Company Presentation

Jefferies Conference September 7, 2011

seanergy

Forward Looking Statements

This presentation contains forward-looking statements (as defined in Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended) concerning future events and the Company’s growth strategy and measures to implement such strategy. Words such as “expects,” “intends,” “plans,” “believes,” “anticipates,” “hopes,” “estimates,” and variations of such words and similar expressions are intended to identify forward-looking statements. These statements involve known and unknown risks and are based upon a number of assumptions and estimates, which are inherently subject to significant uncertainties and contingencies, many of which are beyond the control of the Company. Actual results may differ materially from those expressed or implied by such forward-looking statements. Factors that could cause actual results to differ materially include, but are not limited to, competitive factors in the market in which the Company operates; risks associated with operations outside the United States; change in rules and regulations applicable to the shipping industry and other risk factors included from time to time in the Company’s Annual Report on Form 20-F and other filings with the Securities and Exchange Commission (the “SEC”). The Company’s filings can be obtained free of charge on the SEC’s website at www.sec.gov. 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.

SEANERGY HIGHLIGHTS

Company Overview

- Seanergy Maritime Holdings Corp. is a Marshall Islands corporation with its executive offices in Athens, Greece
- The Company is engaged in the transportation of dry bulk cargoes through the ownership and operation of dry bulk carriers
- Company's current fleet includes 20 drybulk carriers (4 Capesize, 3 Panamax, 2 Supramax, 1 Handymax and 10 Handysize) with a total carrying capacity of 1,295,594 dwt and an average age of 13.5 years
- The Company has secured contract coverage of 93% for 2011, 64% for 2012 and 24% for 2013 as of today
- Trades on NASDAQ under ticker “SHIP” and “SHIPW”
- Closing Price as of September 1, 2011: $4.28 per share
- Number of Shares: 7,318,263

Fleet Employment Overview

	Vessels	Built	DWT	Counterparty	Charter Type	2011	2012	2013
Capesize	BET Fighter	1992	173,149	SAMC | Swissmarine	T/C	$25,000 BCI Linked (1)		
	BET Scouter	1995	172,173	SAMC | Swissmarine	T/C	$26,000 BCI Linked (1)		
	BET Prince	1995	163,554	SAMC	T/C	$25,000		
	BET Commander	1991	149,507	SAMC	T/C	$24,000		
Panamax	Bremen Max	1993	73,503	Cargill | Glencore Grain	T/C	* $20,000		*Spot Positioning
	Hamburg Max	1994	73,498	Mansel	T/C	$21,500 (2)		
	BET Intruder	1993	69,235	SAMC | Swissmarine	T/C	$15,500 $12,250		
Supramax	Davakis G.	2008	54,051	Grieg, U-Sea Bulk, MUR, Norden | Bunge	T/C	Spot Positioning $14,500		
	Delos Ranger	2008	54,057	Oldendorff, Mansel	T/C	Spot Positioning		
Handymax	African Zebra	1985	38,632	MUR	T/C	$7,500 (3)		
Handysize	Clipper Glory	2007	30,570	CF Carriers (Clipper Bulk)	T/C	$25,000		
	Clipper Grace	2007	30,548	CF Carriers (Clipper Bulk)	T/C	$25,000		
	Pacific Fantasy	1996	29,538	Oldendorff	B/B	Time Charter Average of BHSI increased by 100.63% minus Opex		
	Pacific Fighter	1998	29,538	Oldendorff	B/B	Time Charter Average of BHSI increased by 100.63% minus Opex		
	Clipper Freeway	1998	29,538	Oldendorff	B/B	Time Charter Average of BHSI increased by 100.63% minus Opex		
	Fiesta	1997	29,519	Oldendorff	B/B	Time Charter Average of BHSI increased by 100.63% minus Opex		
	African Joy	1996	26,482	MUR	T/C	$14,000		
	African Oryx	1997	24,112	MUR	T/C	$7,000 (4)		
	African Glory	1998	24,252	MUR	T/C	$7,000 (5)		
	Asian Grace	1999	20,138	MUR	T/C	$7,000 (6)		

1) Owners have the option during the period of the charter to convert the floating rate into a fixed rate subject to mutual agreement with the charterer
2) $21,500 floor rate and a ceiling of $25,500. 50% profit share above the ceiling calculated on the Time Charter Average of BPI
3) $7,500 floor rate plus a 50% profit share calculated on the adjusted Time Charter Average of BSI
4) $7,000 base rate plus a 50% profit share calculated on the adjusted Time Charter Average of BSI
5) Between $7,000 floor rate - $12,000 ceiling rate 75% and above $12,000 50% profit share calculated on the adjusted Time Charter Average of BSI
6) Between $7,000 floor rate - $11,000 ceiling rate 75% and above $11,000 50% profit share calculated on the adjusted Time Charter Average of BSI

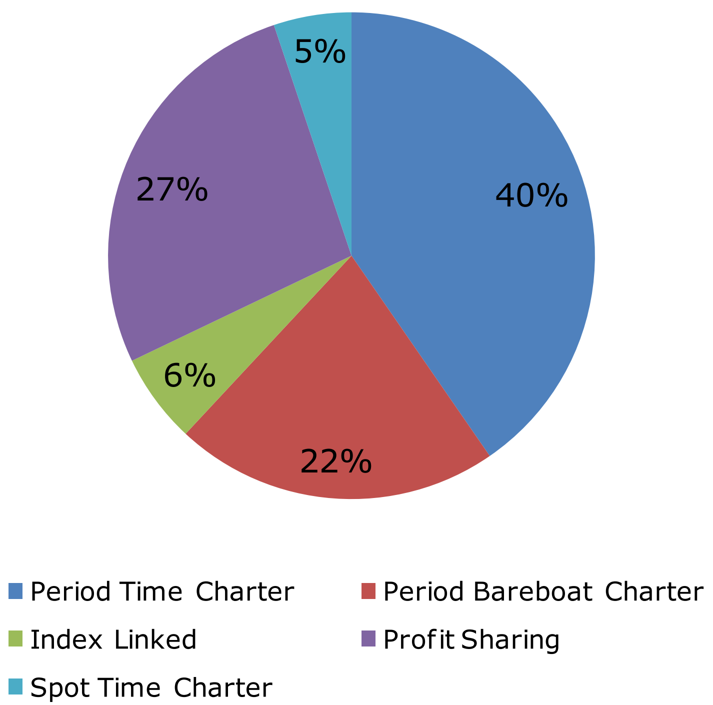
Seanergy's Fleet Charterers

- Our fleet is chartered out to some of the most well known charterers in the industry.

