



Earnings Presentation

Three- And Six-Month Period Ended June 30, 2015

August 12, 2015

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.

Because forward-looking statements are subject to risks and uncertainties, we caution you not to place undue reliance on any forward-looking statements. All written or oral forward-looking statements by Euroseas or persons acting on its behalf are qualified by these cautionary statements.

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.

This presentation shall not constitute an offer to sell or the solicitation of an offer to buy securities, nor shall there be any sale of securities in any jurisdiction in which such offer, solicitation or sale would be unlawful under the securities laws of such jurisdiction.

2015 Second Quarter & First Half Overview

- Financial Highlights - 2015:

	Second Quarter		First Half	
Net Revenues	\$9.4 m		\$17.6 m	
Net Loss	(\$3.3) m		(\$8.7) m	
Adj. Net Loss Available to Common Shareholders ⁽¹⁾	(\$3.7) m	(\$0.64)/share ⁽²⁾	(\$9.5) m	(\$1.64)/share ⁽²⁾
Adj. EBITDA ⁽¹⁾	(\$0.1) m		(\$1.9) m	

(1) See press release of 08/11/2015 for reconciliation of Adj. Net Loss Available to Common Shareholders to Net Loss and Adjusted EBITDA to Net Loss and Cash Flow from Operations

(2) Basic and diluted

Funding of Fleet Expansion and Renewal

Drybulk vessel newbuilding program

- 2 Ultramax (63,000 dwt) and 2 Kamsarmax (82,000 dwt)
- Delivery of the first three vessels – two Ultramax and one Kamsarmax- is expected in Q1 2016
- Delivery of second Kamsarmax is expected in Q4 2016
- First Kamsarmax chartered for 4 years at \$14,100/day

Funding via debt and equity

- About \$22.5m already paid – About \$97.5m remaining to be paid
- Debt at delivery arranged for two Ultramax (abt\$30m); for first Kamsarmax to be arranged in the fall; for second Kamsarmax in H2 2016
- Remaining equity payments for entire program to be provided from existing funds, balloon re-financings and a shareholders' rights offering

Shareholders' Rights Offering

- Targeting to raise between \$10m-\$20m by offering existing shareholders the option to buy more shares
- Pittas family indicated will participate
- Offering to be completed within September subject to F-1 (amendment filed yesterday) being declared effective by the SEC

Operational Highlights

➤ **Containerships**

- Joanna : Extended for 1-3 months at \$10,450 opt 3 months at \$13,000
- Marinos : Fixed for 3 months at \$11,200
- Ninos : Extended for 12 months at \$11,500.
- Evidiki G: Charterers declared option for 6-month charter extension @ \$13,500/day from 15-Sep-15

➤ **Bulkers**

- Aristides NP: Fixed for abt 80 days at \$8,000/day and if duration is above 80 days then the rate becomes \$9,000/day
- Monica P: Fixed for 30 days at \$9,500, thereafter fixed for 30 days at \$3,700 , thereafter fixed for 2-4 months at \$9,500
- Pantelis P: Fixed from end-July for one year +/- 2 months at BPI 4-TC basis

➤ **Drydock/repairs**

- Aggeliki P: 18-Jun to 25-Jun, Manolis P: 21-Jun to 15-Jul, Ninos: 3-Jul to 25-Jul

Current Fleet (not including Euromar vessels)

	Name	Type	Size		Year	Age
			DWT	TEU	Built	
Drybulk Carriers	<u>Newbuilding Program</u>					
	Hull No YZJ	Kamsarmax	82,000		2016	0.0
	Hull No YZJ	Kamsarmax	82,000		2016	0.0
	Hull No DY160	Ultramax	63,500		2016	0.0
	Hull No DY161	Ultramax	63,500		2016	0.0
	Sub Total - NBs	4 vessels	291,000			0.0
	<u>Vessels in the water</u>					
	Eirini P	Panamax	76,000	-	2004	11.5
	Pantelis	Panamax	74,020	-	2000	15.5
	Eleni P	Panamax	72,110	-	1997	18.5
Aristides NP	Panamax	69,268	-	1993	22.5	
Monica P	Handymax	46,667	-	1998	17.5	
Sub Total-Drybulk	5 vessels	338,065			17.1	
Containerships	Evridiki G	Intermediate	34,677	2,556	2001	14.5
	Aggeliki P	Intermediate	30,360	2,008	1998	17.5
	Tiger Bridge	Intermediate	31,627	2,228	1990	25.5
	Despina P.	Handysize	33,667	1,932	1990	25.5
	Captain Costas	Handysize	30,007	1,742	1992	23.5
	Joanna	Handysize	22,301	1,732	1999	16.5
	Marinos	Handysize	23,596	1,599	1993	22.5
	Manolis P.	Handysize	20,346	1,452	1995	20.5
	Ninos	Feeder	18,253	1,169	1990	25.5
	Kuo Hsiung	Feeder	18,154	1,169	1993	22.5
	Sub Total-Containership	10 vessels	262,988	17,587		21.4
	Total (w/o NBs)	15 vessels	601,053	17,587		20.0
	Total	19 vessels	892,053	17,587		15.8

