Corporate Presentation

March 2026

Seanergy Maritime Holdings Corp.

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Important Disclosures

This document contains forward-looking statements. Forward-looking statements include, but are not limited to, statements regarding the Company's management's expectations, hopes, beliefs, intentions or strategies regarding the future and other statements that are other than statements of historical fact, including with respect to market trends, vessels we have agreed to acquire and pending litigation. In addition, any statements that refer to projections, forecasts or other characterizations of future events or circumstances, including any underlying assumptions, are forward-looking statements. The words "anticipate", "believe", "continue", "could", "estimate", "expect", "intend", "may", "might", "plan", "possible", "potential", "predict", "project", "should", "would" and similar expressions may identify forward-looking statements, but the absence of these words does not mean that a statement is not forward-looking. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, management's examination of historical operating trends, data contained in the Company's records and other data available from third parties. Although management believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond the Company's control, the Company cannot assure you that it will achieve or accomplish these expectations, beliefs or projections. Actual results may differ materially from those expressed or implied by such forward-looking statements.

Factors that could cause actual results to differ materially from those discussed in the forward-looking statements include, but are not limited to: the Company's operating or financial results; the Company's liquidity, including its ability to service its indebtedness; competitive factors in the market in which the Company operates; shipping industry trends, including charter rates, vessel values and factors affecting vessel supply and demand; future, pending or recent acquisitions and dispositions, business strategy, impacts of litigation, areas of possible expansion or contraction, and expected capital spending or operating expenses; risks associated with operations outside the United States; broader market impacts arising from war (or threatened war) or international hostilities, such as between Russia and Ukraine; risks associated with the length and severity of pandemics (including COVID-19), including effects on demand for dry bulk products and the transportation thereof; and other factors listed from time to time in the Company's filings with the SEC, including its most recent annual report on Form 20-F. These factors could cause actual results or developments to differ materially from those expressed in any of the forward-looking statements. Consequently, there can be no assurance that actual results or developments anticipated in this document will be realized or, even if substantially realized, that they will have the expected consequences to, or effects on, the Company. Given these uncertainties, you are cautioned not to place undue reliance on such forward-looking statements. Except to the extent required by law, the Company expressly disclaims any obligations or undertaking to release publicly any updates or revisions to any forward-looking statements contained herein to reflect any change in the Company's expectations with respect thereto or any change in events, conditions or circumstances on which any statement is based.

Certain financial information and data contained in this presentation is unaudited and does not conform to generally accepted accounting principles ("GAAP") or to Securities and Exchange Commission Regulations. We may also from time to time make forward-looking statements in our periodic reports that we will furnish to or file with the Securities and Exchange Commission, in other information sent to our security holders, and in other written materials. We caution that assumptions, expectations, projections, intentions and beliefs about future events may and often do vary from actual results and the differences can be material. This presentation includes certain estimated financial information and forecasts that are not derived in accordance with GAAP. The Company believes that the presentation of these non-GAAP measures provides information that is useful to the Company's shareholders as they indicate the ability of Seanergy, to meet capital expenditures, working capital requirements and other obligations.

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Company Profile

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Seanergy Maritime Holdings Corp. is a **prominent, multi-awarded, pure-play Capesize shipping company** listed on Nasdaq Capital Market since 2008 under ticker 'SHIP'

- Quality **fleet of 18 capesize & 2 newcastlemax** vessels, optimized with **energy saving devices** and **advanced technology** — **3.6 million DWT**
- **Over $425 million** invested in the past 5 years, with one of the **industry's lowest book values per DWT** - offering investors strong upside potential
- **Highly experienced management team** with more than 100 years of aggregate experience in the shipping industry
- **Solid corporate governance** with a priority to maximize transparency with all our key stakeholders & an **ESG strategic focus**
- Longstanding commercial relationships while the **whole fleet is employed in period contracts with index linked charters**
- Seanergy Maritime Holdings Corp. is an **Independent Company with no 'sponsored' ownership** or affiliations with private equity or hedge funds

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ESG SHIPPING AWARDS

Lloyd's List 2021 GREEK SHIPPING AWARDS DRY CARGO COMPANY of the Year

Best Workplaces™ Great Place To Work. HELLAS 2025

Best Workplaces™ for Women Great Place To Work. HELLAS 2025

Timeline & Milestones

Seanergy has undergone a remarkable transformation, achieving financial strength and significant growth over the years

Re-launch & Rapid Expansion

2015 - 2017

- Acquired first Capesize vessel highlighting our entrance in the segment.
- Completed the first part of our growth with the acquisition of another 8 Capesize vessels, majority of them at market lows (and 2 Supramax vessels).
- Raised more than $28 million through public equity offerings for aiding the re-launch of Seanergy.
- Raised approximately $217 million of secured debt and another $39.5 million of refinancings facilitating the company growth.

Capesize Pure-Play & IMO 2020

2018 - 2019

- Refinanced $48 million of legacy loans through $70 million in bank debt and leasing transactions.
- Sold the only two Supramax vessels and acquired another Capesize vessel, becoming the only US-listed Capesize pure-play company at the time.
- Partnered with major charterers to install scrubbers on 50% of the fleet at the time, followed by a broader scrubber installation program with key dry-bulk charterers.
- Raised $20.5 million through public offerings and private placements to strengthen financial positioning.

