



## Earnings Presentation

Quarter Ended March 31, 2017

May 12, 2017

## 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 Euroseas 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 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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## 2017 First Quarter Overview

### Financial Highlights - 2017:

	First Quarter	
<b>Net Revenues</b>	<b>\$8.3 m</b>	
<b>Net Loss</b>	<b>(\$2.2) m</b>	
Unrealized loss / (gain) on derivatives & realized loss on derivatives	(\$0.0) m	
Gain on sale of vessel	(\$0.5) m	
Preferred dividends	(\$0.4) m	
<b>Adj. Net Loss Available to Common Shareholders<sup>(1)</sup></b>	<b>(\$3.1) m</b>	<b>(\$0.29) / share<sup>(2)</sup></b>
<b>Adj. EBITDA<sup>(1)</sup></b>	<b>\$0.2 m</b>	

(1) See press release of 05/12/2017 for reconciliation of Adj. Net Loss Available to Common Shareholders to Net Loss and Adjusted EBITDA

## Operational Highlights

### ➤ **Vessel S&P**

- m/v RT Dagr scrapped for net proceeds of about \$2.3 million on January 31<sup>st</sup> 2017
- We purchased m/v Tasos for \$4.45m to replace m/v Eleni P which had been committed to be scrapped; took delivery of m/v Tasos on 9<sup>th</sup> January 2017 and then scrapped Eleni P on the 26<sup>th</sup> of January 2017

### ➤ **Idle Time & Lay-up**

- Joanna was on cold laid-up till early March, as market improved and the vessel was taken out of lay-up and chartered
- Eirini P was offhire for about 17 days and undertook necessary repairs after a collision incident. The bulk of the costs are recoverable from the vessel's insurers

## Chartering Highlights

### ➤ **Bulkers**

- Alexandros P: fixed for min 6 months @ 114% BSI
- Monica P: fixed for a 30 day voyage at about a net rate of \$6,050/day, thereafter fixed for a 40-50 day trip for \$4,500/day and then for another 15 day trip at \$8,000/day and then for a 55-135 day period at \$10,000/day
- Pantelis: fixed for about 90 days at \$8,850/day

### ➤ **Containerships**

- Joanna: fixed for 4-6 months at \$6,450/day
- Manolis P: extended as of end March for 6-7 months at \$6,000/day
- Aegean Express: extended as of mid-March for 4-5 months at \$6,500/day
- Ninos: extended as of May for 4-5 months at \$7,500/day
- Kuo Hsuing: extended as of May for 4-5 months at \$7,500/day

## Newbuilding Program Developments

- We reached an agreement with the yard and took delivery of m/v Alexandros P (Ultra-1 DY-160) on 16th January 2017. The already paid instalments for our two Ultramaxs plus about \$0.6 million were used to pay for the vessel. In exchange we cancelled our claim on the refund guarantees and stopped the arbitration process
  - We drew a \$10.9m traditional bank loan for the vessel in Q1-2017, thus increasing our cash position with an incremental amount in excess of \$10 million
- We declared our option to proceed with building the sister vessel to our M/V Xenia, but at a reduced price. We will be paying an additional \$22.5m and delivery is expected by June-18. Payment terms: 10/10/10/70 (first 10% already paid in Q2-2017)

# Current Fleet (not including Euromar vessels)

	Name	Type	Size		Year Built
			DWT	TEU	
<b><u>Newbuilding Program</u></b>					
	Hull No YZJ 117	Kamsarmax	82,000		2018
	<b>Sub Total - NBs</b>	<b>1 vessel</b>	<b>82,000</b>		
<b><u>Vessels in the water</u></b>					
Drybulk Carriers	Xenia P	Kamsarmax	82,000		2016
	Alexandros P	Ultramax	63,500	-	2017
	Eirini P	Panamax	76,466	-	2004
	Tasos	Panamax	75,100	-	2000
	Pantelis	Panamax	74,020	-	2000
	Monica P	Handymax	46,667	-	1998
	<b>Sub Total-Drybulk</b>	<b>6 vessels</b>	<b>417,753</b>		<b>11.2</b>
Containerships	Evridiki G	Feeder	34,677	2,556	2001
	Aggeliki P	Feeder	30,360	2,008	1998
	Joanna	Feeder	22,301	1,732	1999
	Manolis P.	Feeder	20,346	1,452	1995
	Aegean Express	Feeder	18,581	1,439	1997
	Ninos	Feeder	18,253	1,169	1990
	Kuo Hsiung	Feeder	18,154	1,169	1993
	<b>Sub Total-Containership</b>	<b>7 vessels</b>	<b>162,672</b>	<b>11,525</b>	<b>20.9</b>
<b>Total (w/o Newbuilding)</b>	<b>13 vessels</b>	<b>580,425</b>	<b>11,525</b>	<b>16.4</b>	
<b>Total</b>	<b>14 vessels</b>	<b>662,425</b>	<b>11,525</b>	<b>15.1</b>	

