



## **Earnings Presentation**

**Fourth quarter and twelve-month period ended  
December 31, 2016**

**February 16, 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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# 2016 Fourth Quarter & Full Year Overview

## Financial Highlights - 2016:

	Fourth Quarter		Full Year	
<b>Net Revenues</b>	<b>\$7.3 m</b>		<b>\$28.4 m</b>	
<b>Net Loss</b>	<b>(\$17.6) m</b>		<b>(\$44.2) m</b>	
<b>Net Loss Available to Common Shareholders</b>	<b>(\$18.1) m</b>		<b>(\$45.9) m</b>	
Loss on Termination of Newbuilding Contract	(\$3.8) m		(\$7.1) m	
Loss on write-down of vessel held for sale	(\$5.9) m		(\$5.9) m	
Total Impairment/Loss of Common/Preferred Equity in JV	(\$5.5) m		(\$19.9)m	
<b>Adj. Net Loss Available to Common Shareholders<sup>(1)</sup></b>	<b>(\$3.7) m</b>	<b>(\$0.45)/ share<sup>(2)</sup></b>	<b>(\$14.2) m</b>	<b>(\$1.74)/share<sup>(2)</sup></b>
<b>Adj. EBITDA<sup>(1)</sup></b>	<b>(\$0.4) m</b>		<b>(\$1.1) m</b>	

(1) See press release of 02/16/2017 for reconciliation of Adj. Net Loss Available to Common Shareholders to Net Loss and Adjusted EBITDA to Net Loss and Cash Flow from Operations

(2) Basic and diluted



## Operational Highlights

### ➤ **Vessel S&P**

- We purchased m/v RT Dagr from Tennenbaum for 900,000 shares; took delivery of the vessel on 23rd December 2016. Performed one short term charter and then scrapped the vessel for net proceeds of about \$2.3 million on January 31<sup>st</sup>
- 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 9th January 2017 and then scrapped Eleni P on the 26<sup>th</sup> of January 2017

### ➤ **Repairs/DD**

- Kuo Hsiung: the vessel performed its drydocking during 03 November – 03 December

### ➤ **Idle Time & Lay-up**

- Joanna: Was idle in the Med since Sep. 13, vessel was put on cold laid-up on November 3, as market is not expected to improve before end-March 2017
- Kuo Hsiung: Was idle for 6 days during the quarter after completing her drydock and prior to re-entering her schedule

# Chartering Highlights

## ➤ **Bulkers**

- Eleni P: Fixed for abt 20-25 days trip @ \$7,500/day and thereafter fixed for abt 30 days trip @ \$6,500/day; subsequently, vessel sold for scrap
- Pantelis: Fixed for abt 70-80 days trip @ \$6,800/day and thereafter fixed for abt 40-45 days trip @ \$5,850/day
- Monica P: Fixed for abt 20-25 days trip @ \$11,400/day” this rate was APS ie there was ballast leg from previous discharge port to next loading port that would bring the hire to abt \$8,000 for abt 30d
- Tasos: Fixed for abt 90 days trip @\$6,950
- Alexandros P: is currently on subs for a minimum period of 6 month at 114% of BSI

## ➤ **Containerships**

- Ninos: extended with current charterers for min 150 – max 175 days @ \$7,000/day
- Kuo Hsiung: In direct continuation after d/d for min 150 – max 175 days @ \$7,000/day
- Aegean Express: redelivery date has been extended for min end Feb – end April @ \$6,300/day
- RT Dagr: fixed for one voyage with empties @ lumpsum \$62,500 fios; subsequently sold for scrap
- Aggeliki P: extended for 5-7 months @ \$6,000/day
- Manolis P: has been extended starting on 22 March for 6-7months at a rate of \$6,000/day

## Newbuilding Program Developments

### ➤ *Newbuildings:*

- 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
- Kamsarmax 2: We have extended by three months (to March 31, 2017) our option to build our second Kamsarmax newbuilding; we can cancel the contract without any further payment

# Current Fleet (not including Euromar vessels)

Name	Type	Size		Year
		DWT	TEU	Built
<b><u>Vessels in the water</u></b>				
<b>Xenia P</b>	<b>Kamsarmax</b>	<b>82,000</b>		<b>2016</b>
<b>Eirini P</b>	<b>Panamax</b>	<b>76,466</b>	-	<b>2004</b>
<b>Tasos</b>	<b>Panamax</b>	<b>75,100</b>	-	<b>2000</b>
<b>Pantelis</b>	<b>Panamax</b>	<b>74,020</b>	-	<b>2000</b>
<b>Alexandros P</b>	<b>Ultramax</b>	<b>63,500</b>	-	<b>2017</b>
<b>Monica P</b>	<b>Handymax</b>	<b>46,667</b>	-	<b>1998</b>
<b>Sub Total-Drybulk</b>	<b>6 vessels</b>	<b>417,753</b>		<b>11.2</b>
<b>Evridiki G</b>	<b>Intermediate</b>	<b>34,677</b>	<b>2,556</b>	<b>2001</b>
<b>Aggeliki P</b>	<b>Intermediate</b>	<b>30,360</b>	<b>2,008</b>	<b>1998</b>
<b>Joanna</b>	<b>Handysize</b>	<b>22,301</b>	<b>1,732</b>	<b>1999</b>
<b>Manolis P.</b>	<b>Handysize</b>	<b>20,346</b>	<b>1,452</b>	<b>1995</b>
<b>Aegean Express</b>	<b>Handysize</b>	<b>18,581</b>	<b>1,439</b>	<b>1997</b>
<b>Ninos</b>	<b>Feeder</b>	<b>18,253</b>	<b>1,169</b>	<b>1990</b>
<b>Kuo Hsiung</b>	<b>Feeder</b>	<b>18,154</b>	<b>1,169</b>	<b>1993</b>
<b>Sub Total-Containership</b>	<b>7 vessels</b>	<b>162,672</b>	<b>11,525</b>	<b>20.9</b>
<b>Total</b>	<b>13 vessels</b>	<b>580,425</b>	<b>11,525</b>	<b>16.4</b>

