



Earnings Presentation

Quarter Ended September 30, 2017

November 10, 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.

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.

2017 Third Quarter & Nine Months Overview

- Financial Highlights - 2017:**

	Third Quarter		Nine Months	
Net Revenues	\$11.1 m		\$29.4 m	
Net Loss	(\$4.8) m		(\$8.0) m	
Preferred Dividends	(\$0.5) m		(\$1.3) m	
Adj. Net Loss Available to Common Shareholders ⁽¹⁾	(\$0.7) m	(\$0.06)/ share ⁽²⁾	(\$5.3) m	(\$0.48)/ share ⁽²⁾
Adj. EBITDA ⁽¹⁾	\$2.8 m		\$4.9 m	

(1) See press release of 11/10/2017 for reconciliation of Adj. Net Loss Available to Common Shareholders to Net Loss and Adjusted EBITDA to Net Loss and Cash Flow from Operations. Please note this includes adjustments of \$3.3m for Monica and \$1.3m for Aggeliki, representing "losses on write-down of vessels held for sale".

(2) Basic and diluted

Operational Highlights

➤ Vessel S&P

- In September 2017, Euromar became a wholly owned subsidiary as its majority shareholders, Eton Park and Rhone Group, sold their shares to Euroseas for a nominal consideration. The nine vessels owned by Euromar were controlled by its lenders as the debt of the vessels was significantly higher than their value. At the request of the lenders the vessels were sold.
- Four of the Euromar vessels were purchased by Euroseas for a total amount of \$25.2m which is being financed by \$17.5m debt and the remaining with equity
 - Acquired vessels: EM Athens, EM Oinousses, EM Corfu and Akinada Bridge
 - Monica and Aggeliki are held for sale and are expected to contribute about \$9.0m of sale proceeds (about \$7m after partial debt repayment) to be used to finance the equity portion of the acquisition
- Two of the remaining vessels of Euromar were sold at the request of its lenders to Ernst Russ and three to investors affiliated with the Pittas family
- In exchange of these transactions all bank debt of Euromar was repaid or forgiven; Euromar will be wound down

➤ Kamsarmax2 Newbuilding

- The construction of this vessel, sister-ship to our M/V Xenia, is proceeding as planned
- Second installment paid on 9/29/2017 (contract date of keel laying), 10% third installment on or about February 2018 and final installment of 70% at delivery of the vessel expected by June 2018.

➤ Repairs/DD:

- Aegean Express - (9/26/17-10/25/2017) in DD with a total cost about \$550K.

Current Fleet

Drybulk Carriers

Containerships

Name	Type	Size		Year Built
		DWT	TEU	
<u>Newbuilding Program</u>				
Hull No YZJ 117	Kamsarmax	82,000		2018
Sub Total - NBs	1 vessel	82,000		
<u>Vessels in the water</u>				
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
Sub Total-Drybulk	6 vessels	417,753		11.2 yrs
EM Astoria	Feeder	35,600	2,788	2004
EM Corfu	Feeder	34,654	2,556	2001
Evridiki G	Feeder	34,677	2,556	2001
EM Athens	Feeder	32,350	2,506	2000
EM Oinousses	Feeder	32,350	2,506	2000
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
Sub Total-Containerships	11 vessels	297,626	21,881	19 yrs
Current Total	17 vessels	715,379	21,881	16.2 yrs
Akinada Bridge	Intermediate	71,366	5,610	2004
to be delivered*	1 vessels	71,366	5,610	13 yrs
Total	19 vessels	868,745	27,491	16.7 yrs

*Footnotes:

- Monica P and Aggeliki P are held for sale
- Akinada Bridge to be delivered by year-end.

Chartering Highlights

Since our Q2 earnings call:

➤ **Bulkers**

- Monica P: fixed for for 20-25 days @ \$10,600/day, and fixed thereafter for about 65 days @13,750/day
- Tasos : fixed for a voyage for about \$8,500/day
- Pantelis: fixed for about 25 days @ \$9,500/day, then fixed for a trip about 80-90d @ \$12,575/day

➤ **Containerships**

- Aggeliki P: fixed for one trip to carry empties in the Far East @ \$1. This is a positioning business enabling the vessel to reach the Far East at the lowest possible cost
- EM Athens: fixed for 25-50 days @ \$8,500/day, thereafter as from 11/03/2017, fixed for 3-5 months @ about \$7,000/day.
- EM Oinousses: extended for about 10-13 months @\$8,500/day, charterer's option for 12 months \$15,000/day
- Aegean Express: extended for about 120-170 days @\$8,250/day as from 11/07/17
- EM Astoria: extended for 5-7months @\$8,000/day as from 12/04/17
- Joanna: extended for 5-8months @\$7,000/d gross as from 09/15/17
- Manolis P: extended for 6months (+/ 15 days) @\$7,000/day as from 10/07/17
- Ninos: extended for about 4.5-5.5 months @\$8,950/day as from 11/05/17
- Kuo: Extended for about 4.5-5.5 months @\$8,950/day as from 11/16/17



Market Overview

Market Highlights

Bulkers:

- The BDI was at 901 points on Jun-30 and averaged 1,137 points during Q3 2017 after bottoming at 820 points on Jul-10 and ending up at 1,356 points on Sep-29. Currently it stands at 1,489 points (Nov-08, 2017)
- Daily Cape spot rates averaged \$15,163/day in Q3, Panamax spot rates averaged \$10,167/day and Supramax-58 spot rates \$10,718/day. They closed the quarter at \$18,450, \$11,438 and \$12,375 per day, respectively, while, currently, they stand at \$21,980 for Capes \$12,163 for Panamaxes, \$10,790 for Supramaxes-Tess 58 (Nov-08, 2017)
- One-year TC rates increased across all sizes:
 - Capes from \$14,692/day (Q2-17 average) to \$15,058 (Q3-17 average)
 - Panamaxes from \$10,215/day (Q2-17 average) to \$11,079 (Q3-17 average)
 - Supramaxes from \$9,385/day (Q2-17 average) to \$10,231 (Q3-17 average) (tess-58 Index)
 - As of Oct 10, 2017, TC rates stood at about \$15,925/day for Capes, \$12,375/day for Panamaxes and \$11,250/day for Supramaxes (tess-58 Index)
- Secondhand 5-yr old vessel prices rose in Q3 by abt 5% on average and currently are around the levels reached in March 2017 or slightly higher in some cases
- As resale NB vessel candidates have disappeared, a number of N/B orders have emerged with 2019 and 2020 delivery. NB prices (China) are in the region of \$25/24m for Kamsarmax and Ultramax
- YTD the Drybulk fleet has grown by about 2.8%

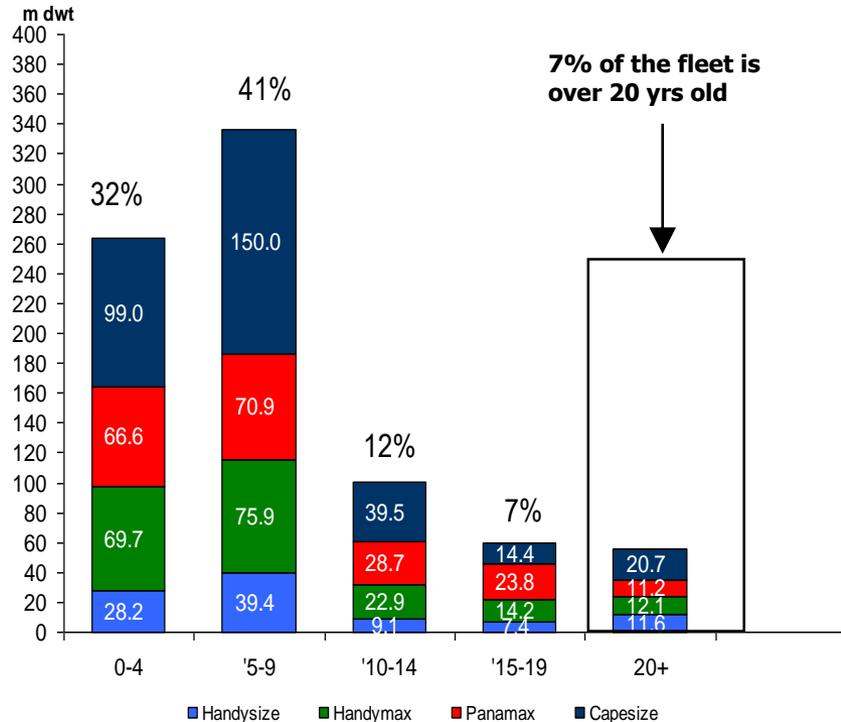
Market Highlights

Containerships:

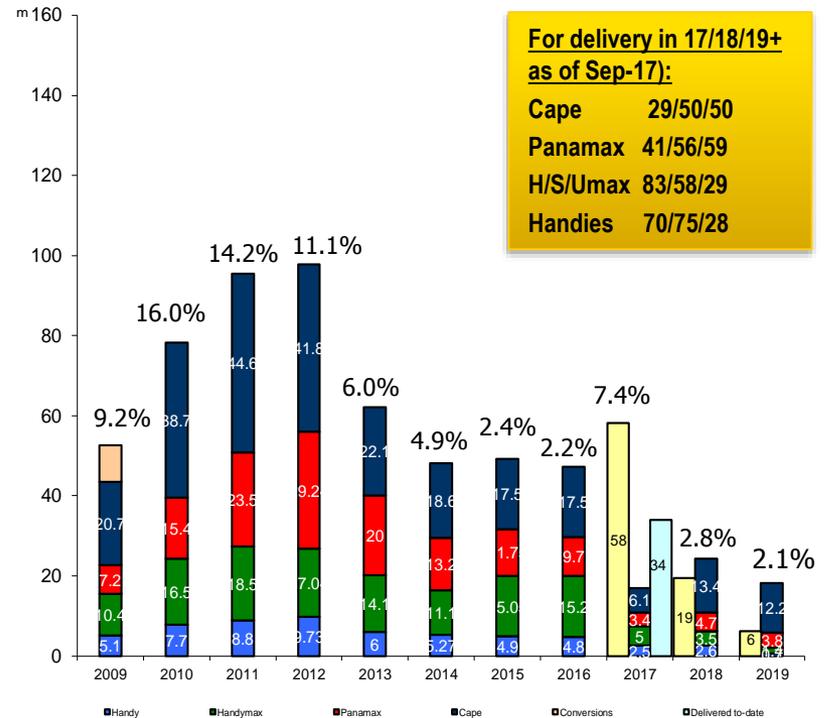
- Time charter rates in Q3 for feeder and intermediate size vessels ranging from 1,000-5,000 teus have all averaged about the same as in Q2
 - The 1,700 teus geared vessel rose from an average of \$6,950 in Q2 to \$7,317 in Q3
 - The 2,500 teus geared vessel fell from an average of \$8,900 in Q2 to \$8,733 in Q3
- Average Secondhand prices for older than 15-yr old vessels remained close to scrap values in Q2 and Q3 2017, however, for younger vessels of about 10yrs old the rises were in the region of 12-25% for sizes between 1700-2500 teus
- Newbuilding prices were stable, with rising trends. Until September activity was minimal concentrating on smaller vessels with 2019 onwards deliveries, however in September we had 25 vessels ordered from CMA-CGM, MSC and Eastern Pacific ranging from 14-22,000 teus and totaling 532,000 teus. All these vessels are due for delivery in 2019 and 2020.
- Idle fleet dropped from about 536k teu in the beginning of July to abt 394k teu by Oct-2 but increased again to 554k by Oct-16 due to cancelling of sailings of large vessels due to the Chinese Holidays. Expect this to be a temporary effect
- Scrapping continued to be slow in Q3 totaling about 75k teus up from abt 60k teus in Q2.
- YTD the fleet has grown by 3%