# Euromar Joint Venture

**Euroseas is a partner owning 14.3% of Euromar and owns all of the preferred units of the venture**

Name	Type	Size		Year
		DWT	TEU	Built
<b>AKINADA BRIDGE</b>	<b>Post Panamax</b>	<b>71,366</b>	<b>5,600</b>	<b>2001</b>
<b>CAP EGMONT</b>	<b>Intermediate</b>	<b>41,850</b>	<b>3,091</b>	<b>2007</b>
<b>ALANCA SAN MARTIN</b>	<b>Intermediate</b>	<b>37,180</b>	<b>2,785</b>	<b>2007</b>
<b>EM ASTORIA</b>	<b>Intermediate</b>	<b>35,600</b>	<b>2,778</b>	<b>2004</b>
<b>EM CORFU</b>	<b>Intermediate</b>	<b>34,654</b>	<b>2,556</b>	<b>2001</b>
<b>EM CHIOS</b>	<b>Intermediate</b>	<b>32,350</b>	<b>2,506</b>	<b>2000</b>
<b>EM ATHENS</b>	<b>Intermediate</b>	<b>32,350</b>	<b>2,506</b>	<b>2000</b>
<b>EM ANDROS</b>	<b>Intermediate</b>	<b>33,216</b>	<b>2,450</b>	<b>2003</b>
<b>EM HYDRA</b>	<b>Handysize</b>	<b>23,400</b>	<b>1,736</b>	<b>2005</b>
<b>EM SPETSES</b>	<b>Handysize</b>	<b>23,400</b>	<b>1,736</b>	<b>2007</b>
<b>Total</b>	<b>10 vessels</b>	<b>365,366</b>	<b>27,744</b>	<b>13.5 yrs</b>

Containerships



**Market Overview**

# Market Highlights

## Bulkers:

- The BDI was at 961 points on Dec-23 and averaged 945 points during Q1 2017 after peaking at 1338 points on Mar-29 and ending up at 1297 points on Mar-31. Currently it stands at 1,005 points (May-10)
  - Daily Cape spot rates averaged \$11,838/day in Q1, Panamax spot rates averaged \$8,263/day and Supramax spot rates \$7,534/day. They closed the quarter at \$20,075, \$11,025 and \$9,250 per day, respectively, while, currently, they stand at \$12,404 for Capes \$8,127 for Panamaxes, \$8,841 for Supramaxes-Tess 58 (May 10)
- One-year TC rates increased significantly for all sizes:
  - Capes from \$10,450/day (December-16 average) to \$15,750 (March-17 average)
  - Panamaxes from \$8,570/day (December-16 average) to \$10,350 (March-17 average)
  - Supramaxes from \$7,900/day (December-16 average) to \$10,050 (March-17 average) (tess-58 Index)
  - As of May 10, 2017, TC rates stood at about \$15,750 /day for Capes, \$10,125 /day for Panamaxes and \$9,250 /day for Supramaxes (tess-58 Index)
- Secondhand 5-yr old vessel prices rose circa 30% during Q1 while vessel resale prices increased circa 25%. The increases in price were much larger, in the region of 50%+, for 10-yr old and even older vessels
- As resale N/B vessel candidates have disappeared, a number of N/B orders have emerged with late 2018 and mostly 2019 delivery. NB prices (China) are in the region of \$24m for Kamsarmax and Ultramax vessels
- YTD the Drybulk fleet has grown by about 1.7%