Drybulk Carriers

Containerships

Notes: 1) In January 2017, drybulk vessels, Alexandros P and Tasos were acquired and Eleni P was sold for scrap  
 2) Containership, RT Dagr, was acquired in December 2016 and sold for scrap in January 2017

# Euromar Joint Venture

Containerships

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>

- Euroseas owns 14.3% of the company's common equity.
- In Q4-2016 Euroseas took a total \$5.5m impairment/loss of its common/preferred equity position on its Euromar investment.
- \$4.0m further commitment to be invested as preferred equity at Euromar's option
- Cash position of about \$11m as of Q42016.



**Market Overview**

## Market Highlights - Full Year

### Bulkers:

- After hitting a low of 290 points in February the BDI increased to 875 points by September 30 and ended at 961 at the end of December. Currently it stands at 688 points
  - BALTIC Cape (172Kdwt) spot rates averaged \$1,424/day in Q1, \$5,682/day in Q2, \$6,882/day in Q3 and \$11,665 in Q4
  - BALTIC Panamax (74Kdwt) spot rates averaged \$3,068/day in Q1 \$4,899/day in Q2, \$5,746/day in Q3 and \$8,643 in Q4
  - BALTIC Supramax (52Kdwt) spot rates averaged \$3,801/day in Q1 \$5,795/day in Q2, \$7,064/day in Q3 and \$8,317 in Q4 but,
  - Currently, BALTIC spot rates stand at \$3,591/day for Capes \$7,478/day for Panamaxes, \$7,207/day for Supramaxes
- One-year TC rates increased significantly for all sizes:
  - Capes from 5,250/day (January'16 average) to \$9,530/day (December'16 average)
  - Panamaxes from \$5,370/day ( January'16 average) to \$8,570/day (December'16 average)
  - Supramaxes from \$4,850/day (January'16 average) \$7,400/day (December'16 average)
  - As of mid-February 2017, 1-yr TC rates stood at about \$10,250/day for Capes, \$8,575/day for Panamaxes and \$7,500/day for Supramaxes
- Secondhand prices for vessels of about 10-15yrs old increased about 50% by the end of 2016 from the start of the year. There was a correction in values for Jan 2017 by about 5%.
- No newbuilding orders were placed in Q4 but there were some resales by owners who did not have capacity to pay for them or yards which have taken them over.
  - These resales are at levels of \$18/19m for Ultramaxs , \$20-21m for Kamsarmaxes and \$33/34m for Capes. These levels are roughly 30-40% lower than the price they were originally ordered
  - We witness an increase in NB prices by 10% for Jan 2017 and a couple of new orders placed



