



Earnings Presentation

**Three- And Nine-Month Periods
Ended September 30, 2014**

November 11, 2014

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.

2014 Third Quarter & Nine Month Overview

- Financial Highlights - 2014:

	Third Quarter		Nine Months	
Net Revenues	\$9.9 m		\$29.1 m	
Net Loss	(\$3.7) m		(\$11.0) m	
Adj. Net Loss Available to Common Shareholders ⁽¹⁾	(\$4.1) m	(\$0.07)/share ⁽²⁾	(\$12.0) m	(\$0.22) / share ⁽²⁾
Adj. EBITDA ⁽¹⁾	(\$0.2) m		(\$0.8) m	

(1) See press release of 11/10/2014 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

Operational Highlights

- **Operational Highlights: Employment extensions on up to 13-month charters**
- **Containerships**
 - Despina P: Extended for 6-8 months at USD 6,950/day.
 - Captain Costas: Extended for 11-13 months at USD 7,750/day.
 - Joanna: Ballasted from West Coast Central America to Shanghai for her dry-dock. The latter was completed by 24/9. Thereafter fixed for 6-9 months at USD 7,250/day.
 - Kuo Hsiung: Fixed for 12 months at USD 8,700/day.
 - Aggeliki P: Fixed for 3-6 months at USD 6,900/day.
- **Bulkers**
 - Aristides NP: Fixed voyage for about 53 days at TCE of \$4,000/day. Thereafter, fixed another voyage for about 80 days at TCE of about \$13,000/day.
- **Drydock/repairs in 2014-Q3**
 - None last quarter.

Current Fleet (not including Euromar vessels)

Name	Type	DWT	TEU	Built / To be built	Year Acquired
<u>Newbuilding Program</u>					
Hull No YZJ1116	Kamsarmax	82,000		2015	2014
Hull No YZJ1153	Kamsarmax	82,000		2016	2014
Hull No DY160	Ultramax	63,500		2015	2013
Hull No DY161	Ultramax	63,500		2016	2013
<u>Vessels in the water</u>					
Eirini P	Panamax	76,466	-	2004	2014
Pantelis	Panamax	74,020	-	2000	2009
Eleni P	Panamax	72,110	-	1997	2009
Aristides NP	Panamax	69,268	-	1993	2006
Monica P	Handymax	46,667	-	1998	2009
Evridiki G	Intermediate	34,677	2,556	2001	2008
Angeliki P	Intermediate	30,360	2,008	1998	2010
Tiger Bridge	Intermediate	31,627	2,228	1990	2007
Despina P.	Handysize	33,667	1,932	1990	2007
Captain Costas	Handysize	30,007	1,742	1992	2007
Joanna	Handysize	22,301	1732	1999	2013
Marinos	Handysize	23,596	1,599	1993	2006
Manolis P.	Handysize	20,346	1,452	1995	2007
Ninos	Feeder	18,253	1,169	1990	2001
Kuo Hsiung	Feeder	18,154	1,169	1993	2002
Total	19 vessels	892,519	17,587	18.75 (w/o the nb's)	

Drybulk Carriers

Containerships

Euromar Joint Venture

Containerships

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	10.9 yrs

➤ **Original capital commitment has been contributed:**

- Total capital invested \$175m ..
 - ..of which \$25m are from Euroseas.
 - Further Euroseas' commitment of \$5m as preferred equity.
 - Current cash position of about \$23.9m.
- **Has bought 11 containerships**
- Ten between 1700 and 3100 teu and one post-panamax.
 - Has funds for 1 to 2 additional vessel acquisitions.