Recapitalization, Deleveraging & Growth

2020 - 2021

- Raised approximately $175 million in public offerings and secured $328.2 million through new financing and refinancing transactions, strengthening our balance sheet.
- Optimized the fleet by acquiring eight Japanese-built Capesize vessels and selling the oldest vessel.
- Establishing our new strategy of period employment and index-linked chartering exposure.
- Completed a $16.7 million buyback plan across convertible notes, warrants, and common shares.
- Recognized as Greek Dry-Bulk Shipping Company of the Year by Lloyd's List.

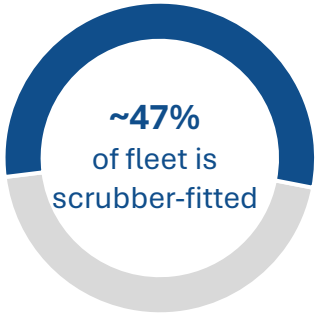
Shareholder rewards & Sustainable Growth

2022 & Afterwards

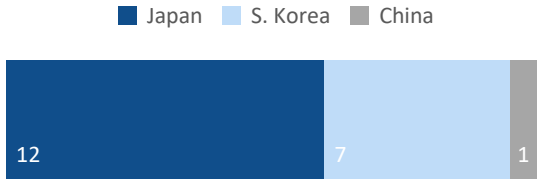
- Distributed $51.2 million in cash dividends, totaling $2.64 per share since 2022.
- Completed a $21 million convertible notes buyback.
- No outstanding warrants in the capital structure.
- New financings of approximately $507 million on improved terms.
- Fleet expansion & renewal through selective acquisitions, divestments, and five scrubber-fitted newbuildings delivering in 2027-2029
- ESG agenda execution - publishing annual ESG Reports.
- Spin-off of United Maritime Corporation.

Pure Capesize Platform

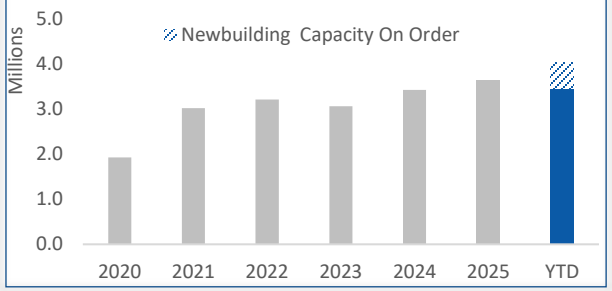
Seanergy enhances its fleet with top-tier vessel acquisitions, ESD upgrades, and cutting-edge A.I. technology



Top-Tier Shipyards High Specs



Fleet Development (DWT)



14.7 years
average fleet age

Newbuilding Program

Vessel	Capacity (dwt)	Shipyard	Scrubber	Target Delivery
TBN	181K	Hengli	✓	Q2 2027
TBN	181K	Hengli	✓	Q3 2027
TBN	181K	Japanese SY	✓	Q3 2027
TBN	211K	Hantong	✓	Q2 2028
TBN	181K	Japanese SY	✓	Q1 2029

Vessel	Year Built	Capacity (dwt)	Scrubber	Shipyard
Titanship	2011	207,855		NACKS
Meiship	2013	207,851		Imabari
Patriotship	2010	181,709	✓	Imabari
Dukeship	2010	181,453		Sasebo
Worldship	2012	181,415	✓	Koyo - Imabari
Paroship	2012	181,415	✓	Koyo - Imabari
Kaizenship	2012	181,396		Koyo Dock
Iconship	2013	181,392		Imabari
Hellasship	2012	181,325		Imabari
Honorship	2010	180,242		Imabari
Fellowship	2010	179,701		Daewoo
Championship	2011	179,238	✓	Sungdong
Partnership	2012	179,213	✓	Hyundai
Knightship	2010	178,978	✓	Hyundai
Lordship	2010	178,838	✓	Hyundai
Blueship	2011	178,459		Mitsui
Friendship	2009	176,952		Namura
Flagship	2013	176,387		Mitsui
Premiership	2010	170,024	✓	Sungdong
Squireship	2010	170,018	✓	Sungdong

Vessel is bareboat charter out

Experienced Leadership

Seanergy is empowered by seasoned leadership, navigating the company with expertise and vision

Stamatis Tsantanis, *Chairman & CEO*

- CEO of Seanergy since 2012; Chairman since 2013
- Led Seanergy's significant growth to a prominent pure-play Capesize dry bulk company with a carrying capacity of approximately 3.5 million dwt
- 27+ years of experience in shipping, banking and capital markets
- Former investment banker at Alpha Finance with a key role in major shipping corporate finance transactions in the U.S. capital markets

Stavros Gyftakis, *CFO*

- CFO of Seanergy since 2018
- Instrumental in Seanergy's capital raising, debt financing and refinancing activities since 2017
- 19+ years of experience in the shipping finance industry holding key positions across a broad shipping finance spectrum, including asset backed lending, debt and corporate restructurings, risk management and loan syndications
- Former Senior Vice President in the Greek shipping finance desk at DVB Bank SE

Board of Directors

Qualified BoD Members

- Five board members, four of whom are non-executive directors
- Aggregate 100+ years of relevant shipping experience
- Significant combined experience in ship owning and management, ship-financing, financial consulting and auditing, as well as dry bulk commodities and freight trading

Our ESG Strategy in Action

In Seanergy, we are committed to driving sustainable growth through responsible practices

Environment

Pioneering Greek Shipping Company: The first Greek-based shipping company to establish a key partnership with major industry stakeholders under the EU funded SAFeCRAFT project, aiming to revolutionize the use of alternative fuels for existing vessels.

