Corporate Presentation

September 2026

Seanergy Maritime Holdings Corp.

SHIP
NASDAQ LISTED

Important Disclosures

This document 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). 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“, “hope”, "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; risks arising from trade disputes between the U.S. and China, including the re-imposition of reciprocal port fees; broader market impacts arising from trade disputes or war (or threatened war) or international hostilities, such as between the U.S. and Israel and Iran, the U.S. and Venezuela, China and Taiwan and Russia and Ukraine; risks associated with the length and severity of pandemics; 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 the Company, to meet capital expenditures, working capital requirements and other obligations.

While all the information in this document is believed to be accurate, the Company makes no warranty, express or implied as to the completeness or accuracy of such information, nor can it accept responsibility for errors appearing in the document. Certain information contained herein has been provided by third parties and has not been independently verified, and the Company does not represent or endorse the accuracy or reliability of any such information. This document is subject to revisions and amendments without notice by the Company and without obligation to notify any recipient of any such amendment. The Company undertakes no obligation to publicly update or revise any forward-looking statement contained in this presentation, whether as a result of new information, future events or otherwise, except as required by law.

Company Profile

Company Profile

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 17 capesize & 2 newcastlemax** vessels, optimized with **energy saving devices** and **advanced technology**

  3.5 million DWT

- **~$590m fleet renewal program** underway comprising 8 modern capesize & newcastlemax vessels
- **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

SHIP NASDAQ LISTED

ESG SHIPPING AWARDS

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

Best Workplaces™ Great Place To Work. HELLAS 2026

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.

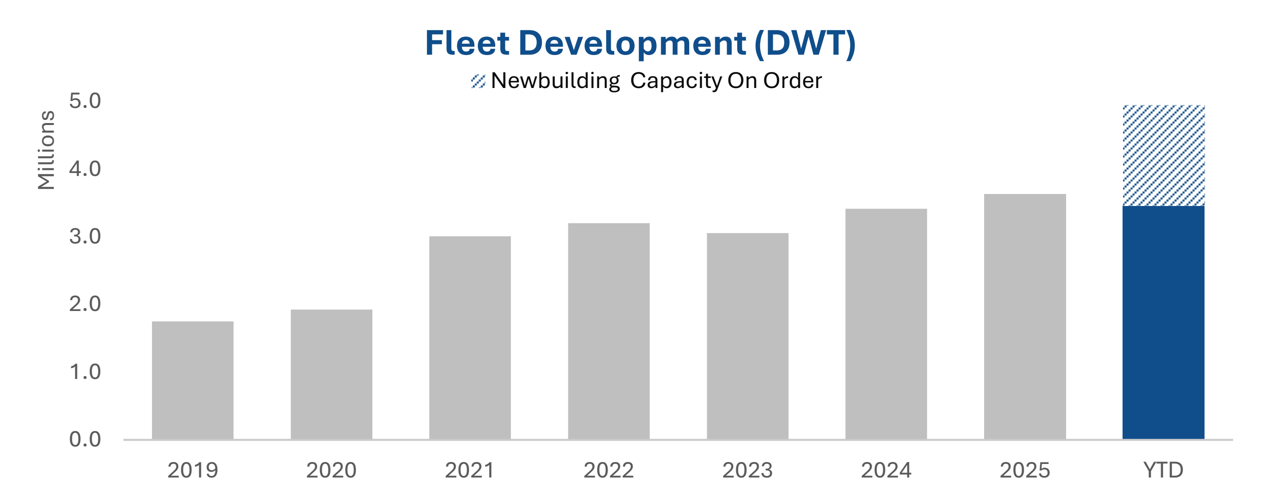
Shareholder rewards & Sustainable Growth

2022 & Afterwards

- Declared $63.2 million in cash dividends, totaling $3.19 per share since 2022.
- Completed a $21 million convertible notes buyback and eliminated all outstanding warrants from the capital structure.
- Fleet expansion & renewal through selective acquisitions, divestments, and seven scrubber-fitted newbuildings delivering in 2027-2029.
- Strong funding visibility, with $296.5m secured for our newbuilding program.
- Completed a €100 million bond issuance, further strengthening the Company's funding profile.
- Spin-off of United Maritime Corporation.