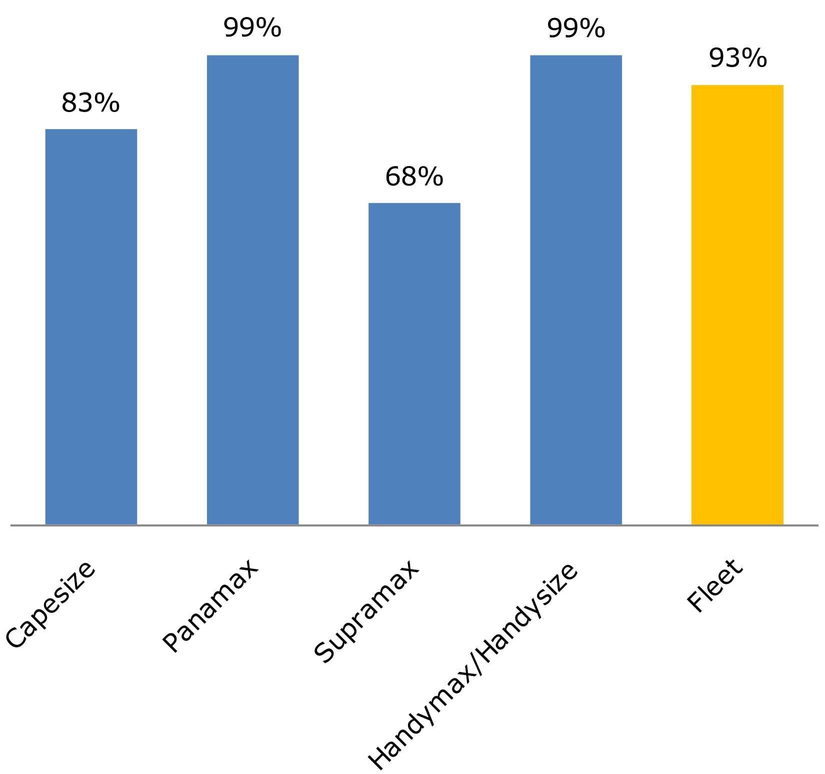
- Regularly attracting well known and creditworthy charterers maximizes cash flow generation potential and is an indicator of the quality of commercial management characterizing our fleet.

Balanced Employment Strategy

2011 Contractual Employment Breakdown per Type of Charter



2011 Coverage per Type of Vessel



- We seek a balanced chartering strategy that diversifies risk and aims to capture uptick from dry bulk market swings.

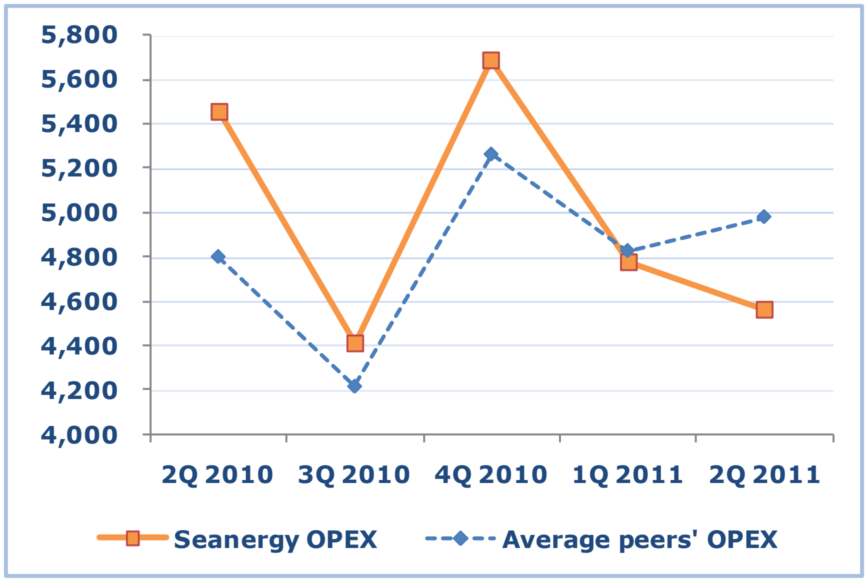
- As of today, we have secured employment of 93% of ownership days for 2011, 64% for 2012 and 24% for 2013.

