

**Three Months and Year Ended December 31, 2008
Earnings Presentation
February 24, 2009**



Forward-Looking Statements

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This presentation also contains historical data about the dry bulk and containerized trade, dry bulk and containership fleet and dry bulk and containership rates. 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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2008 Fourth Quarter and Full Year Overview

- **Financial Highlights 2008:**

	<u>Fourth Quarter</u>	<u>Full Year</u>
Net Revenues:	\$ 24.3 million	\$ 127.1 million
Net income (loss):	\$ (22.6) million	\$ 23.6 million
Adj. Net income:	\$ 7.0 million	\$ 48.1 million
Adj. EBITDA ⁽¹⁾ :	\$ 13.1 million	\$ 78.9 million

In 2008Q4: Adjusted for Impairment loss (\$25.1), losses from derivatives & investments (\$4.5 net) (1)

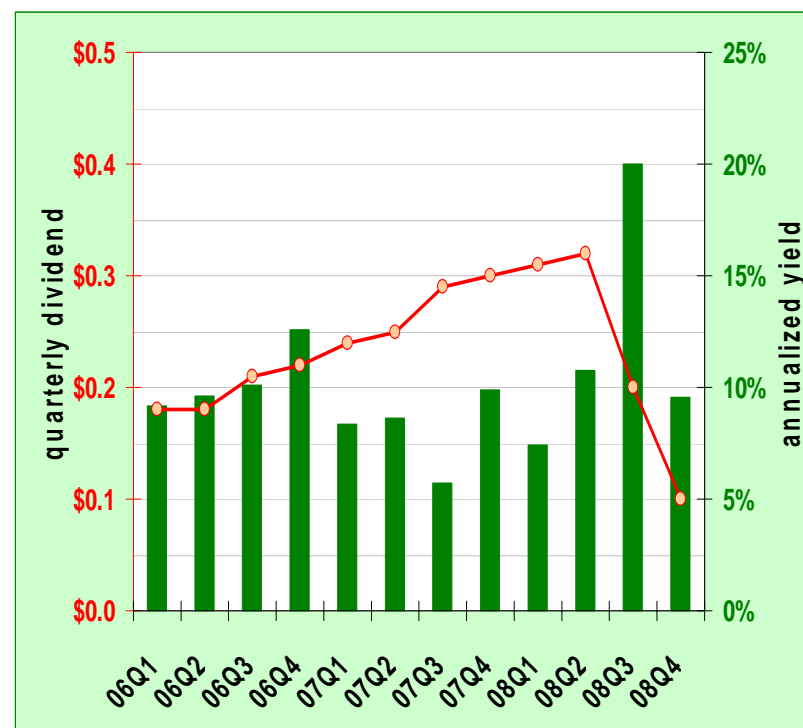
- **Euroseas Position**

- Strong balance sheet – about \$74 m unrestricted cash
- Low leverage – about \$56 m debt; 17.5% debt/capitalization ratio
- Ready to exploit opportunities to expand and renew fleet: started already

(1) See press release of 2/23/2009 for reconciliation of Adj., Net Income to Net Income and Adjusted EBITDA to Net Income and Cash Flow from Operations

