October 2025
Corporate Presentation

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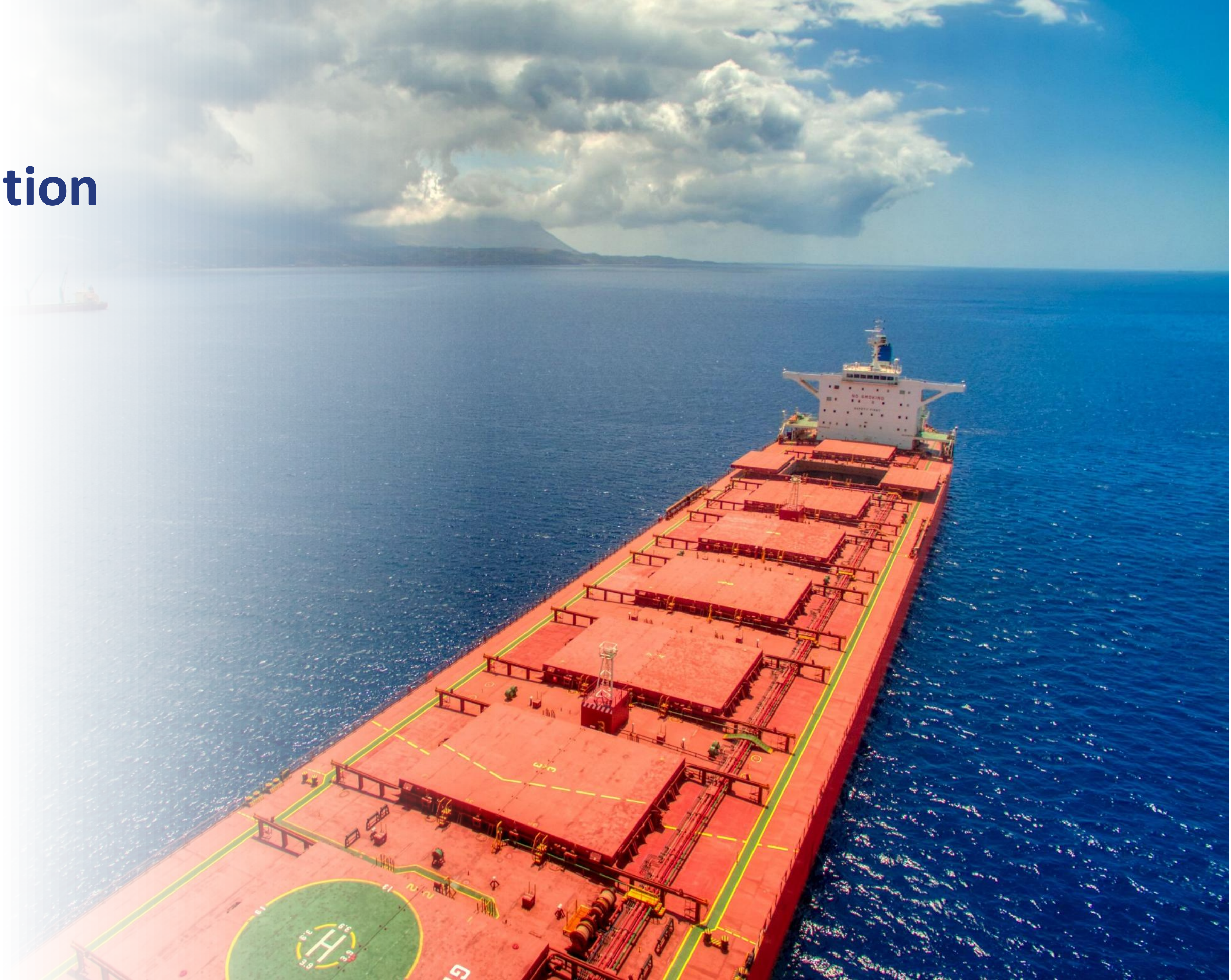

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COMPANY PROFILE

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United Maritime Corp.