SEANERGY AND DRY BULK PEERS

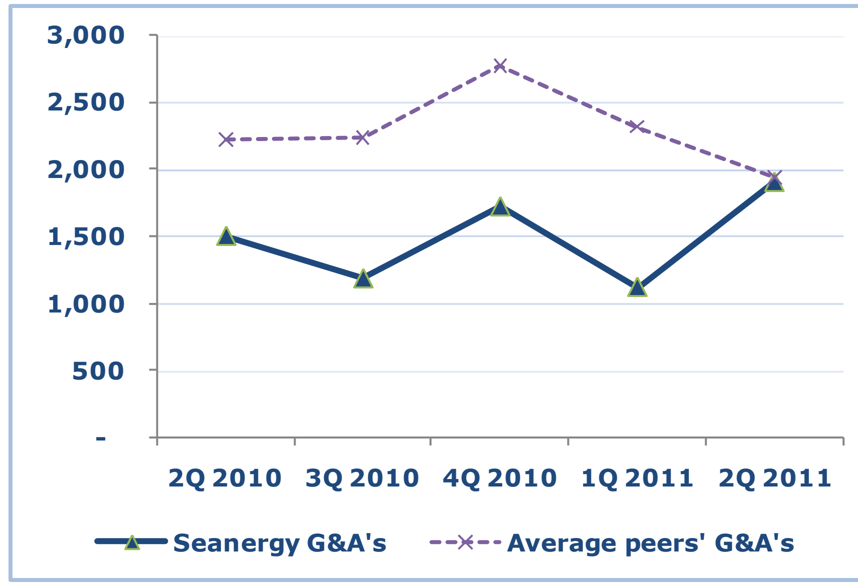
Operational Efficiency versus Peers

Amounts in $

Daily Vessel Operating Expenses



Daily General and Administrative Expenses



- The graphs above compare Seanergy's Vessel Operating expenses and General and Administrative expenses to those of its listed Dry Bulk peers

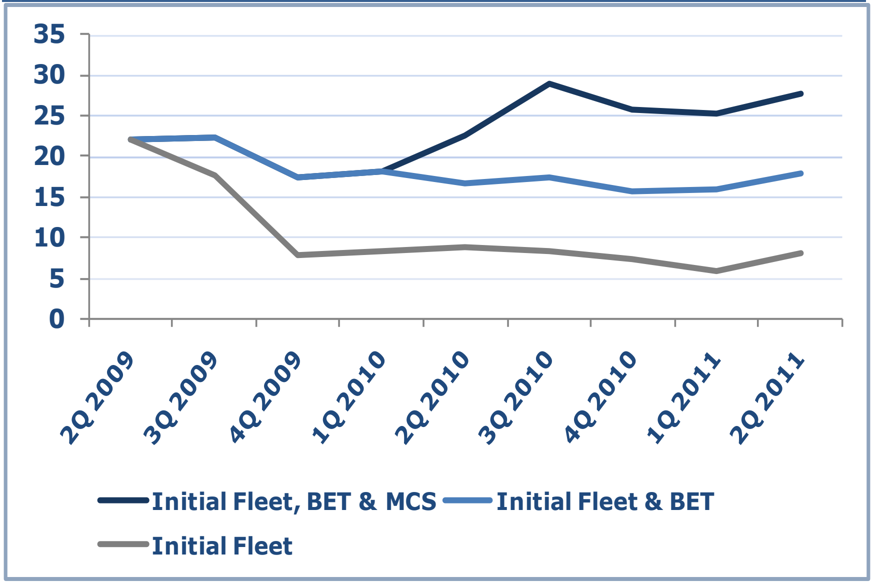
- In terms of operational efficiency, Seanergy has been able to achieve satisfactory results, even though it operates an older fleet compared to its peers

- Increased G&A expenses in 2Q 2011 are linked to the reorganization of our Hong Kong office. Going forward, G&A expenses are expected to decrease significantly

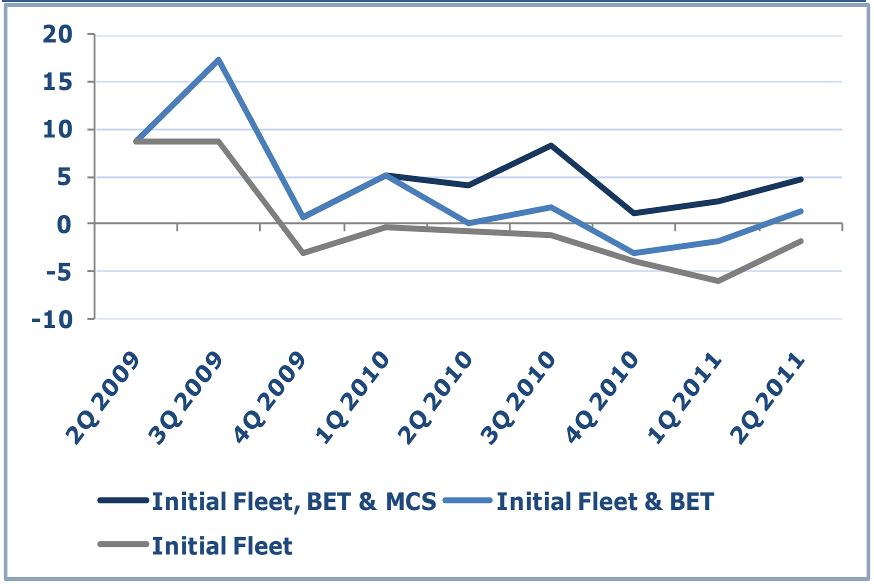
Contribution of Acquisitions

Amounts in $ million

Net Revenue



Operating Income



- The acquisitions of BET and MCS contributed significantly in terms of net revenue and operating income
- Under current market conditions, the initial fleet is a loss-making operation
- The two acquisitions have mitigated the losses and have set the underpinnings for a successful recovery