Market Overview



Market Highlights - 2014 Q3

Bulkers

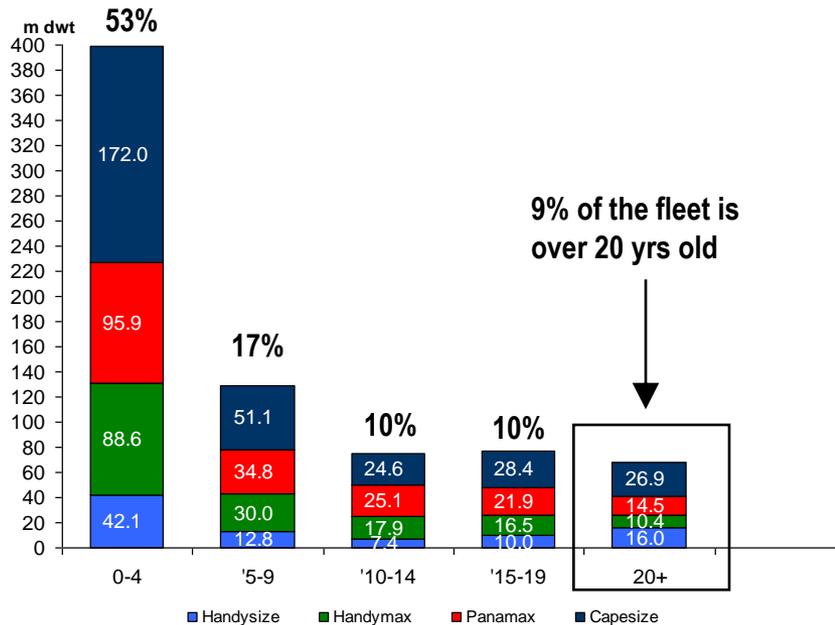
- The BDI increased from 732 points it was during our Q2 presentation to a level of between 1,400 to 1,500 points during the past week.
- **Spot:**
 - Capes dropped from about \$13,500/day down to \$12,500/day and recently recovered to about \$26,000/day.
 - Panamax started Q3 at about \$3,400/day fluctuating its way up to \$7,500/day to then drop to \$6,600/day levels by the end of Q3 and currently recovered to about \$9,500/day.
 - Supramaxes rose consistently from abt \$7,000/day to about \$11,000/day and currently stand at about \$9,200/day.
- **Period TC – 1 year Contract:**
 - for Capes gradually dropped from \$22,000/day to \$18,000/day and currently stand at about \$18,000/day.
 - for Panamax moved sideways from about \$10,000 to \$10,250/day and currently stand at about \$9,400/day.
 - for Supramax gradually dropped from \$12,750/day to \$10,000/day and currently stand at about \$9,500/day.
- **Second hand vessel prices dropped significantly whilst new building prices held. There are signs to an improvement in valuations should the positive trend in the BDI continue.**

Containerships

- Rates have moved slightly downwards on the smaller geared sizes whilst activity for over PMX size vessels has been stronger with rates on a gradual rise.
- Secondhand prices have hovered around all time low levels last seen in 2013.
- Newbuilding prices continued to strengthen gradually due to demand for other ship types.
- Idle fleet has been reduced to around 200k teu which is the lowest since the summer of 2011, however it is expected to rise again in the following months and start dropping again after Q1 2015.

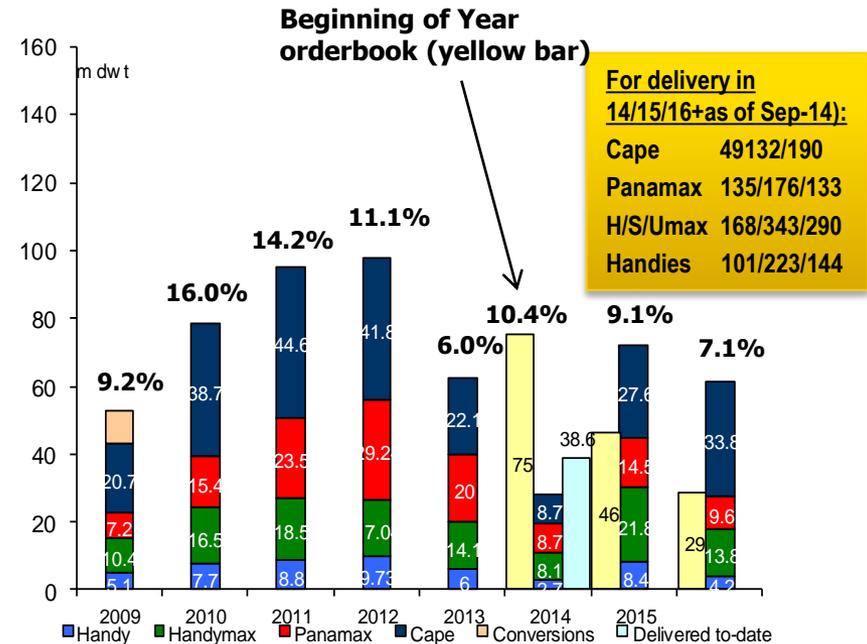
Drybulk Age Profile & Orderbook Delivery Schedule

Dry Bulk Age Profile



Large bulkers are still young

Dry Bulk Orderbook



Large Vessels Dominate Orderbook

Source: Clarksons, as of June 2014. 2009-2013 fleet percent change includes scrapping and other additions and removals.