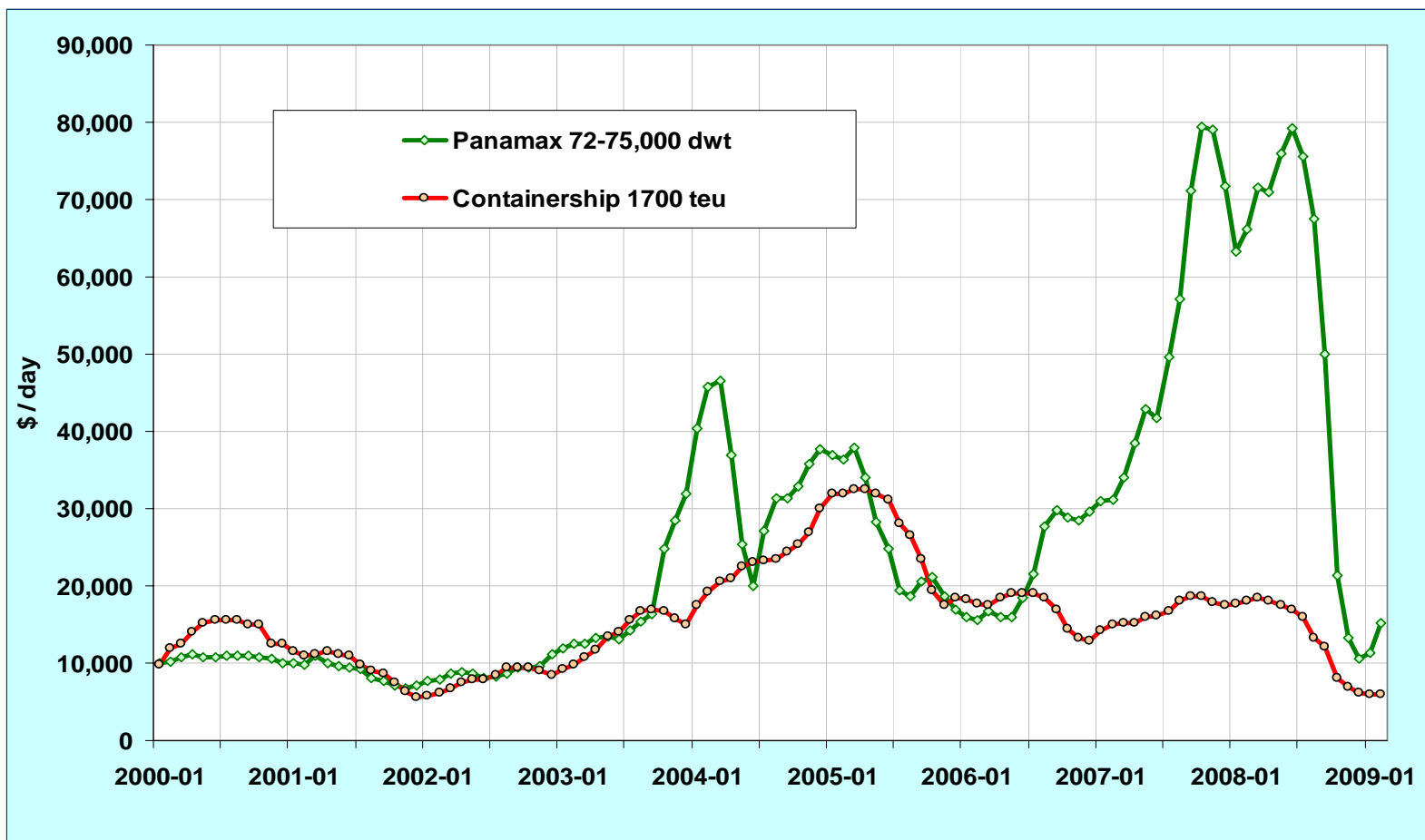
Dividend Declaration

- We are continuing our dividend policy
 - One of the very few companies still paying dividend
- Declared dividend of \$0.10 per share for fourth quarter
 - Annualized yield of 9.5% ⁽¹⁾
 - Total dividends for 2008 are \$0.93 per share, down 14% from \$1.08 per share declared during 2007
- Intention to maintain policy of providing healthy dividends throughout market cycles without compromising growth opportunities