Euromar Joint Venture

Name	Type	DWT	TEU	Built
AKINADA BRIDGE	Post Panamax	71,366	5,600	2001
CAP EGMONT	Intermediate	41,850	3,091	2007
ALANCA SAN MARTIN	Intermediate	37,180	2,785	2007
EM ASTORIA	Intermediate	35,600	2,778	2004
EM CORFU	Intermediate	34,654	2,556	2001
EM CHIOS	Intermediate	32,350	2,506	2000
EM ATHENS	Intermediate	32,350	2,506	2000
EM ANDROS	Intermediate	33,216	2,450	2003
EM ITHAKI	Intermediate	28,917	2,135	1999
EM HYDRA	Handysize	23,400	1,736	2005
EM SPETSES	Handysize	23,400	1,736	2007
Total	11 vessels	394,283	29,879	12.4 yrs

Containerships

- Original capital commitment has been contributed, and Euroseas currently holds approx:
- 14% of the company's common equity
- \$2.9m of preferred equity
- \$4.0m further commitment to be invested as preferred equity at Euromar's option
- Current cash position of about \$20.8m.



Market Overview

Market Highlights – Second Quarter 2015 and August 2015

Bulkers: “Signs of Life”

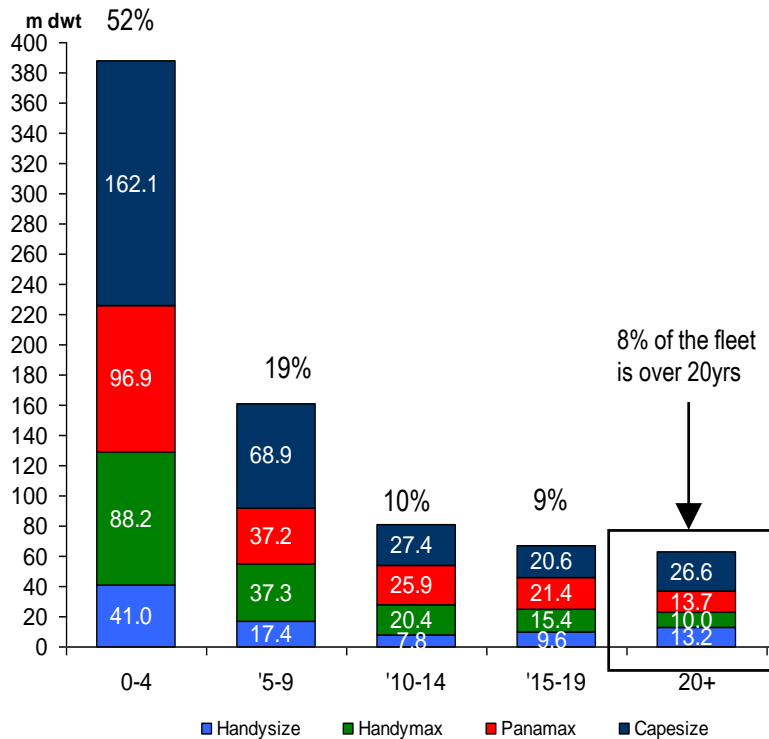
- BDI doubled to 1,197 (as of August 10th 2015)
- Panamax Spot rates averaged \$4,847 in March and have been rising gradually to \$8,178 (August 10th 2015)
- Supramax Spot rates averaged \$6,019 in March and have also been rising to \$9,416 (August 10th 2015)
- However, 1-yr TC rates did not increase accordingly: Panamaxes fell slightly to \$7,250/day in July from \$7,681/day in March; Supramaxes increased from \$8,000/day to \$9,000
- Secondhand prices were declining until May but have increased by about 5% since
- Newbuilding prices have dropped to multi year lows falling approx 5% since March but practically no new orders are being placed

Containerships: “Closing-in on normality”

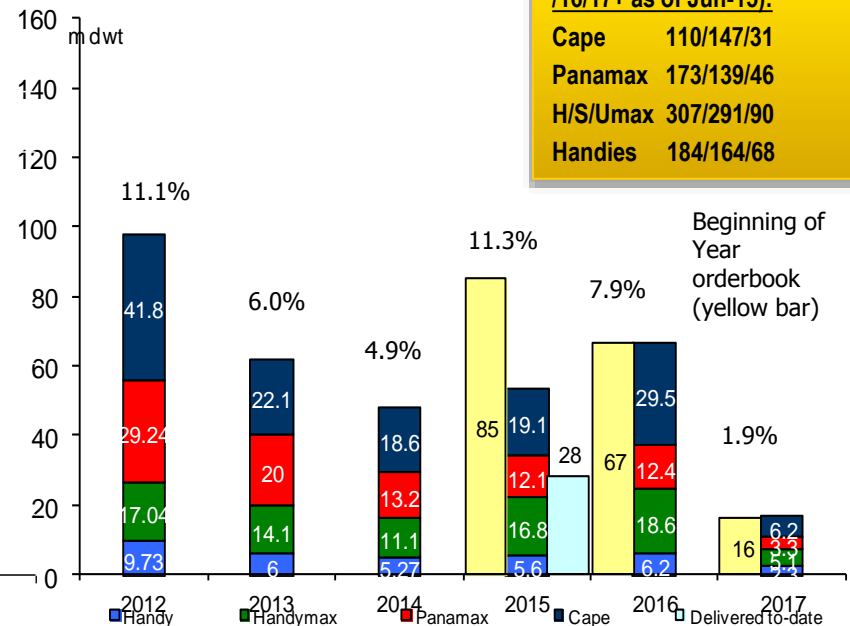
- Rates have been correcting a bit the last 4 weeks following the strong market rally during March to May
- Secondhand prices have hovered around all time low levels last seen in 2013 until the end of the first quarter; however following the rates “rally”, we have seen sales at levels 10% higher. At the same time, newbuilding prices have held stable
- Idle fleet is hovering around 300k teu, a historically low number. Smaller vessels such as ours, below 3,000teu, form a much lower part of the idle fleet than usual