In 2009, scrapping accounted for 10 m dwt (3%), conversions for 10.9 m dwt and other removals for 1.7 m dwt, and slippage & cancellations (28.5 m dwt) for 40% of the scheduled deliveries.

In 2010, scrapping accounted for 5.7 m dwt (1.2%), slippage and cancellations (47 m dwt) accounted for 37% of the scheduled deliveries.

In 2011, scrapping accounted for 22.2 m dwt (4.2%), slippage and cancellations (43 m dwt) accounted for 29% of the scheduled deliveries.

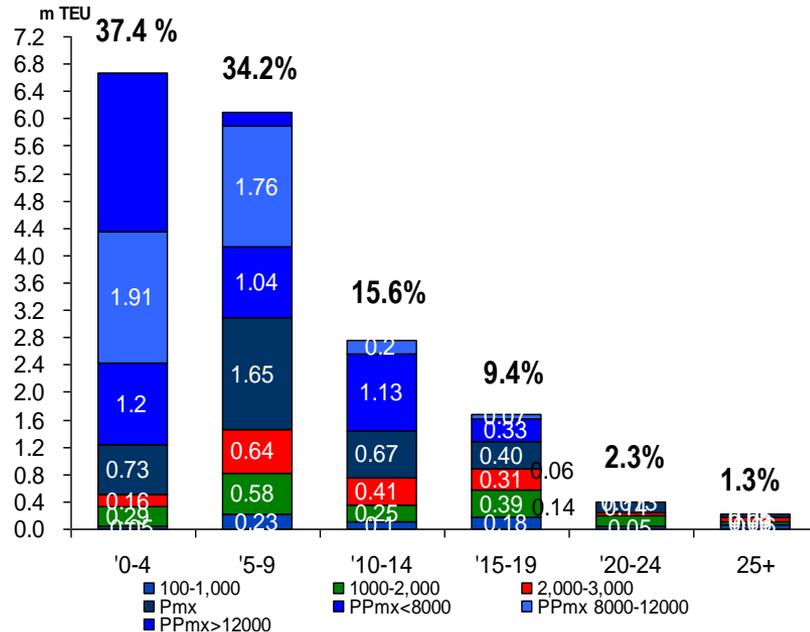
In 2012, scrapping accounted for 32.9 m dwt (5.3%), slippage and cancellations (40 m dwt) accounted for 30% of the scheduled deliveries.

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 2014/15/16/ 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

Source: Clarksons as of June 2014

2009-2012 fleet percent change includes scrapping and other additions and removals. From 2013 onwards, percent fleet change is calculated based on the fleet of the previous year calculated without accounting for scrapping, other removals or conversions.

In 2009, scrapping accounted for 0.35 m teu, or 2.9% of the fleet. Slippage and cancellations of about 1.0 m teu accounted for about 50% of the scheduled deliveries.

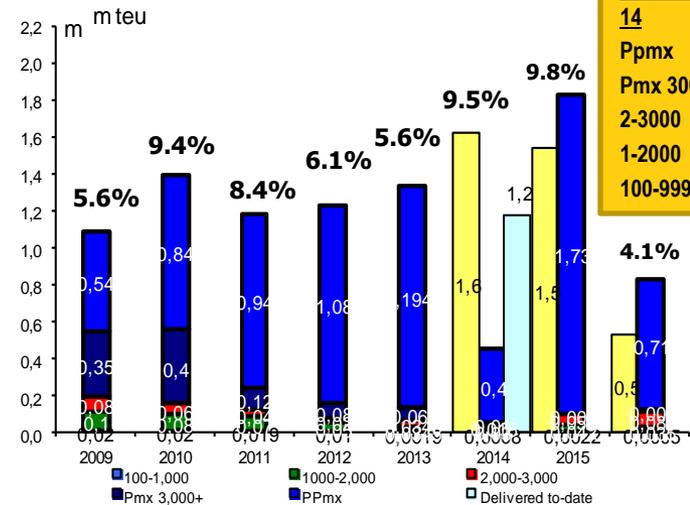
In 2010, scrapping accounted for 0.26 m teu, or 1.9% of the fleet. Slippage and cancellations of about 0.5m teu accounted for about 25% of the scheduled deliveries.

In 2011, scrapping accounted for 0.08 m teu, or 0.5% of the fleet. Slippage and cancellations of about 0.5m teu accounted for about 27% of the scheduled deliveries.

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.

