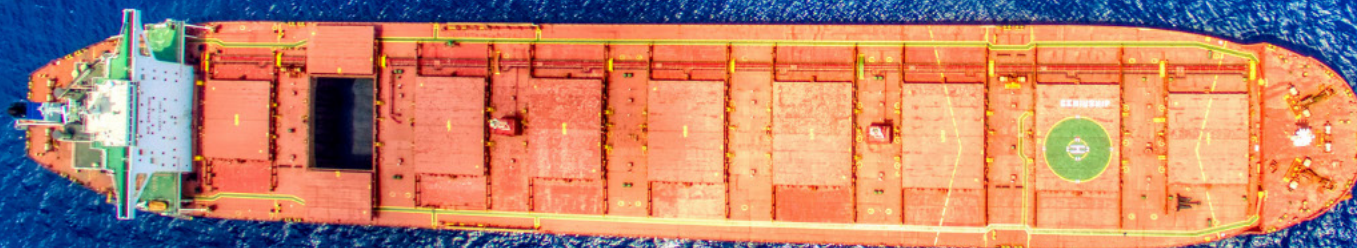




Seanergy Maritime Holdings Corp.

Corporate Presentation



SHIP
NASDAQ[®]
LISTED

June 2021

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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. 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: changes in shipping industry trends, including charter rates, vessel values and factors affecting vessel supply and demand; changes in seaborne and other transportation patterns; changes in the supply of or demand for dry bulk commodities, including dry bulk commodities carried by sea, generally or in particular regions; changes in the number of new buildings under construction in the dry bulk shipping industry; changes in the useful lives and the value of the Company's vessels and the related impact on the Company's compliance with loan covenants; the aging of the Company's fleet and increases in operating costs; the Company's ability to achieve successful utilization of its expanded fleet; changes in the Company's ability to complete acquisitions or dispositions; risks related to the Company's business strategy, areas of possible expansion or expected capital spending or operating expenses; changes to the Company's financial condition and liquidity, including its ability to pay amounts that it owes and obtain additional financing to fund capital expenditures, acquisitions and other general corporate activities; changes in the availability of crew, number of off-hire days, classification survey requirements and insurance costs for the vessels in the Company's fleet; changes in the Company's ability to leverage the relationships and reputation in the dry bulk shipping industry of its managers; changes in the Company's relationships with its contract counterparties, including the failure of any of its contract counterparties to comply with their agreements with the Company; loss of our customers, charters or vessels; damage to the Company's vessels; potential liability from future litigation and incidents involving the Company's vessels; the Company's future operating or financial results; the Company's ability to continue as a going concern; acts of terrorism and other hostilities; changes in global and regional economic and political conditions; risks associated with operations outside the United States; changes in governmental rules and regulations or actions taken by regulatory authorities, particularly with respect to the dry bulk shipping industry; 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.

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01

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Profile



*Seanergy is the only US listed company
with a pure-play Capesize fleet*



- Listed on Nasdaq since 2008 under ticker 'SHIP'
- Modern, high quality fleet of cape vessels, all built in Japan & S. Korea
- Strong leadership from experienced management team
- Solid corporate governance – no related party transactions
- Longstanding commercial relationships with prominent charterers and major miners
- Relatively low Capesize acquisition costs and breakevens

Seanergy is best positioned to capture dry bulk capesize upside

Fleet Profile

Vessel Name	Vessel Class	Year Built	Capacity (dwt)	Type of Current Employment ⁽¹⁾	Yard
Partnership	Capesize	2012	179,213	Period T/C	Hyundai
Championship	Capesize	2011	179,238	Period T/C ⁽²⁾	Sungdong
Lordship	Capesize	2010	178,838	Period T/C ⁽²⁾	Hyundai
Fellowship	Capesize	2010	179,701	Period T/C	Daewoo
Knightship	Capesize	2010	178,978	Period T/C	Hyundai
Geniuship	Capesize	2010	170,058	Period T/C	Sungdong
Premiership	Capesize	2010	170,024	Period T/C ⁽²⁾	Sungdong
Squireship	Capesize	2010	170,018	Period T/C ⁽²⁾	Sungdong
Gloriuship	Capesize	2004	171,314	Period T/C	Hyundai
Hellaship	Capesize	2012	181,325	Period T/C	Imabari
Flagship	Capesize	2013	176,387	Period T/C	Mitsui Engineering
Leadership	Capesize	2001	171,199	Spot Voyage	Koyo - Imabari
Goodship	Capesize	2005	177,536	Spot Voyage	Mitsui Engineering
Patriotship	Capesize	2010	181,709	Period T/C – fixed \$31,000/day	Saijo - Imabari
Tradership ⁽³⁾	Capesize	2006	176,925	TDB	Japan
Worldship ⁽⁴⁾	Capesize	2012	181,000	TDB	Japan