Drybulk Global Fleet Age Profile & Orderbook Delivery Schedule

Dry Bulk Age Profile



Dry Bulk Orderbook

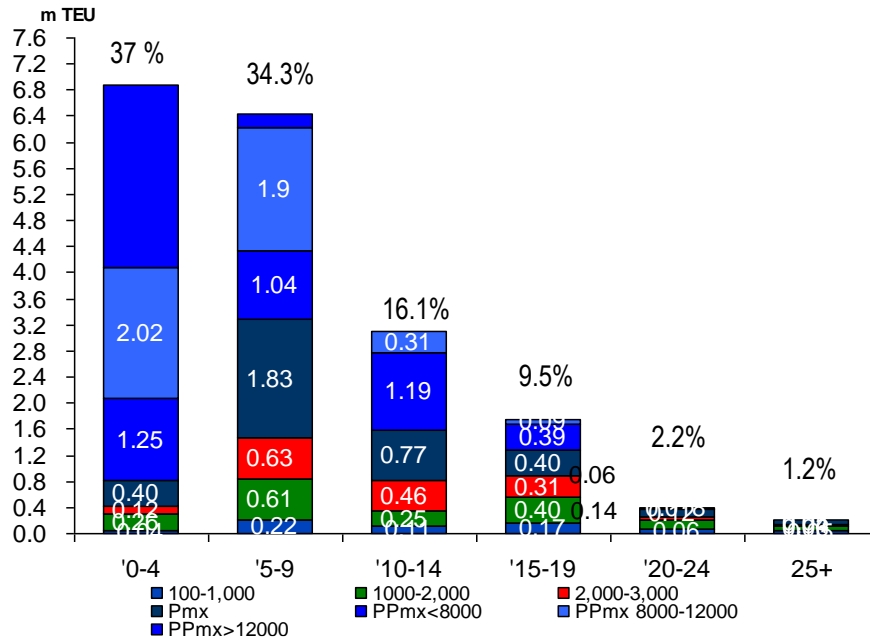


Large bulkers are still young and dominate the orderbook

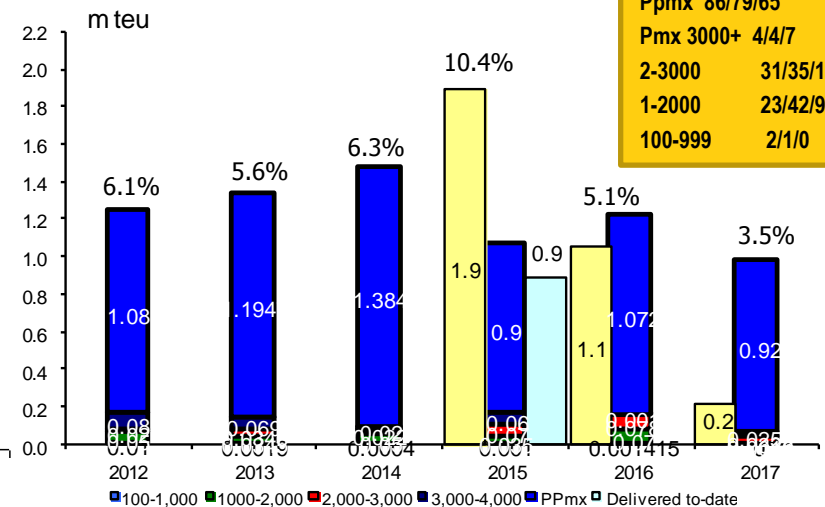
Source: Clarksons, as of June 2015. 2012-2013 fleet percent change includes scrapping and other additions and removals.
 In 2012, scrapping accounted for 32.9 m dwt (5.3%), slippage and cancellations (40 m dwt) accounted for 30% of the scheduled deliveries
 In 2013, scrapping accounted for 21.62 m dwt (3.2%), slippage and cancellations (39 m dwt) accounted for 39% of the scheduled deliveries
 In 2014, scrapping accounted for 15.9 m dwt (2.2%), slippage and cancellations (27 m dwt) accounted for 36% of the scheduled deliveries
 In 2015/16/17 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



Container Orderbook



For delivery in	
15/16/17+(as of Jun-15)	
Ppmx 86/79/65	
Pmx 3000+ 4/4/7	
2-3000	31/35/10
1-2000	23/42/9
100-999	2/1/0

Overall a young fleet with large vessels dominating the orderbook

Source: Age profile :Clarksons as of June 2015, Orderbook: 2012-2015 C;arkson, 2016-17 : Alphaliner as of June 2015

In 2012, scrapping accounted for 0.32 m teu, or 2.1% of the fleet. Slippage and cancellations of about 0.1m teu accounted for about 10% of the scheduled deliveries.