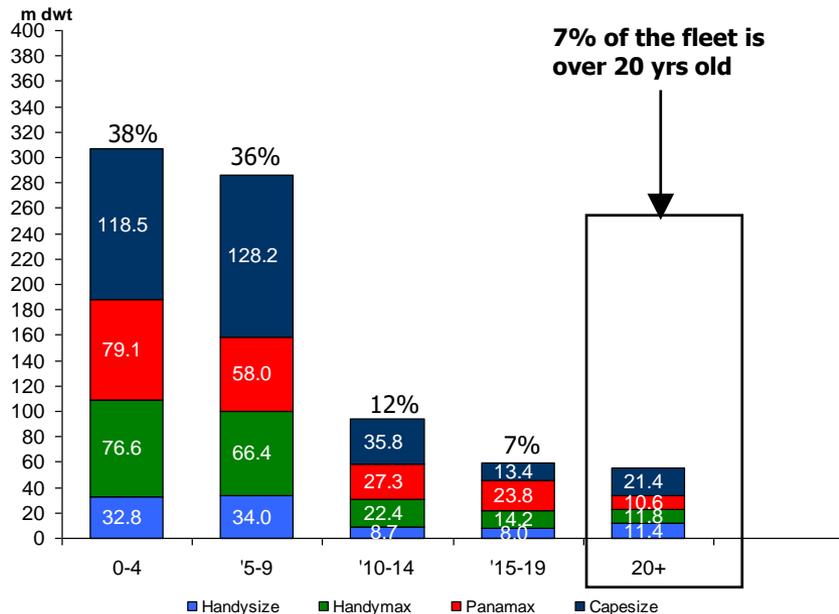
## Market Highlights

### Containerships:

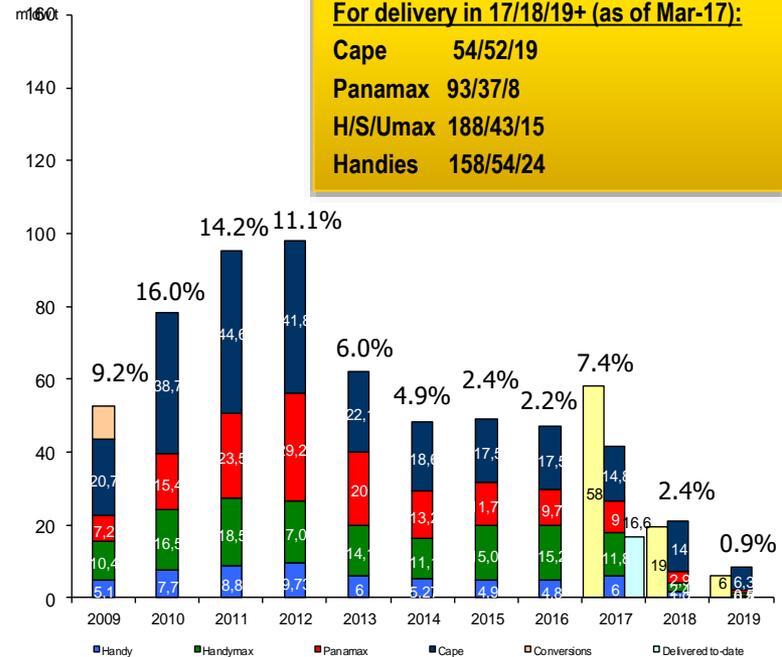
- Time charter rates in Q1 have more than doubled for traditional Panamax and post-Panamax vessels moving from \$4,000 to above \$10,000. Smaller size vessels have also seen rises of about 50% for the 2,500-3,000 teu with smaller increase recorded for the smaller vessels. Note that the market started rising from March 2017 onwards, however, there are signs of “fatigue” in the last month but the rates are holding
- Secondhand prices for older than 15-yr old vessels have moved from close to scrap price levels up about 40-45%, with about half of this rise attributed to the rise in scrap price itself
- Newbuilding prices were stable, however, activity was minimal in the last quarter and concentrated mainly in smaller vessels with mostly 2019 deliveries
- Idle fleet dropped from about 1.45m teu in the beginning of January to abt 967k teu by April-3, however, most of the reductions came from the bigger sizes. As of mid-May the idle fleet has further declined to abt 600k teu
- Scrapping accelerated in Q1 leading to a record of abt 210k teu scrapped. YTD the fleet has marginally grown by 0.3%

# Drybulk Age Profile & Orderbook Delivery Schedule

## Dry Bulk Age Profile



## Dry Bulk Orderbook



**For delivery in 17/18/19+ (as of Mar-17):**  
**Cape 54/52/19**  
**Panamax 93/37/8**  
**H/S/Umax 188/43/15**  
**Handies 158/54/24**

### Large bulkers are still young

### Large Vessels Dominate Orderbook

Source: Clarksons, as of March 2017, Age Profile; March 2017, Orderbook

**Notes:**

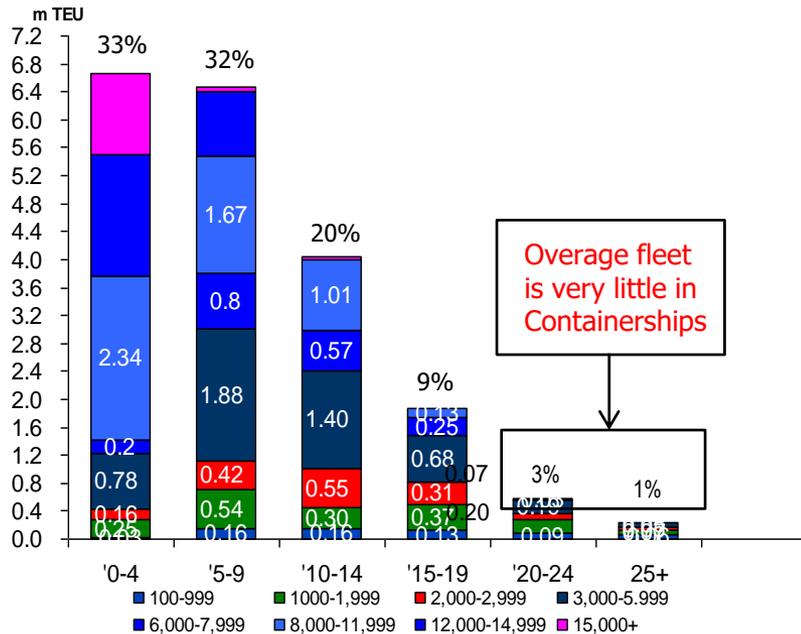
1) Scrapping & Slippage	2009	2010	2011	2012	2013	2014	2015	2016
-Scrapping, mdt & as % of fleet	10m -3%	5.7m-1.2%	22.2m-4.2%	32.9m-5.3%	21.6m-3.2%	15.9m-2.2%	30.5m-4.0%	29.1m-3.7%
-Slippage & cancellations, mdt & as % of scheduled deliveries	28.5m-40%	47m-37%	43m-29%	40m-30%	39m-39%	27m-36%	36m-43%	46m-49%

2) Fleet percent change during 2009-2016 includes scrapping and other additions and removals.

In 2017/18/19 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions.

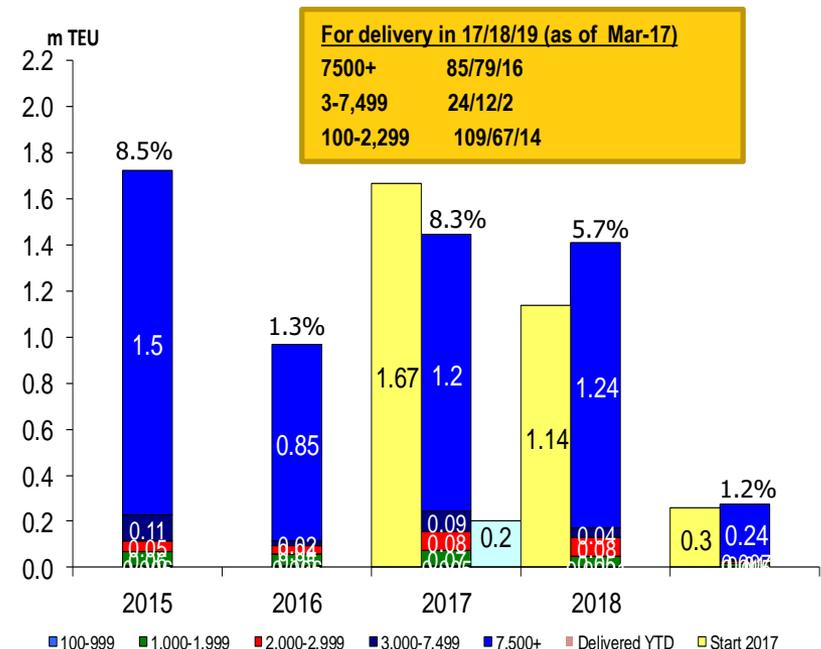
# Containership Age Profile & Orderbook Delivery Schedule