Container Orderbook



For delivery in	
14/15/16+(as of Sep-14)	
Ppmx	48/159/84
Pmx 3000+	3/1/1
2-3000	7/25/39
1-2000	20/29/27
100-999	1/1/3/1

Large Vessels Dominate Orderbook

World Economic Growth

U.S. is the growth engine with volatility, Europe risks deflation and uncertainties globally remain.

Positives:

➤ The US and the UK appear to be leaving the crisis behind. Pro-business government elected in India and return of confidence, the only country to see an upward revision by the IMF for which it forecasts a rebound in growth in 2H2014. Low income developing countries should gain from easy monetary policy and increased demand from developed countries. Low fuel cost a positive driver for growth

Negatives:

➤ Instability in the Middle East and Ukraine are reminders of geopolitical risk. Deflationary concerns in the Eurozone. Despite record low interest rates investment has not picked up. World markets are nervous and a negative sentiment could produce broader negative economic effects. Growth is expected to remain subdued in Brazil and Russia and modestly lower in China.

World GDP & Shipping Demand Growth

Real GDP (% p.a. - IMF)	2010	2011	2012	2013	2014	2015	2016
USA	2.8 (2.7)	1.8 (3.0)	2.8(1.8)	1.9 (1.2)	2.2 (1.7)	3.1 (3.0)	3.0 (3.0)
Eurozone	1.8 (1.0)	1.5 (1.5)	-0.7 (-0.5)	-.0.5 (-0.4)	0.8 (1.1)	1.3 (1.5)	1.7 (1.5)
Japan	4.3 (1.7)	-0.6 (1.7)	1.4(1.7)	1.5 (2.0)	0.9 (1.6)	0.8 (1.0)	0.8 (0.7)
China	10.3 (10.0)	9.3 (10.3)	7.7 (8.2)	7.7 (7.6)	7.4 (7.4)	7.1 (7.1)	6.8 (7.0)
India	9.7(7.7)	6.3 (8.4)	3.2 (7.0)	4.4 (3.8)	5.6 (5.4)	6.4 (6.4)	6.5 (6.5)
Russia	3.7 (3.6)	4.3 (4.5)	3.4 (3.0)	1.3 (1.5)	0.2 (0.2)	0.5 (1.0)	1.5 (2.5)
Brazil	7.5 (4.7)	2.7 (4.5)	1.0 (3.0)	2.3 (2.5)	0.3 (1.3)	1.4 (2.0)	2.2 (3.0)
ASEAN-5	6.7 (4.7)	4.5 (5.5)	6.2 (4.8)	5.2 (5.0)	4.7 (4.6)	5.4 (5.6)	5.5 (5.6)
World	5.0 (3.9)	3.9 (4.4)	3.1 (3.3)	3.0(2.9)	3.3(3.4)	3.8(4.0)	4.0(3.9)

Dry Bulk Trade (% p.a.)

Tons	13.0 (5.0)	7.0 (6.0)	7.0 (4.0)	6.0(5.0)	4.2 (5.0)	4.0 (5.0)	4.0 (6.0)
------	------------	-----------	-----------	----------	-----------	-----------	-----------

Containerized Trade (% p.a.)

TEU	13.1 (8.0)	7.2(8.7)	3.1 (7.0)	5.0 (4.8)	6.0(5.8)	6.8(6.7)	7.0(7.0)
-----	------------	----------	-----------	-----------	----------	----------	----------

(1) Sources:

GDP - International Monetary Fund: 2010-2013 and start of year estimates (in parentheses), 2014/15/16 IMF Forecasts (Oct-14)

Trade – Clarksons estimates 2014 (Sep-14) for Drybulk and 2014/15 (Sep-14) for Containers, Company estimates 2015/16(Drybulk), 2016 (Containers), trade outlook takes into account revised economic views

Outlook Summary – Bulkers

Bulker trends

- Rate outlook is uncertain.
 - In 2015, we expect average rates to decline (the FFA market is now at \$8,850/day for Panamax Cal-2015);
 - 2016 currently looks as it will be similar to 2016 as supply and demand growth look fairly balanced since...

- Risk of over-ordering driven primarily by private equity funds has diminished in the last months amid lower expectations.

- Any possible upside in the market in 2015/16 currently relies on demand recovery.
 - 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 is the commodity with the greatest prospects despite elevated stocks at port facilities. There is a question about Chinese coal imports due to recent Chinese environmental concerns and falling gas prices. There is also upside for grain imports.