In 2013, scrapping accounted for 0.43 m teu, or 2.6% of the fleet. Slippage and cancellations of about 0.5m teu accounted for about 27% of the scheduled deliveries.

In 2014, scrapping accounted for 0.39 m teu, or 2.3% of the fleet. Slippage and cancellations of about 0.15m teu accounted for about 9.1% of the scheduled deliveries

From 2015 onwards, percent fleet change is calculated based on the fleet of the previous year calculated without accounting for scrapping, other removals or conversions.

World Economic Growth

US is the growth engine with volatility, Europe risks deflation and uncertainties globally remain

Drivers of Growth:

- Oil at 6 years low
- Iran nuclear deal supports stability
- Strong USD could delay rate increases and cause them to be very gradual.
- Quantitative easing in the Euro area and Japan helping growth, weakening their currencies and supporting their exports
- Grexit averted
- Chinese yuan devaluation confirming the governments commitment to avoid a hard landing and adjust to moderate growth
- Higher growth expected in EMs in 2016, esp. India.

Negatives:

- Rising USD mutes oil price decline for other regions
- Continuous instability in the Middle East region

World GDP & Shipping Demand Growth

Real GDP (% p.a. - IMF)	2012	2013	2014	2015	2016	2017
USA	2.8	1.9	2.4	2.5(3.1)	3.0 (3.1)	2.7
Eurozone	-0.7	-0.5	0.9	1.5(1.5)	1.7 (1.6)	1.6
Japan	1.4	1.5	-0.1	0.8 (1.0)	1.2 (1.2)	0.4
China	7.7	7.7	7.4	6.8 (6.8)	6.3 (6.3)	6.0
India	3.2	4.4	7.2	7.5 (7.5)	7.5 (7.5)	7.5
Russia	3.4	1.3	0.6	-3.4 (-3.8)	0.2 (-1.1)	1.0
Brazil	1.0	2.3	0.1	-1.5 (-1.0)	0.7 (1.0)	2.2
ASEAN-5	6.2	5.2	4.6	4.7 (5.2)	5.1 (5.3)	5.4
World	3.1	3.4	3.4	3.3(3.5)	3.8 (3.8)	3.8

Dry Bulk Trade (% p.a.)

Tons Growth	7.0	6.0	5.0	1.6 (3.1)	3.0 (3.2)	3.0
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Containerized Trade (% p.a.)

Teu Growth	3.1	5.1	5.3	5.2(6.6)	6.0 (6.9)	6.0
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Sources:

GDP - International Monetary Fund: 2012-2014 Actual, 2015/16 Forecasts (July-15), 2017 (Apr-15) previous estimates 2015/16 (Figures in Parenthesis-Apr 15)

Trade – Drybulk: 2015-Clarkson(Jun-2015) , 2016/17-Company Estimates. Previous Estimates figures in Parenthesis (Mar-15)

Containers: 2015/16 Clarkson (Jun-2015), 2017 Company Estimates—Previous Estimates figures in parenthesis (Mar-15)

Outlook Summary – Bulkers

Bulker trends

- Market fundamentals for 2015/16 appear challenging...
 - ...But the lack of orders is positive for 2017

- Any possible upside in the market in 2015/16 currently relies on “restocking” or excess scrapping
 - China remains the main source of drybulk trade growth although its economy seems to be adjusting to a “new norm” of moderate growth rate. Iron ore imports prospects look good after the reduction of inventories of around 25% from their peak. Also we are entering the seasonally stronger H2 period. Coal imports may continue to suffer due to environmental concerns and falling gas and oil prices. There is potential upside for grain imports.
 - India looking very strong and primarily its coal trade is expected to grow further



Outlook Summary – Containerships

Containership trends

- We expect demand prospects to improve in 2H 2015 and 2016 by 4-6%. Weakening Euro does not help European imports but USD strength is expected to boost US imports.
- With no new incremental deliveries for 2015 & 2016, we expect a supply/demand balance a bit negative in 2015 turning positive during 2016.
- Continuing ordering of Mega vessels from the various alliances creates concerns for 2017 onwards although up to now the scheduled deliveries for 2017 amount to only 3.5% of the fleet, a very low number. However there are ongoing discussions which will probably lead to an increase in this figure.
- The orderbook in the sub-Panamax sector seems to be very tight however different trading patterns and further cascading can still be expected. Cheap Oil is making the smaller vessels more competitive.