United Maritime Corporation ("United") is a **diversified international shipping company which provides shipping transportation services.**

United was incorporated following the spin-off by Seanergy Maritime as an **independent publicly traded company.**

The fleet consists of **5 vessels**: 2 Kamsarmax and 3 Panamax dry bulk vessels, with an aggregate cargo carrying capacity of **396,297 dwt**.

United's **sector agnostic strategy** aims to invest in the shipping sectors with the most **favorable supply and demand fundamentals.**

Our common shares are **listed on Nasdaq under "USEA"** and began trading on the Nasdaq Capital Market on July 6th, 2022.

USEA is a unique value play in the public shipping space aiming at offering high shareholder returns through optimally timed sale & purchase transactions

Fleet Profile

Vessel Name	Sector	Year of built	Capacity (dwt)	Type of Current Employment	Shipyard
Nisea	Dry Bulk / Kamsarmax	2016	82,235	Period T/C[1]	Oshima
Cretansea	Dry Bulk / Kamsarmax	2009	81,508	Period T/C[1]	Universal
Chrisea	Dry Bulk / Panamax	2013	78,173	Period T/C[1]	Shin Kurushima
Synthesea	Dry Bulk / Panamax	2015	78,020	Period T/C[1]	Sasebo
Exelixsea	Dry Bulk / Panamax	2011	76,361	Period T/C[1]	Oshima

1. *Period T/C contract based on the T/C average of the 5 main routes of the Baltic Panamax Index.*

Experienced Leadership

Stamatis Tsantanis
Chairman & CEO

- 27+ years successful track record in shipping and finance
- Leading Seanergy since 2012 and United since its inception in 2022
- Extensive experience with shipping transactions on NYSE and NASDAQ
- Raised more than $2.5 billion in equity and secured and unsecured debt
- Significant experience in developing strategic relationships
- Track record in building notable shipping companies (public and private)
- BSc and MSc in Shipping and Fellow of Institute of Chartered Shipbrokers

Stavros Gyftakis
Director & CFO

- 19+ years of experience in shipping and banking
- Instrumental in Seanergy's capital raising, debt financing and refinancing activities since 2017
- 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
- Two Masters degrees in Business Mathematics and Shipping, Trade and Finance

Board of Directors

- Five board members, three 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 shipping operations and freight trading