Multiple ESG Awards: Honored with two Gold Technology Awards, a Silver Industry Partnership Leadership Award and a Bronze Climate Change Award at the ESG Shipping Awards International since 2023.

Bio-fuel Trials: Initiating bio-fuel trials in collaboration with leading charterers and operators.

Commitment to Decarbonization: About 50% of our vessels are fitted with scrubber equipment, that limits SOx emissions. We are also Signatory to the Call to Action for Shipping Decarbonization.

Social

Best Workplace: For the third consecutive year, we are the only shipping company in Greece to be recognized as a "Best Workplace" by Great Place To Work® Hellas in our employee category. Also, Seanergy was recognized as a "Best Workplace for Women" in 2025.

CSR Recognition: Honored with the Silver Award by the Corporate Responsibility Institute.

Educational Support: Supporting the next generation of shipping professionals through the "SEANERGY Scholarship".

Seafarer Wellbeing & Health: Providing one of the highest victualing fees globally, as well as broadband internet access on all our ships. Medical Insurance for crew onboard & 24/7 psychological, medical support and direct assistance.

Inclusive Workplace: Promoting diversity, equal opportunities, and human rights for all within an inclusive workplace.

Governance

Transparent Shareholder Structure: Ensuring clarity and openness in shareholder arrangements with strong board independence (80% independent board members).

Corporate Structure: No Related Parties involved in Commercial & Technical Management.

"Big Four" Auditing: Audited by EY from 2015 to 2021 & Deloitte from 2022 onwards.

Sustainability Committee: Established a dedicated committee to oversee and enhance sustainability initiatives.

ESG Reporting: Annual ESG report is externally assured to maintain accuracy and reliability.

Corporate Strategy

Strategic Direction

In Seanergy, we are dedicated to charting the path to future success by focusing on strategic priorities that drive sustainable growth and innovation

Strategic Partnerships & Fleet Efficiency

- ✓ Continued focus on maintaining 100% charter coverage across the fleet with tier 1 charterers
- ✓ Ongoing fleet modernization through acquisitions, divestments, and three scrubber-fitted newbuildings.
- ✓ Ensure operational uptime remains close to 100% through top-class technical management
- ✓ Investing in optimization of the current fleet: AI voyage optimization, engine performance monitoring, and hull fouling diagnostics

~80% Fleet Growth

Since 2020

Enhancing Shareholder Returns

- ✓ Full implementation of our dividend policy distributing a significant part of our operating cashflow with transparency and simplicity
- ✓ FY 2025 dividends of 43 cents – total dividend distributions since 2022 of $2.64/share, or $51.2 million in total.
- ✓ Additional share repurchases through our active share buyback plan of ~$20.0 million.
- ✓ Committed to delivering long-term value and capital efficiency, with a continued focus on maximizing shareholder returns.

~$96 million

In shareholders returns since Q4 2021

Capital Structure & Financial Efficiency

- ✓ Conservative leverage levels to ensure financial flexibility through the cycles
- ✓ Diverse portfolio of bilateral loan and S&LB agreements
- ✓ Continuous deleveraging through secured debt amortization
- ✓ Improving credit margins - latest loans and leases agreed at < 200bps
- ✓ $207 million of new financings and refinancings in 2025, further enhancing the overall debt structure

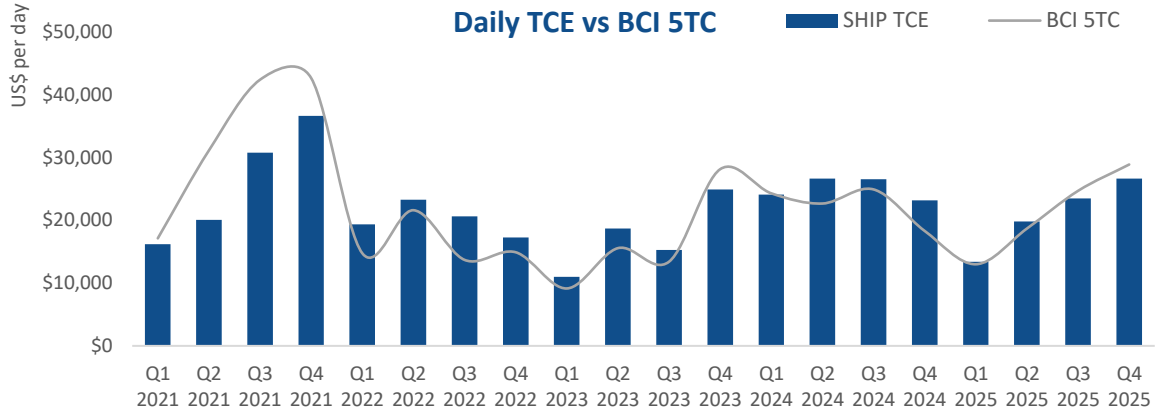
Net LTV < 50%

Financial policy target

Leading Charterer Ties & Effective Commercial Strategy

Seanergy enjoys market recognition as a quality and reliable operator and holds strong relationships with world leading charterers