## Containership Age Profile



### Overall A Young Fleet

## Container Orderbook



### Large Vessels Dominate Orderbook

#### Notes:

	2009	2010	2011	2012	2013	2014	2015	2016
1) Scrapping & Slippage								
-Scrapping, mteu & as % of fleet	0.3m -3%	0.3m-2%	0.m-0.5%	0.3m-2%	0.4m-3%	0.4m-2%	0.2m-1%	0.7m-3.5%
-Slippage & cancellations, mteu & as % of scheduled deliveries	1.0m-50%	0.5m-25%	0.5m-27%	0.1m-10%	0.5m-27%	0.1m-9%	0.1m-8%	0.4m-31%

2) Fleet percent change in 2015/16 includes scrapping and other additions and removals.

In 2017/18 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions.

Source: Clarksons, as of March 2017, Age Profile; Alphaliner, March 2017, Orderbook

# World Economic Growth

- Overall slightly more positive outlook than in previous quarter.
- Positives:
  - Positive outlook for the world's large economies, U.S., China, Japan, Europe all face positive prospects for the first time since the financial crisis
  - Emerging market growth is led by India
  - Stronger than expected consumer confidence in the US
  - The US and Chinese governments are expected to stimulate their economies
  - Most major stock markets close to all-time highs
  - Stronger than expected growth in the UK
  - Higher commodity prices have boosted growth in commodity-exporting regions like Russia, Middle East, Latin America
- Negatives:
  - Protectionist policy fears emanating from the U.S. could create counter-reactions
  - Brexit has been triggered
  - Possible tightening in emerging economies due to a still vulnerable Chinese financial system
  - Concerns over bank viability in Europe continue
  - Continuing geopolitical instability /increasing tension in Syria and N. Korea
  - US-Russia and US-China are being redefined within the evolving global framework

# World GDP & Shipping Demand Growth

Real GDP (% p.a. - IMF)	2012	2013	2014	2015	2016	2017	2018	2019
USA	2.8(1.8)	1.9 (1.2)	2.4 (2.8)	2.6(3.6)	1.6(2.6)	2.3(2.3)	2.5(2.5)	2.1(1.9)
Eurozone	-0.7 (-0.5)	-.0.5 (-0.4)	0.9 (1.0)	2.0(1.2)	1.7(1.7)	1.7(1.6)	1.6(1.6)	1.6(1.6)
Japan	1.4(1.7)	1.5 (2.0)	-0.1 (1.7)	0.5(0.6)	1.0(1.0)	1.2(0.8)	0.6(0.5)	0.9(0.7)
China	7.7 (8.2)	7.7 (7.6)	7.4 (7.5)	6.9 (6.8)	6.7(6.3)	6.6(6.5)	6.2(6.0)	6.0(6.0)
India	3.2 (7.0)	4.4 (3.8)	7.2 (5.4)	7.6 (6.3)	6.8(7.5)	7.2(7.2)	7.7(7.7)	7.8(7.8)
Russia	3.4 (3.0)	1.3 (1.5)	0.6 (2.0)	-3.7 (-3.0)	-0.2 (-1.0)	1.4(1.1)	1.4(1.2)	1.5(1.5)
Brazil	1.0 (3.0)	2.3 (2.5)	0.1 (2.3)	-3.8 (0.3)	-3.6(-3.5)	0.2(0.2)	1.7(1.5)	5.2(2.0)
ASEAN-5	6.2 (4.8)	5.2 (5.0)	4.6 (5.1)	4.8 (5.2)	4.9 (4.8)	5.0(4.9)	5.2(5.2)	5.4(5.4)
<b>World</b>	<b>3.1 (3.3)</b>	<b>3.4(3.5)</b>	<b>3.4 (3.7)</b>	<b>3.2(3.6)</b>	<b>3.1 (3.4)</b>	<b>3.5(3.4)</b>	<b>(3.6)3.6</b>	<b>3.7(3.7)</b>

## Dry Bulk Trade (% p.a.)

Tons	6.0 (4.0)	6.0(5.0)	5.0 (5.0)	0.0 (4.0)	1.3 (0.8)	2.5(2.0)	2.0(2.0)	2.0
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## Containerized Trade (% p.a.)

TEU	3.1 (7.0)	5.1 (4.8)	5.4 (6.1)	2.2(6.7)	3.5(4.0)	4.3(4.0)	4.6(3.6)	4.0
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### Sources:

GDP - International Monetary Fund: 2012-2016, (start of year estimates in parentheses), 2017/18 /19 IMF Forecasts (Apr-17), (previous estimates 2017/18 from Jan-17 in parentheses), 2019 previous estimate (Oct-16)

Trade – Drybulk: 2012-2016: Figures in parenthesis indicate beginning of Year estimates from Clarkson  
2017– Clarksons, 2018 - Company Estimates. Previous Estimates figures in Parenthesis (Dec16), 2019-Own estimates Mar-17

Containers: 2012-2016: Figures in parenthesis indicate beginning of Year estimates from Clarkson  
2017/18 Clarkson (March-2017), Previous Estimates figures in parenthesis (Dec-16). 2019-Own estimates Mar-17