- 16 Capesize vessels
- Average age of **11.8** years
- Combined cargo capacity of approximately **2.82 million dwt**
- Built in Japan and S. Korea

⁽¹⁾ Period T/C contracts are linked to the T/C average of the 5 main routes of the Baltic Capesize Index

⁽²⁾ In addition to the index linked rate, the T/C includes fixed daily scrubber premiums

⁽³⁾ Prompt delivery

⁽⁴⁾ Delivery in Q3 2021

Company History



2007 – 2014 Original Operations	2015 – 2017 Re-launch & Rapid Expansion	2018 - 2019 Capesize Pure Play Positioning & IMO 2020 Compliance	2020 Recapitalization, Deleveraging & Fleet Growth	2021 Expansion and Further Deleveraging
<ul style="list-style-type: none"> Established in 2007, public in 2008 Fleet size peaked in 2012 with 20 dry bulk vessels 2012-2014 sold initial fleet and overhauled balance sheet Eliminated more than \$345m of liabilities Emerged with zero liabilities, retained NASDAQ listing 	<ul style="list-style-type: none"> 2015: Acquired its first Capesize vessel, followed by the en-bloc acquisition of 5 Capesize vessels and 2 Supramax vessels 2015: Raised \$179m in secured debt to support vessel acquisitions 2016: Acquired 2 Korean built Capesize vessels at historically low costs 2016: Raised \$25.5m through public equity offerings and \$38m in secured debt 2017: Acquired 1 Korean built Capesize vessel 2017: Raised additional public equity & secured debt and re-financed \$39.5m in debt at a significant discount 	<ul style="list-style-type: none"> 2018: Optimized balance sheet by refinancing \$48m in debt through \$70m of fresh bank debt and leasing transactions 2018: Sold two Supramax vessels and acquired a Capesize vessel becoming the only Capesize pure-play company publicly listed in the US 2018: Reached agreements with major charterers to install scrubbers on 50% of the fleet 2019: Implementation of scrubber installation program in partnership with major dry-bulk charterers 2019: Raised \$20.5m through public offering and private placement 	<ul style="list-style-type: none"> Raised approximately \$100m through public offerings recapitalizing the balance sheet Restructured \$179m in debt, including senior and junior loans and convertible notes Delevered the balance sheet through \$36m debt reduction Acquired one high-quality Capesize vessel at a historical low price Increased period employment and index-linked chartering exposure 	<ul style="list-style-type: none"> Acquired five high-quality Japanese built Capesize vessels Raised approximately \$75m through public equity offering New financing and refinancing transactions of \$104.4m, subject to definitive documentation Further growth and deleveraging

**Ship acquisitions between 2015 and 2021 totaling ~ \$416 million -
in 2021 growth investments ~ \$134 million**

Experienced CEO, CFO, Board of Directors



Stamatis Tsantanis
Chairman & CEO

- 23+ years successful track record in shipping and finance
- Leading Seanergy since 2012
- Extensive experience with shipping transactions on NYSE and NASDAQ
- Raised more than \$2.3 billion in equity and in secured and unsecured debt on major capital markets
- Significant experience in developing strategic relationships
- Track record in building notable shipping companies (public and private)

Stavros Gyftakis
Chief Financial Officer

- 14+ years of experience in shipping and banking with a diversified academic background including two Masters degrees in Business Mathematics and Shipping, Trade and Finance
- Held key positions across a broad shipping finance spectrum, including, asset backed lending, debt and corporate restructurings, risk management and financial syndications
- Participated in the structuring of 100+ shipping finance transactions and in numerous restructurings involving public and private shipping companies

**Board
Directors**

- 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

02

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Competitive Strengths



Strong Relationships with Major Charterers



- Our diverse customer base includes the world's major miners and some of the largest traders and operators
- High quality vessels and first-class fleet operations provide chartering competitiveness and flexibility

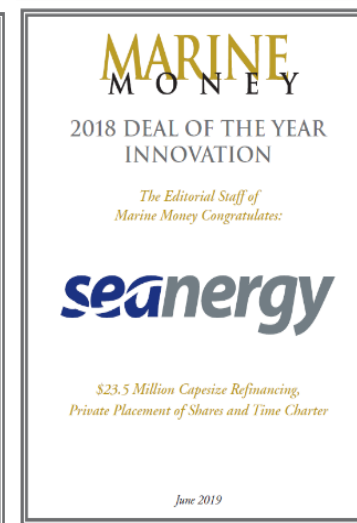
Seanergy enjoys market recognition as a quality and reliable operator