Dry Bulk Sector P/NAV

End of quarter figures

Company	2Q 2010	3Q 2010	4Q 2010	1Q 2011	2Q 2011
Baltic Trading	0.9x	0.9x	0.9x	0.9x	0.8x
DryShips	0.7x	0.6x	0.7x	0.8x	0.6x
Diana Shipping	0.9x	1.0x	0.8x	0.9x	0.9x
Eagle Bulk	0.8x	0.7x	0.8x	0.8x	0.4x
Excel Maritime	1.0x	0.9x	0.9x	2.1x	1.7x
FreeSeas	1.1x	0.5x	0.4x	0.5x	0.3x
Genco Shipping	1.0x	1.3x	1.2x	1.1x	0.8x
Navios Maritime Holdings	0.6x	0.7x	0.8x	0.9x	0.6x
Paragon Shipping	0.6x	0.6x	0.5x	0.7x	0.5x
Safe Bulkers	0.8x	0.8x	0.9x	0.9x	0.8x
Star Bulk	0.8x	1.0x	0.9x	0.9x	0.7x
Comparables' Average	**0.84x**	**0.82x**	**0.80x**	**0.95x**	**0.74x**
Seanergy *	**1.26x**	**0.95x**	**0.79x**	**0.60x**	**0.99x**

As of September 1, 2011 Seanergy's P/NAV was 0.72x, based on share closing price of $4.28 and NAV per share of $5.98 on 30/6/2011

Source: Dahlman Rose, closest available to the end of each quarter Maritime Reports.

** Company estimates, based on end of quarter share prices.*

FINANCIAL & OPERATIONAL REVIEW

2Q 2011 Highlights

2Q 2011 Highlights

- ✓ Net Revenue of $27.8 million
- ✓ EBITDA* of $13.6 million
- ✓ Adjusted EBITDA* of $14.2 million
- ✓ Net Profit of $0.65 million
- ✓ Basic and Diluted EPS of $0.09

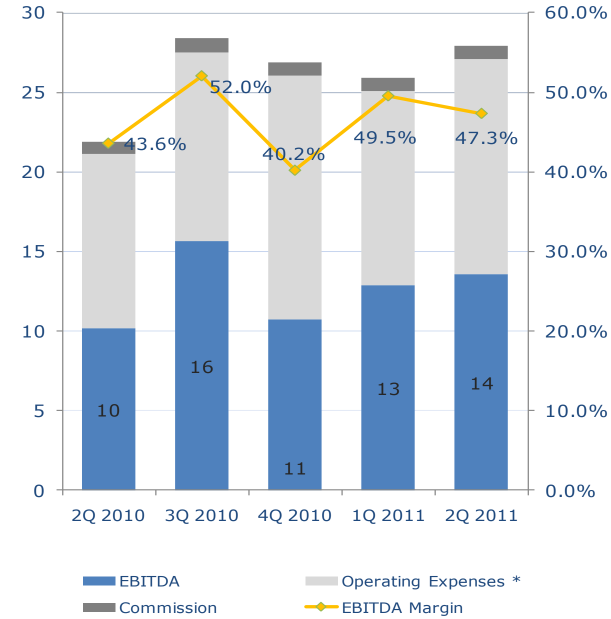
Recent Developments

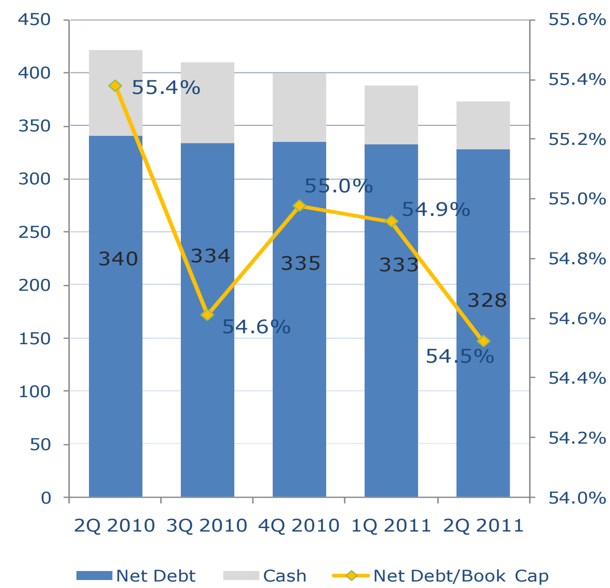
- ✓ **African Zebra and African Oryx Charter Extensions:** Seanergy entered into agreements with MUR Shipping BV to extend the current time charter contracts for the Handysize vessel M/V African Oryx and the Handymax vessel M/V African Zebra for a period of 22 to 25 months, at a gross daily floor rate of $7,000 and $7,500 respectively, with a 50% profit-sharing on the adjusted Time Charter Average of the BSI.
- ✓ **New Charter Contracts for the BET Intruder, BET Fighter and BET Scouter:** The BET Intruder, a 1993 Panamax vessel, has been chartered to Swissmarine for a period of about 11 to about 13 months at a gross daily rate of $12,250. The BET Fighter and BET Scouter, Capesize vessels built in 1992 and 1995 respectively, have been chartered to Swissmarine for a period of about 11 to about 13 months at a rate equal to the adjusted Time Charter Average of the BCI. Seanergy has the option to lock in a fixed rate throughout the period of the employment, subject to mutual agreement with the charterer.
- ✓ **Reorganization Of Hong Kong Office:** During the second quarter, Seanergy reorganized its Hong Kong based subsidiary (MCS) to take full advantage of potential synergies. This is expected to result in annual cost savings of about $2 million.
- ✓ **Reverse Stock Split:** On June 27, 2011 a 1-for-15 Reverse Stock Split took effect on NASDAQ pursuant to which every fifteen shares of the Company’s issued and outstanding common stock will be automatically combined into one. Also, on the effective date, the Company’s issued and outstanding warrants were adjusted automatically pursuant to the terms of their respective governing agreements. The number of outstanding shares after the split was 7,318,263.