Pure Capesize Platform

Seanergy expands its fleet through newbuilding vessels with prompt deliveries at attractive pricing.



Fleet Renewal Program

Vessel	Size (dwt)	Shipyard	Scrubber	Target Delivery
Primeship (NB)	181K	Hengli	✓	Q2 2027
Chrysship (NB)	182K	Hengli	✓	Q3 2027
Nikiship (NB)	182K	Japanese Yard	✓	Q3 2027
TBN (NB)	182K	Hengli	✓	Q4 2027
Megaship (NB)	211K	Hantong	✓	Q2 2028
Kingship (NB)	181K	Japanese Yard	✓	Q1 2029
TBN (NB)	182K	Japanese Yard	✓	H1 2029
TBN (2022 blt)	182K	Japanese Yard		Q4 2028 – Q2 2029

Vessel	Year Built	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

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 fourth consecutive year, we remain among the prominent shipping companies 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).

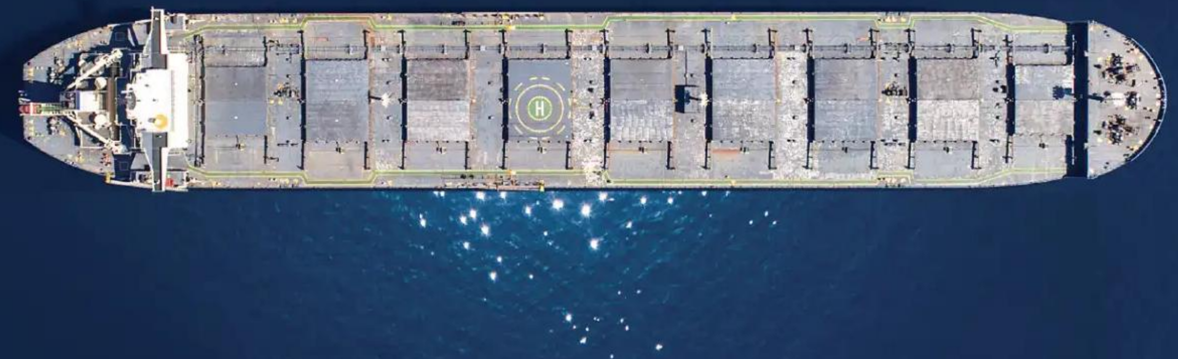
Corporate Structure: No Related Parties involved in Commercial & Technical Management.

"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 7 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

~145% Fleet Growth[1]

Since 2020

Enhancing Shareholder Returns

- ✓ Full implementation of our dividend policy distributing a significant part of our operating cashflow with transparency and simplicity
- ✓ FY 2026 YTD dividends of 55 cents – total dividend distributions since 2022 of $3.19/share, or $63.2 million in total[2]
- ✓ Share repurchase capacity of ~$20.0m through our active share buyback plan
- ✓ Committed to delivering long-term value and capital efficiency, with a continued focus on maximizing shareholder returns

>$108 million[2]

In shareholders returns since Q4 2021

Capital Structure & Financial Efficiency

- ✓ Conservative leverage levels to ensure financial flexibility through the cycles
- ✓ Diverse portfolio of bilateral loans and S&LB agreements
- ✓ Continuous deleveraging through secured debt amortization
- ✓ Improving credit margins - latest loans and leases agreed at < 190bps
- ✓ $296.5 million in secured financing to support our newbuilding program on favorable terms