Chartering, Operations & Investment Strategy



Vessels Employment Chart – Bulkers

Contract Coverage⁽¹⁾: 68% in 2015 and 23% in 2016 (basis earliest redelivery)

	Jan 15	Feb 15	Mar 15	Apr 15	May 15	Jun 15	Jul 15	Aug 15	Sep 15	Oct 15	Nov 15	Dec 15	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Jun 16	Jul 16	Aug 16	Sep 16	Oct 16	Nov 16	Dec 16	
	15 Q1			15 Q2			15 Q3			15 Q4			16 Q1			16 Q2			16 Q3			16 Q4			
MONICA P	\$5,500			\$10,100	\$9,500	\$3,700		\$9,500																	
ARISTIDES N.P.	\$4,250	Idle	\$4,000	Idle	\$4,000	\$6,400	\$4,800	\$11,000	\$8,500		\$9,000														
EIRINI P	\$5,500(20 days), 103% BPI 4-TC																								
ELENI P	97 % BPI 4-TC																								
PANTELIS	DD	105% BPI 4-TC			100,5% BPI 4-TC																				
KAMSARMAX 1	Under Construction												\$14,100 till Jan 2020 + \$14,350 One more year/CHOPT												
KAMSARMAX 2	Under Construction																								
ULTRAMAX 1	Under Construction																								
ULTRAMAX 2	Under Construction																								

Minimum TC period
 Re-delivery range
 Optional period
 Under Construction

⁽¹⁾ As of August 1st 2015

Vessels Employment Chart – Containerships

Contract Coverage⁽¹⁾: Abt 52 % in 2015 & 7% in 2016 (based on min duration unless t/c rate is below current market rate)

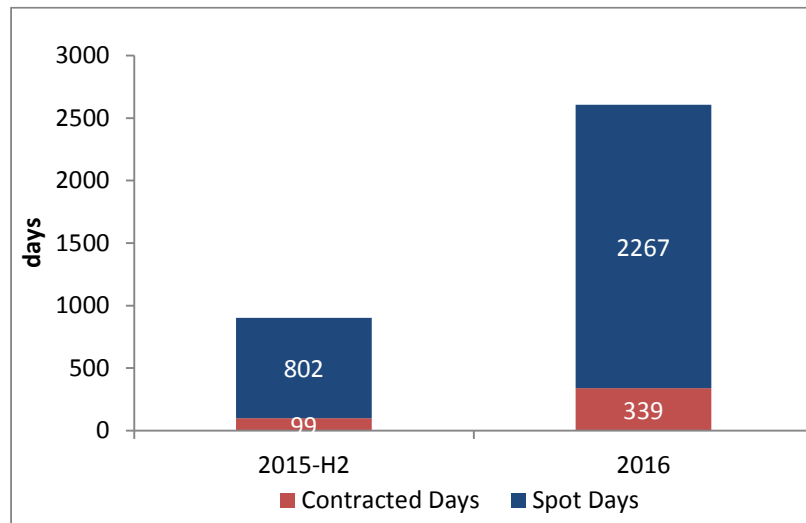
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	15 Q1			15 Q2			15 Q3			15 Q4			16 Q1			16 Q2			16 Q3			16 Q4		
KUO HSIUNG				8.700																				
CPT. COSTAS				\$7,750																				
AGGELIKI P				\$9,800																				
JOANNA				\$7250			\$10,450			\$13,000														
MANOLIS P				\$7,300																				
TIGER BRIDGE				\$7,500																				
MARINOS				\$6,500			\$11,200																	
DESPINA P	\$6,950			\$9,500																				
EVRIDIKI G	\$8,200			\$10,750						\$13,500														
NINOS	\$8,400			DD						\$11,500														