** Adjusted for interest rate swap losses*

Financial Highlights

In $ million	2Q 2011	FY 2010	FY 2009
Income Statement			
Net Revenue	27.8	95.9	87.9
Operating Expenses*	13.5	44.4	26.5
EBITDA	13.6	47.3	66.6
Interest and Finance Expenses	3.4	12.9	7.6
Cash Flows			
Operating Cash Flow	4.6	31.5	43.2
Debt Repayment	15.1	67.9	34.9
Dry Docking Cost	1.5	5.5	7.1
Net Increase (Decrease) in Cash	(9.4)	(9.8)	36.1
Balance Sheet			
Cash & Cash Equivalents	45.1	64.2	63.6
Net Book Value of Vessels	581.2	597.4	444.8
Total Assets	660.4	696.4	538.5
Total Debt	373.4	399.5	300.6
Total Liabilities	386.6	421.7	311.6
Total Equity	273.8	274.7	226.8





* *Voyage Expenses plus Vessel Operating Expenses plus Administrative Expenses plus Management Fees*

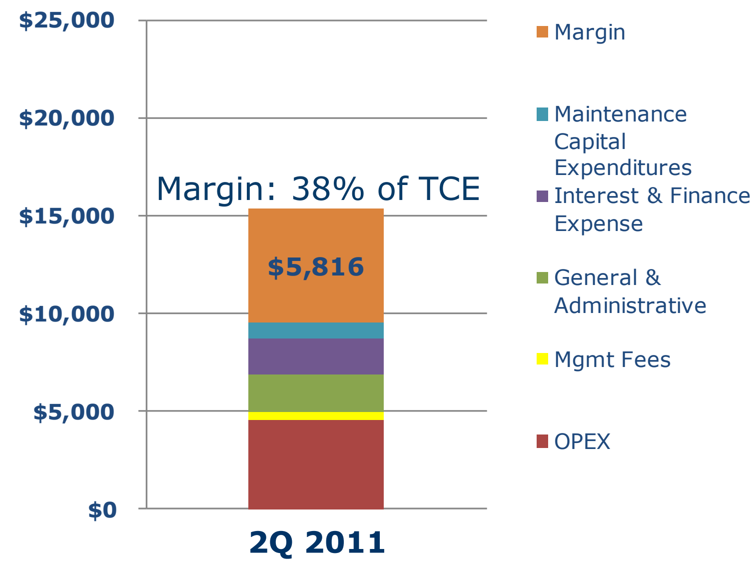
Operational Highlights

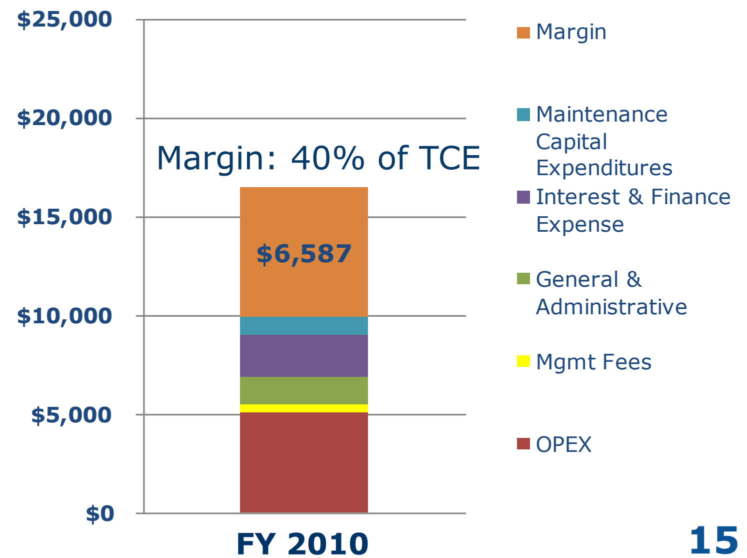
	2Q 2011	FY 2010	FY 2009
Fleet Data			
Average number of vessels	20.0	16.6	7.9
Ownership days	1,820	6,040	2,895
Available days	1,792	5,662	2,638
Operating days	1,741	5,627	2,614
Fleet Utilization	95.7%	93.2%	90.3%
Fleet Utilization, excluding off-hire days due to Dry Docking	97.2%	99.4%	99.1%

Average Daily Results (in $)

Time Charter Equivalent Rate (TCE)	15,404	16,532	32,909
Vessel operating expenses	4,557	5,077	5,603
Management fee	446	438	592
Total vessel operating expenses	5,003	5,515	6,196

Free Cash Flow Breakeven





Debt Profile & Swaps Schedule

Debt Profile

(in million $)	2Q 2011	FY 2010
Marfin Term Loan	104.4	110.8
Marfin Revolving Facility	54.8	54.8
Citibank Loan	94.6	101.7
DVB Loan	48.4	54.6
HSBC Loan	30.1	35.3
UOB Loans (Senior and Mezzanine Facilities)	41.0	42.3
Total Debt (rounded)	**373.4**	**399.5**
Cash	**45.1**	**64.2**
Net Debt	**328.2**	**335.3**

Swaps Schedule

Counterparty	Notional	Fixed Rate (Pay)	Floating Rate (Receive)	Maturity
Citibank	$30 million	4.84%	6M USD Libor	28/09/12
Citibank	$50 million	3.13%	6M USD Libor	25/01/13
UOB	$25.8 million	3.96%	3M USD Libor	10/06/13
DVB	$24.9 million	4.80%	3M USD Libor	24/10/12

Dry Docking Schedule and Cost

Drydocking schedule for 2011 and 2012

Vessel Name	DWT	Next Scheduled Dry Docking	Expected Cost
BET Commander	149,507	Survey in Progress	$1,400,000
African Glory	24,252	Survey in Progress	$600,000
Delos Ranger	54,057	Sep 2011	$50,000
Clipper Glory	30,570	Jan 2012	$500,000
Asian Grace	20,138	Apr 2012	$700,000
Hamburg Max	73,498	Jun 2012	$1,500,000
BET Fighter	173,149	Sep 2012	$2,000,000
Clipper Grace	30,548	Oct 2012	$400,000
BET Intruder	69,235	Dec 2012	$2,000,000