Net LTV < 50%

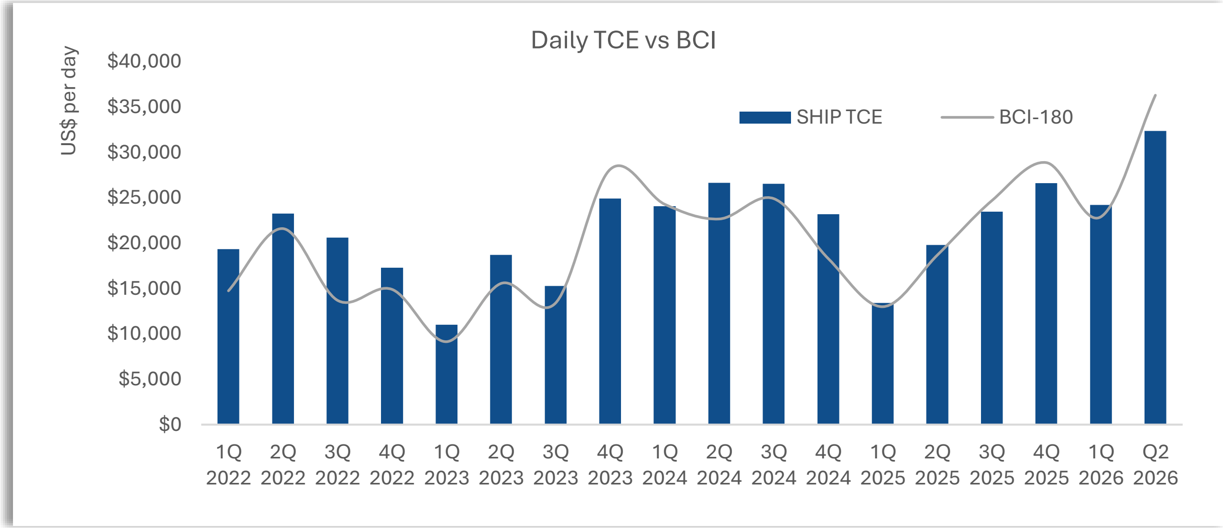
Financial policy target

1. *On a pro forma basis, assuming completion of all transactions and delivery of newbuildings.*
2. *Including the ~$7.6 million declared, but not paid yet, for Q2 2026*

Leading Charterer Ties & Effective Commercial Strategy

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

- Seanergy has been structured around the needs of our chartering partners
- Our diverse customer base includes major miners, traders and operators
- 100% fixed with index-linked period T/Cs, giving exposure 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)



NYK LINE NIPPON YUSEN KAISHA
"K" LINE KAWASAKI KISEN KAISHA, LTD.
MOL
ANGLO AMERICAN
Cargill
OLDENDORFF
GLENCORE

Prioritizing Shareholder Returns

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

Since Q4 2021

$54.6 million

in regular dividends[1]

$8.5 million

in special dividends

$63.2 million in total ($3.19 per share)

$10.1 million

in share and warrant buybacks

$35.1 million

in convertible note buybacks[2]