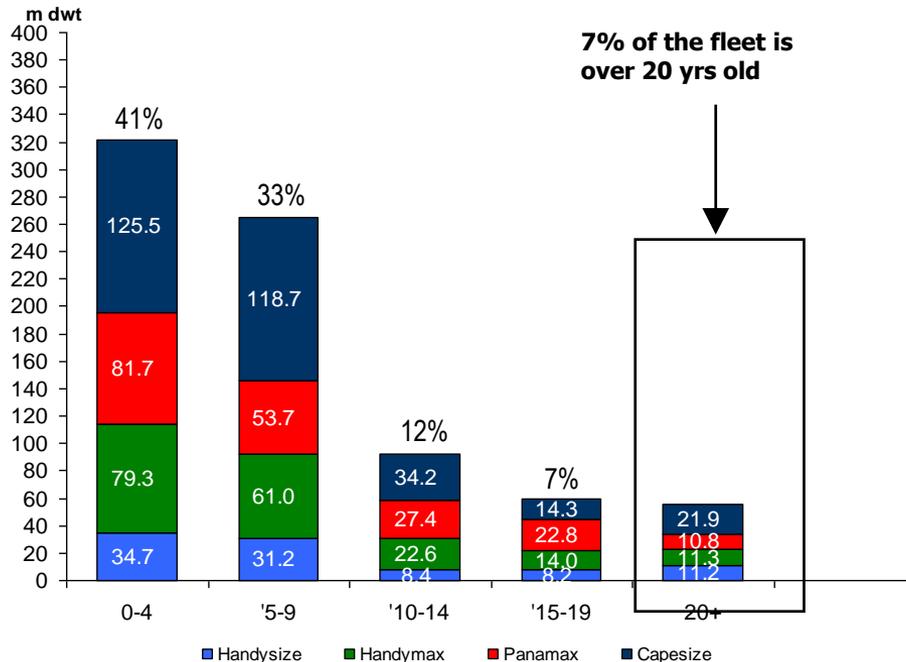
## Market Highlights

### Containerships:

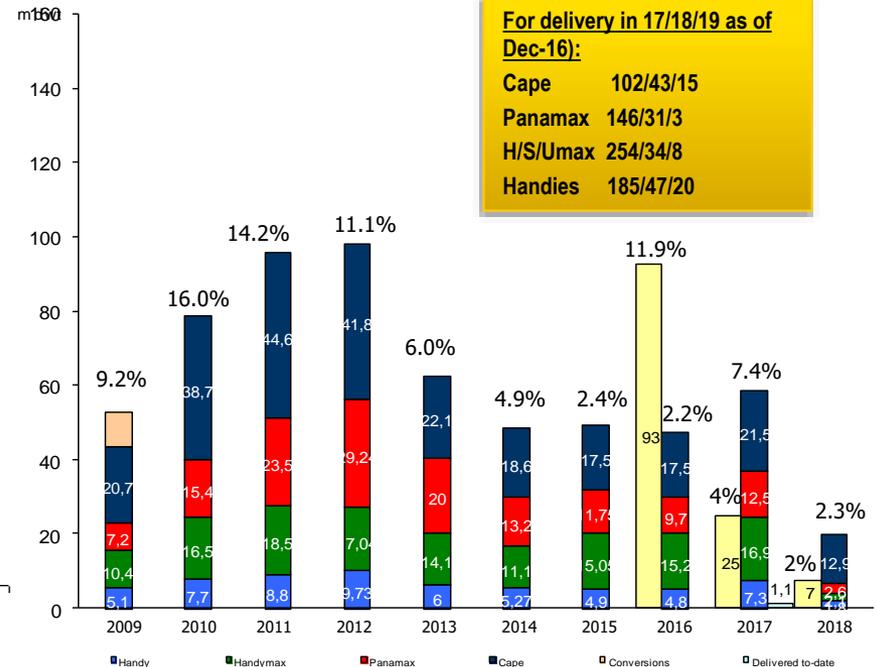
- Time charter rates in Q4 for vessels below 5,500 teu have softened even more and remain in the region of \$4,500-\$6,500, with the 1,700 teu vessels still earning the most; however, increased chartering activity has been witnessed in December 2016. January/February 2017 have been quiet so far due to Chinese New Year but we anticipate March to be more active due to the new alliances coming into effect on April 1<sup>st</sup> 2017
- Secondhand prices over 15 years old remained at levels around scrap price. Certain distress sales of even younger ships occurred at scrap levels
  - A 7-year old panamax vessel (2010 built) was recently scrapped
- New building prices were stable. IRISL (Iran) placed an order for 4\*14,500 teu and a few vessels in the 1,000-2,000 teu range were also ordered from CMA CGM, Tropical Shipping and Wan Hai
- Idle fleet rose from about 1.2m teu in the end of Q3 to abt 1.45m teu by year end and decreased to abt 1.29m teu at the end of Jan'2017. Scrapping accelerated in Q4 leading to a record of abt 700k teus scrapped

# Drybulk Age Profile & Orderbook Delivery Schedule

## Dry Bulk Age Profile



## Dry Bulk Orderbook



**For delivery in 17/18/19 as of Dec-16):**  
 Cape 102/43/15  
 Panamax 146/31/3  
 H/S/Umax 254/34/8  
 Handies 185/47/20

## Large bulkers are still young

Source: Clarksons, as of December 2016, Age Profile; December 2016, Orderbook

Notes:

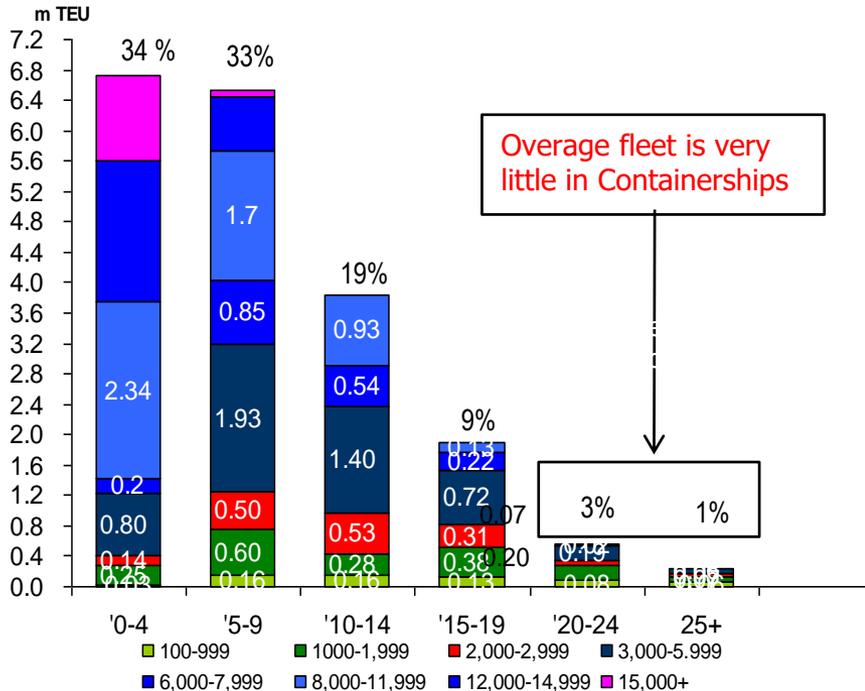
Notes:	2009	2010	2011	2012	2013	2014	2015	2016
1) Scrapping & Slippage								
-Scrapping, mdw t & as % of fleet	10m -3%	5.7m-1.2%	22.2m-4.2%	32.9m-5.3%	21.6m-3.2%	15.9m-2.2%	30.5m-4.0%	29.1m-3.7%
-Slippage & cancellations, mdw t & as % of scheduled deliveries	28.5m-40%	47m-37%	43m-29%	40m-30%	39m-39%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

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

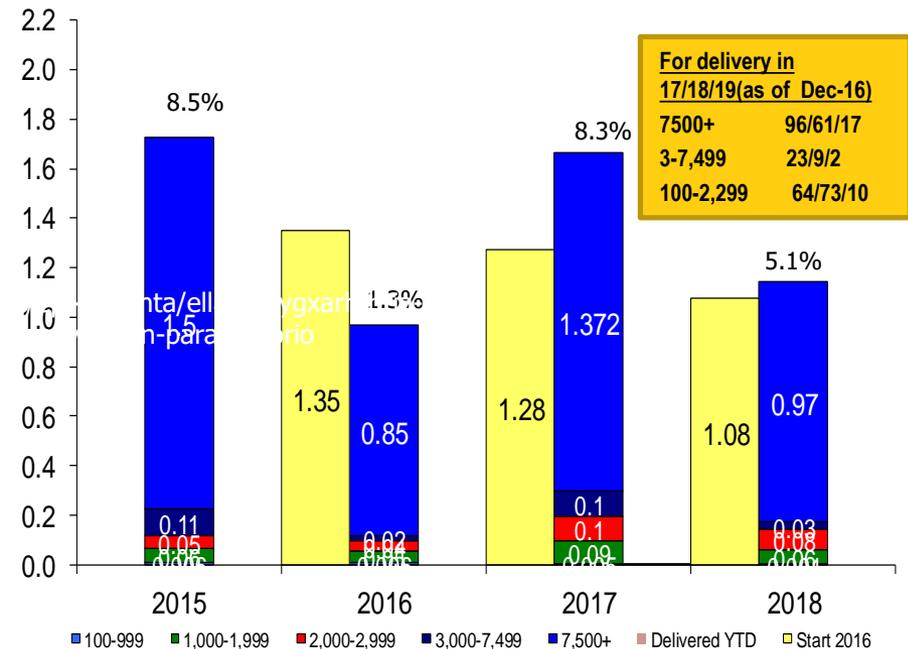
In 2017/18 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions .

# Containership Age Profile & Orderbook Delivery Schedule

## Containership Age Profile



## Container Orderbook



## Overall A Young Fleet

### Notes:

#### 1) Scrapping & Slippage

-Scrapping, mteu & as % of fleet  
 -Slippage & cancellations, mteu & as % of scheduled deliveries

	2009	2010	2011	2012	2013	2014	2015	2016
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 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions.

## Large Vessels Dominate Orderbook



## World Economic Growth

- “Anti-globalization” pressures globally could harm world trade. A strengthening US economy, however, provides support.
- Positives: The Fed proceeded with a rate hike in December. Fiscal policy stimulus possible in the US. The Chinese government should continue stimulating the economy. Most major financial markets close to 5 year highs. Rising commodity prices could boost growth in commodity exporting countries (Russia, Middle East, Latin America). Indian growth is benefiting from policy reforms and increased investment. Long-term its move to go “less cash” could help further although, near term, may be slightly dented.
- Negatives: Protectionist policy fears in the US. Hard Brexit could be triggered by April 2017 as PM’s speech indicates support for controls at UK borders. Protectionism gains in advanced economies, e.g. rejection of the Italian constitutional changes. Regional conflicts and terrorism. Concerns over bank viability in Europe (Italy?). First OPEC production cut since 2008 could work both ways. US-Russia relationship either improving or worsening.