- Dry docking inspection of African Oryx commenced on May 9, 2011 and was completed on June 4, 2011 at an approximate cost of $0.2 million
- The surveys for the BET Commander and African Glory are expected to be completed within September 2011
- Estimated total cost for dry dockings in the remainder of 2011 is $2.1 million.
- We expect to fund dry docking costs from operating cash flows
- Vessels under bareboat charter are not depicted as the charterer is responsible for their dry docking

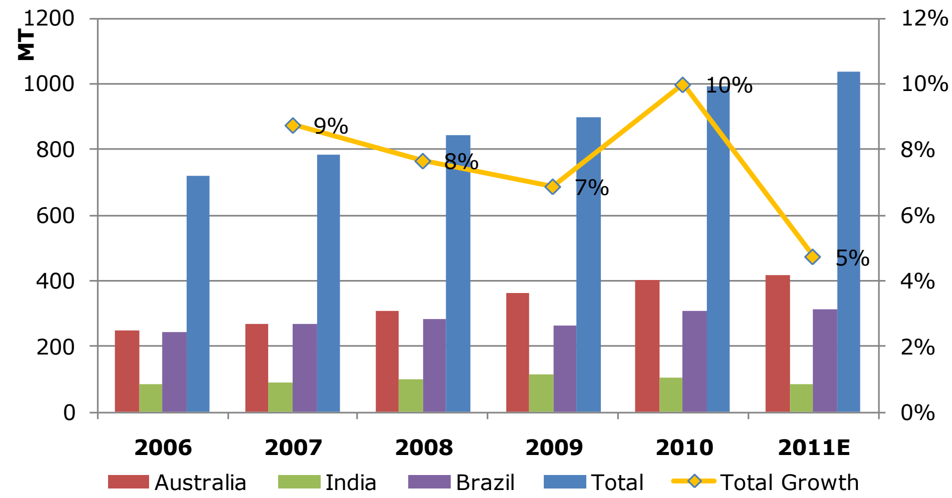
Actual drydocking dates and costs may change due to various factors.

DRY BULK INDUSTRY OVERVIEW

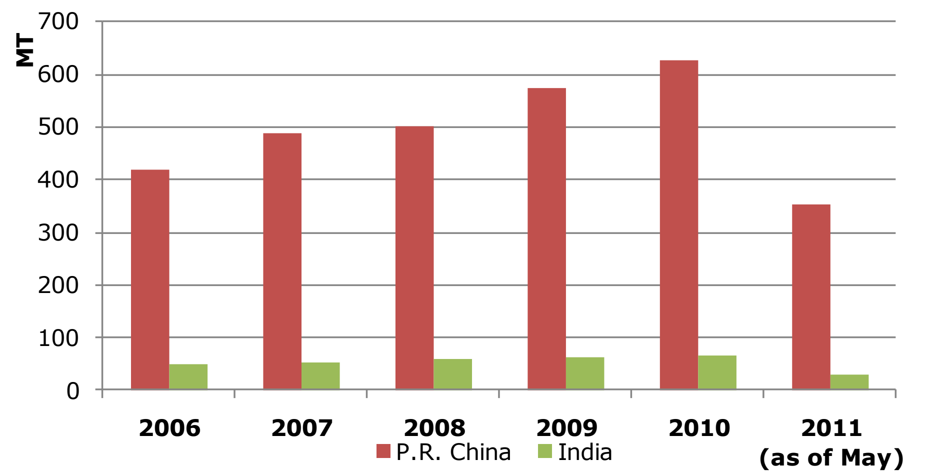
Iron Ore Demand

- India's steel production has risen 73% in the past six years resulting in a decline in iron ore exports to China; China's iron ore imports from India are down 25% Year-over-Year for the first five months of 2011.
- Indian ministers expect to increase iron ore production capacity to 130 million metric tons by 2016 from 80 million metric tons today.
- While Indian iron ore exports are decreasing due to export bans and other regulatory constraints, coking coal imports to India are increasing as producers secure raw materials.
- Chinese iron ore imports are volatile in 2011, ranging from a high of 68.9 million to a low of 48.8 million metric tons. Import volumes fell 11.2% in 2Q as lower 1Q contract prices prompted trader purchases and boosted port inventories to a record. Contract prices rose 24% to \$171 a ton from \$138 in 1Q11.
- Year-over-Year iron ore imports to China are forecasted to grow by 8% and total seaborne iron ore trade to increase by 5%.

Iron Ore Trade



Crude Steel Production
(by Main Iron Ore Importer)

