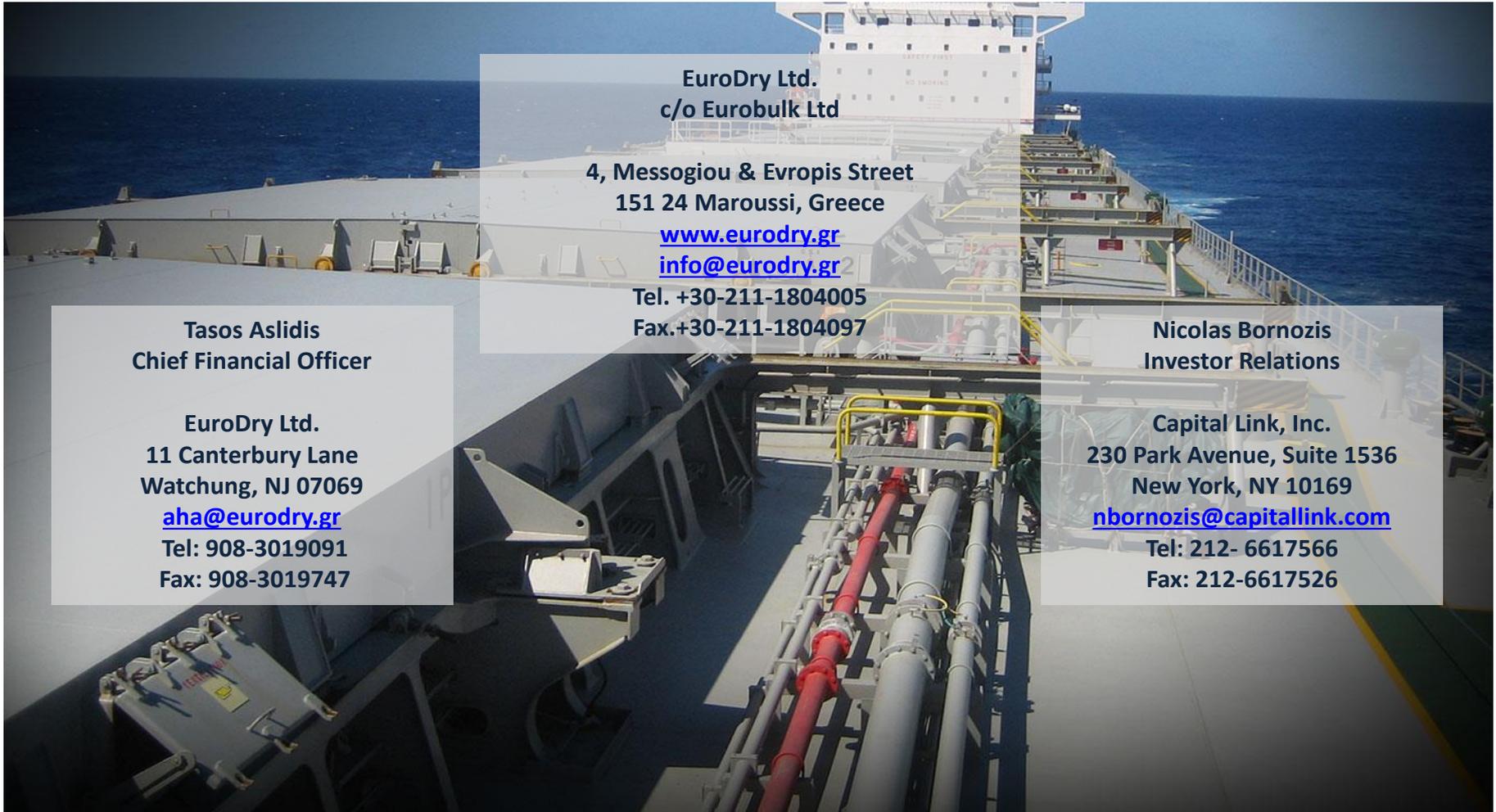
Liabilities

- Bank & other debt: \$52.1m, i.e. ~ 48.2% of total book value of assets
- Preferred Equity: \$16.2, ~ 15% of total assets (takes into account PIK'ed interest)
- Other liabilities: \$4.3m, i.e. ~4% of total assets

Net Book Value

- Net Book Value: ~\$35.5m, or, ~ \$15.4/share
- Estimated vessel market values are about 10% below book resulting in an NAV/share in excess of \$10
 - Every \$1m change in each vessel's value changes NAV/share by about \$3.00
- Recent share price trading range of around \$4.0-\$4.5/share level represents a significant discount to the value of the company

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