- Seanergy has been structured around the needs of our chartering partners
- Our diverse customer base includes the world's major miners, traders and operators
- 100% fixed in index-linked period T/Cs, giving access to attractive market fundamentals
- Option to convert variable T/C rate to fixed based on prevailing FFA curve for almost all our fleet
- Partnered with charterers on structured projects (scrubber & ESDs installations, biofuel testing, SLBs)



Cargill
NYK LINE NIPPON YUSEN KAISHA
GLENCORE
MOL
"K" LINE KAWASAKI KISEN KAISHA, LTD.
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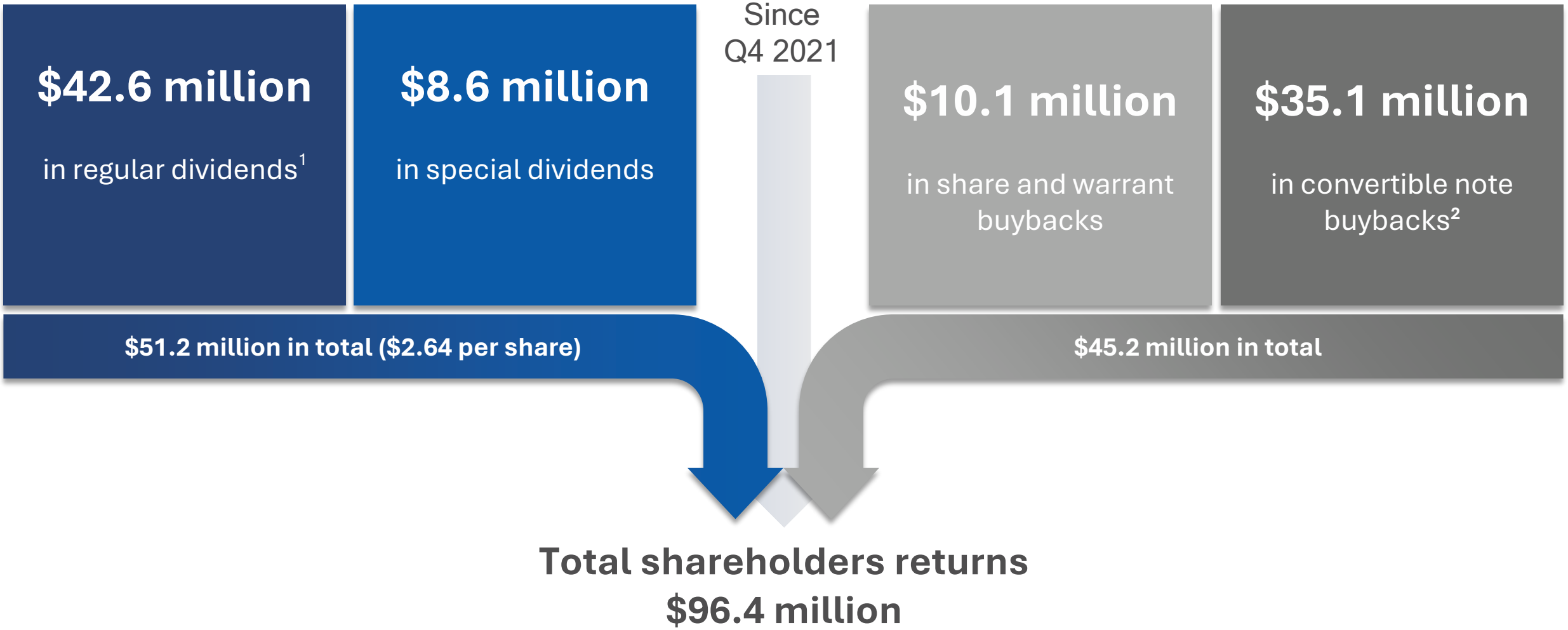
Prioritizing Shareholder Returns

We are committed to effective capital allocation to maximize long-term shareholder value