# World GDP & Shipping Demand Growth

Real GDP (% p.a. - IMF)	2012	2013	2014	2015	2016	2017	2018
USA	2.8(1.8)	1.9 (1.2)	2.4 (2.8)	2.6(3.6)	1.6(2.6)	2.3(2.2)	2.5(2.4)
Eurozone	-0.7 (-0.5)	-.0.5 (-0.4)	0.9 (1.0)	2.0(1.2)	1.7(1.7)	1.6(1.5)	1.6(1.6)
Japan	1.4(1.7)	1.5 (2.0)	-0.1 (1.7)	0.5(0.6)	0.9(1.0)	0.8(0.6)	0.5(0.4)
China	7.7 (8.2)	7.7 (7.6)	7.4 (7.5)	6.9 (6.8)	6.7(6.3)	6.5(6.2)	6.0(6.0)
India	3.2 (7.0)	4.4 (3.8)	7.2 (5.4)	7.6 (6.3)	6.6(7.5)	7.2(7.6)	7.7(7.6)
Russia	3.4 (3.0)	1.3 (1.5)	0.6 (2.0)	-3.7 (-3.0)	-0.6 (-1.0)	1.1(1.0)	1.2(1.0)
Brazil	1.0 (3.0)	2.3 (2.5)	0.1 (2.3)	-3.8 (0.3)	-3.5(-3.5)	0.2(0.5)	2.1(1.0)
ASEAN-5	6.2 (4.8)	5.2 (5.0)	4.6 (5.1)	4.8 (5.2)	4.8 (4.8)	4.9(5.1)	5.2(5.2)
<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 (3.1)</b>	<b>3.4(3.4)</b>	<b>(3.6)3.6</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 (0.9)	2.0(2.5)*	2.0(2.5)
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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)	3.2(3.4)	4.0(4.1)	3.6(4.0)
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### Sources:

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

*Trade* – Drybulk: 2012-2015: Figures in parenthesis indicate beginning of Year estimates from Clarkson  
2016/17– Clarksons, 2018 - Company Estimates. Previous Estimates figures in Parenthesis (Sep16)  
For 2016-Clarkson (Dec-2016) estimates 1,3% trade growth

Containers: 2012-2015: Figures in parenthesis indicate beginning of Year estimates from Clarkson  
2016/17 Clarkson (December-2016), 2018 Company Estimates Previous Estimates figures in parenthesis (Sep-16). Actual 2016 YTD figures run behind Clarksons estimate indicating similar to 2015 growth

\* Dry previous trade growth estimate for 2017 for 2,5% was Euroseas forecast. Current is from Clarkson.

# Outlook Summary – Bulkers

## Bulker trends

- Market fundamentals for 2017, after one of the worst first half in drybulk shipping ever, have improved amidst high scrapping and better than expected demand especially for Iron Ore and Coal
- We expect 2017 and 2018 to register slight improvements in the demand/supply balance
- Demand looks fragile and uncertainty is still very high with developments in China continuing 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 fluctuating depending on prices and China’s policy decisions. Similar fluctuations are witnessed in coal imports.
  - ✓ China’s transition to a more market oriented economy is aiming to rationalize many lossmaking bussines. This includes the shutdown of many uneconomical Iron Ore and coal mines, boosting imports and helping drybulk demand.
- Absent new orders, 2019 should be a very promising year with very limited supply growth

# Outlook Summary – Containerships

## Containership trends

- We expect demand growth in 2017 to be slightly better than 2016 and remain around the lowest levels ever recorded
- We expect a supply/demand balance in favor of demand in 2017 and 2018. The oversupply will be in the larger vessels but there is some hope for smaller vessels where new supply is lesser than respective scrapping and trade growth. Developing trading patterns and cascading will determine the smaller vessels market...
- For the time being, ordering has almost halted (only I.R.I.S.L-Iranian Gov. placed an order for 4\*14,500 teus recently) but any continuing strategic ordering of Mega vessels from the various alliances, if they happen, will create further worries for 2018 onwards prospects
- The opening of the new Panama Canal in late July has opened new trading patterns and introduction of ULCC's in the USA trades
  - ✓ Massive withdrawals of panamax and smaller post-panamax vessels from those trades has created further uncertainties.
- Recovery in rates despite the better fundamentals is not expected prior to the absorption of the idle fleet.



**Chartering, Operations & Investment Strategy**



# Vessels Employment Chart – Bulkers

Coverage: 51% in 2017 basis min 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	
	16 Q1			16 Q2			16 Q3			16 Q4			17 Q1			17 Q2			17Q3			17 Q4			
<b>ALEXANDROS P*</b>	n/a												114% of BSI till \$12K/d, 112% up to \$20K, 110% thereafter									open ended 1.5m notice			
<b>MONICA P</b>	\$4,500	\$2,875	\$7,500	\$4,350	\$4,000	DD	\$4,500			\$6,500			\$11,400	\$8,000											
<b>PANTELIS</b>	100,5% BPI 4-TC						\$5,000	\$6,800					\$5,840												
<b>TASOS</b>	n/a												\$6,900												
<b>EIRINI P</b>	104% BPI 4-TC for 11-15 months												104% BPI 4-TC												
<b>XENIA</b>	DD												\$14,100 till Jan 2020 + \$14,350 One more year/CHOPT												