Drybulk Age Profile & Orderbook Delivery Schedule

Dry Bulk Age Profile



Dry Bulk Orderbook



Large bulkers are still young

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

Notes:

1) Scrapping & Slippage

	2009	2010	2011	2012	2013	2014	2015	2016
-Scrapping, mdwt & 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, mdwt & as % of scheduled deliveries	28.5m-40%	47m-37%	43m-29%	40m-30%	39m-39%	27m-36%	36m-43%	46m-49%

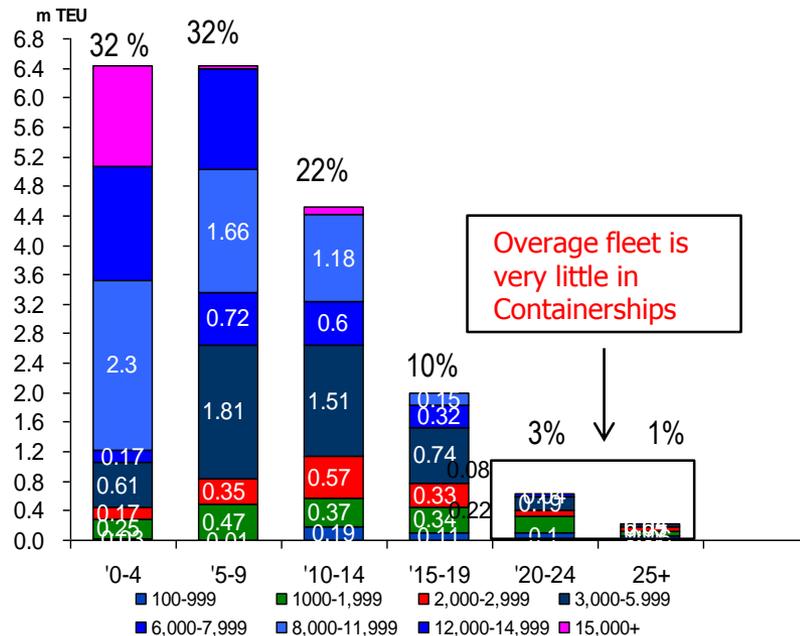
2) Fleet percent change during 2009-2016 includes scrapping and other additions and removals.

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

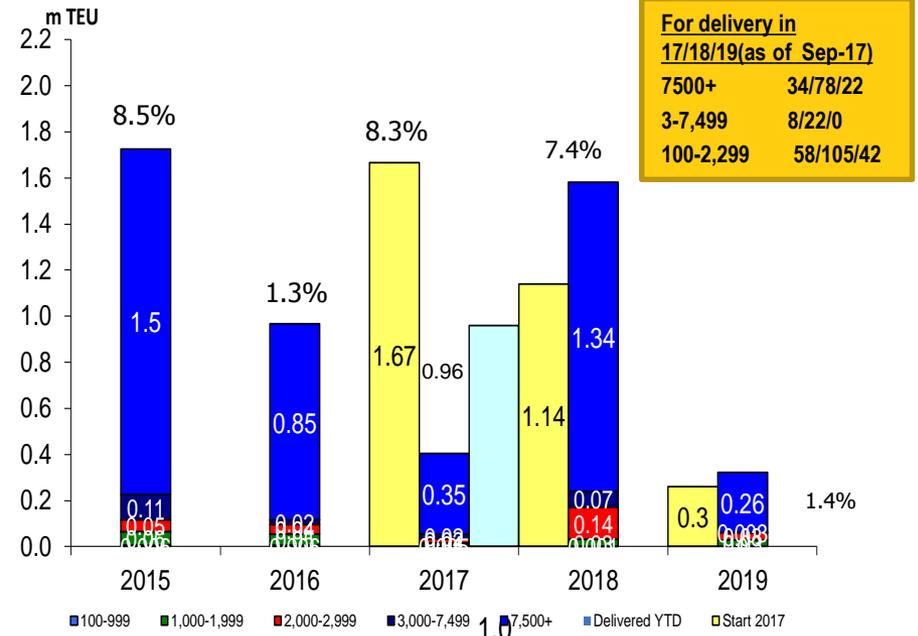
Large Vessels Dominate Orderbook

Containership Age Profile & Orderbook Delivery Schedule

Containership Age Profile



Container Orderbook



Overall A Young Fleet

Notes:

	2009	2010	2011	2012	2013	2014	2015	2016
1) Scrapping & Slippage								
-Scrapping, mteu & as % of fleet	0.3m -3%	0.3m-2%	0.0m-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 2017/18/19 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions.

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

Large Vessels Dominate Orderbook

World GDP & Shipping Demand Growth

- Synchronized world economic recovery for the first time since 2010 with US growth continuing strong (3%) in Q3 despite hurricanes. Strengthening growth in the Eurozone, strong growth in China and solid growth in most parts of the world are to result in healthy growth for 2017 and 2018.

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)	1.5(2.6)	2.2(2.1)	2.3(2.1)	1.9(2.1)
Eurozone	-0.7 (-0.5)	-.05 (-0.4)	0.9 (1.0)	2.0(1.2)	1.8(1.7)	2.1(1.9)	1.9(1.9)	1.7(1.7)
Japan	1.4(1.7)	1.5 (2.0)	-0.1 (1.7)	0.5(0.6)	1.0(1.0)	1.5(1.3)	0.7(0.6)	0.8(0.9)
China	7.7 (8.2)	7.7 (7.6)	7.4 (7.5)	6.9 (6.8)	6.7(6.3)	6.8(6.7)	6.5(6.4)	6.3(6.0)
India	3.2 (7.0)	4.4 (3.8)	7.2 (5.4)	7.6 (6.3)	7.1(7.5)	6.7(7.2)	7.4(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)	1.8(1.4)	1.6(1.4)	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)	0.7(0.3)	1.5(1.3)	2.0(2.0)
ASEAN-5	6.2 (4.8)	5.2 (5.0)	4.6 (5.1)	4.8 (5.2)	4.9 (4.8)	5.2(5.1)	5.2(5.2)	5.3(5.4)
World	3.1 (3.3)	3.4(3.5)	3.4 (3.7)	3.4(3.6)	3.2 (3.4)	3.6(3.5)	(3.7)3.6	3.7(3.7)

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)	3.8(3.5)	3.0(2.0)	2.0(2.0)
------	-----------	----------	-----------	-----------	-----------	----------	----------	----------

Containerized Trade (% p.a.)

TEU	3.1 (7.0)	5.1 (4.8)	5.4 (6.1)	2.2(6.7)	3.8(4.0)	5.2(4.8)	5.3(5.1)	4.0(4.0)
-----	-----------	-----------	-----------	----------	----------	----------	----------	----------

Sources:

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

Trade – Drybulk: 2012-2016: Figures in parenthesis indicate beginning of year estimates from Clarksons
2017– Clarksons (Sep-17), 2018/19 - Company estimates, previous estimates in parenthesis (July 17),

Containers: 2012-2016: Figures in parenthesis indicate beginning of Year estimates from Clarkson
2017/18 Clarkson (Sep-2017), previous estimates in parenthesis (June-17);
2019 - Company estimates (Sep -17), previous estimates in parenthesis (July-17)



Outlook Summary – Bulkers

- Market in 2017 was characterized by robust demand and a depleting orderbook. The year will average significantly higher than 2016.
- For 2018, we expect further improvements in the demand/supply balance and barring any significant slow-down in Chinese iron ore and coal imports we should see an even stronger market
 - China remains the main source of drybulk trade. 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 as local coal mines are being shut down due to inefficiencies and pollution concerns
- If more than 1,5% of new orders are placed for 2019 delivery the supply/demand in 2019 will likely turn marginally negative, i.e. more supply than demand. However this is based on the conservative assumption of a 2% demand growth.

Outlook Summary – Containerships

- Demand growth in 2017 will come in in excess of 5% against our original estimate of 3%. This has led to a rapid depletion of the idle fleet and a robust market recovery
- We expect the supply/demand balance to be almost flat in 2018. Despite the large orderbook of big vessels massive and continuous cascading has moved the oversupply in the smaller vessels sizes. This trend seems to be reversing recently. Developing trading patterns and further cascading will determine the smaller vessels market in the future...
 - The full absorption of the panamax fleet is expected to release much of top-down pressure and therefore create the dynamics for a favorable environment for the smaller vessels. (Idle panamaxes are down from abt 130 vessels to abt 30 vessels). Should this pressure disappear then, we could possibly see a disconnection between the earnings of bigger vs smaller vessels in favor of the smaller ones.
- The order book for 2019 was very low until recently suggesting that 2019 can be a very good year if demand holds up; however the recent ordering of abt 20 mega vessels of 22,000 teus from 2 liner companies for delivery in 2019 and 2020 may take some steam out of a very promising market. Should this trend be followed by others the fundamentals will turn negative again from 2020...