# Outlook Summary – Bulkers

## Bulker trends

- After one of the worst years in drybulk shipping, market fundamentals for 2017 seemed improved taking advantage of recent high scrapping and better than expected demand especially for Iron Ore and Coal
- Thus, we expect 2017 to be better than 2016. For 2018, we expect no dramatic changes in the demand/supply balance
- At the same time, demand looks fragile and uncertainty is still very high with developments in China continuing to be in the forefront
  - ✓ China remains the main source of drybulk trade growth although its economy seems to be adjusting to a “new norm” of lower growth rate. Iron ore imports, the largest contributor of dry bulk trade growth, have been strong amidst very firm steel demand and rising imports attributed mostly to local mines closures but also very good end-demand. Similar trends are witnessed in coal imports.
  - ✓ China’s transition to a more market oriented economy is aiming to rationalize many lossmaking business. This includes the shutdown of many uneconomical Iron Ore and coal mines, boosting imports and helping drybulk demand
- If less than 2% of new orders are placed, the supply/demand in 2019 will likely remain positive thus helping the market

# Outlook Summary – Containerships

## Containership trends

- We expect demand growth in 2017 to be better than 2016. YTD data suggest even more promising growth than initially estimated
- The rapid absorption of the idle fleet –should it continue – will result in higher charter rates as well for vessels of our size
- We expect a supply/demand balance in favor of demand in 2018 as well. Despite the huge orderbook of big vessels massive and continuous cascading has hit the smaller vessels market as well. Developing trading patterns and further cascading will determine the smaller vessels market in the future...
- For the time being, ordering has almost halted and just a few small vessels have been ordered in the last Quarter. Of course any continuing strategic ordering of vessels from the various alliances, if it were to happen, would create further worries for 2019 onwards prospects



**Chartering, Operations & Investment Strategy**



# Vessels Employment Chart – Bulkers

Coverage: 39% in 2017 (includes ships on index charters)

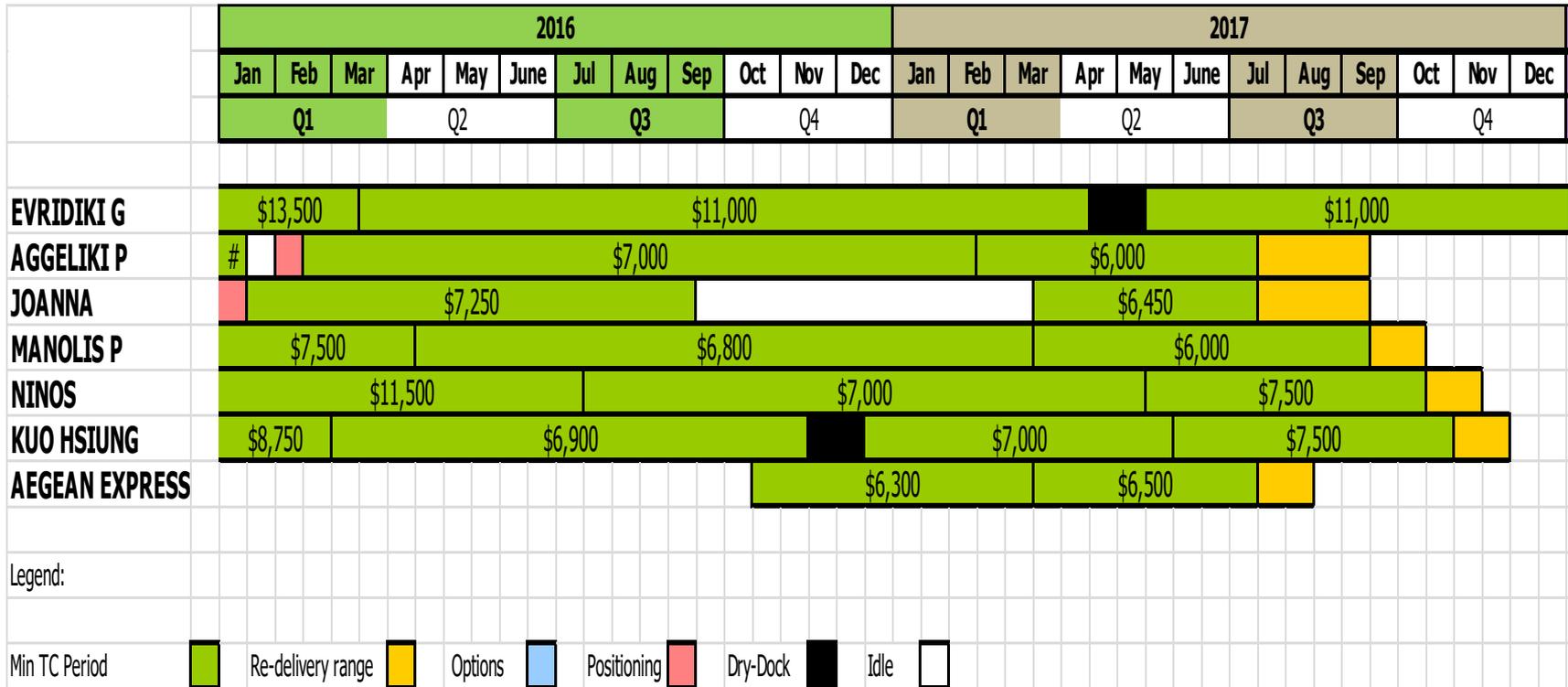
	2016												2017												
	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	
	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			
<b>EIRINI P</b>	103% of BPI4TC			104% of BPI4TC									104% of BPI4TC												
<b>MONICA P</b>	\$4,500	\$2,875	\$7,500	\$4,350	\$4,000				\$4,500	\$6,500	\$7,500	\$6,000	\$4,500	\$8,000	\$10,000										
<b>PANTELIS</b>	100.5% of BPI4TC								\$5,000	\$6,800	\$5,850	\$8,850													
<b>TASOS</b>													\$6,950												
<b>ALEXANDROS P</b>															14% of BSI till \$12K/d, 112% up to \$20K, 110% thereafter	open ended with 3/2 months notice									
<b>XENIA</b>			\$14,100																						