- Increased “efficiency” of operations will likely decrease demand for ships.
 - Slow-steaming seems to have reached its limits. Softening oil prices could reverse that trend.
 - Port efficiency appears to quickly improve which is not good as it reduces demand for ships.

Outlook Summary – Containerships

Containership trends

- We expect demand prospects to improve in 2015 and 2016 by 6-7% but we lack strong conviction in view of the “fragile” economic environment.
- With no new incremental deliveries expected for 2015 and very few for 2016, we expect a supply/demand balance neutral in 2015 and in favor of demand in 2016 and a gradual improvement of rates over the next 2 years.
- The ordering frenzy that dominated the market until the end of Q1 2014 seem to have stopped for the time being. However rumors for ordering of Mega vessels from the various alliances AGAIN creates worries for the 2017 onwards prospects.
- The orderbook in the sub-Panamax sector seems to be very tight however different trading patterns and cascading have kept rates in that sector still very low. However high scrapping levels and also limitations in the cascading will eventually balance the market



Chartering, Operations & Investment Strategy



Vessels Employment Chart – Bulkers

Coverage: 95% in 2014 basis max durations (includes ships on index charters)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
14 Q1			14 Q2			14 Q3			14 Q4			15 Q1			15 Q2			15 Q3			15 Q4		

MONICA P	\$7,500																				
EIRINI P	dd			\$9,000																	
ELENI P	97 % BPI 4-TC																				
ARISTIDES N.P.	\$7,500		\$6,300		\$4K	\$13,000															
PANTELIS	\$12,500		105 % BPI 4-TC									Unlimited period w/2 mo notice									

Minimum TC period
 Re-delivery range
 Optional period

Vessels Employment Chart – Containerships

Coverage: 72% in 2014 and 24% in 2015 (based on min duration)

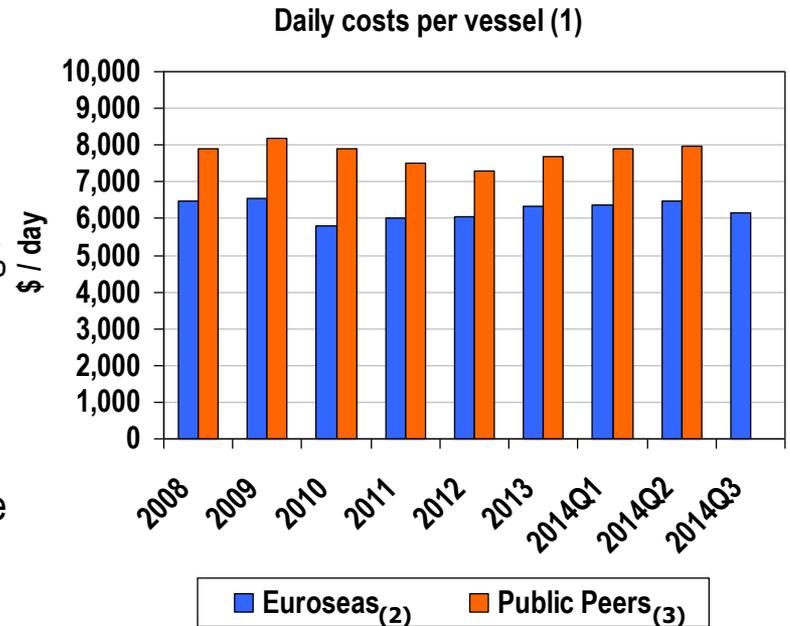
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	14 Q1			14 Q2			14 Q3			14 Q4			15 Q1			15 Q2			15 Q3			15 Q4		
AGGELIKI P	\$6,000			\$6,950						\$6,900														
MARINOS	\$7,150			\$7,150																				
NINOS				\$8,200																				
TIGER BRIDGE	6.800			\$6,800						\$7,000														
DESPINA P	\$6,400			\$6,950						\$6,950														
EVRIKIDIKI G	\$8,000			\$8,200																				
MANOLIS P	\$7,200			\$7,200																				
JOANNA	\$7,500			\$7,500			400k DD Idle			\$7250														
CPT. COSTAS				\$6,500						\$7,750														
KUO HSIUNG				\$7,700						8.700														

Minimum TC period
 Re-delivery range
 Optional period

Fleet Management & Operational Performance

- Operational fleet utilization rate in excess of 98.5% over last 5 years.
 - Outstanding safety and environmental record.
 - For 2014Q3, operational fleet utilization 100.0% and commercial 99.4%.
 - For 2013, operational fleet utilization 98.9% and commercial 96.8%.