Minimum TC period
 Re-delivery range
 Optional period

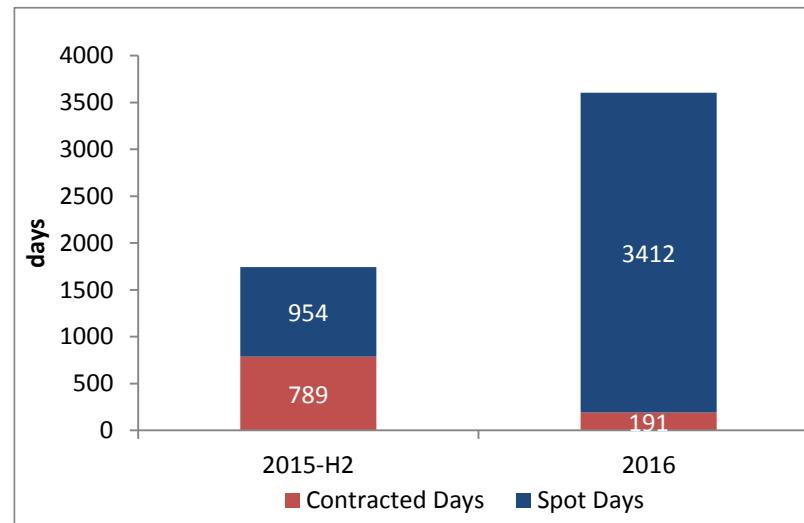
⁽¹⁾ As of August 1st 2015

Well-positioned to Benefit from Market Recovery

Drybulk Segment - Contracted vs Spot Days⁽¹⁾



Containership Segment - Contracted vs Spot Days⁽¹⁾



Incremental Cash Flow Sensitivity Analysis

(in million)	Drybulk Segment		Containership Segment		Total		Total FCF/share	
	Rem 2015	2016	Rem 2015	2016	Rem 2015	2016	Rem 2015	2016
+ \$1000 to market spot dayrate	\$0.80	\$2.27	\$0.95	\$3.41	\$1.76	\$5.68	\$0.30	\$0.98
+ \$3000 to market spot dayrate	\$2.41	\$6.80	\$2.86	\$10.24	\$5.27	\$17.04	\$0.91	\$2.95
+ \$5000 to market spot dayrate	\$4.01	\$11.34	\$4.77	\$17.06	\$8.78	\$28.40	\$1.52	\$4.91
+ \$7000 to market spot dayrate	\$5.61	\$15.87	\$6.68	\$23.88	\$12.29	\$39.75	\$2.13	\$6.87

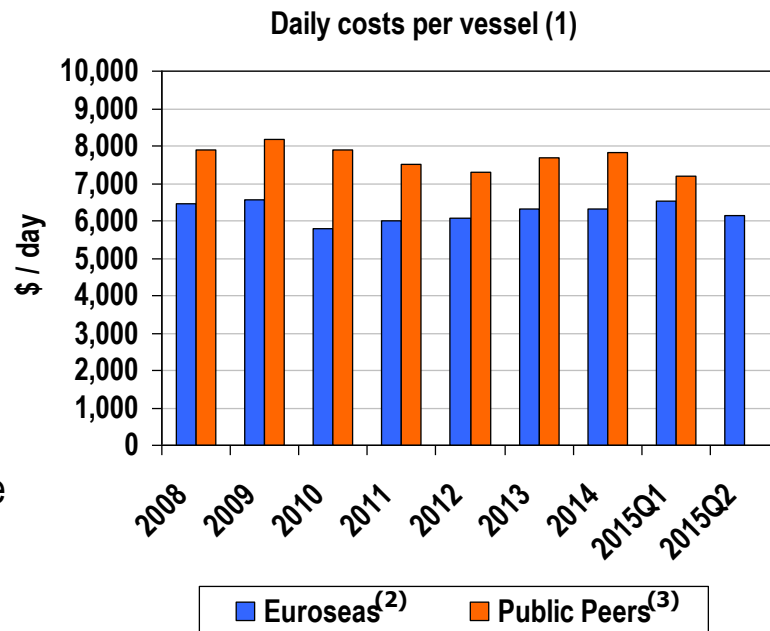
(1) As of August 1st, 2015

(2) Projected spot days for Rem 2015 and 2016 post scheduled dry-dock days and net of utilization

ESEA Fleet Management & Operational Performance

- Operational fleet utilization rate in excess of 99.4% over last 5 years.
 - Outstanding safety and environmental record.
 - For 2015Q2, operational fleet utilization 99.9% and commercial 98.4%.
 - For 2014Q2, operational fleet utilization 99.7% and commercial 99.5%.

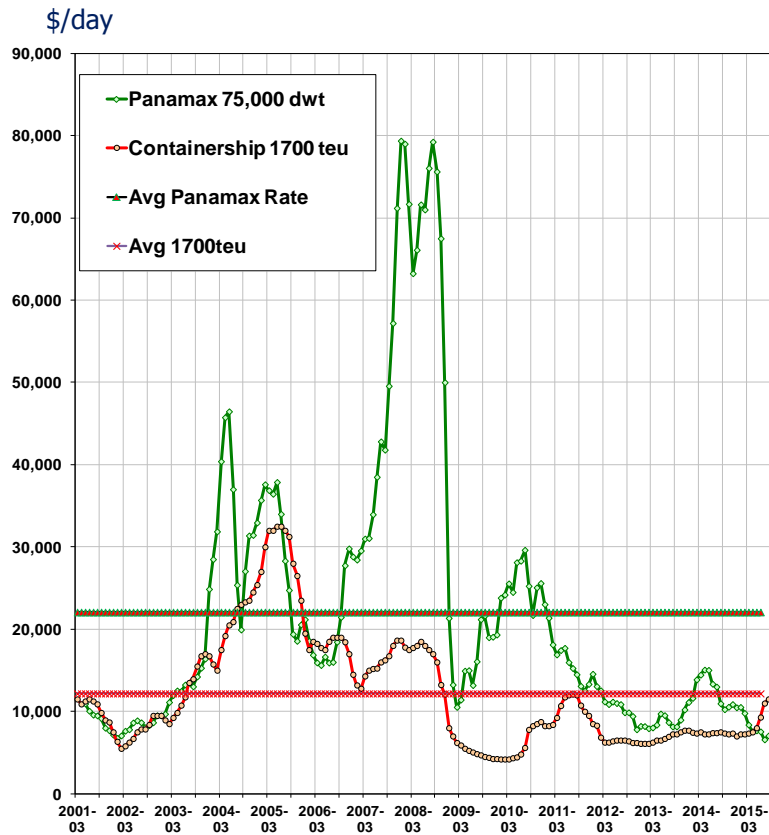
- Overall costs achieved are amongst the lowest of the public shipping companies.