$45.2 million in total

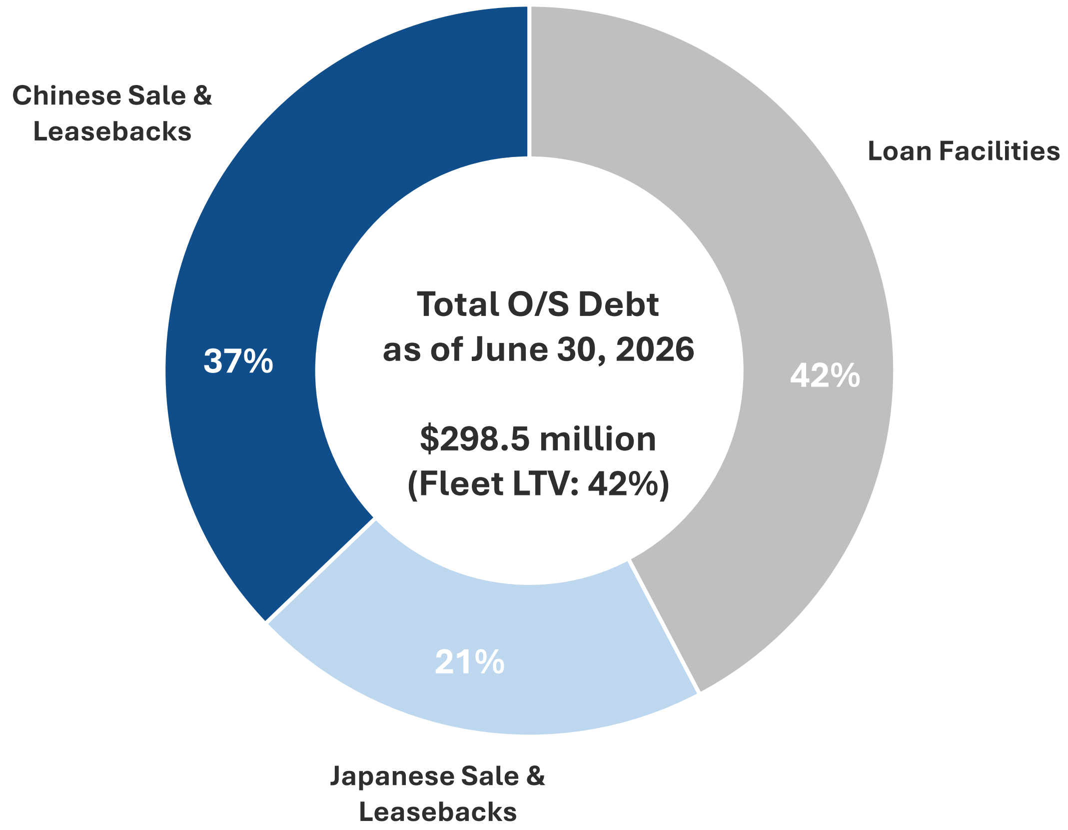
Total shareholders returns $108.4 million

1. Including the ~$7.6 million declared, but not paid yet, for Q2 2026
2. Excluding the $3.6 million conversion of notes exercised by the note holder

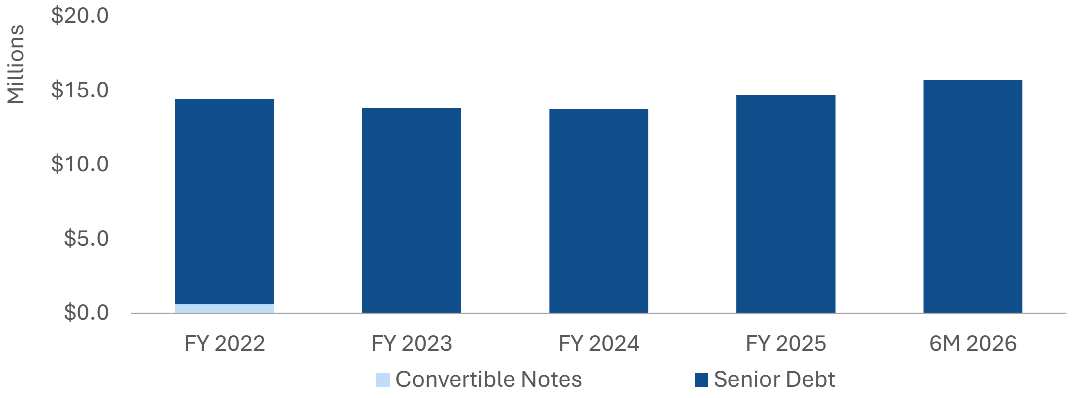
Overview of Secured Financings

Enhanced financial flexibility and optimized our capital structure through a diversified financing mix of loan facilities, Japanese sale & leasebacks, and Chinese sale & leasebacks.