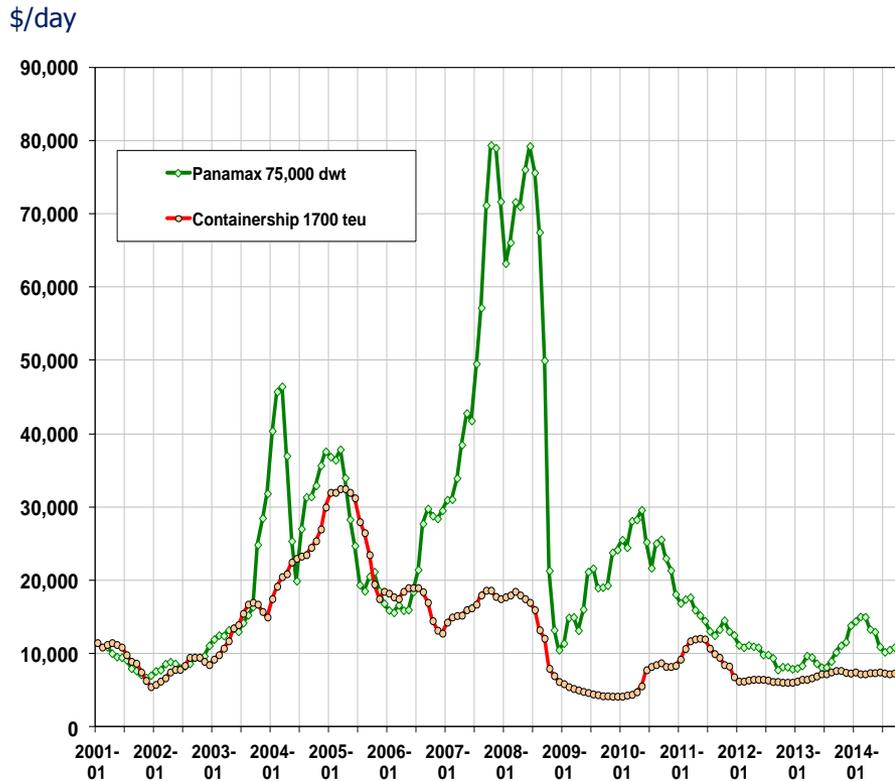
- Overall costs achieved are amongst the lowest of the public shipping companies.



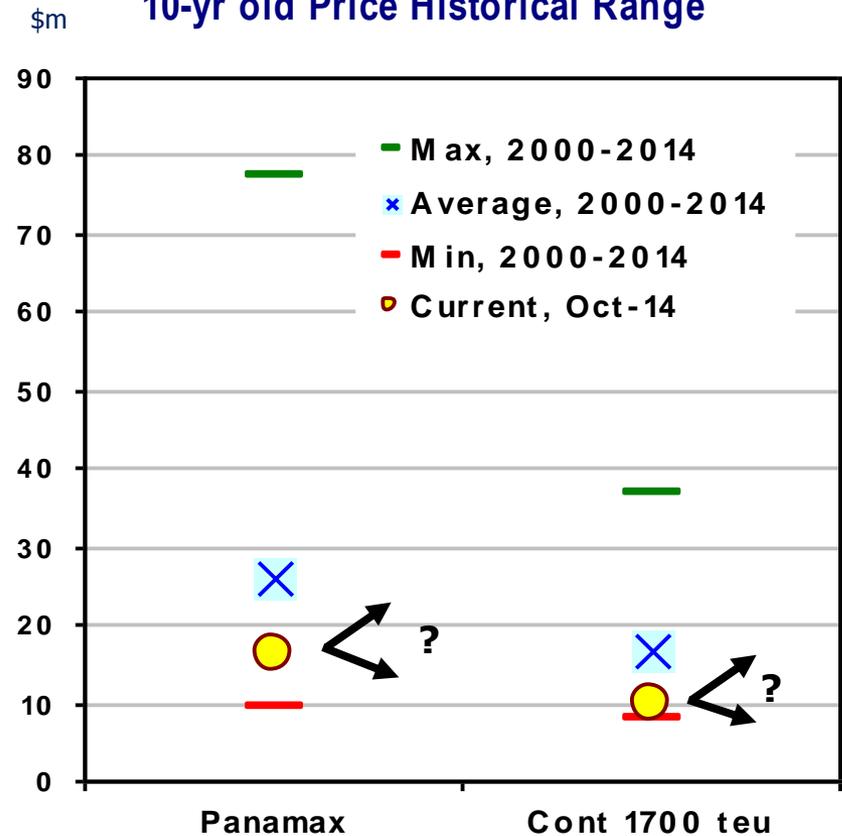
- (1) Includes running cost, management fees and G&A expenses (not drydocking expenses)
- (2) 2009 figure was increased by abt \$600/day to account for the lower cost of the 3 laid-up vessels; 2010 figure was increased by abt \$300/day to account for the lower cost of the laid-up vessels (2 in 2010H1 and 1 in 2010Q3);
- (3) Peer group includes DRYG (up to 2009), DSX, EGLE, EXM, GNK, OCNF and FREE (drybulk), and SSW, DAC (containership) up to 2010; DSX, EGLE, EXM, GNK, SBLK, and SB (drybulk), and SSW, DAC, DCIX in 2011 and 2012.