(1) Based on closing price of \$4.23 on 2/20/2009

Panamax & 1700 teu Containership 1-yr TC Rates



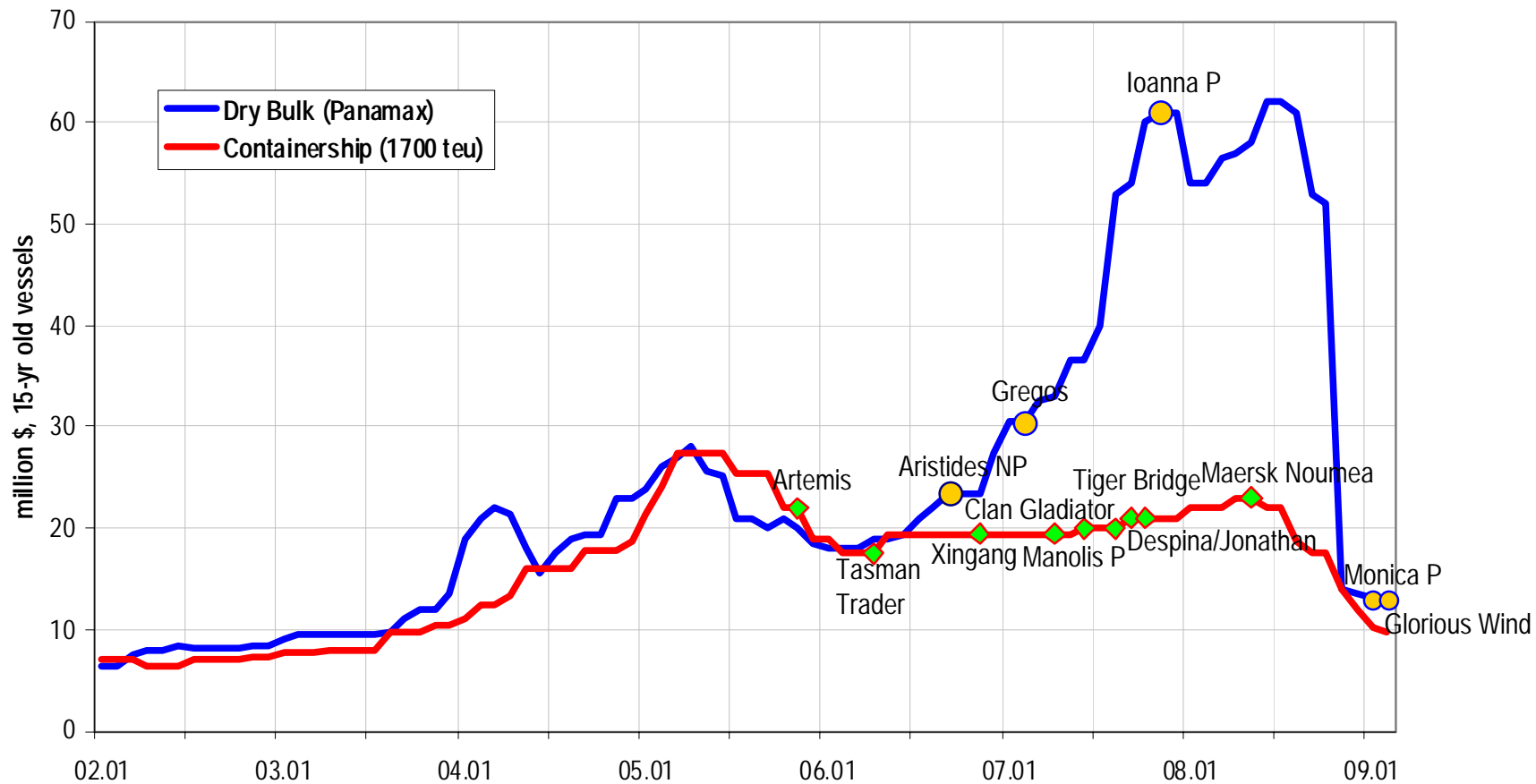
Source: Clarksons

Current Fleet

	Name	Type	DWT	TEU	Built
Drybulk Carriers	Irini	Panamax	69,734	-	1988
	Aristides N.P.	Panamax	69,268	-	1993
	Glorious Wind (tbr)	Panamax	72,119	-	1997
	Monica P	Handysize	46,667	-	1998
	Gregos	Handysize	38,691	-	1984
Container ships	Maersk Noumea	Intermediate	34,677	2,556	2001
	Tiger Bridge	Intermediate	31,627	2,228	1990
	Artemis	Intermediate	29,693	2,098	1987
	Despina P.	Handysize	33,667	1,932	1990
	OEL Integrity	Handysize	33,667	1,932	1990
	OEL Transworld	Intermediate	30,007	1,742	1992
	YM Xingang I	Handysize	23,596	1,599	1993
	Manolis P.	Handysize	20,346	1,452	1995
	Ninos	Feeder	18,253	1,169	1990
	Kuo Hsiung	Feeder	18,154	1,169	1993
	Tasman Trader	Multipurpose	22,568	950	1990
	Total	16 vessels	592,734	18,827	16.8 yrs