Re-delivery range
  Optional period
  Under Construction

\*ALEXANDROS P is currently on subs

# Vessels Employment Chart – Containerships

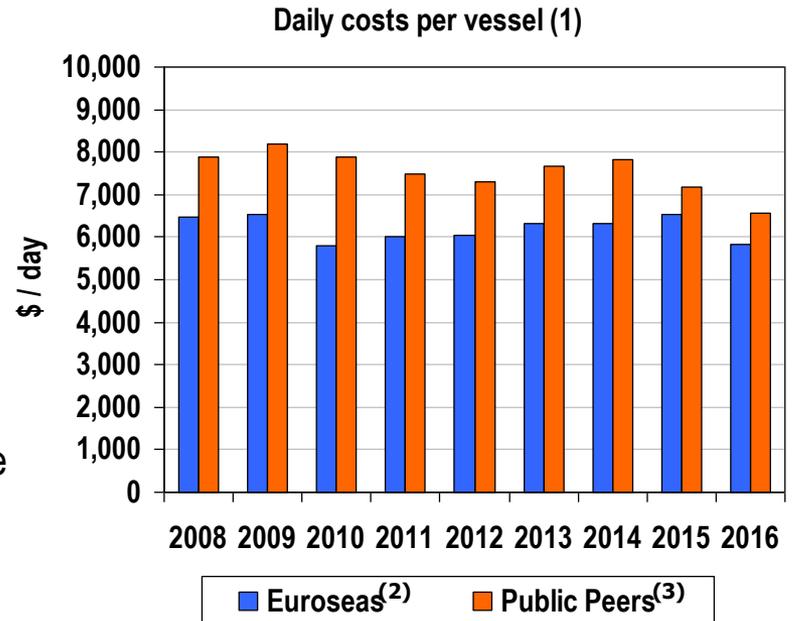
Coverage: Abt 44% in 2017 (based on min duration)



Re-delivery range
  Optional period

# ESEA Fleet Management & Operational Performance

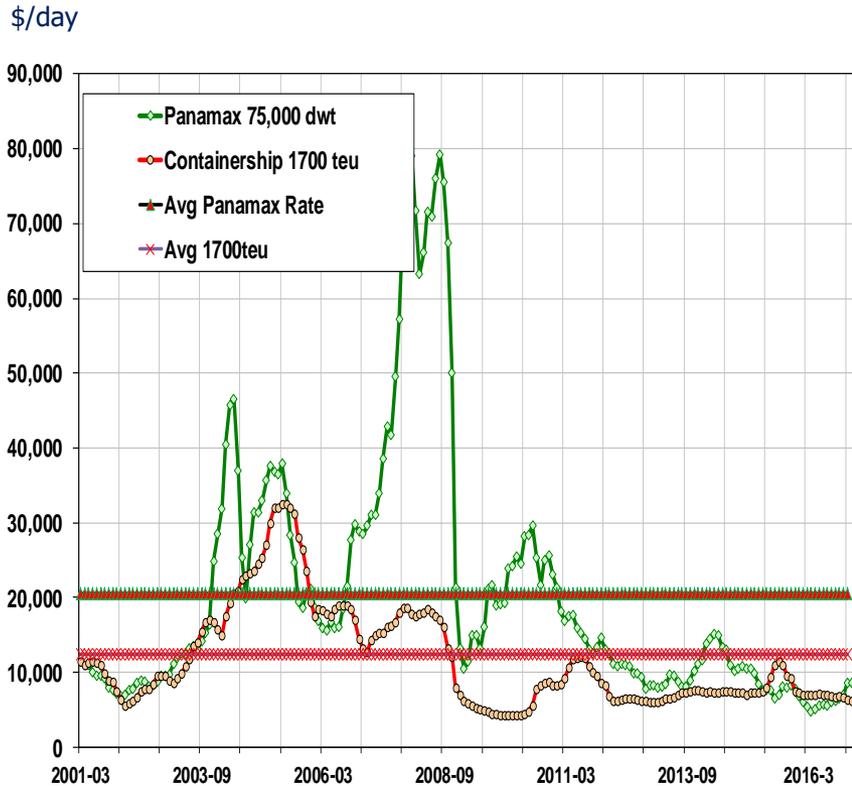
- Operational fleet utilization rate in excess of 99.4% over last 5 years.
  - Outstanding safety and environmental record.
  - For 2016Q4, operational fleet utilization 99.8% and commercial 95.5%.
  - For 2015Q4, operational fleet utilization 98.7% and commercial 83.9%.
- Overall costs achieved are 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.