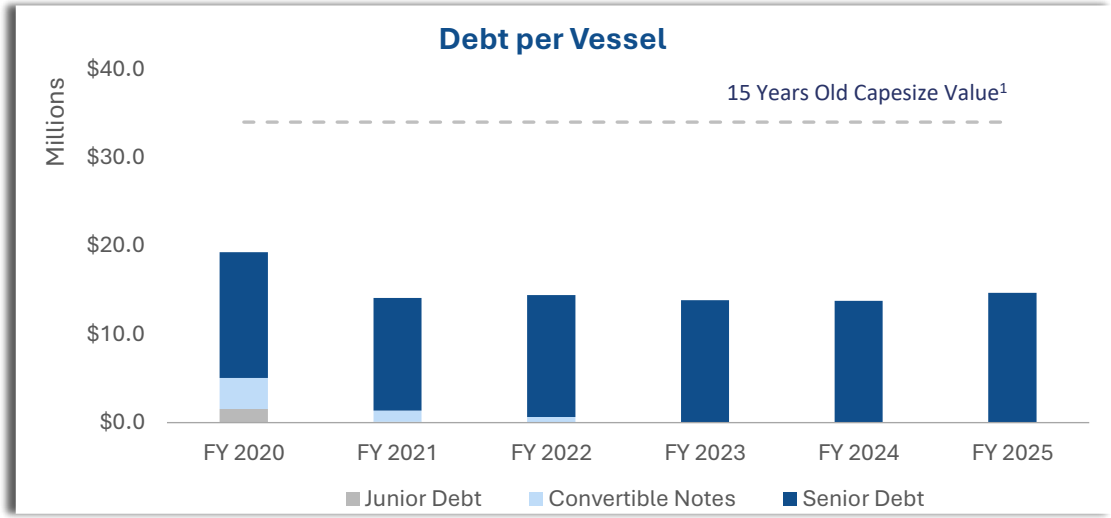


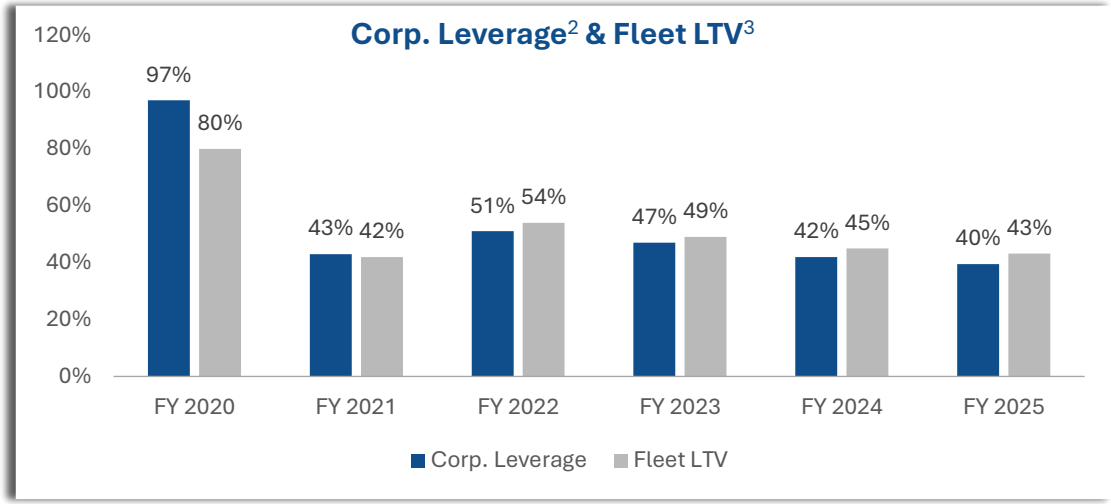
1. Including the $4.2 million declared, but not paid yet, for Q4 2025
2. Excluding the $3.6 million conversion of notes exercised by the note holder

Financings & Debt Optimization

Strengthening our balance sheet through disciplined deleveraging and smart capital structure management

	Bank / Capital Provider	Amount Outstanding ($ million)	Vessels
Loan Facilities	ALPHA BANK	$40.3	Dukeship, Paroship, Titanship
	Piraeus Sustainability-linked Loan	$47.8	Worldship, Honorship, Meiship
	DANISH SHIP FINANCE Sustainability-linked Loan	$42.4	Championship, Premiership, Fellowship, Flagship
Sale & Leasebacks	中国银行	$12.0	Partnership
	evahline 中国银行	$9.5	Knightship
	SEPTENI	$11.6	Lordship
	Hinode Kaiun	$23.0	Kaizenship
	中国华融 CHINA HUARONG	$104.2	Squireship, Friendship, Hellasship, Patriotship, Iconship
	Kowa Kaiun	$20.6	Blueship
		$311.4	*Outstanding debt as of 15/03/2026*





1. *Based on Clarksons Research February 2026 data*
2. *Calculated by dividing our senior loans, finance lease liability, and other financial liabilities by the market value of the fleet plus the cash & cash equiv. (including restricted cash and time deposits)*
3. *Based on 3rd party broker (Simpson Spence and Young) valuations, senior loans, finance lease liability, and other financial liabilities*

Financials & KPIs

Financials

Maintaining solid financial fundamentals with a focus on resilience and value creation

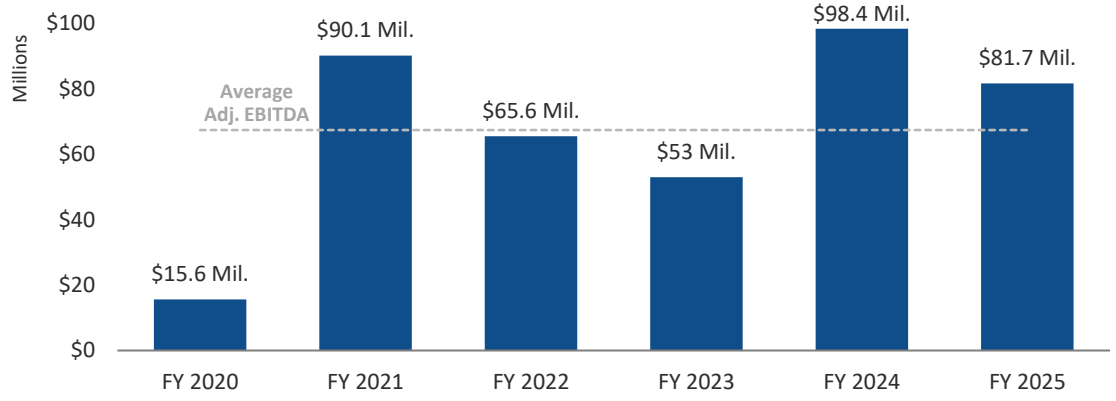
Amounts in thousand $ except daily figures	Q4 2025	FY 2025
Fleet Data		
Operating days	1,801	7,164
Fleet utilization[1]	97.9%	96.3%
TCE Rate[2]	**$26,614**	**$20,937**
Daily Vessel OPEX	$7,250	$7,127
Income Statement Highlights		
Net Revenue[3]	$49,422	$158,099
Net Income (Loss)	$12,457	$21,242
Adjusted Net Income[4]	$14,353	$26,691
EBITDA[5]	$26,739	$78,259
Adjusted EBITDA[4]	$28,868	$81,697
Balance Sheet Highlights	December 31, 2025	
Cash & Cash Equivalents[6]	$62,653	
Vessels, Net[7]	$506,660	
Long-term debt[8]	$290,160	
Total Equity	$281,383	