Acquisitions 2005-2009

Euroseas avoided investing at the peak of the market except for Ioanna P

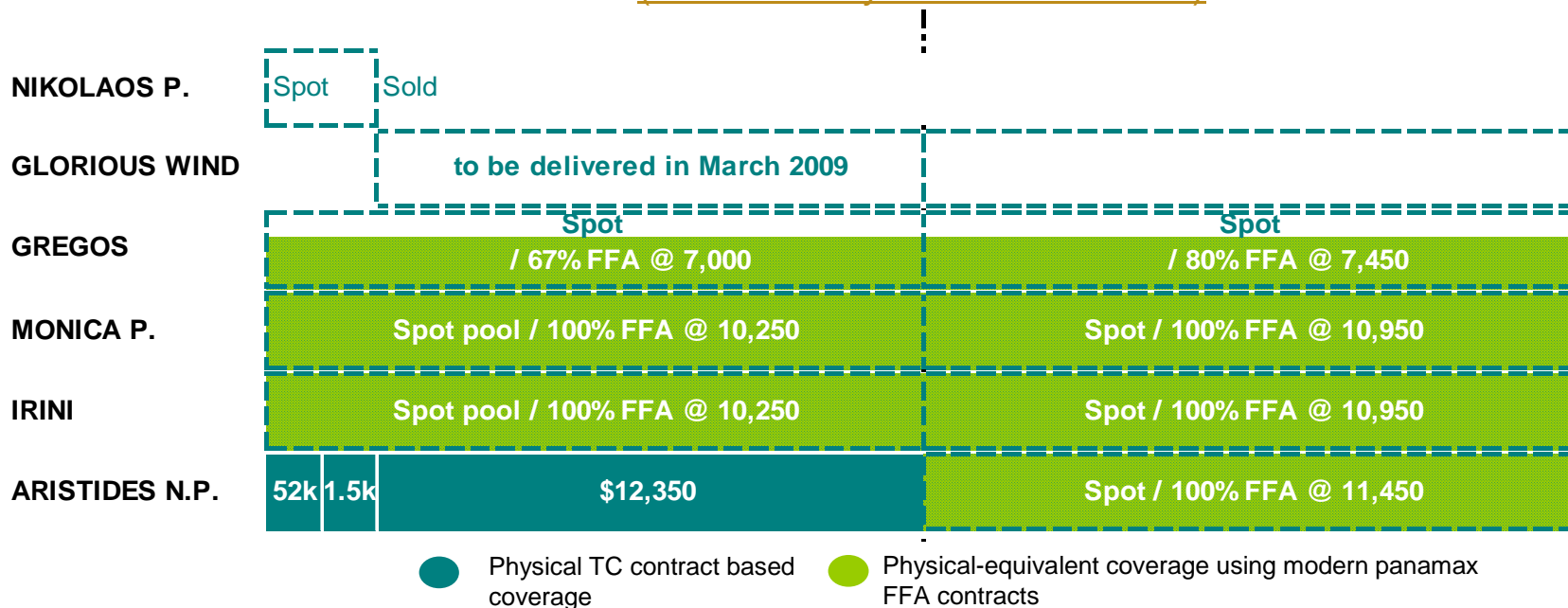


Euroseas Strategy

- **Selectively acquire vessels**
 - Started renewal of fleet (average age reduced by 1.5 years)
 - Bought Monica P 46,667dwt / '98, Glorious Wind 72,119 dwt / '97
 - Sold Ioanna P 64,863 dwt / '84, Nikolaos P 34,750 dwt / '84
 - About \$30m incremental capital expenditure (of which about \$20 debt)
 - At depressed market it is the time to buy younger ships
- **Controlling cost is more important than ever**
 - One of the lowest cost structure amongst public companies
 - H2 OPEX about 5% lower than H1
- **Use moderate leverage: targeting about 50% for new acquisitions**
 - Has one of the lowest leverage ratios
 - Repaid debt aggressively during good times
- **Balance employment between period and spot**
 - Using FFA to hedge bulker exposure
 - Will consider laying-up containerships if present conditions persist

Vessels Employment Chart - Bulkers

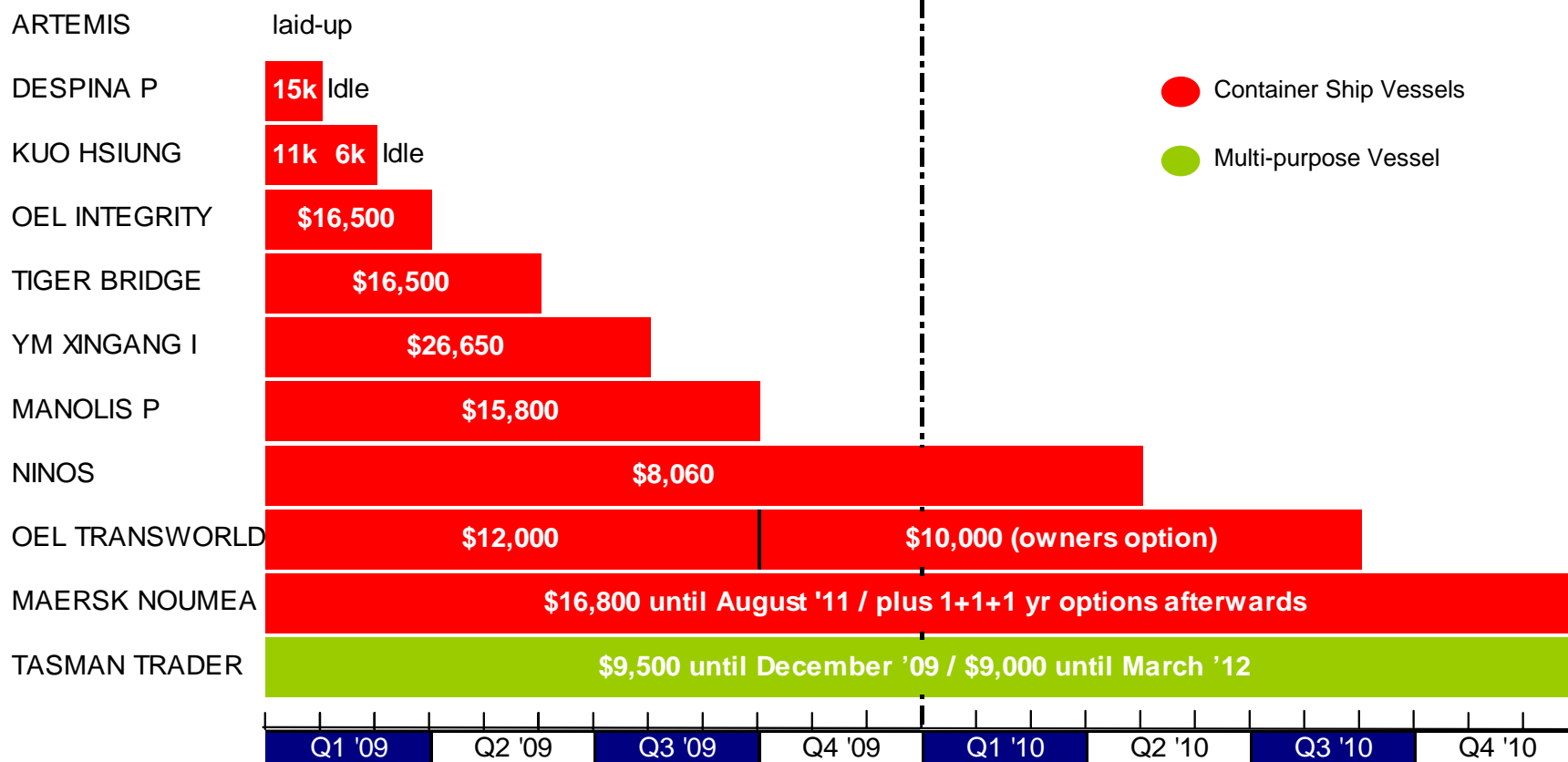
About 75% coverage in 2009 and 2010
(after delivery of Glorious Wind)