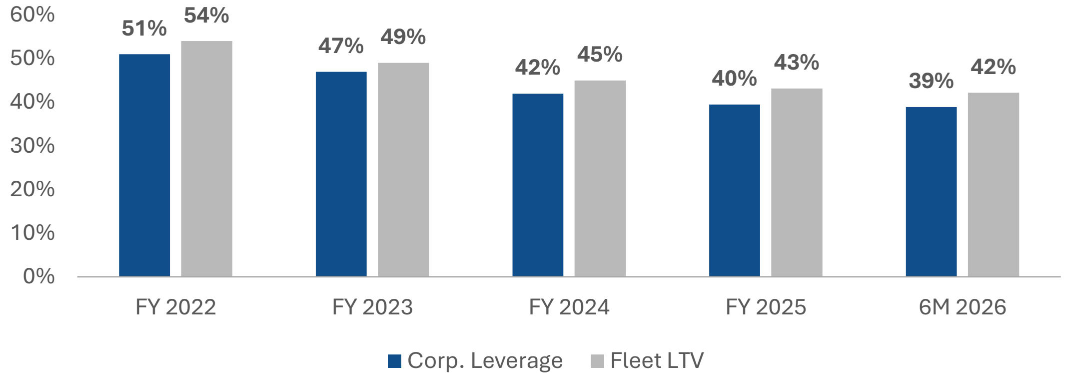
Outstanding Debt by Financing Structure



Debt per Vessel



Corp. Leverage & Fleet LTV[1]



1. *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	Q2 2026	6M 2026
Fleet Data		
Operating days	1,660	3,356
Fleet utilization[1]	97.3%	97.0%
TCE Rate[2]	**$32,355**	**$28,244**
Daily Vessel OPEX	$7,103	$7,143
Income Statement Highlights		
Net Revenue[3]	$55,687	$97,793
Net Income	$26,243	$35,894
Adjusted Net Income[4]	$28,548	$41,967
EBITDA[5]	$39,251	$62,832
Adjusted EBITDA[4]	$41,541	$69,646

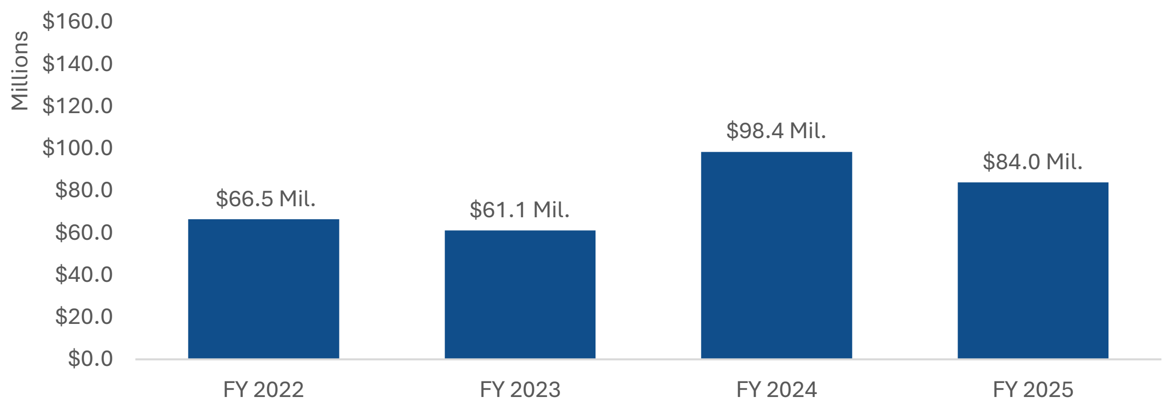
Balance Sheet Highlights	June 30, 2026
Cash & Cash Equivalents[6]	$59,474
Vessels, Net[7]	$542,288
Long-term debt[8]	$294,867
Total Equity	$313,109

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 vessels under construction and sales type leases.*
8. *Long-term debt, lease liability and other financial liabilities, net of deferred finance costs.*