Legend:

Min TC Period	<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span>	Re-delivery range	<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	Options	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span>	Positioning	<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span>	Dry-Dock	<span style="display:inline-block; width:15px; height:15px; background-color:black; border:1px solid black;"></span>	Idle	<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span>
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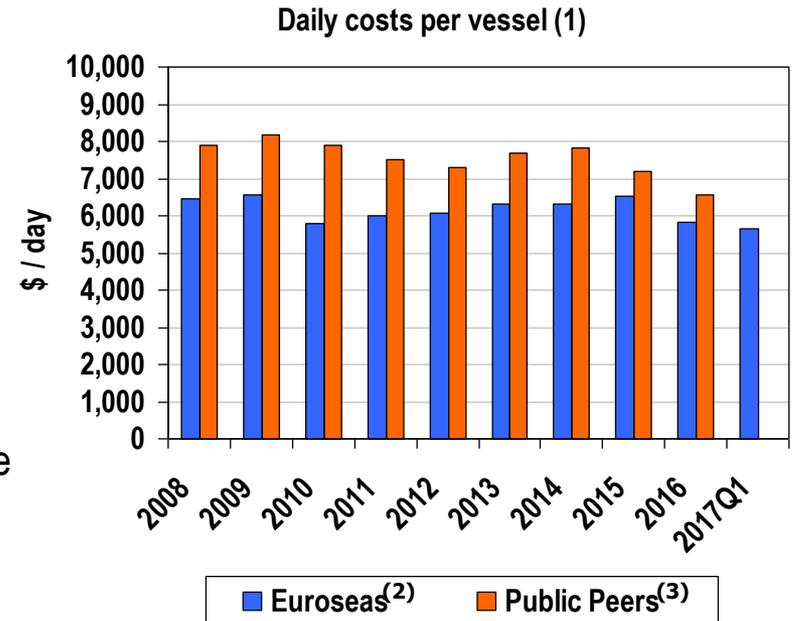
# Vessels Employment Chart – Containerships

Coverage: Abt 72% in 2017 (based on max duration)



# ESEA Fleet Management & Operational Performance

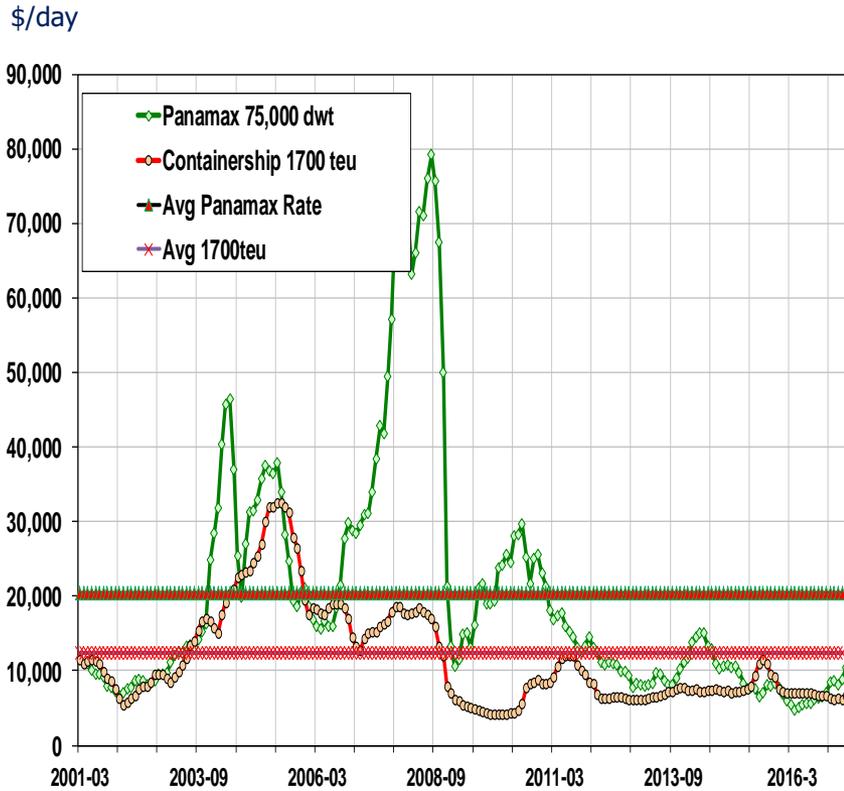
- Operational fleet utilization rate in excess of 99.4% over last 5 years
  - Outstanding safety and environmental record
  - For 2017Q1, operational fleet utilization 98.3% and commercial 92.5%
  - For 2016Q1, operational fleet utilization 100.0% and commercial 93.7%
  
- Overall costs achieved are amongst the lowest of the public shipping companies



(1) Includes running cost, management fees and G&A expenses (not drydocking expenses)  
 (2) 2009 figure was increased by abt \$600/day to account for the lower cost of the 3 laid-up vessels; 2010 figure was increased by abt \$300/day to account for the lower cost of the laid-up vessels (2 in 2010H1 and 1 in 2010Q3);  
 (3) Peer group currently includes DCIX, DSX, SSW, CMRE, SBLK, DAC & SB based on company filings.