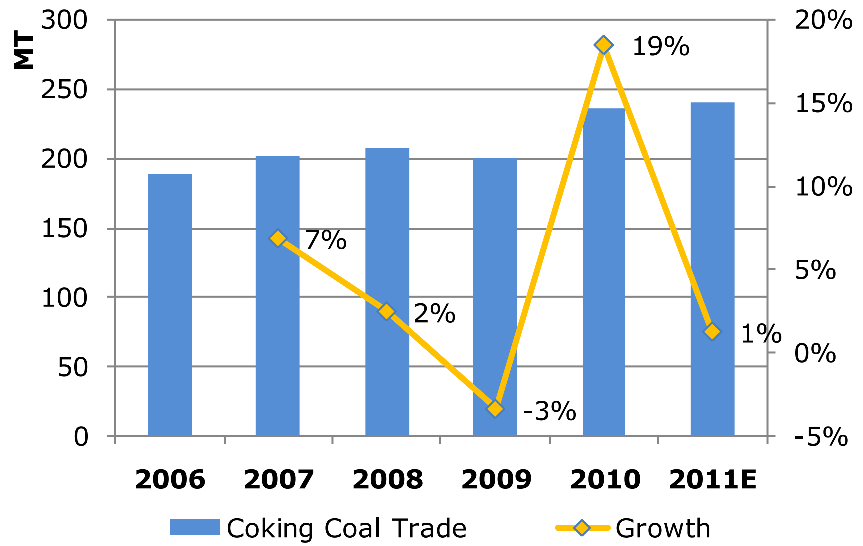


Source: World Steel Association, Bloomberg, Clarkson Research Services

Coal Demand

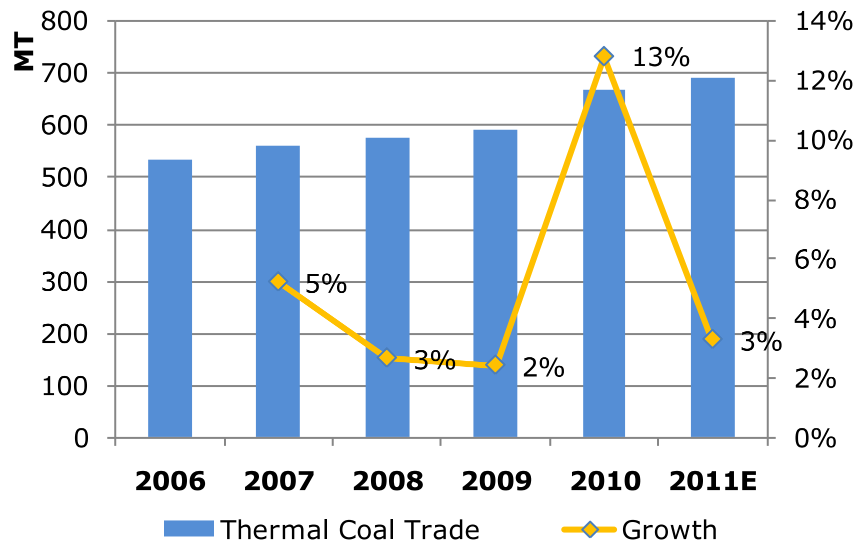
Coking Coal Market

- Lower coking coal exports out of Australia caused by the Queensland floods in January are resulting in an increased U.S. market share and thus importers are forced to choose higher priced coal to fill the Australian export gap.
- As a result of higher prices, European imports are forecasted to be weaker Year-over-Year though there has not been any noticeable impact on steel production.
- Indian & S.Korean coking coal imports continue to grow while Chinese imports decline as high prices are forcing the nation to rely on domestic supply.
- Year-over-Year coking coal imports to S. Korea, India, China and EU are forecasted to change by 26%, 6%, -20% and -1% respectively.



Thermal Coal

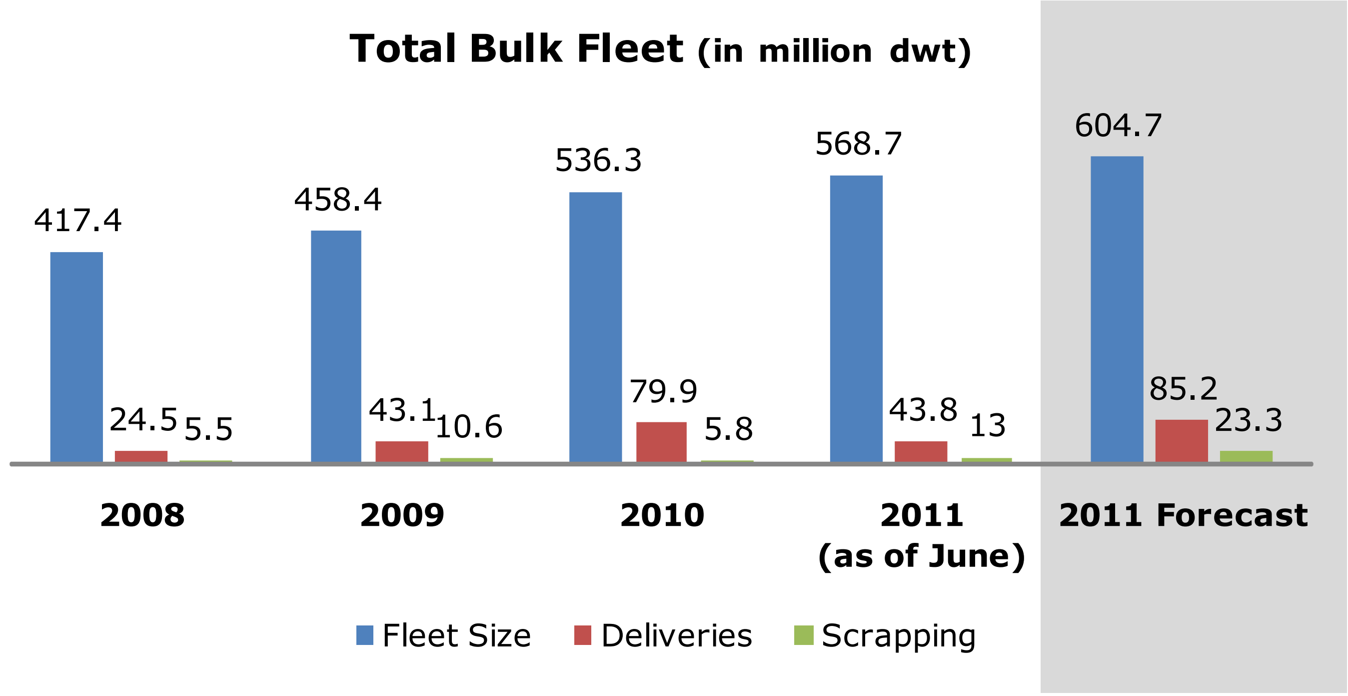
- Imports of thermal coal into China may increase prior to the winter if there is electricity shortfall this summer due to extreme heat.
- As a result of the devastating earthquake in Japan, thermal coal demand is expected to grow for the remainder of 2011 especially once rebuilding and colder temperatures set in.
- Russian coal exports to East Asia in the first half of 2011 increased by more than 30%; Russia is developing coal mining facilities and ports along the east coast in an attempt to increase future exports to Asia.
- Y-o-Y thermal coal imports to India, and EU are forecasted to grow by 20%, and 10% respectively while China's imports is forecasted weaker by -14% compared to 2010 but still 40% above 2009 levels.