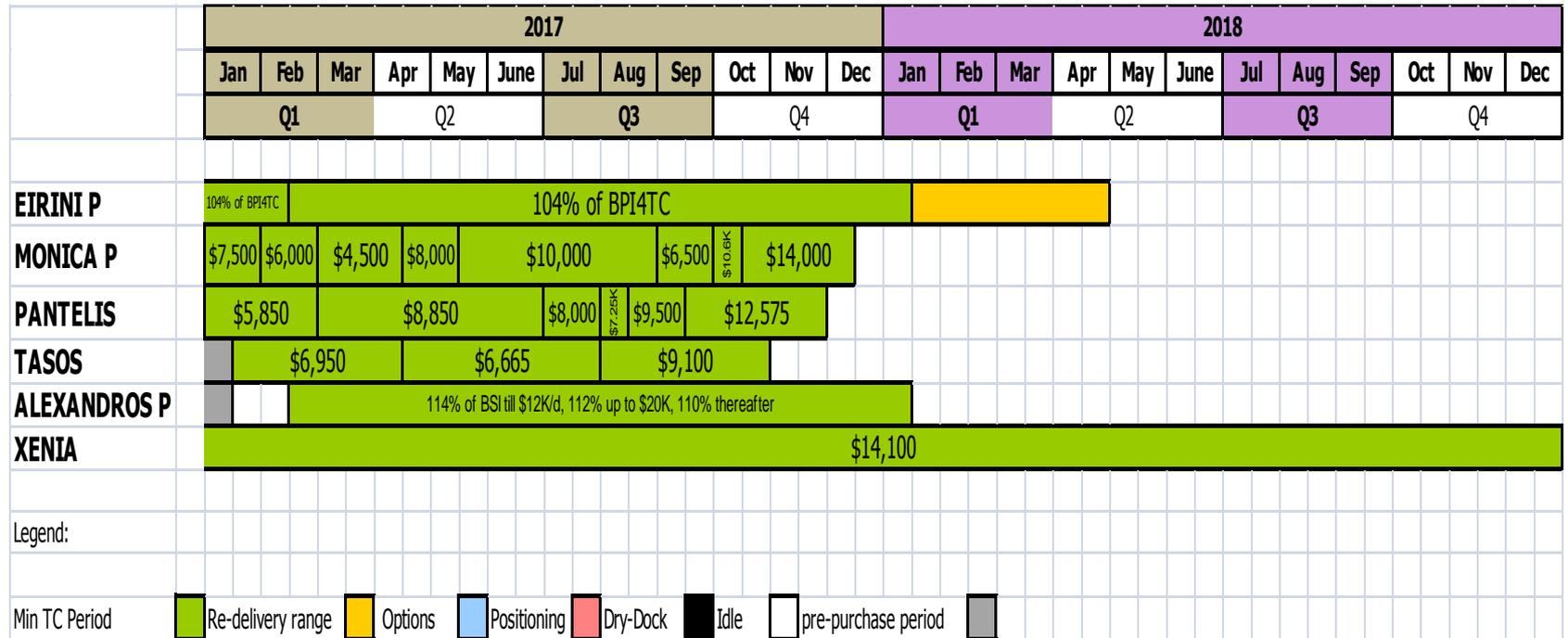


Chartering, Operations & Investment Strategy



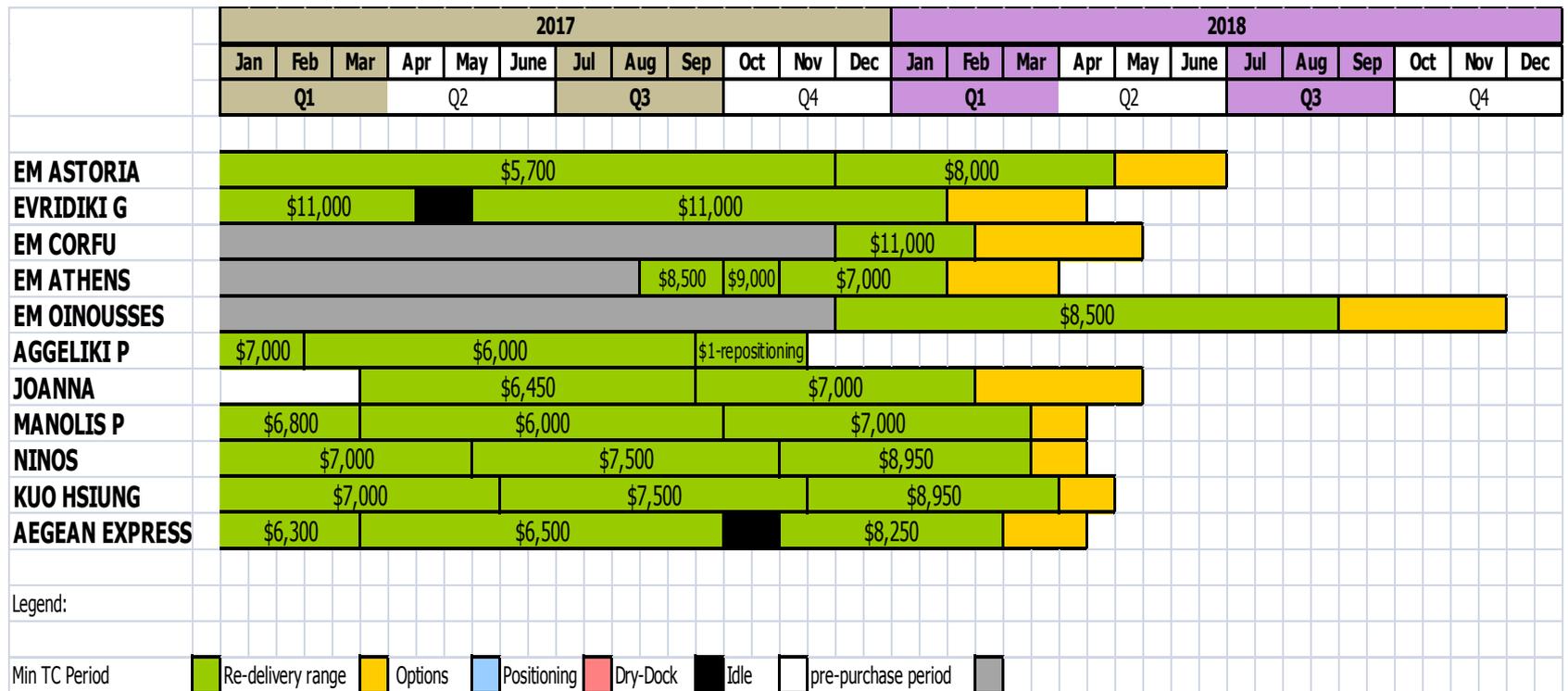
Employment Chart – Bulkers

Coverage: abt. 81% in 2017Q4 and 22% in 2018 (includes ships on index charters)



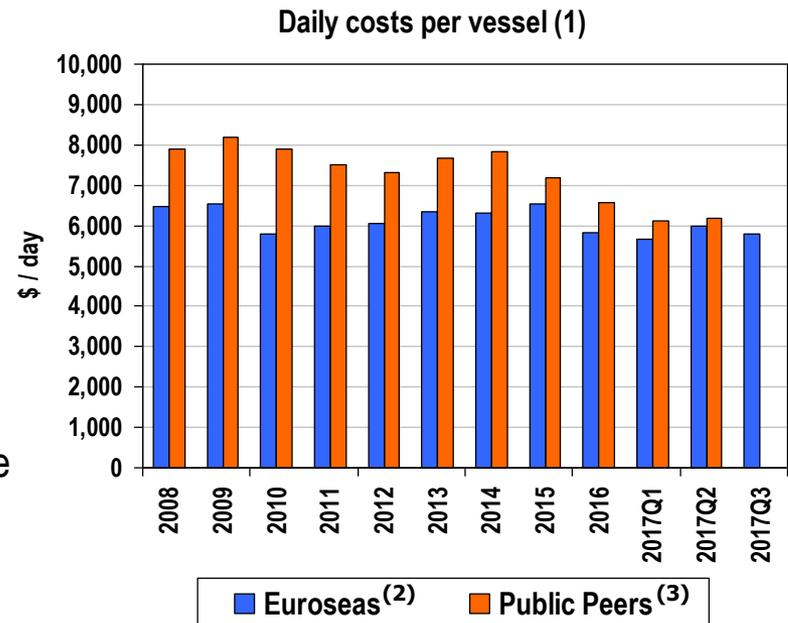
Employment Chart – Containerships

Coverage: about 95% in 2017Q4 and about 21% in 2018.



ESEA Fleet Management & Operational Performance