Strategic Partnerships for IMO 2020 Compliance



Vessel Name	Year Built	Daily Time Charter Rate	Charterer	Charter Start	Firm Period
Championship	2011	Index-Linked	Cargill	4Q 2018	5 years
Partnership	2012	Index-Linked	European Utility Co.	3Q 2019	3 years
Lordship	2010	Index-Linked	European Utility Co.	3Q 2019	3 years
Premiership	2010	Index-Linked	Major Commodity Trading Co.	4Q 2019	3 years
Squireship	2010	Index-Linked	Major Commodity Trading Co.	4Q 2019	3 years
Knightship	2010	Index-Linked	Major Commodity Trading Co.	2Q 2020	3 years

- Scrubber installation on 6 vessels with 3 first class charterers, on the back of index-linked time charters with firm periods ranging from 3 to 5 years in duration. On 3 of the agreements Seanergy has the option to fix the daily rate at the prevailing level of the Forward Freight Agreement (FFA) of the Baltic Capesize Index.
- Seanergy **entitled to profit-sharing** based on the price difference between high-sulphur and low-sulphur fuel.
- The sale and leaseback transaction with Cargill that entails the scrubber financing element was awarded as the “Most Innovative Deal of 2018” by Marine Money
- Ensured compliance with IMO-2020 rules, without speculating on market uncertainties that are exogenous to the dry bulk market such as the fuel price spread and availability of high-sulphur fuel



Approx. \$20 million enhancement in the market value of the Fleet, without any investment outlay by SHIP

Vessel financings¹



Bank / Capital Provider	Facility	Amount Outstanding (\$ million)	Vessels
 ALPHA BANK	1 senior facilities	\$37.45	Leadership; Squireship; Lordship
 Amsterdam Trade Bank <small>Member of Alfa-Bank Group</small>	1 senior facility	\$16.29	Partnership
 UniCredit	1 senior facility	\$30.28	Premiership, Fellowship
 EnTrust Global	1 senior facility	\$21.07	Gloriuship, Geniuship
 ABBank	1 senior facility	\$7.50	Goodship
 中航国际 AVIC INTERNATIONAL	finance lease	\$14.86	Knightship
 Cargill	finance lease	\$20.74	Championship
 Cargill	finance lease	\$20.50	Flagship



- Total financing of \$170.5 million as of May 31, 2021

1. Excludes convertible notes and other loan of \$40.6m

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03 Analysis of Market Fundamentals