Market Snapshot – Investment Opportunities

1-Year Time Charter Rate



10-yr old Price Historical Range





Financial Overview

Financial Highlights: 3rd Quarter and First Nine Months of 2013 and 2014

(in million USD except per share amounts)	Third Quarter			First Nine Months		
	2013	2014	change %	2013	2014	change %
Net Revenues	\$9.0	\$9.9	10.6%	\$29.5	\$29.1	-1.3%
Net Loss	(\$3.8)	(\$3.7)		(\$17.3)	(\$11.0)	
Preferred Dividends	\$0.0	(\$0.4)		\$0.0	(\$1.0)	
Net Loss available to Common Shareholders	(\$3.8)	(\$4.1)		(\$17.3)	(\$12.0)	
Net (Gain) / Loss on Sale of Vessel	-\$1.3	\$0.0		\$1.9	\$0.0	
(Gain) / Loss on Derivatives	\$0.1	(\$0.1)		\$0.1	\$0.0	
Adj. Net Loss available to Common Shareholders	(\$5.0)	(\$4.2)		(\$15.3)	(\$12.0)	
Adjusted EBITDA ⁽¹⁾	(\$0.5)	(\$0.2)		(\$1.6)	(\$0.8)	
"GAAP" EPS, Diluted ⁽²⁾	(\$0.08)	(\$0.07)		(\$0.38)	(\$0.22)	
"Operating" ⁽³⁾ Adj. EPS, Diluted	(\$0.11)	(\$0.07)		(\$0.34)	(\$0.20)	

(1) See press release of 11/10/2014 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Available to Common Shareholders; calculated on 45,511,005 and 45,383,405 shares for 2013 and on 57,113,123 and 54,019,367 for 2014.

(3) "Operating" EPS available to Common Shareholders; excludes from Net Loss the capital gains, unrealized and realized derivative gains and losses, see press release of 11/10/2014 for reconciliation to Net Loss.

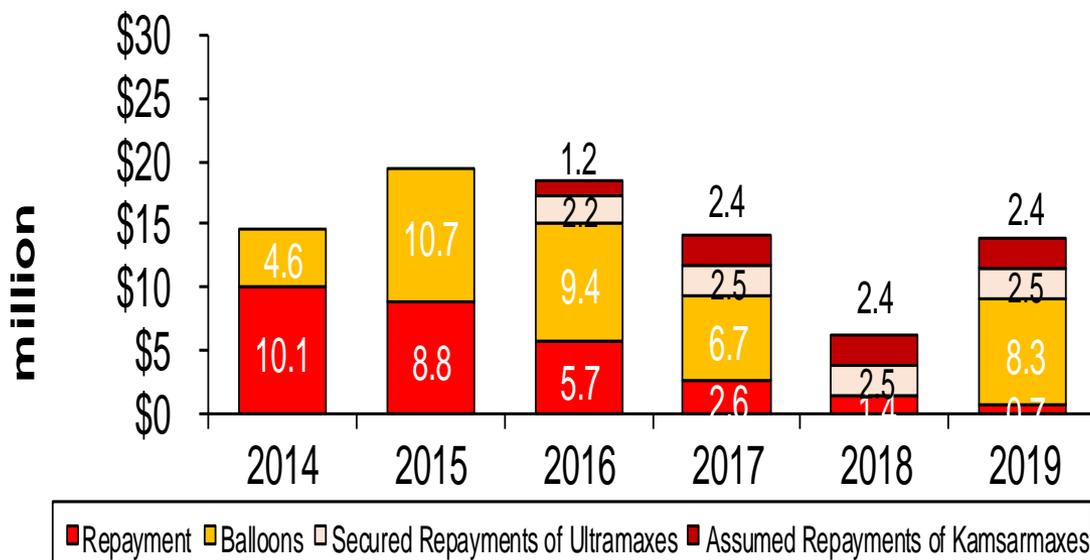
Fleet Data for 3rd Quarter and First Nine Months of 2013 and 2014