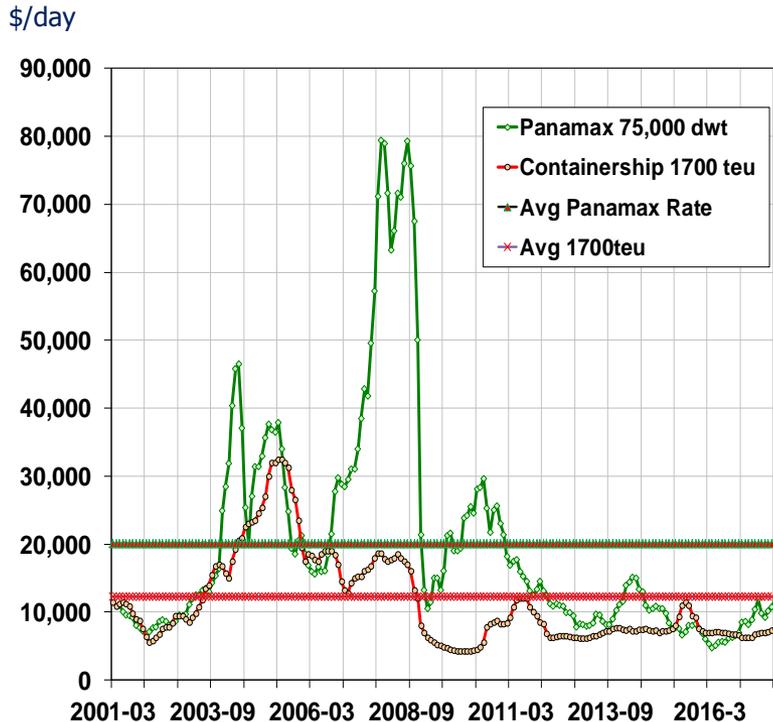
- Fleet utilization rate in excess of 99.4% over last 5 years
 - Outstanding safety and environmental record
 - For 2017Q3, operational fleet utilization 99.9% and commercial 100.0%
 - For 2016Q3, operational fleet utilization 100.0% and commercial 99.7%
- Overall costs achieved are amongst the lowest of the public shipping companies