Historical Demand & Supply Fundamentals for Cape Vessels



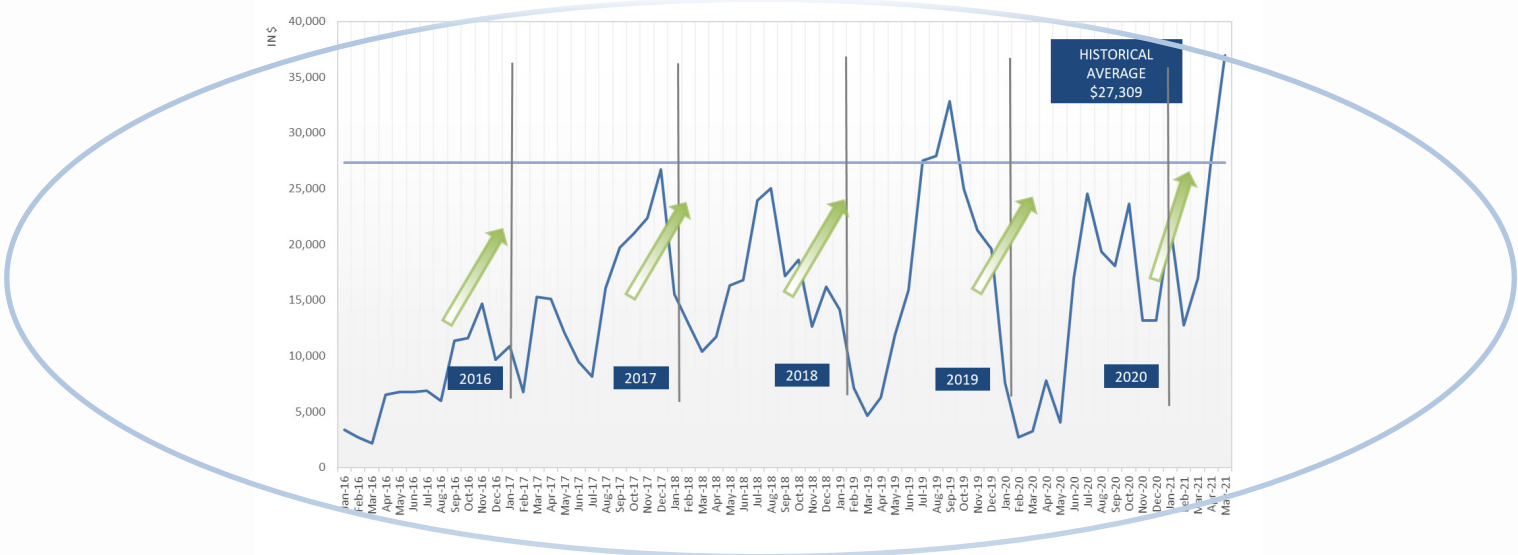
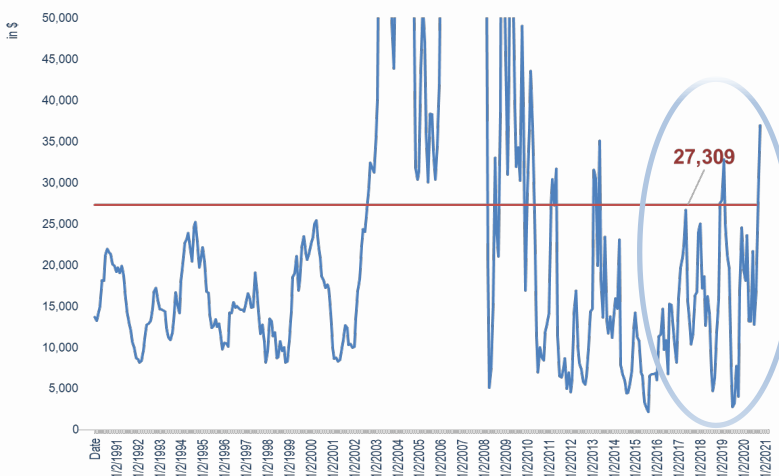
Strong Demand:

- Seaborne transportation of raw materials is continuously rising
- Commodity Supercycle
- Global Infrastructure projects and Stimuli

Limited Vessel Supply:

- Lowest newbuilding orderbook in 17 years
- Effective vessel supply reduction by environmental regulations
- Significant supply squeeze may occur

2021 is marked by a sustainable rise in freight rates



Source: Seenergy analysis, Clarksons Timeseries

Cape Vessels: Compelling Investment Opportunity

Significant upside potential	Capesize Historical Time Charter Earnings (in \$)	5-yr old Cape price (in \$ million) ²	10-yr old Cape price (in \$ million) ³
15-yr average	31,850 ¹	49.5	35.9
15-yr (excl. peaks and troughs)	18,770 ¹	38.5	27.9
2020 - Full Year	12,858 ¹	26.9 ⁴	20.3 ⁴
2021 YTD	23,233 ⁵	37.0	29.5

1. Monthly Average of the 5 T/C routes of the Baltic Capesize Index; Source: Clarksons Timeseries

2. Capesize 180K 5-year-old Secondhand Prices; Source: Clarksons Timeseries

3. Capesize 180K 10-year-old Secondhand Prices; Source: Clarksons Timeseries

4. Vessel Values as of the end of 2020; Source: Clarksons Timeseries

5. Daily Average of the 5 T/C routes of the Baltic Capesize Index; Source: Clarksons Timeseries

Cape asset values do not fully reflect the rising freight market environment

- 5yr old Capesize vessel price (~ \$37.0 million), **25% below the 15-yr historical average**
- 10yr old Capesize vessel price (~ \$29.5 million), **18% below the 15-yr historical average**
- Capesize earnings YTD (~ \$23,233), **27% below the 15-yr historical average**

Unique investment opportunity in a surging Capesize market
Material NAV increase may occur

Capitalization



Amounts in \$ thousand

	December 31, 2020	March 31, 2021	May 28, 2021 (Pro-forma)
Debt:			
Long-term debt ¹	\$169,762	\$131,483	\$167,577
Convertible notes ²	\$14,516	\$15,276	\$15,276
Total Debt	\$184,278	\$146,759	\$182,853
Shareholders' equity:			
Total equity ³	\$95,694	\$188,133	\$196,748
Total capitalization:	<u>\$279,972</u>	<u>\$334,892</u>	<u>\$379,601</u>

1. Net of deferred finance charges, excludes all convertible notes

2. Includes \$3.4 million of the total outstanding \$38.7 million in convertible notes that are classified under liabilities in accordance with the beneficial conversion feature guidance of U.S. GAAP. As of March 31, 2021, the balance of \$11.9 million is the non-cash amortization in accordance with the beneficial conversion feature guidance of U.S. GAAP and debt discounts.