Solid Historical Financial Performance

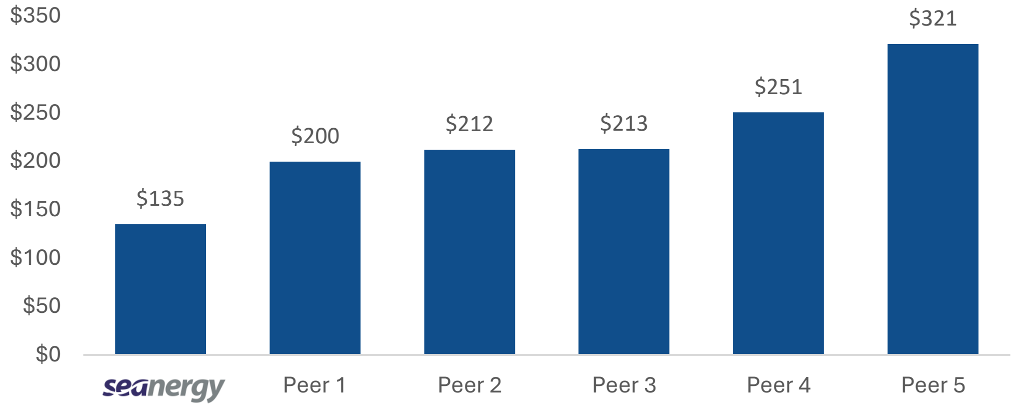
Showcasing financial discipline and operational efficiency through various market cycles, highlighting Seanergy's competitive edge in the dry bulk stock sector.

Adj. EBITDA

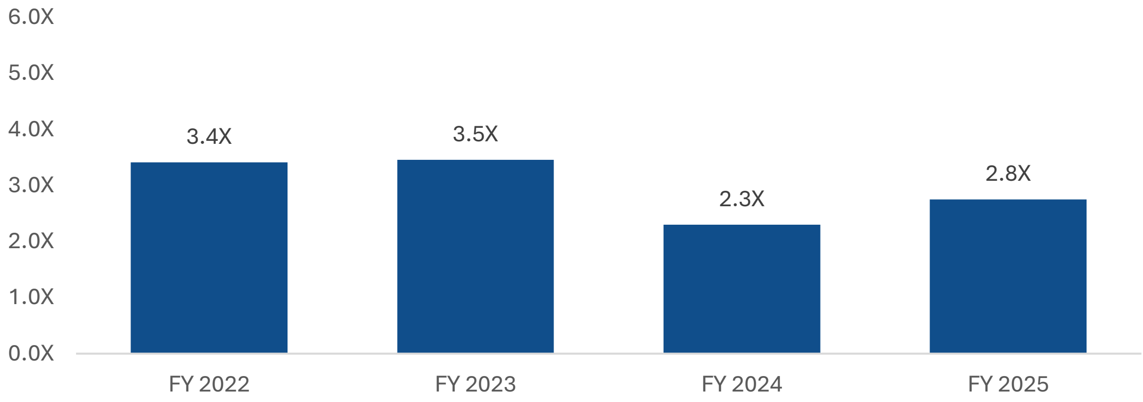


*FY 2026 annualized by doubling 6M actual; not guidance

Book Value per DWT as of 30.06.2026

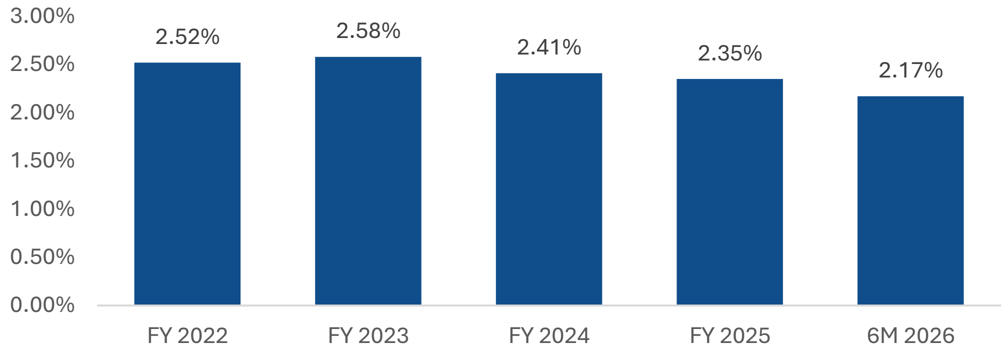


Net leverage ratio[1]