- (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, GSL, TEU, DSX, SSW, CMRE, PRGN, DAC & SBLK, based on company filings.

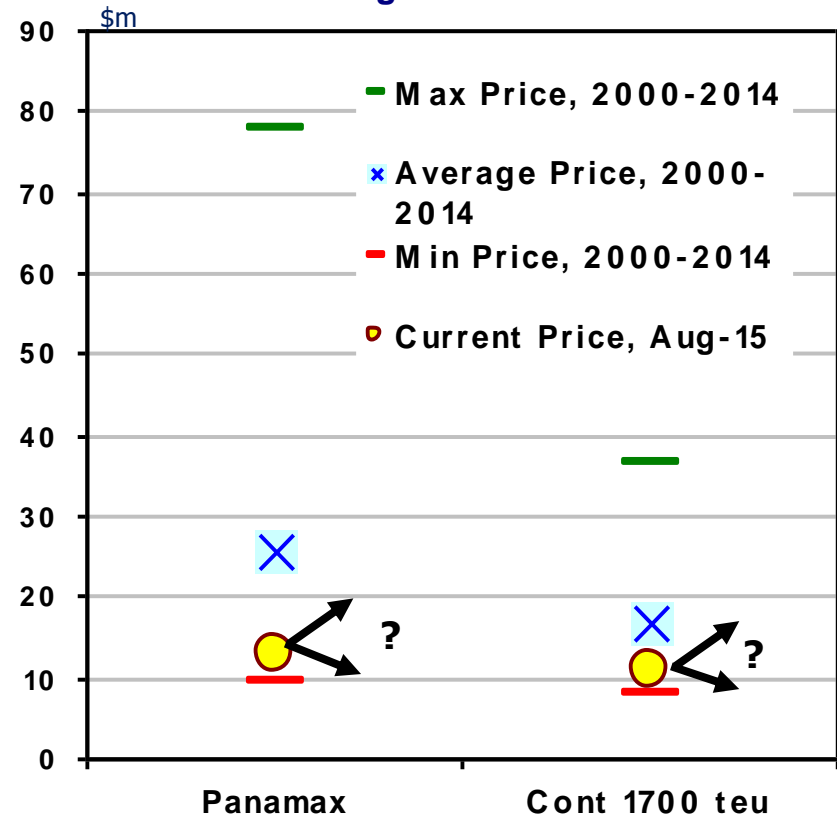
Market Snapshot – Investment Opportunities

1-Year Time Charter Rate



Source: Clarksons

10-yr old Vessel Price Historical Range





Financial Overview

Financial Highlights: 2nd Quarter and 1st Half of 2014 and 2015

(in million USD except per share amounts)	Second Quarter			First Half		
	2014	2015	change %	2014	2015	change %
Net Revenues	\$9.6	\$9.4	-2.8%	\$19.1	\$17.6	-8.3%
Net Loss	(\$5.0)	(\$3.3)		(\$7.2)	(\$8.7)	
Preferred Dividends	(\$0.4)	(\$0.4)		(\$0.7)	(\$0.8)	
Net Loss available to Common Shareholders	(\$5.4)	(\$3.7)		(\$7.9)	(\$9.5)	
Loss on Sale of Vessel	\$0.0	\$0.0		\$0.0	\$0.0	
Loss on derivatives	\$0.1	(\$0.0)		\$0.1	\$0.2	
Adj. Net Loss available to Common Shareholders	(\$5.3)	(\$3.7)		(\$7.8)	(\$9.3)	
Adjusted EBITDA ⁽¹⁾	(\$1.6)	(\$0.1)		(\$0.6)	(\$1.9)	
Adjusted net loss per share, basic and diluted ⁽²⁾	(\$0.94)	(\$0.65)		(\$1.48)	(\$1.62)	

(1) See press release of 08/11/2015 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Available to Common Shareholders; calculated on 5,688,812 and 5,244,685 for the second quarter and first half 2014 and on 5,784,025 for 2015 .