3. Includes \$35.3 million of the total outstanding \$38.7 million in convertible notes that are classified under equity in accordance with the beneficial conversion feature guidance of U.S. GAAP.

NASDAQ Ticker:	SHIP NASDAQ LISTED
Share Price ¹ :	~\$1.08
Shares Outstanding:	~168.5 million
Daily 3-month Average Volume ¹ :	~9.47 mil. Shares
Basic Market Capitalization ¹ :	~\$182.0 mil.

1. As of May 24, 2021

Financial Summary



In thousands except daily figures	1Q2020	1Q2021	1Q2021
			vs 1Q2020

Fleet Data:

Operating days	901	932	3%
Fleet utilization	99.0%	94.0%	-5%
TCE Rate	\$8,481	\$16,219	91%
Daily Vessel OPEX	\$5,566	\$5,605	1%

Income Statement Highlights:

Net Revenue	\$13,339	\$20,398	53%
Net Income (Loss)	(\$8,343)	(\$1,321)	84%
EBITDA	\$979	\$6,526	567%
Adjusted EBITDA	\$1,361	\$7,929	483%
	4Q 2020	1Q 2021	

Balance Sheet Highlights:

Cash & Restricted Cash	\$22,661	\$58,050
Vessels, Net	\$256,737	\$254,634
Long-term debt	\$169,762	\$131,483
Total Equity	\$95,693	\$188,132

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. *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*

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Thank you

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04

Appendix



Access to Capital Markets



2016	2017	2019	2020	2021
Seanergy Maritime Holdings Corp.	Seanergy Maritime Holdings Corp.	Seanergy Maritime Holdings Corp.	Seanergy Maritime Holdings Corp.	Seanergy Maritime Holdings Corp.
\$25.5 Million Public Offering & Registered Direct Offerings	\$2.9 Million ATM Offering	\$20.5 Million Public Offering & Private Placement	\$100 Million Public Offerings & Registered Direct Offerings	\$75 Million Registered Direct Offering
August - December 2016	February – April 2017	May 2019	April-August 2020	February 2021



IMO 2020 Strategy Implementation

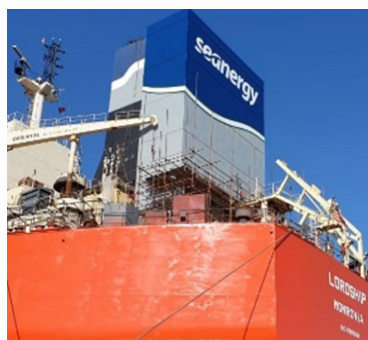


Scrubber Fitted Vessels:

Installed scrubbers have been tested successfully and have the capacity to comply with the stricter 0.1% sulphur fuel content limit applicable in Environmentally Controlled Areas.

Additionally, two of the recently acquired vessels are scrubber fitted.

Vessel Name	Daily T/C Rate	Option to convert to FFA level	Scrubber installation completion	Fuel profit-sharing scheme
Championship	Index linked	✓	Oct 2019	✓
Partnership	Index linked	✓	Sept 2019	✓
Lordship	Index linked	✓	Aug 2019	✓
Premiership	Index linked		Nov 2019	✓
Squireship	Index linked		Dec 2019	✓
Knightship	Index linked		May 2020	✓
Patriotship	Fixed at \$31,000/day		2019-2020	
Worldship	N/A		2019-2020	