Company History

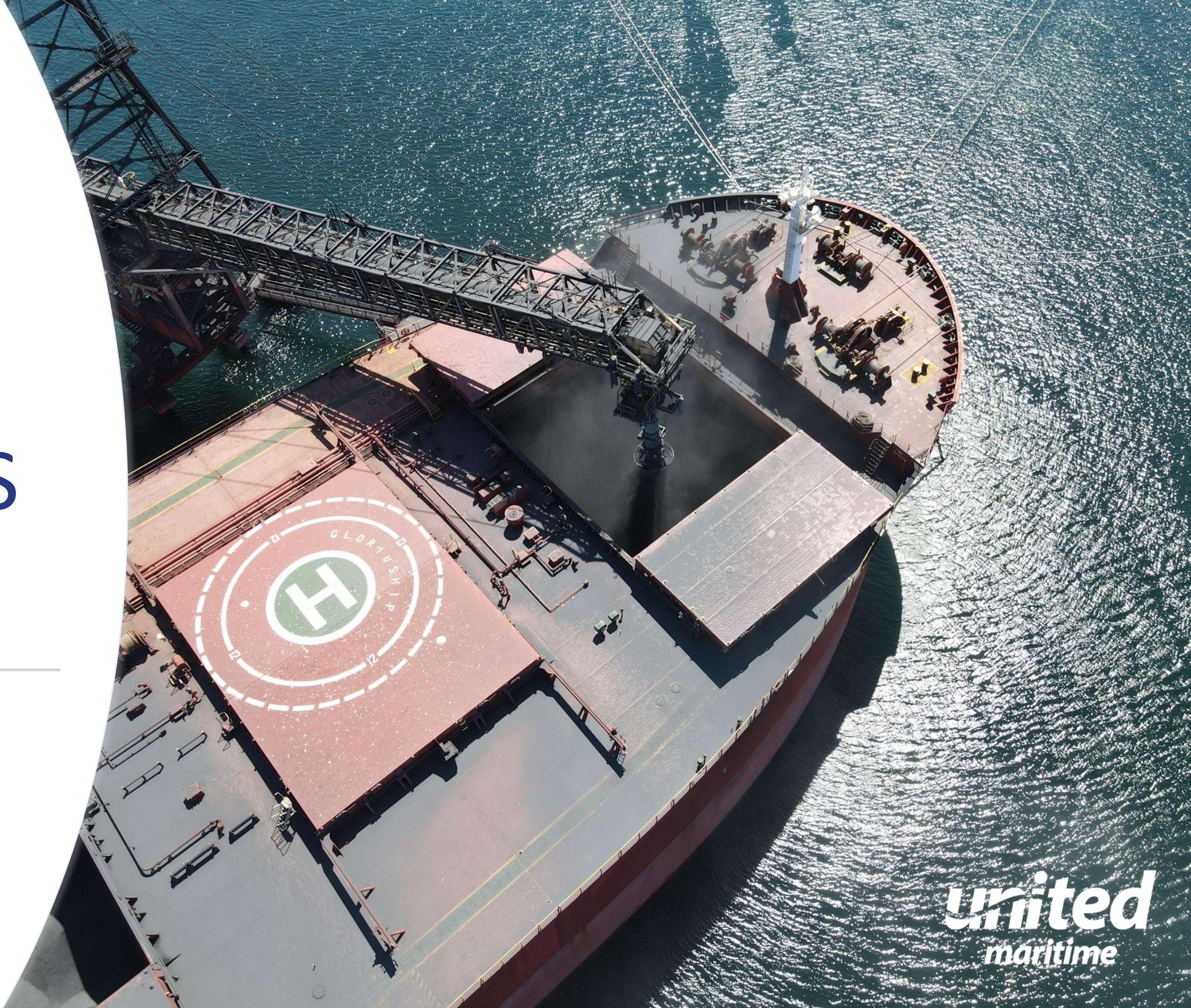
2022: Spin-off & first investment cycle

- **Established as a spin-off entity** from Seanergy to follow an opportunistic & sector-agnostic investment strategy.
- **Commenced trading on July 6th on NASDAQ Capital Market** under the ticker symbol "USEA"; **acquired a fleet of four tanker vessels**, consisting of two Aframax oil tankers and two LR2 product tankers.
- **Successfully completed a public offering** with gross proceeds of approximately $26.0 million.
- **Executed its first $3 million buyback program, repurchasing approximately 1.86 million shares**, representing approximately 20% of the company's outstanding common shares at that time.
- **Entered into agreements for the sale of its two Aframax vessels** and completed **a second buyback program of $3 million** of its outstanding common shares.
- Declared **a special cash dividend of $1.00 per common share,** following the profitable sale of the two Aframax vessels.
- Entered into an agreement for the **sale of one of its LR2 product tankers** at a premium of over **100% of the vessel's acquisition price**.

2023-2025: Second investment cycle & growth

- **Acquired two Japanese Capesize vessels** from Seanergy, the M/Vs Goodship and Tradership, marking the beginning of its second investment cycle.
- Sold its last **LR2 product tanker** at a premium of over **85% of the vessel's acquisition price**, concluding its first investment cycle.
- Expanded into other dry bulk segments by **acquiring two Kamsarmax and one Panamax vessels**. Concurrently, **chartered two Panamax vessels** under bareboat charter agreements, later acquired through the exercise of their purchase options.
- Completed **the profitable sale of a 2010-built Kamsarmax vessel** and **chartered another Kamsarmax vessel** under a bareboat charter agreement.
- Successfully executed the strategic **sale of its vintage Capesize bulkers**, significantly **enhancing the overall age profile** of United's fleet
- Launched **initiatives in line with a diversified investment strategy:**
  - ✓ Participation in a newbuilding energy construction offshore vessel ("ECV") project
  - ✓ Participation in a tanker time-charter agreement
- Completed **$102.8 million in financing and refinancing transactions**, supporting the company's growth.