Fleet Data for 2nd Quarter and 1st Half of 2014 and 2015

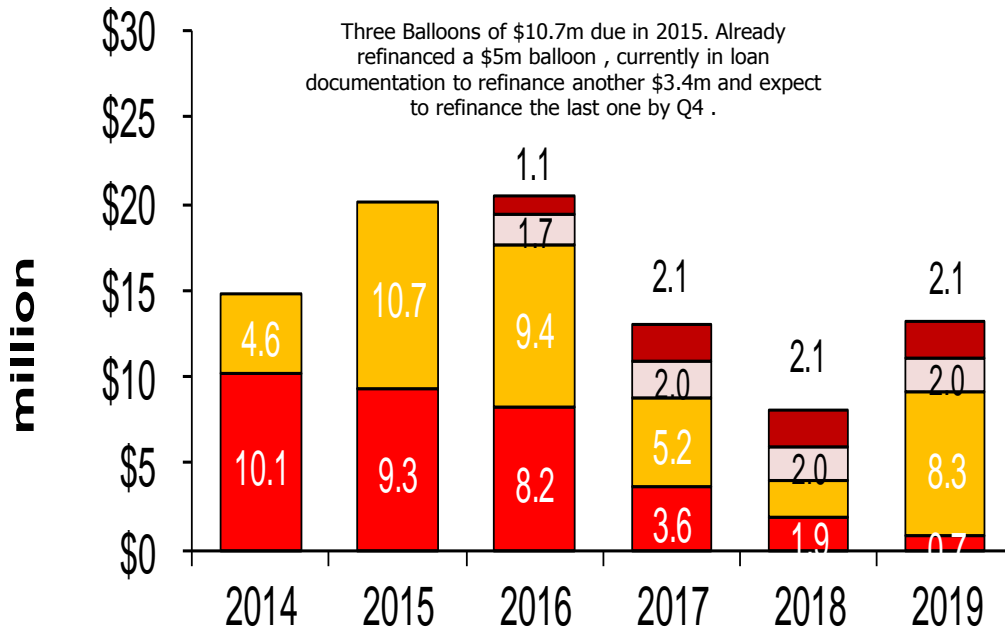
<u>Fleet Statistics</u>	Second Quarter		First Half	
	2014	2015	2014	2015
	<u>(unaudited)</u>		<u>(unaudited)</u>	
Number of vessels	14.40	15.00	14.20	15.00
Utilization Rate (%)				
Overall⁽¹⁾	99.2%	98.3%	99.5%	96.4%
Commercial⁽¹⁾	99.5%	98.4%	99.7%	96.6%
Operational⁽¹⁾	99.7%	99.9%	99.8%	99.9%
<u>Averages in usd/day/vessel</u>				
Time Charter Equivalent (TCE)⁽²⁾	\$ 7,373	\$ 7,127	\$ 7,585	\$ 6,823
Operating Expenses				
Vessel Oper. Exp. excl. laid-up	5,708	5,563	5,628	5,711
G&A Expenses	741	582	771	631
Total Operating Expenses	6,449	6,145	6,399	6,342
Interest Expense	372	213	373	286
Drydocking Expense	982	320	525	365
Loan Repayments without Balloons	2,834	1,933	1,891	1,694
Total Cash Breakeven w/o Balloons	10,637	8,611	9,188	8,687
Loan Balloon Repayments	3,511	3,575	1,756	1,788
Total Cash Breakeven with Balloons	14,148	12,186	10,944	10,475

(1) Utilization Rate is calculated excluding scheduled offhire (drydockings and special surveys) and vessels in lay-up. Scheduled offhire amounted to 20.5 and 47.1 days for the second quarter and first half of 2015.

(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.

Debt Repayment Profile

Debt Repayment Schedule



■ Repayment

■ Balloons

■ Secured Repayments of Ultramax

■ Assumed Repayments of Kamsarmaxes

Notes:

Assumed repayments include repayments of committed (for 2 Ultramax vessels) and assumed loans for the kamsarmax newbuildings in 2016 and 2017.

Cash Flow Breakeven

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

	<u>\$/vessel/day</u>
OPEX	\$ 5,550
G&A	\$ 700
Interest	\$ 550
Drydock	\$ 900
<u>Loan Rpmt(*)</u>	<u>\$ 1,700</u>
TOTAL	\$ 9,400

(*) Corresponds to \$10.5m repayments for existing loans. Additional balloon payments of \$8.8m over the period 2015Q2-2016Q1 would increase the breakeven by \$1,550/vessel/day \$3.4m of which are in loan doc phase.

Balance Sheet & Other Data

- **Total Cash⁽¹⁾: \$ 21.2 million**
 - \$15.7m unrestricted – and about \$5.5m of restricted funds and retention accounts

- **Total Debt⁽¹⁾: \$49.8 million**
 - Debt to Capitalization ratio about 29%.
 - Debt to Market Value of Fleet ratio about 54%
 - Net debt to Market Value of Fleet ratio about 31%
 - In compliance of all loan covenants

- **Capital commitments / drybulk newbuilding program of about \$118m**
 - Already \$22.4 million of equity have been invested
 - Remaining capex to be financed with combination of debt & equity

⁽¹⁾ as of June 30, 2015

Shareholders' Rights Offering - \$20m

- **Targeting \$10m-\$20m**
 - Filed amended registration statement on form F-1 yesterday
 - Existing shareholders of record as of August 14, 2015 will be given the right to buy shares in the offering
 - Subject to the registration statement being declared effective by the SEC, offering will commence on or about August 24, 2015 when the offering price will be announced as well

- **Other terms**
 - Shareholders will have 3 weeks to exercise their rights (basic privilege)
 - Oversubscription is allowed for shareholders who wish to acquire more shares from those remaining from shareholders who would choose not to exercise their right (oversubscription privilege)
 - Friends Investment Co, the main investment vehicle of the Pittas family, which owns about 28% of Euroseas indicated that it will, as a minimum, exercise its basic subscription right in full

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