<u>Fleet Statistics</u>	Third Quarter		First 9 Months	
	2013	2014	2013	2014
	<u>(unaudited)</u>		<u>(unaudited)</u>	
Number of vessels	14.28	15.00	14.75	14.47
Utilization Rate (%)				
Overall⁽¹⁾	95.6%	99.4%	94.6%	99.5%
Commercial⁽¹⁾	97.3%	99.5%	95.7%	99.6%
Operational⁽¹⁾	98.3%	100.0%	98.9%	99.8%
Averages in usd/day/vessel				
Time Charter Equivalent (TCE)⁽²⁾	\$ 7,320	\$ 7,168	\$ 7,953	\$ 7,438
Operating Expenses				
Vessel Oper. Exp. excl. laid-up	\$5,637	\$5,539	\$5,575	\$5,598
G&A Expenses	\$572	\$598	\$622	\$710
Total Operating Expenses	\$6,209	\$6,136	\$6,197	\$6,308
Interest Expense	\$359	\$440	\$357	\$395
Drydocking Expense	\$421	\$408	\$853	\$490
Loan Repayments	\$1,574	\$1,390	\$2,355	\$2,894
Total Cash Flow Breakeven	\$8,563	\$8,374	\$9,762	\$10,087

- (1) Utilization Rate is calculated excluding scheduled offhire (drydockings and special surveys) and vessels in lay-up. Scheduled offhire amounted to 20.8 and 85.0 days for the third quarter and first nine months of 2014.
- (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 – As of 11/11/2014



Cash Flow Breakeven

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

	<u>\$/vessel/day</u>
OPEX	\$ 5,900
G&A	\$ 780
Interest	\$ 550
Drydock	\$ 430
<u>Loan Rpmt(*)</u>	<u>\$ 2,640</u>
TOTAL	\$10,300

(*) Corresponds to \$4.9m for balloon payments and \$9.6m for loan repayments scheduled in the next 12 months. Without including the balloon payments, the Cash Flow Breakeven rate would **\$9,400/vessel/day**, i.e. **\$900 lower**.

Notes:

Assumed repayments include:

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

Balance Sheet & Other Data

- **Cash as of September 30, 2014: \$ 42.2m**
 - \$33.5m unrestricted – and about \$8.7m of restricted funds and retention accounts.
- **Debt: \$57.5m as of September 30, 2014**
 - Debt to Capitalization ratio about 35%.
 - Debt to Market Value of Fleet ratio about 56% & Net debt to Market Value of Fleet ratio about 15%.
 - Loan covenants satisfied.
- **Capital commitments over 2014-2016**
 - Newbuilding drybulk investment program of about \$118 million to be financed with typical levels of debt and equity (equity already raised).
 - Have received and accepted firm offers from two banks for the post-delivery financing of the NB Ultramaxs to be delivered in Q4-'15 & in Q1-'16, about 60%-70% advance ratio.
 - One Kamsarmax to be delivered in Q4-2015 still needs to be financed, but since it has a 4-yr TC at \$14,100/day we believe we will be able to secure financing close to delivery so as to avoid the commitment fee.
 - In effect NB financing risk has been removed until Q4-2016, subject to legal documentation, when we take delivery of our last Kamsarmax vessel.
 - \$43.5 million, net raised (via preferred & common stock offerings) will be used to fund equity portion (in excess of the \$12.8 million paid to-date).

Euroseas Contacts

Euroseas Ltd.

c/o Eurobulk Ltd
4, Messogiou & Evropis Street
151 24 Maroussi, Greece

www.euroseas.gr

euroseas@euroseas.gr

Tel. +30-211-1804005

Fax.+30-211-1804097

or,

Tasos Aslidis Chief Financial Officer

Euroseas Ltd.
11 Canterbury Lane
Watchung, NJ 07069

aha@euroseas.gr

Tel: 908-3019091

Fax: 908-3019747

Nicolas Bornozis Investor Relations

Capital Link, Inc.
230 Park Avenue, Suite 1536
New York, NY 10169

nbornozis@capitallink.com

Tel: 212- 6617566

Fax: 212-6617526