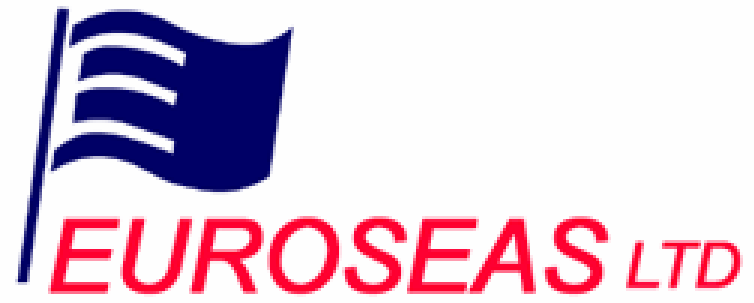


(1) Irini is equivalent to 86% of a modern panamax; Aristides NP to 89%; Monica P to 86%; Gregos to 58% and Nikolas P to 53%
 (2) Nikolaos P has been agreed to be sold

Vessels Employment Chart - Containerships

54% coverage in 2009 / 26% coverage in 2010





Market Overview



World GDP & Shipping Demand Growth

Real GDP (% p.a.)	2006	2007	2008E	2009	2010	2011-13
USA	3.3	2.5	1.1 (1.6)	-1.6 (0.6)	1.6 (2.0)	2.5 (2.5)
Eurozone	3.0	2.7	1.0 (1.2)	-2.0 (0.6)	0.2 (1.3)	2.0 (2.1)
Japan	2.8	1.9	-0.3 (0.7)	-2.6 (0.6)	0.6 (1.3)	2.0 (2.5)
China	10.5	11.2	9.0 (9.8)	6.7 (8.5)	8.0 (8.7)	8.5 (8.4)
India	9.5	9.0	7.3 (7.3)	5.1 (6.8)	6.5 (7.5)	7.8 (7.8)
Russia	7.4	8.1	6.2 (7.5)	-0.7 (6.8)	1.3 (6.0)	4.0 (6.0)
Brazil	3.8	5.4	5.8 (4.6)	1.8 (3.5)	3.5 (4.4)	4.0 (4.0)
NIE Asia	5.6	5.6	2.1 (4.0)	-3.9 (3.2)	3.1 (4.7)	4.5 (4.9)
ASEAN-5	5.7	6.3	5.4 (5.5)	2.7 (4.9)	4.1 (5.8)	6.0 (6.2)
World	5.1	5.0	3.4 (3.9)	0.5 (2.2)	3.0 (4.2)	4.5 (4.8)

(Nov-08 forecasts in parentheses)

Dry Bulk Trade (% p.a.)

Tons	6.0	6.5	4.0	(4.0)
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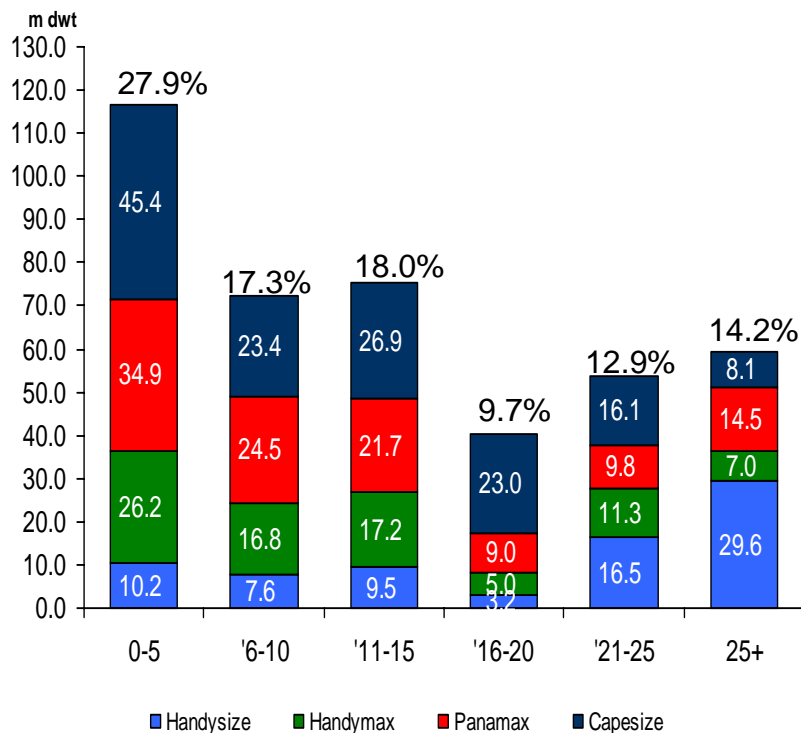
Containerized Trade (% p.a.)