1. *Fleet utilization is the percentage of time that the vessels are generating revenue and is determined by dividing operating days by ownership days for the relevant period.*
2. *Time Charter Equivalent (TCE) rate is defined as our net revenue less voyage expenses during a period divided by the number of our operating days during the period. Voyage expenses include port charges, bunker (fuel oil and diesel oil) expenses, canal charges and other commissions. We include TCE rate, a non-GAAP measure, as we believe it provides additional meaningful information in conjunction with net revenues from vessels, the most directly comparable US GAAP measure, and because it assists our management in making decisions regarding the deployment and use of our vessels and in evaluating their financial performance. Our calculation of TCE rate may not be comparable to that reported by other companies.*
3. *Net Revenue after deducting commissions*
4. *Adjusted EBITDA and adjusted net income are non-GAAP measures. Non-cash items such as stock-based compensation and loss/(gain) on debt refinancing are excluded from EBITDA and net income respectively in order to derive to these metrics.*
5. *Earnings before interest, taxes, depreciation and amortization ("EBITDA") represents the sum of net income/(loss), interest and finance costs, interest income, depreciation and amortization and, if any, income taxes during a period. Includes arrangement fees and various deferred charges and excludes all convertible promissory notes, if any.*
6. *Cash and cash equivalents including restricted cash and term deposits*
7. *Vessels and right-of-use assets, net and advances for vessels' acquisitions*
8. *Long-term debt, lease liability and other financial liabilities, net of deferred finance costs*

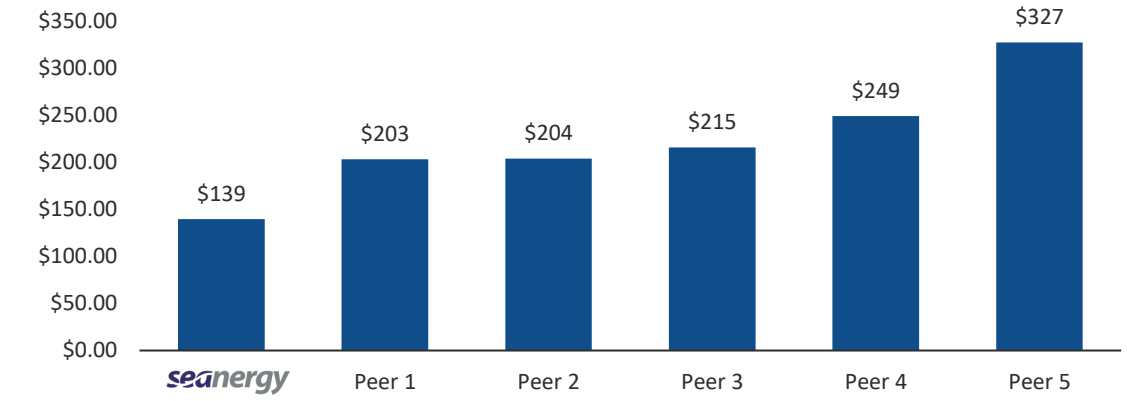
Solid Historical Financial Performance

Showcasing financial discipline and operational efficiency through various market cycles, highlighting our competitive edge in the dry bulk stock sector.