*FY 2026 Adj. EBITDA annualized by doubling 6M actual; not guidance

Average Cost of Debt (Margin)[2]



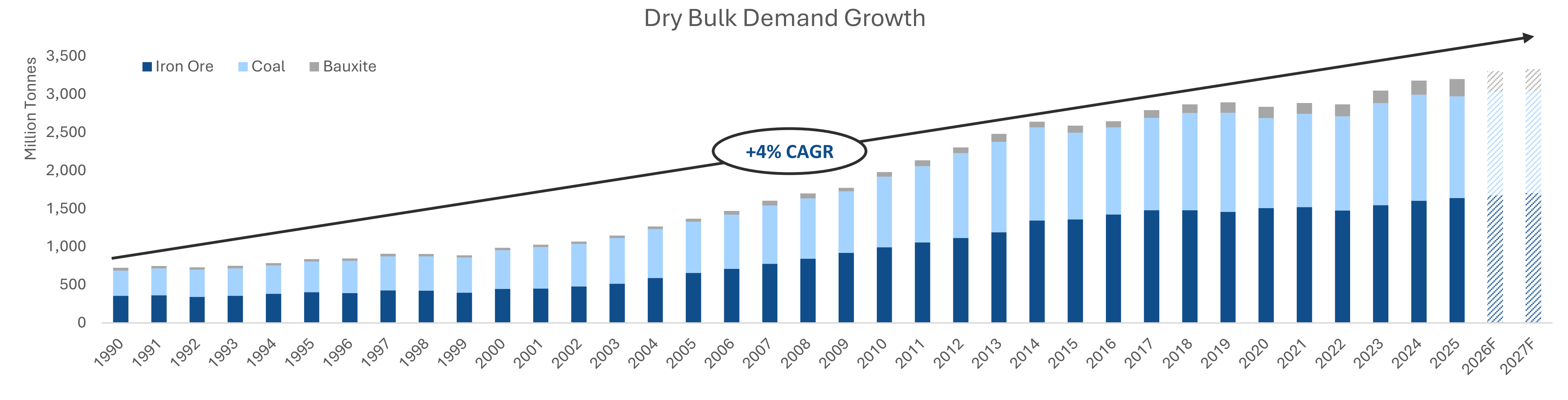
1. *Net Leverage Ratio is defined as total debt minus cash and cash equivalents (including restricted cash and time deposits), divided by Adj. EBITDA*
2. *Including implied margin of fixed interest financing agreements*

Market Fundamentals

Robust Demand for Capes

Dry bulk trade has compounded at a 4% CAGR, with growth set to continue through 2027

- **Robust Chinese Iron Ore Demand:** China's iron ore imports increased by approximately 5.5% during January-August 2026, supporting strong seaborne trade volumes and sustained demand for Capesize tonnage.
- **Record Guinea Bauxite Exports:** Guinea's bauxite exports rose 15% year-over-year to a record high in the first half of 2026, further strengthening long-haul Capesize employment and diversifying demand beyond iron ore.
- **Favorable Miner Production Outlook:** Major mining companies continue to guide for higher iron ore shipments, with Brazil and West Africa expected to account for the majority of incremental volumes, supporting above-average Capesize ton-mile growth due to longer sailing distances.