TEU	10.7	10.4	6.1	5.0
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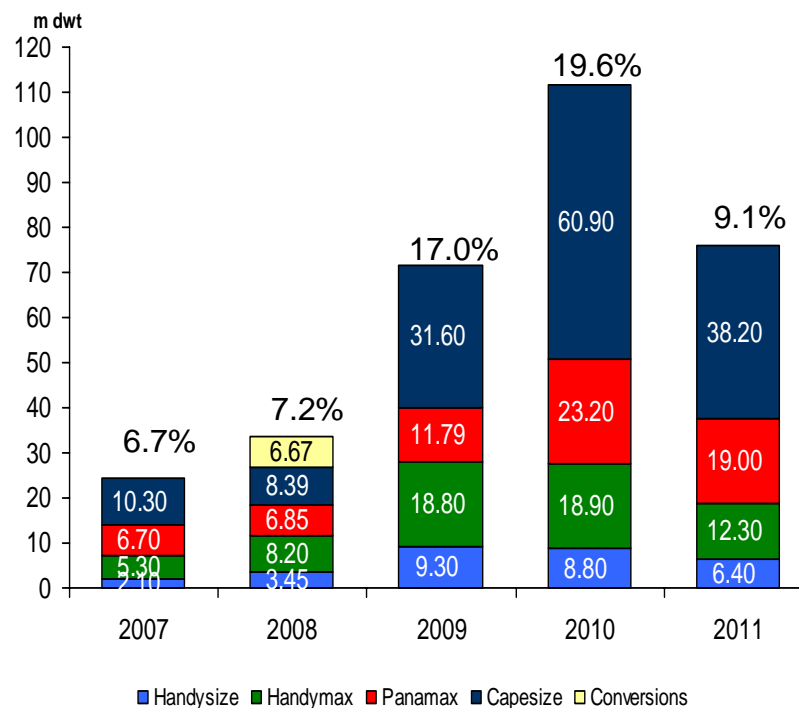
Sources: GDP - International Monetary Fund (mainly) & Economist Intelligence Unit; Trade – Clarksons
2008 figures are estimates

Drybulk Age Profile & Orderbook Delivery Schedule

Dry Bulk Age Profile



Dry Bulk Orderbook ⁽¹⁾



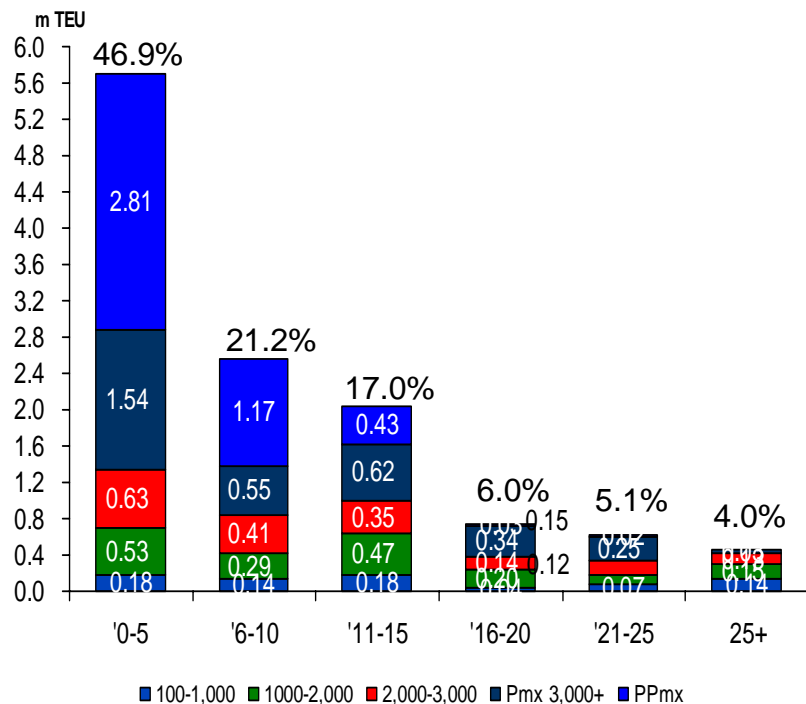
Large bulkers are still young

Large Vessels Dominate Orderbook

(1) Source: Clarksons - Deliveries as percent of fleet of previous year is calculated without accounting for scrapping, other removals or conversion