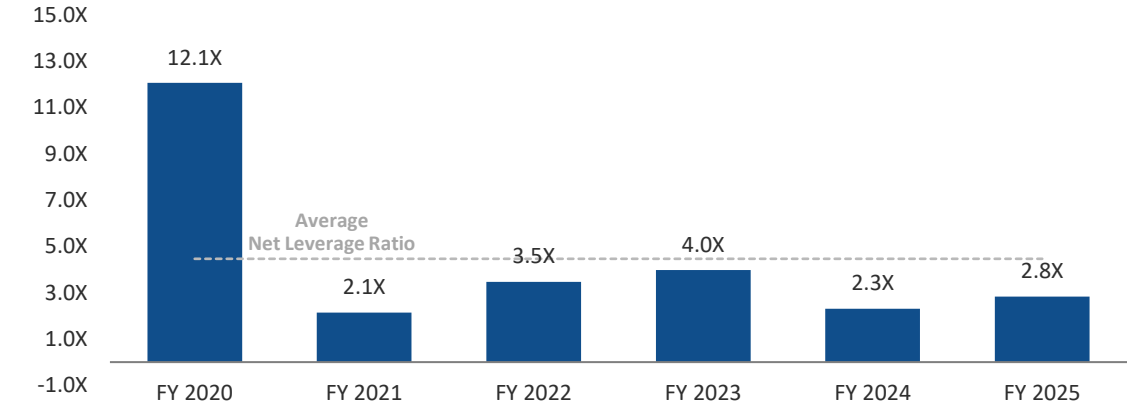
Adj. EBITDA



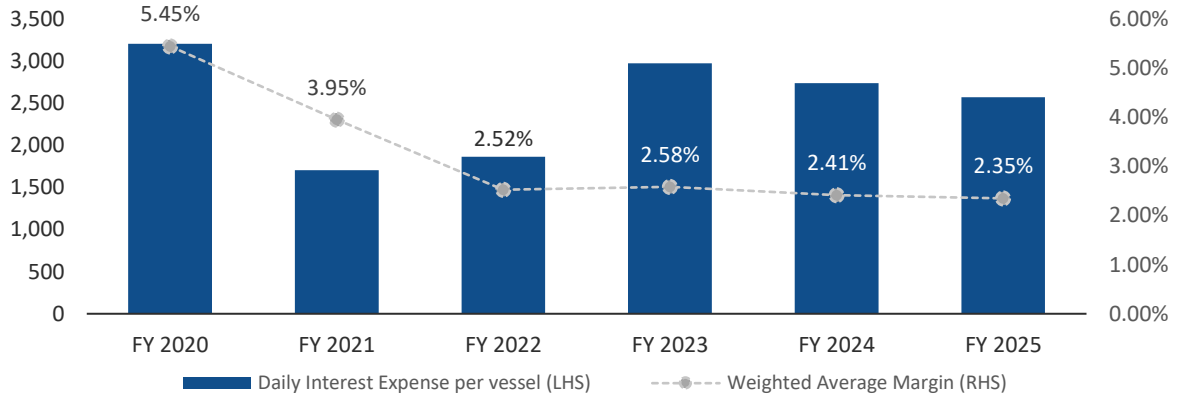
Book Value per DWT ($)



Net leverage ratio[1]



Interest Expense & Average Margin[3]



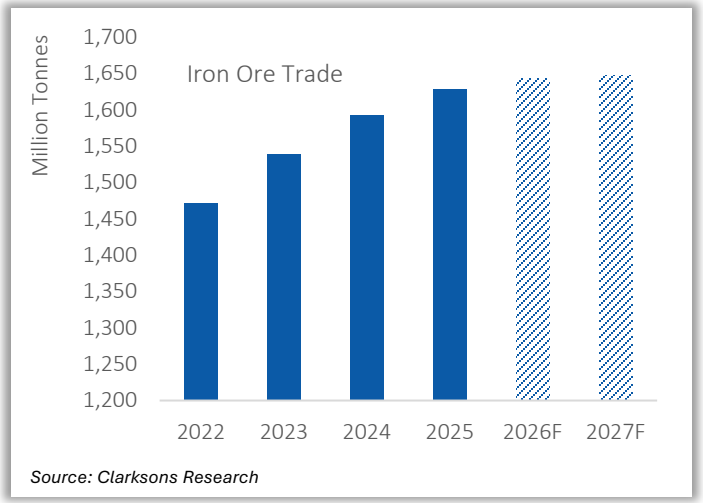
1. *Net Leverage Ratio is defined as total debt minus cash and cash equivalents (including restricted cash and time deposits), divided by Adj. EBITDA*
2. *Including implied margin of fixed interest financing agreements*

Market Fundamentals

Resilient Demand for Capes

Supported by resilient dry bulk trade flows and growth in ton-miles

- **2025 record Brazil Iron Ore exports:** 7.1% growth compared to total global iron ore volumes growth of 2.2% from 2024
- **Bauxite Export Growth:** Up 18% 2025 vs 2024. So far, growth of 14% y-o-y in the first weeks of 2026. Volume growth expected to continue in 2026
- **Miners' 2026 outlook points to further increased volumes:** Brazil and West Africa expected to account for the bulk of the increase, resulting in higher Capesize ton-mile growth
- **China high grade Iron Ore demand:** Expected to remain strong, driven by China's focus on higher value-added steel products



Source: Clarksons Research

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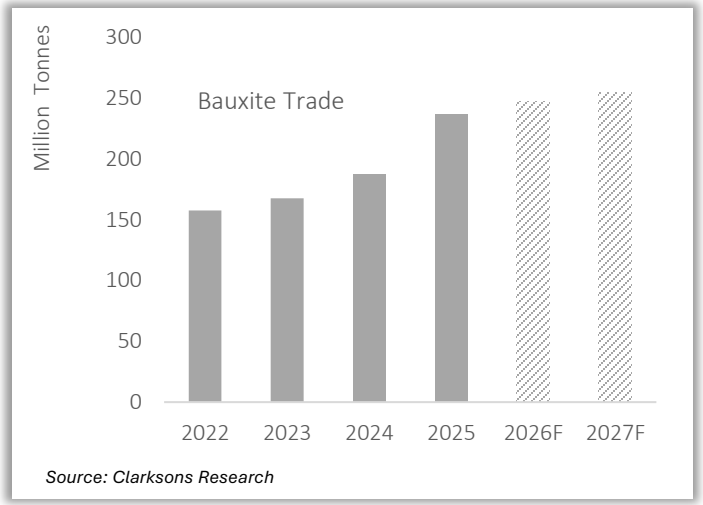
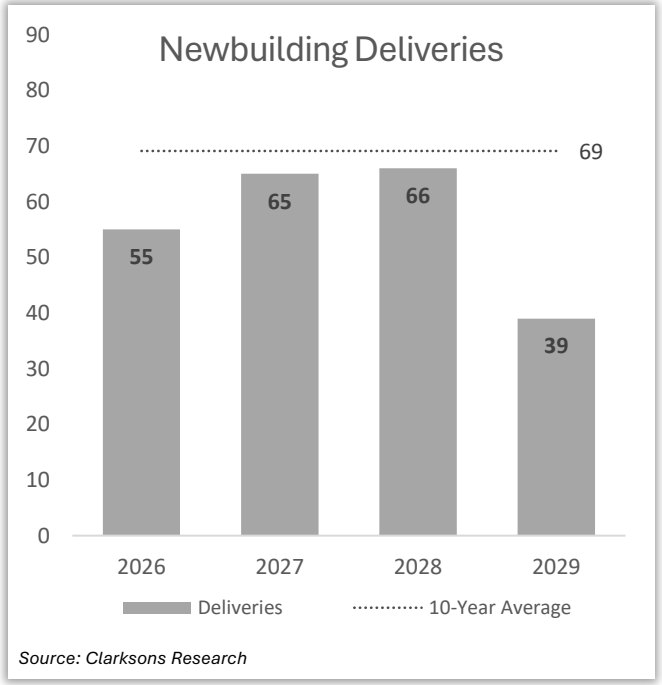