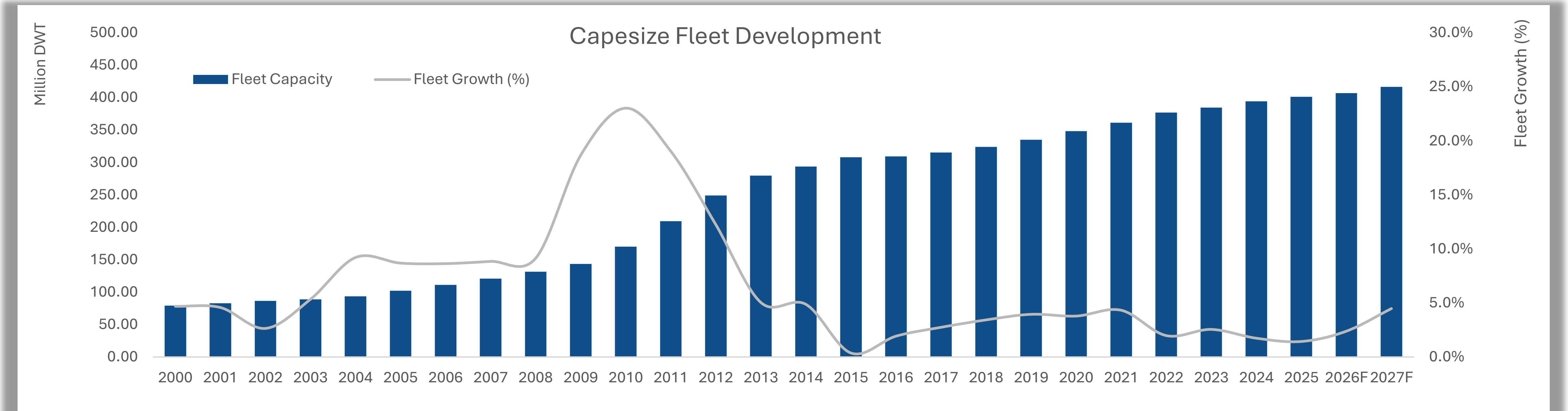
Source: Clarksons Research

seanergy

Limited Fleet Growth

Low orderbook, limited shipyard capacity and an aging fleet create a healthy supply backdrop for the Capesize sector.

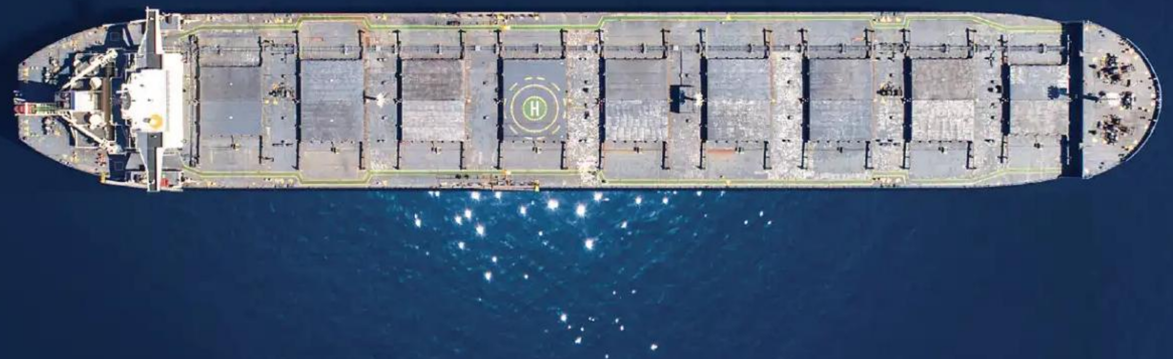
- **Low orderbook and aging fleet:** OB about 17.6% of current fleet with deliveries extending to 2031, while 41% of current fleet will be over 20 years old, reinforcing replacement needs amid tightening environmental regulations
- **Limited shipyard capacity:** At current pace of newbuilding construction, it is impossible to build enough ships in time for new regulations.
- **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.



Source: Clarksons Research

seanergy

Thank you



SHIP
NASDAQ
LISTED