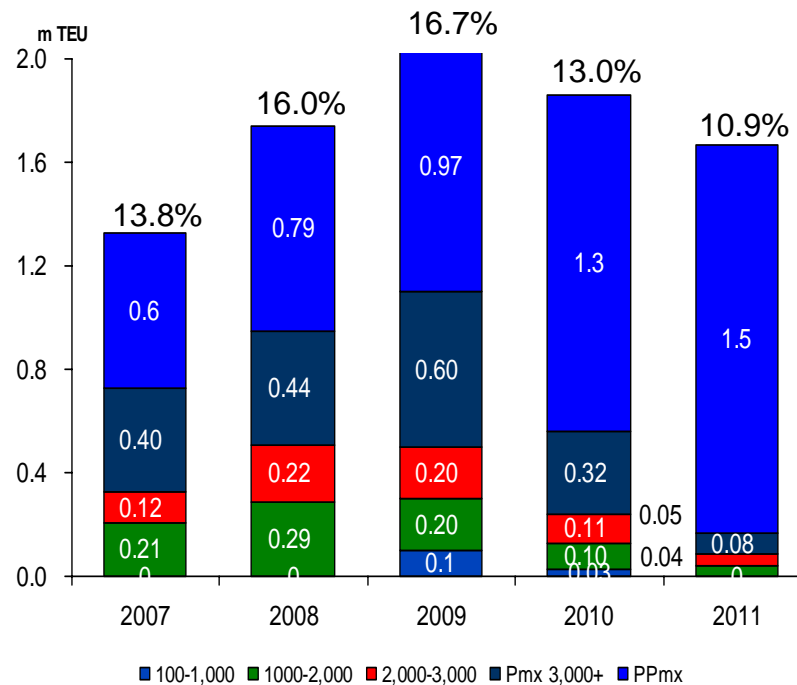
Containership Age Profile & Orderbook Delivery Schedule

Containership Age Profile⁽¹⁾



Overall A Young Fleet

Container Orderbook⁽¹⁾



Large Vessels Dominate Orderbook

(1) Source: Clarksons - Deliveries as percent of fleet of previous year is calculated without accounting for scrapping or other removals



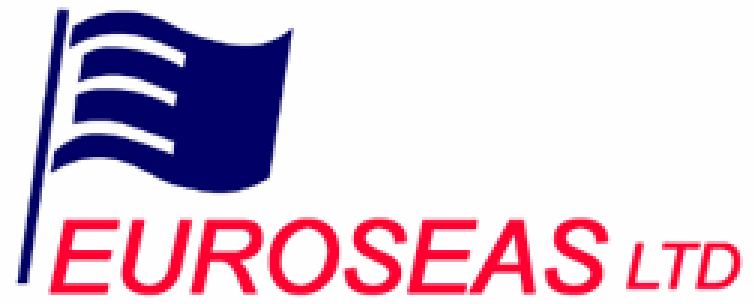
Market Summary

» 2009 is going to be a difficult year

- Drybulk trade growth is expected to be negative / minimal growth in container trade
- Scheduled deliveries at all time high levels in both sectors, about 17%
- Cancellations / delays speculated between 20% and 50% according to various industry sources
- Scrapping is expected to be significant, especially, in drybulk
- Supply is expected to outpace demand

» 2010 recovery depends on:

- Demand recovery as a result of world economies growing again – even if not at the pre-crisis levels
- Reduction of the scheduled supply growth
 - Cancellation of existing orders: at least half of them
 - Placing of no (or very limited number of) new orders
 - Continued significant scrapping

A large cargo ship is shown at sea, viewed from an elevated angle. The ship has a white superstructure with a star on the bridge and a dark hull. It is equipped with several cranes and is surrounded by a dark sea with white-capped waves.

Financial Overview

Financial Highlights: 4th Quarter and Full Year '07 and '08

(in million USD except per share amounts)	Fourth Quarter			Full Year		
	2007	2008	% ⁽⁴⁾	2007	2008	% ⁽⁴⁾
Net Revenues	\$31.5	\$24.3	-22.8%	\$82.1	\$127.1	54.8%
Net Income	\$15.3	-\$22.6	nm	\$40.7	\$23.6	-41.9%
Capital Gains	-	-		\$3.4	-	
Impairment Loss	-	-\$25.1		-	-\$25.1	
Derivatives & Investments	\$0.1	-\$4.8		\$0.1	-\$5.5	
Amort. FV of charters, net	\$1.3	\$0.3		-\$0.5	\$6.1	
Adj. Net Income	\$13.9	\$7.0	-49.7%	\$37.7	\$48.1	27.4%
Adjusted EBITDA ⁽¹⁾	\$21.5	\$13.1	-39.0%	\$61.7	\$78.9	27.9%
"GAAP" EPS, Diluted ⁽²⁾	\$0.55	-\$0.74		\$1.88	\$0.77	
"Operating" ⁽³⁾ Adj. EPS, Diluted	\$0.50	\$0.23		\$1.74	\$1.58	
Dividends per share, declared	\$0.30	\$0.10		\$1.08	\$0.93	

(1) See press release of 2/23/2009 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Calculated on 27,748,850 and 21,644,920 weighted average number of diluted shares for 2007 and 30,534,713 and 30,505,476 diluted shares for 2008.