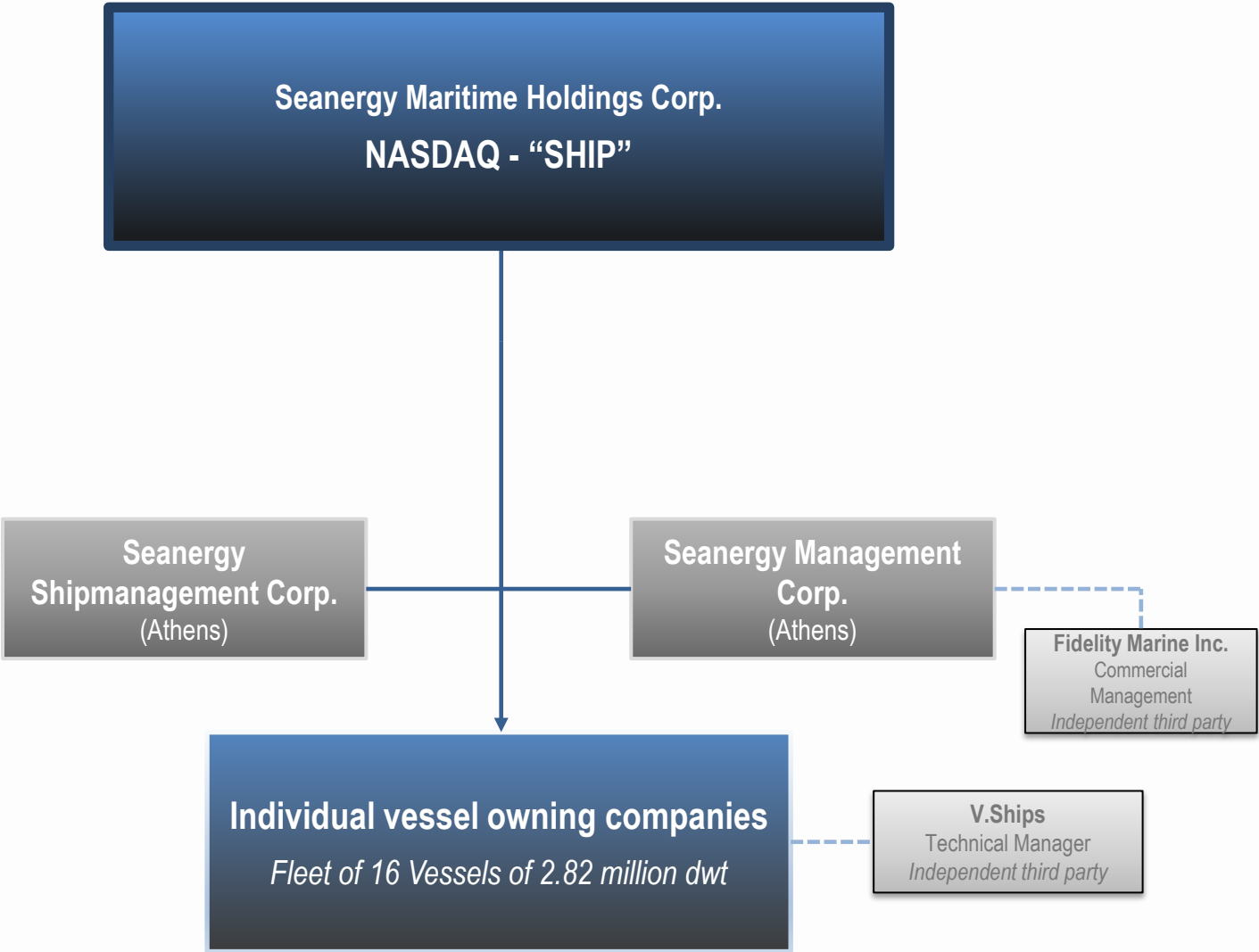


Secondhand Market Supports Low Level of NB Ordering *seanergy*

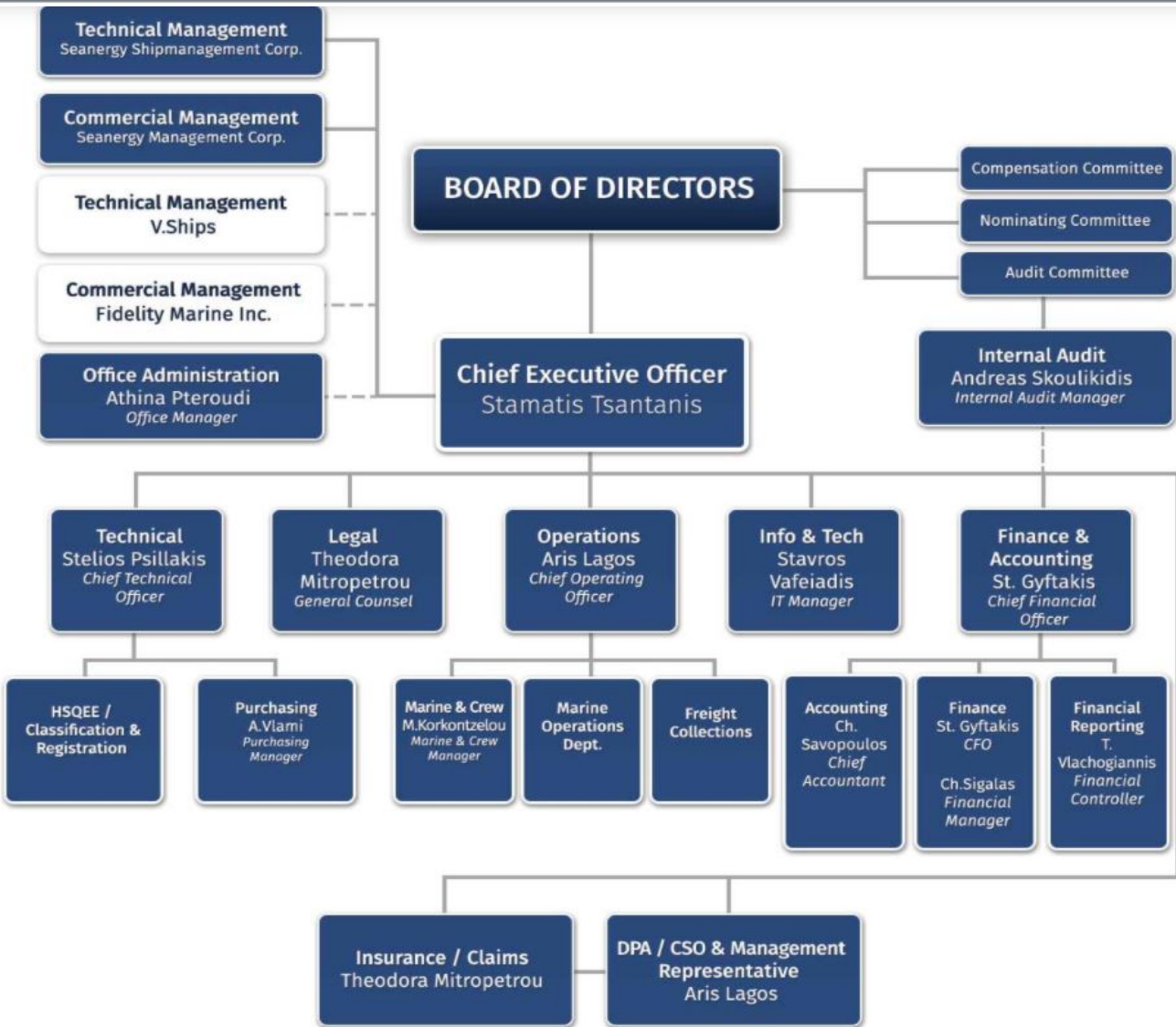
- Low secondhand prices compared to newbuilding prices have resulted in low levels of vessel contracting, as prospective returns on new orders remain less attractive
- During the last 5 years, the ratio peaked in March and September 2017 at 0.80, or 21% higher than May 2021 levels
- Low ordering is expected to continue due to freight rate volatility and financial constraints due to existing fleet capex requirements (upgrades required to ensure compliance with new regulations)



Source: Seanergy analysis, Clarksons Timeseries



Organizational Chart



High Quality Operator with Solid Corporate Governance *seanergy*

Top quality operations and technical management

- Our experienced in-house team closely monitors and supervises all key aspects of operations and the technical management of our fleet
- Vessel operations, dry docks, major purchasing, insurance, claims handling and third-party technical management supervision functions are performed in-house by highly qualified professionals
- We have invested in advanced technologies to monitor fleet performance in real time
- We have implemented a program to ensure that our fleet fully complies with new 2020 environmental rules

No related-party ship management transactions

- V. Ships Cyprus & V. Ships Greece, unrelated third parties, undertake the day-to-day technical management of our vessels
- Fidelity Marine, an unrelated third party, undertakes on an exclusive basis the commercial management of our fleet