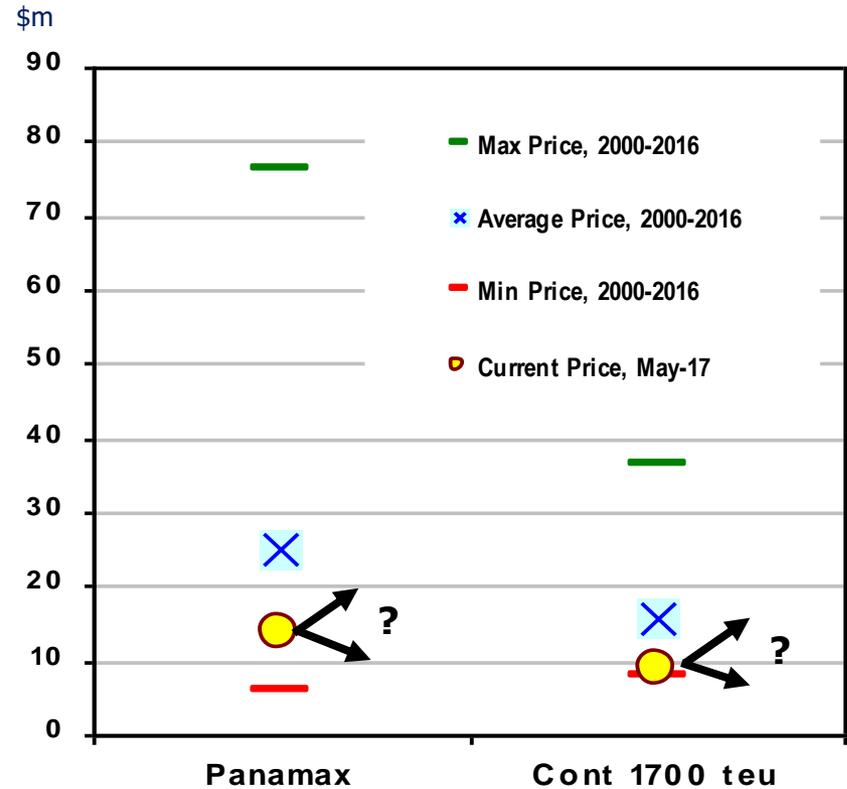
# Market Snapshot – Investment Opportunities

## 1-Year Time Charter Rate



Source: Clarksons

## 10-Year Historical Price Range





## Financial Overview

# Financial Highlights: 1<sup>st</sup> Quarter 2016 and 2017

(in million USD except per share amounts)	First Quarter		change %
	2016Q1	2017Q1	
<b>Net Revenues</b>	<b>\$6.5</b>	<b>\$8.3</b>	<b>26.6%</b>
<b>Net Loss</b>	<b>(\$2.8)</b>	<b>(\$2.2)</b>	
<b>Preferred Dividends</b>	<b>(\$0.4)</b>	<b>(\$0.4)</b>	
<b>Net Loss available to Common Shareholders</b>	<b>(\$3.3)</b>	<b>(\$2.6)</b>	
<b>Depreciation</b>	<b>\$2.1</b>	<b>\$2.1</b>	
<b>Interest &amp; Finance Costs, net (incl. interest income)</b>	<b>\$0.4</b>	<b>\$0.8</b>	
<b>Gain on Sale of Vessel</b>	<b>\$0.0</b>	<b>(\$0.5)</b>	
<b>Loss on derivatives</b>	<b>\$0.2</b>	<b>(\$0.0)</b>	
<b>Adjusted EBITDA <sup>(1)</sup></b>	<b>(\$0.1)</b>	<b>\$0.2</b>	
<b>Unrealized loss/(gain) on derivatives</b>	<b>\$0.1</b>	<b>(\$0.0)</b>	
<b>Realized loss on derivatives</b>	<b>\$0.1</b>	<b>\$0.0</b>	
<b>Adj. Net Loss available to Common Shareholders</b>	<b>(\$3.1)</b>	<b>(\$3.1)</b>	
<b>Adjusted net loss per share, basic and diluted <sup>(2)</sup></b>	<b>(\$0.38)</b>	<b>(\$0.29)</b>	

(1) See press release of 05/12/2017 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Available to Common Shareholders; calculated on 8,104,610 and 10,999,554 for the first quarter of 2016 and 2017.

# Fleet Data: 1<sup>st</sup> Quarter 2016 and 2017

<b><u>Fleet Statistics</u></b>	<b>First Quarter</b>	
	<b>2016</b>	<b>2017</b>
	<b>(unaudited)</b>	<b>(unaudited)</b>
<b>Number of vessels</b>	<b>11.54</b>	<b>13.38</b>
<b>Utilization Rate (%)</b>		
<b>Overall<sup>(1)</sup></b>	<b>93.7%</b>	<b>90.8%</b>
<b>Commercial<sup>(1)</sup></b>	<b>93.7%</b>	<b>92.5%</b>
<b>Operational<sup>(1)</sup></b>	<b>100.0%</b>	<b>98.3%</b>
<b>Averages in usd/day/vessel</b>		
<b>Time Charter Equivalent (TCE)<sup>(2)</sup></b>	<b>\$ 6,565</b>	<b>\$ 7,313</b>
<b>Operating Expenses</b>		
Vessel Oper. Exp. excl. drydock	5,228	4,849
G&A Expenses	902	815
<b>Total Operating Expenses</b>	<b>6,130</b>	<b>5,664</b>
<b>Interest Expense</b>	<b>357</b>	<b>634</b>
<b>Drydocking Expense</b>	<b>-</b>	<b>61</b>
<b>Loan Repayments without Balloons</b>	<b>1,526</b>	<b>770</b>
<b>Total Cash Breakeven w/o Balloons</b>	<b>8,013</b>	<b>7,129</b>