(3) "Operating" EPS excludes from Net Income the capital gains, derivatives, investment and amortization of fair value of charters acquired. See press release of 2/23/2009 for reconciliation to Net Income.

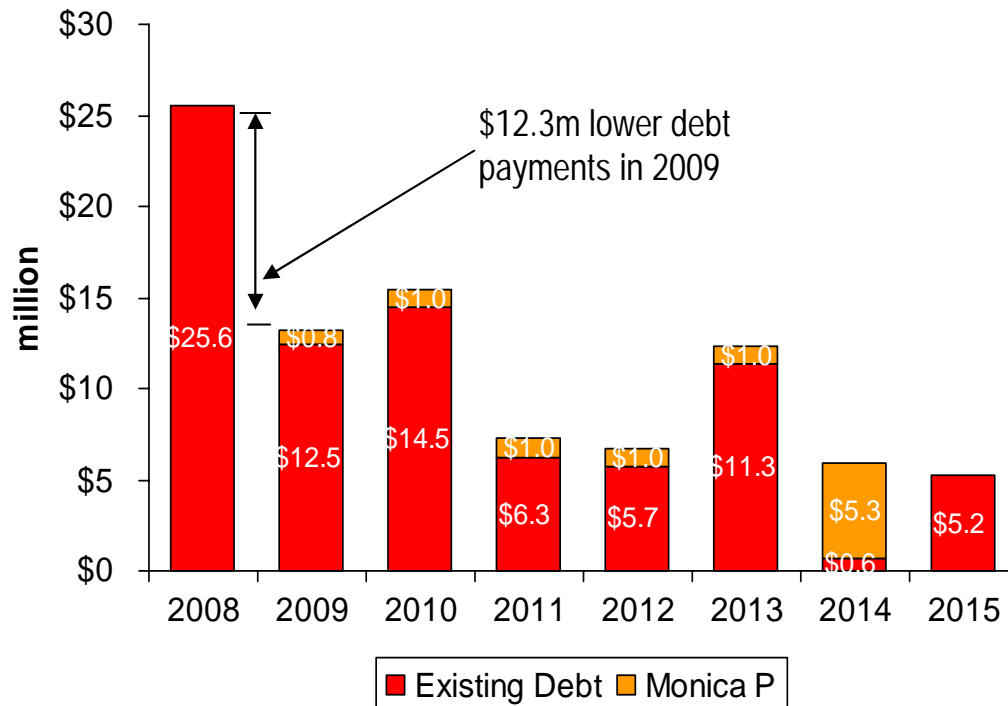
(4) Calculated based on figures in press release of 2/23/2009, i.e. before rounding to million USD.

Fleet Data for 4th Quarter and Full Year of 2007 and 2008

<u>Fleet Statistics</u>	Fourth Quarter		Full Year	
	2007	2008	2007	2008
	<u>(unaudited)</u>		<u>(unaudited)</u>	
Number of vessels	14.63	16.00	11.46	15.62
Utilization Rate %	99.4%	96.0%	99.7%	98.0%
<u>Averages in usd/day/vessel</u>				
Time Charter Equivalent (TCE)	\$ 26,479	\$ 17,971	\$ 21,468	\$ 23,837
<u>Operating Expenses</u>				
Vessel Operating Expenses	5,399	5,730	4,991	5,759
G&A Expenses	1,105	525	634	710
Total Operating Expenses	6,504	6,255	5,625	6,469
Interest Expense	935	421	1,158	513
Drydocking Expense	1,775	623	1,377	1,073
Loan Repayments	3,544	4,290	4,382	4,476
Total Cash Flow Breakeven	12,758	11,589	12,542	12,531

Rapid Debt Repayment

Debt Repayment Schedule – As of 2/20/2009



Cash Flow Breakeven

- » \$12.3 m less debt repayments in 2009
 - \$2,100 / day / vessel lower cash flow breakeven
- » 2009 Cash Flow Breakeven rough estimate:

	<u>\$/day</u>
OPEX	\$ 5,400
G&A	\$ 650
Interest	\$ 300
Drydock	\$ 250
<u>Loan Rpmt</u>	<u>\$ 2,400</u>
TOTAL	\$ 9,000

(figures w/o Glorious Wind)



Balance Sheet & Other Data

- » **Cash @ December 31, 2008: \$ 73.9m**
 - Also restricted cash of about \$7.0m
 - Net cash outflow for vessel replacements about \$10.5m

- » **Debt: \$56.0 m as of December 31, 2008**
 - Debt to Capitalization ratio about 17.5%
 - Covenants fully satisfied
 - New debt of 10m for Monica P
 - Also expected new debt of abt \$10m for Glorious Wind

- » **About \$50 m cash to fund further growth**
 - With 50% debt financing → about \$100 m purchasing power

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Appendix

Please refer to the Company's press release of February 23, 2009 for financial statements and reconciliation of Adjusted EBITDA and "Operating" EPS to Net Income and Cash Flow from Operations, as well as Reconciliation of Net Income to Adjusted Net Income