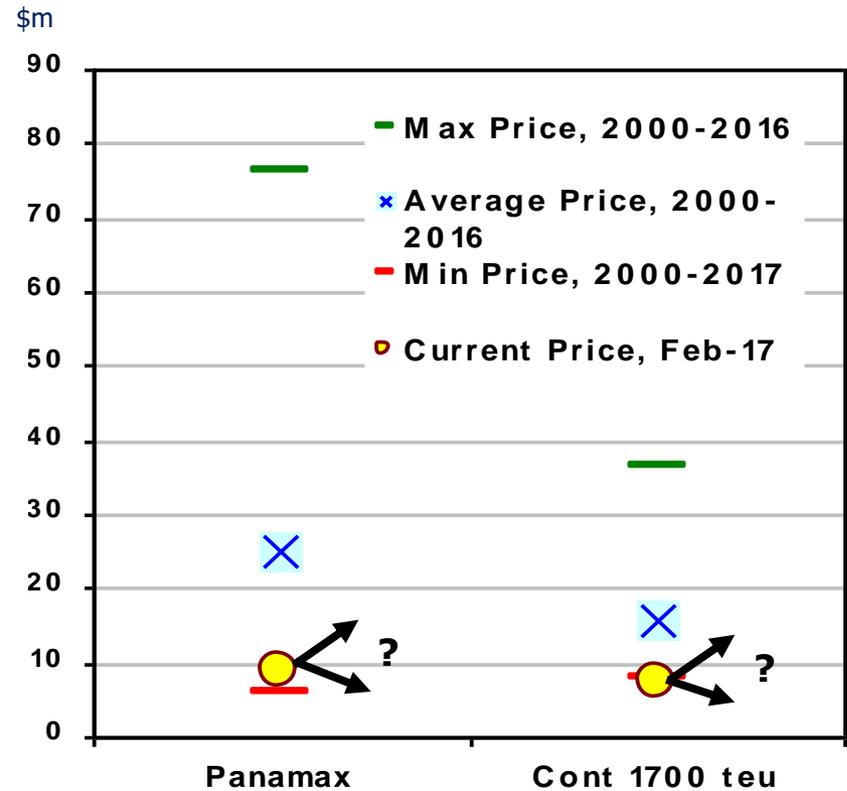
# Market Snapshot – Investment Opportunities

## 1-Year Time Charter Rate



Source: Clarksons

## 10-Year Historical Price Range





## Financial Overview

# Financial Highlights: 4th Quarter and Full Year of 2015 and 2016

(in million USD except per share amounts)	2015			2016		
	2015	2016	change %	2015	2016	change %
<b>Net Revenues</b>	\$8.8	\$7.3	-17.0%	\$37.7	\$28.4	-24.6%
<b>Net Loss</b>	(\$3.9)	(\$17.6)		(\$14.0)	(\$44.2)	
<b>Preferred Dividends</b>	(\$0.4)	(\$0.4)		(\$1.6)	(\$1.7)	
<b>Net Loss available to Common Shareholders</b>	(\$4.4)	(\$18.1)		(\$15.7)	(\$45.9)	
<b>Depreciation</b>	\$2.4	\$2.2		\$11.0	\$8.8	
<b>Loss on Termination of NB Contract</b>	\$0.0	\$3.8		\$0.0	\$7.1	
<b>Impairment of other Investment</b>	\$0.0	\$4.4		\$0.0	\$4.4	
<b>Equity Loss in JV</b>	\$0.9	\$0.8		\$2.2	\$2.2	
<b>Impairment on Investment in JV</b>	\$0.0	\$0.3		\$0.0	\$14.3	
<b>Gain/Loss on Sale of Vessel</b>	(\$0.5)	\$0.0		(\$0.5)	(\$0.0)	
<b>Loss on write-down for vessel held for sale</b>	\$1.6	\$5.9		\$1.6	\$5.9	
<b>Interest &amp; Finance Cost</b>	\$0.3	\$0.7		\$1.5	\$2.5	
<b>Loss on derivatives</b>	(\$0.1)	(\$0.1)		\$0.3	\$0.1	
<b>Adjusted EBITDA <sup>(1)</sup></b>	(\$0.24)	(\$0.36)		(\$0.15)	(\$1.15)	
<b>Adj. Net Loss available to Common Shareholders</b>	(\$3.3)	(\$3.7)		(\$14.2)	(\$14.2)	
<b>Adjusted net loss per share, basic and diluted <sup>(2)</sup></b>	(\$0.41)	(\$0.45)		(\$2.22)	(\$1.74)	

(1) See press release of 02/16/2017 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Available to Common Shareholders; calculated on 8,093,610 and 6,410,794 for the fourth quarter and full year of 2015 and on 8,312,708 and 8,165,703 for the fourth quarter and full year of 2016 .