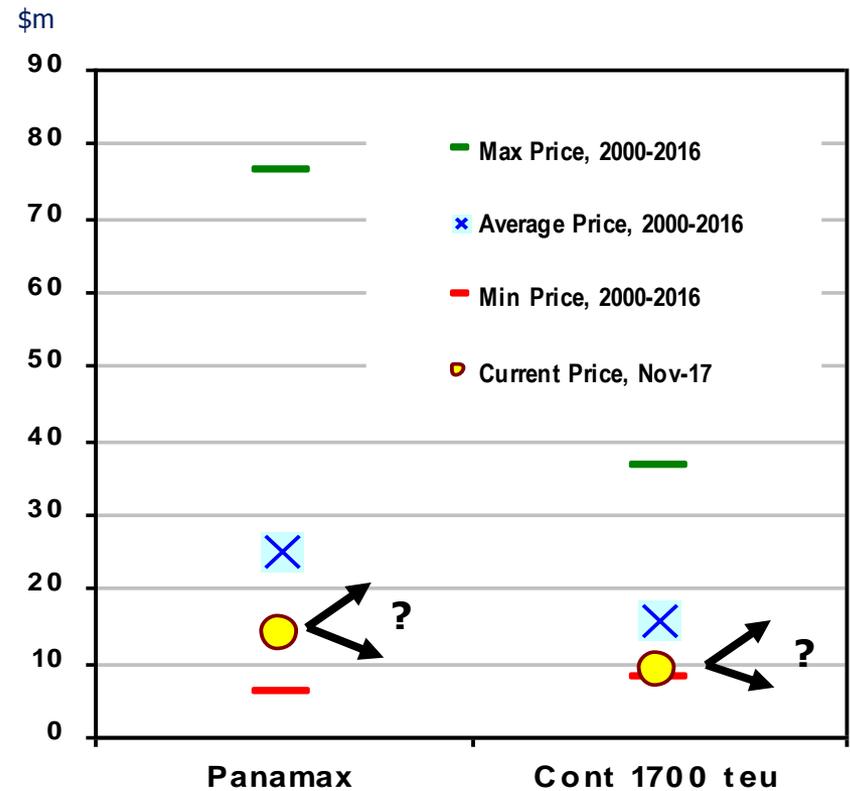
(1) Includes running cost, management fees and G&A expenses (not drydocking expenses)
 (2) 2009 figure was increased by abt \$600/day to account for the lower cost of the 3 laid-up vessels; 2010 figure was increased by abt \$300/day to account for the lower cost of the laid-up vessels (2 in 2010H1 and 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



10-Year Historical Price Range



Source: Clarksons



Financial Overview

Financial Highlights: 2nd Quarter and 1st Half of 2016 and 2017

(in million USD except per share amounts)	Third Quarter			Nine Months		
	2016	2017	change %	2016	2017	change %
Net Revenues	\$7.2	\$11.1	54%	\$21.1	\$29.4	39%
Net Loss	(\$4.6)	(\$4.8)		(\$26.6)	(\$8.0)	
Preferred Dividends	(\$0.4)	(\$0.5)		(\$1.3)	(\$1.3)	
Net Loss available to Common Shareholders	(\$5.0)	(\$5.3)		(\$27.9)	(\$9.4)	
Loss on Termination of NB Contract	\$1.8	\$0.0		\$3.2	\$0.0	
Impairment of Investment in JV	\$0.0	\$0.0		\$14.0	\$0.0	
Loss on write-down of vessels held for sale	\$0.0	\$4.6		\$0.0	\$4.6	
Gain on Sale of Vessel	\$0.0	\$0.0		(\$0.0)	(\$0.5)	
Loss on derivatives	(\$0.0)	(\$0.0)		\$0.2	\$0.0	
Adj. Net Loss available to Common Shareholders	(\$3.3)	(\$0.7)		(\$10.5)	(\$5.3)	
Adjusted EBITDA ⁽¹⁾	\$0.3	\$2.8		(\$0.8)	\$4.9	
Adjusted net loss per share, basic and diluted ⁽²⁾	(\$0.40)	(\$0.06)	85%	(\$1.29)	(\$0.48)	63%

(1) See press release of 11/10/2017 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Available to Common Shareholders; calculated on 8,116,343 for 2016 and on 11,093,672 and 11,051,957 for the third quarter and first nine months of 2017.