- **No related-party transactions associated with ship management or ship operations**
- **Established internal control policies and procedures overseen by an experienced internal auditor**
- **Enhanced transparency through SEC and NASDAQ mandated financial reporting and disclosures**

Company's Non-Executive Management Team



Aristeidis Lagos
Chief Operating Officer

- Master Mariner with 23 years of seafaring and onshore experience
- Extensive experience in management, safety, marine, operations and quality assurance
- Proven track record in senior management positions

Stelios Psillakis
Chief Technical Officer

- 15+ years in technical and engineering positions
- Seagoing experience in various types of vessels as chief engineer
- 10 years of on-shore experience in major shipping companies in senior engineering roles

Dr. Christos Sigalas
Financial Manager

- 15+ years of finance and accounting work experience (12 years in the maritime shipping industry)
- 15+ years of university teaching experience in the fields of corporate finance and strategic management, with 23 published academic manuscripts
- Extensive experience in capital budgeting, asset-based lending, equity offerings, and debt restructurings

Theodora Mitropetrou
**General Counsel &
Corporate Secretary**

- 17+ years of shipping law experience
- 12+ years of in-house experience with US-listed shipping companies
- Practiced law with established shipping law firms advising owners and lenders
- Extensive experience in corporate, commercial, shipping and finance law

Commercial & day-to-day Technical Management *seanergy*

Fidelity Marine Inc.