# Fleet Data for 4th Quarter and Full Year of 2015 and 2016

<b><u>Fleet Statistics</u></b>	<b>Fourth Quarter</b>		<b>Full Year</b>	
	<b>2015</b>	<b>2016</b>	<b>2015</b>	<b>2016</b>
	<b>(unaudited)</b>		<b>(unaudited)</b>	
<b>Number of vessels</b>	<b>13.97</b>	<b>12.10</b>	<b>14.74</b>	<b>11.52</b>
<b>Utilization Rate (%)</b>				
<b>Overall<sup>(1)</sup></b>	<b>82.6%</b>	<b>95.3%</b>	<b>93.3%</b>	<b>95.5%</b>
<b>Commercial<sup>(1)</sup></b>	<b>83.9%</b>	<b>95.5%</b>	<b>93.9%</b>	<b>95.7%</b>
<b>Operational<sup>(1)</sup></b>	<b>98.7%</b>	<b>99.8%</b>	<b>99.4%</b>	<b>99.8%</b>
<b>Averages in usd/day/vessel</b>				
<b>Time Charter Equivalent (TCE)<sup>(2)</sup></b>	<b>\$ 7,717</b>	<b>\$ 7,666</b>	<b>\$ 7,570</b>	<b>\$ 7,331</b>
<b>Operating Expenses</b>				
Vessel Oper. Exp. excl. laid-up	5,139	4,826	5,456	5,060
G&A Expenses	602	699	615	823
<b>Total Operating Expenses</b>	<b>5,741</b>	<b>5,525</b>	<b>6,071</b>	<b>5,883</b>
<b>Interest Expense</b>	<b>198</b>	<b>619</b>	<b>276</b>	<b>600</b>
<b>Drydocking Expense</b>	<b>23</b>	<b>431</b>	<b>355</b>	<b>523</b>
<b>Loan Repayments without Balloons</b>	<b>2,123</b>	<b>2,183</b>	<b>2,634</b>	<b>1,473</b>
<b>Total Cash Breakeven w/o Balloons</b>	<b>8,085</b>	<b>8,758</b>	<b>9,336</b>	<b>8,479</b>

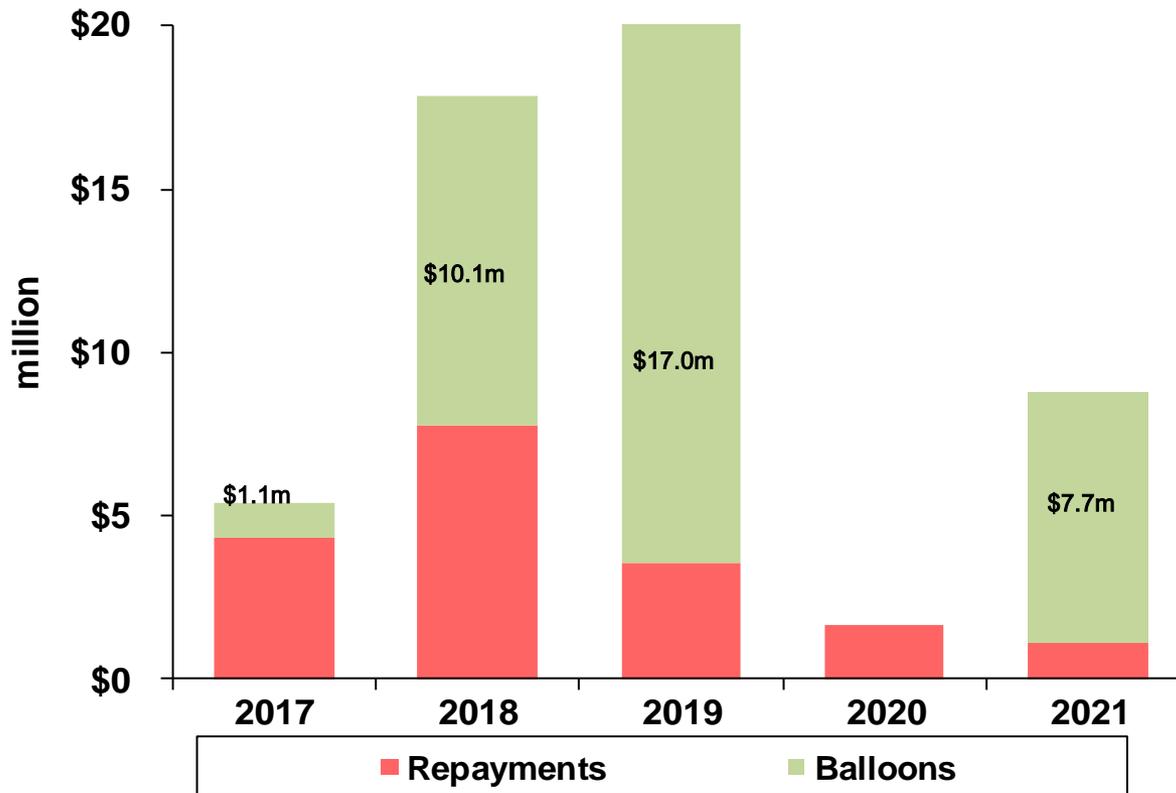
(1) Utilization Rate is calculated excluding scheduled offhire (drydockings and special surveys) and vessels in lay-up. Scheduled offhire amounted to 89.8 and 147.5 for the fourth quarter and full year of 2016.

(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

# Debt Repayment Profile

## Debt Repayment Schedule



## Cash Flow Breakeven

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

	<u>\$/vessel/day</u>
OPEX	\$ 5,150
G&A	\$ 700
Interest	\$ 750
Drydock	\$ 350
<u>Loan Rpmt(*)</u>	<u>\$ 900</u>
<b>TOTAL</b>	<b>\$ 7,850</b>

(\*) Excludes total balloons of \$1.1m due in Q42017

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