Fleet Data for 2nd Quarter and 1st Half of 2016 and 2017

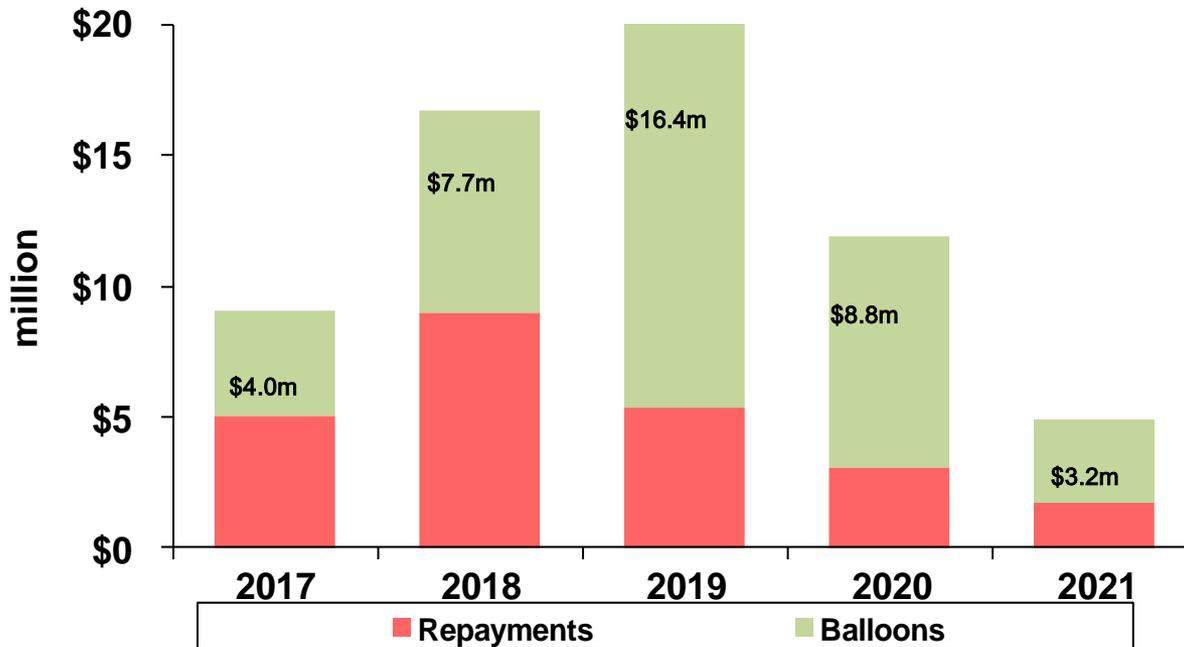
<u>Fleet Statistics</u>	Third Quarter		Nine Months	
	2016 (unaudited)	2017 (unaudited)	2016 (unaudited)	2017 (unaudited)
Number of vessels	11.02	14.02	11.33	13.51
Utilization Rate (%)				
Overall ⁽¹⁾	99.7%	99.9%	97.4%	98.1%
Commercial ⁽¹⁾	99.7%	100.0%	97.6%	98.8%
Operational ⁽¹⁾	100.0%	99.9%	99.8%	99.2%
Averages in usd/day/vessel				
Time Charter Equivalent (TCE)⁽²⁾	\$ 7,500	\$ 8,528	\$ 7,085	\$ 7,978
Operating Expenses				
Vessel Oper. Exp. excl. laid-up	5,020	5,211	5,143	5,103
G&A Expenses	814	582	868	721
Total Operating Expenses	5,834	5,793	6,011	5,824
Interest Expense	915	610	597	656
Drydocking Expense	544	98	556	66
Loan Repayments without Balloons	1,206	854	1,215	1,153
Total Cash Breakeven w/o Balloons	8,499	7,355	8,379	7,699

(1) Utilization Rate is calculated excluding scheduled offhire (drydockings and special surveys) and vessels in lay-up. Scheduled offhire amounted to 4.13 and 76.13 for the third quarter and first nine months 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.

Vessel Debt Repayment Profile

Debt Repayment Schedule



Note:

The \$17.5m loan from Eurobank, to be fully drawn in 17Q4 for partly financing the acquisition of 4 containerships from DvB/Euromar is included in the chart above.

Cash Flow Breakeven

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

	<u>\$/vessel/day</u>
OPEX	\$ 5,150
G&A	\$ 650
Interest	\$ 750
Drydock	\$ 400
<u>Loan Rpmt(*)</u>	<u>\$ 1,350</u>
TOTAL	\$ 8,300

(*) Excludes total balloons of \$4.9m due in Q12018, i.e. an increase of abt \$1,000/day in our daily breakeven if not refinanced

Cash Flow & NAV Sensitivity to Market Changes

- Euroseas is positioned to take advantage of a potential market recovery
 - About 13% 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

Change in market rates (\$1,000/day)	2018
Index-linked & available vessel days	4,541
Change in daily charter rate	\$1,000
Change in income contribution, net (million)	\$4.5
Change in income contribution per share	\$0.4

Change in vessel values (\$1m/vessel)	2018
Number of vessels	16.5
Change in value of each vessel (million)	\$1.0
Change in NAV (million)	\$16.5
Change in NAV/share	\$1.5

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