Source: Clarksons Research

Limited Fleet Growth

Low orderbook and limited newbuilding activity shape a healthy framework for Capesize sector

- **Low orderbook**: OB about 12% of current fleet, compared to 9% of fleet at or above 20 years old
- **Cape fleet growing older:** Within 2026 about 40% of the existing fleet will surpass 15 years of age, highlighting the need for fleet replacement to comply with environmental regulations.
- **Limited shipyard capacity:** At current pace of newbuilding construction, it is impossible to build enough ships in time for new regulations
- **2026 expected Capesize fleet growth of 2.2%, falling short of expected ton-mile demand**
- **2026, 2027 dry-docking:** More than 1 in 5 Capes on the water were built in 2011 and 2012 => In 2026 and 2027, more than 1% of global Cape fleet days will likely represent drydocking off-hires as vessels have to pass their 15-year surveys



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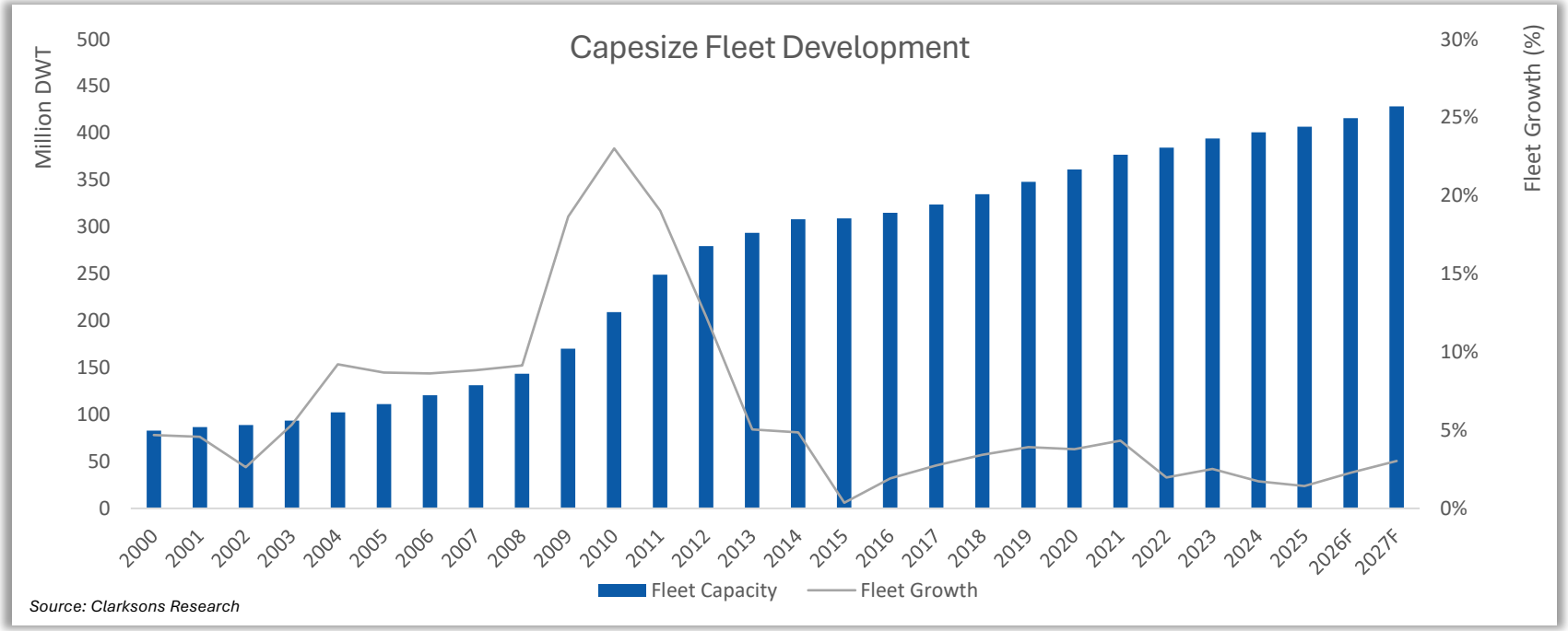

Source: Clarksons Research

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Thank you

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