Source: Bloomberg, Clarkson Research Services

The Orderbook

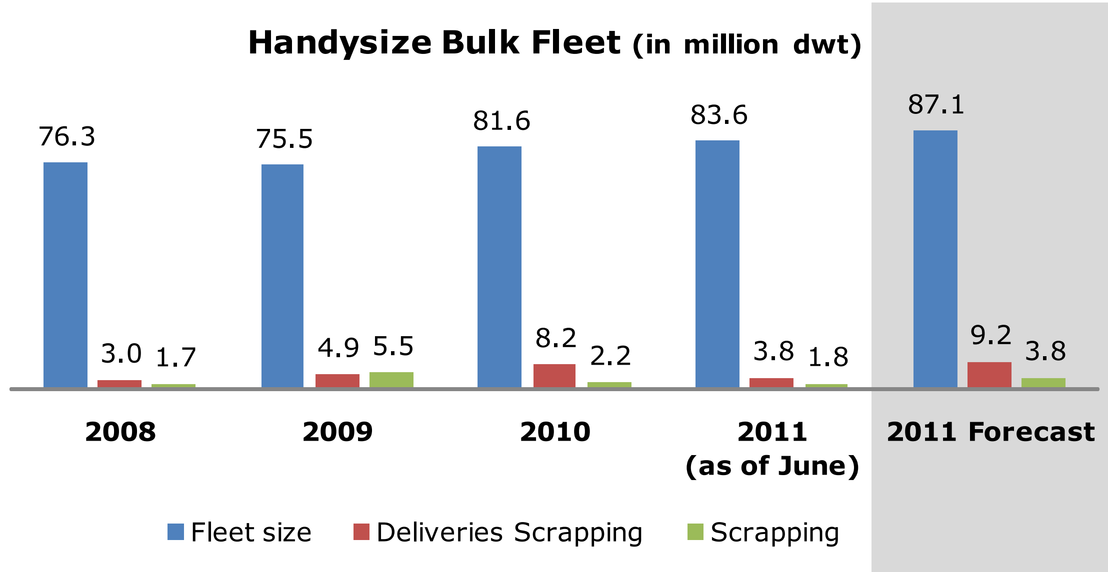
- In 2011, dry bulk rates have been negatively impacted by significant vessel deliveries.
- Dry bulk markets are expected to remain challenging for the remainder of 2011 and 2012 due to oversupply.
- Record fleet growth is outpacing record levels of scrapping; as vessel scrapping is up 377% Y-o-Y
- The supply of dry bulk carriers is expected to grow by 12.8% in 2011.
- 2011 and 2012 demand growth of 4% and 5% cannot sustain supply growth in both 2011 and 2012 of 13% and 8% respectively.



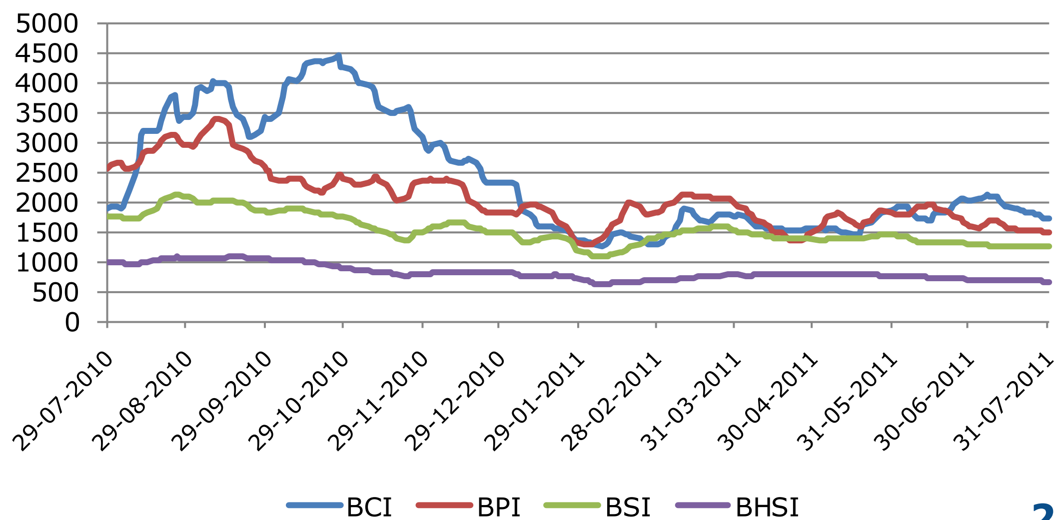
Source: Clarkson Research Services, Jefferies & Co.

Handysize Segment

- The Handysize segment in which we own and operate nine vessels has favorable supply-demand dynamics going forward.
- The Handysize fleet now comprises of 3,057 vessels with just 5% fleet growth Y-o-Y with 27% of the current fleet on order.
- Fleet growth Y-o-Y, for the Capesize, Panamax and Handymax segments is 17%, 11% and 14% respectively.
- The orderbook as a percentage of the fleet for the Capesize, Panamax and Handymax segments is 48%, 49% and 38% respectively.
- Year to date, 70 Handysize vessels have been scrapped and 45% of the fleet is over 20 years old.



- 1-year graph of the Four Baltic Freight Indices; the BHSI has been the least volatile.



Source: Clarkson Research Services

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