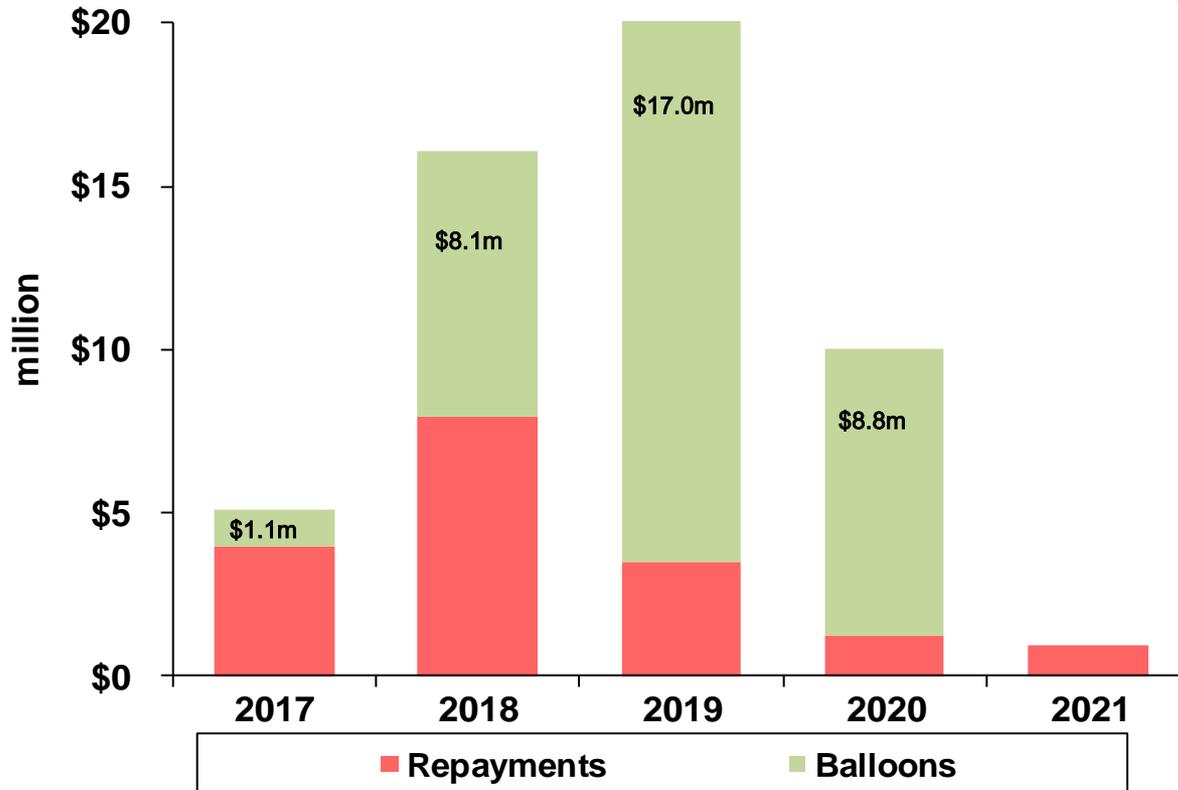
(1) Utilization Rate is calculated excluding scheduled offhire (drydockings and special surveys) and vessels in lay-up. Scheduled offhire amounted to 75.9 days for the first quarter of 2017.

(2) TCE calculation shows the gross rate the vessels earn while employed; it excludes periods during which the vessels are laid-up or offhire for commercial or operational reasons.

(3) All balloons have been refinanced

# Vessel Debt Repayment Profile

## Debt Repayment Schedule



## Cash Flow Breakeven

» Cash Flow Breakeven - budget estimate for next 12 months:

	<u>\$/vessel/day</u>
OPEX	\$ 5,000
G&A	\$ 700
Interest	\$ 700
Drydock	\$ 500
<u>Loan Rpmt(*)</u>	<u>\$ 1,200</u>
<b>TOTAL</b>	<b>\$ 8,100</b>

(\*) Excludes total balloons of \$1.1m due in Q42017 & \$4.9m balloon due in Q12018, i.e. an increase of \$1,250/day in our daily breakeven if not refinanced

# Cash Flow & NAV Sensitivity to Market Changes

- Euroseas is positioned to take advantage of any market recovery
  - About 50% of its total available days for the remaining of 2017 and about 8% of the total available days in 2018 are contracted with fixed charter rates leaving significant capacity (days) available to benefit from a market upturn...
  - ...while a low cash flow breakeven rate provides an extra cushion to absorb any market volatility

## SENSITIVITY TO MARKET CHANGES

<b><i>Change in market rates (\$1,000/day)</i></b>	<b>2017</b>	<b>2018</b>
Index-linked & available vessel days	2,085	4,424
Change in daily charter rate	\$1,000	\$1,000
Change in income contribution, net (million)	\$2.0	\$4.2
<b>Change in contribution per share</b>	<b>\$0.18</b>	<b>\$0.38</b>
<b><i>Change in vessel values (\$1m/vessel)</i></b>	<b>2017</b>	<b>2018</b>
Number of vessels	13	14
Change in value of each vessel (million)	\$1.0	\$1.0
Change in NAV (million)	\$13.0	\$14.0
<b>Change in NAV/share</b>	<b>\$1.16</b>	<b>\$1.25</b>

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