Nikos Frantzeskakis
Principal of Fidelity Marine
Inc.

- Exclusive to Seanergy for Capesize commercial management
- 28+ years experience in dry bulk shipping, serving as Chief Commercial and Operations Officer and a director of NASDAQ listed Quintana Maritime from its inception in 2005 until its sale in 2008, with responsibilities including strategic planning and management of 40 Panamax and Capesize vessels
- Extensive experience in negotiating shipbuilding contracts and complex chartering agreements, including leading roles in (i) the acquisition agreement and supervision of the construction of 13 x 82000 Kamsarmax vessels at Tsuneishi Fukuyama Shipyard (2006) and (ii) the shipbuilding contracts for 7 Capesize vessels at Imabari and SWS (2007)
- From 1988 to 2004 he was a senior chartering broker at Navatrade S.A., a leading commercial management firm, responsible for supervising more than 50 ships with a combined deadweight capacity of 3 million tons
- A graduate of City of London Polytechnic, he has significant dry bulk sea-going experience



Technical Manager

- Role:
- Daily technical management of vessels
 - Established in 1991, VShips Group provides full technical management services to a fleet of over 1,100 vessels
- Description:
- Holds Marine, Safety & Quality certificates awarded by United States Coast Guard and other governmental & non-governmental agencies
 - Holds both ISO 9001 & ISO 14001 certificates

ESG Initiatives

Reducing shipping emissions cost-effectively through technical and operational measures:

- In cooperation with DNV completed the evaluation of the EEXI in accordance with IMO's MEPC 75, pursuant to which the entire fleet will remain compliant with applicable GHG regulatory requirements until 2030.
- In cooperation with Cargill implemented one of the few ESG initiatives to materialize on an existing vessel:
 - ✓ Step 1: EVDI ("Existing Vessel Design Index") upgrade from F to D+ in cooperation with MAN and Rightship
 - ✓ Step 2: Installed Energy Saving Devices including a Mewis Duct, LED lights and VFDs resulting in energy savings of 5-7%
- Upgraded MV Partnership's EVDI rating from F to E+ in cooperation with Rightship and MAN by limiting the main engine
- Scrubber systems installed on 6 vessels in cooperation with leading charterers
- 2015: First Greek dry bulk company to perform in cooperation with the American Bureau of Shipping a feasibility study evaluating alternative fuels (LNG vs HFO vs Compliant fuel) and respective payback periods
- 2016: Installed electronic performance monitoring systems (machine learning process), trim sensors enabling to perform trim optimization (dynamic) and Coriolis flow meters
- Established frequent propeller and hull cleaning policies and performs trim optimization during ballast voyage legs → 2-3% reduction in the average fuel consumption between 2016 and 2018
- Only top tier antifouling products used, minimizing speed loss between the dry-dock intervals
- Appointed weather routing consultants supporting in voyage routes optimization by minimizing speed fluctuations, maximizing fuel savings and most importantly reducing CO2 emissions



Committed to reduce the carbon footprint of the existing fleet

ESG Initiatives - Social Aspects

Crew Policy and Social Aspects:

Social responsibility towards our seafarers at the top of our ESG Agenda:

- Signatory to the **Neptune Declaration** on Seafarer Wellbeing and Crew Change
- **Increase in 2019 victualing fee** by 12.5% - one of the highest rates granted globally
- **Performance bonuses** & specialized crew-related KPIs
- Increased cooperation with **IMEQ** (Innovative Maritime Emotional Intelligence Center) regarding Mental Health of Crew onboard
- Cooperation with “**Future Care Services**” providing 24 hours medical support to crew onboard, psychological support and direct assistance to relevant ports
- **Training worldwide** in specialized sectors (scrubber system, ballast water treatment, vessels with electronic engines)
- **Medical Insurance** for Crew onboard and their families both for Officers and Ratings
- **Broadband internet** on all our ships allowing for instant and cost-efficient communication between the crew and their families
- Annual Conferences in the home countries of the seafarers (Russia, Ukraine, Philippines)
- Frequent visits of our crew manager onboard our vessels



Seanergy's retention rate amongst seafarers consistently exceeds 85% and 92% amongst deck crew

seenergy
Thank You