OUR BUSINESS STRATEGY



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Competitive Strengths

Opportunity for growth	Unique access to growth deals and well positioned to expand our current fleet supported by our **strong liquidity reserves, wide market network** and **experienced management team.**
Expand our fleet through accretive acquisitions	Grow our current fleet through **timely and selective acquisitions** at attractive valuations. We consider **mainstream shipping sectors, market expectations, liquidity in charter market,** the **vessel condition** and **technical specifications.**
Demonstrated access to financing	We aim to leverage on our management team's **demonstrated access to financing**. We believe that our ability to access financing will continue to allow us to capture additional market opportunities when they arise.
Experienced management team	Certain officers and directors of Seanergy serve on our board of directors and management team and as such our **management team's reputation and track record in building shipping fleets** provide us with **access to attractive acquisition, chartering and vessel financing opportunities.**
Quality Fleet	Our quality fleet is **diversified,** providing operational and scheduling **flexibility.**

Business Strategy: Strategic SnP Transactions

Strategic SnP Transactions → Shareholders Rewards

- Analyzing shipping sectors aiming to **identify undervalued opportunities** with significant upside potential
- Monitoring acquisition opportunities with focus on design, technical specs and **performance / energy efficiency**
- Applying the **best financing mix** with terms matching company's strategic goals
- Deploying the vessels commercially with a view to **capitalize on the upside of the market**
- Possible sale of the vessels close to the peak of the market cycle, **realizing profits from the asset value appreciation & immediate shareholder returns**

First Investment Cycle

✓ Acquisition of 4 quality tankers in July 2022 before market run

✓ Mixed financing with cash on hand and fixed rate credit facility

✓ Deployed the majority of the vessels in the soaring spot market

✓ Sale of all tankers for a combined profit of approx. $48 million in less than a year

Completed

Second Investment Cycle

✓ Entered the larger gearless dry bulk sector with investments in the Capesize, Kamsarmax and Panamax segments

✓ Current market fundamentals suggest robust performance in these segments over the near to medium term horizon

✓ Diversified exposure to other shipping sectors to balance risk and capitalize on emerging opportunities

In Progress

Business Strategy: Shareholders Rewards

Strategic SnP Transactions → **Shareholders Rewards**

Dividends

$13.1[1] million in dividend distributions since 2022

- A special cash dividend distribution of $1 per share after the profitable execution of our SnP strategy
- Regular quarterly dividends since Q4 2022

1.65 per share

Buybacks

$7.3 million in share buybacks since 2022

- Active authorization for further buybacks of up to $1.7 million

>$20.0 million in shareholders' rewards

1. Including dividend declared, but not paid yet, for Q2 2025

FINANCIALS

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Financial Summary & Highlights

Amounts in thousand $ except daily figures	Q2 2025	6M 2025
Fleet Data:		
Operating days	707	1,385
Fleet utilization[1]	100.0%	97.1%
TCE Rate[2]	**$15,421**	**$12,744**
Daily Vessel OPEX	$6,173	$6,332
Income Statement Highlights:		
Net Revenue[3]	$12,473	$20,227
Net Income (Loss)	$978	($3,507)
EBITDA[4]	$5,892	$6,633

		June 30, 2025
Balance Sheet Highlights:		
Cash & Cash equivalents[5]		$3,448
Vessels, Net[6]		$134,620
Long-term debt[7]		$83,831
Total Equity		$60,273

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.*
5. *Cash and cash equivalents including restricted cash and term deposits.*
6. *Vessels and right-of-use assets, net, advances for vessels' acquisitions and vessels held for sale, if applicable.*
7. *Long-term debt, lease liabilities and other financial liabilities, net of deferred finance costs.*

Vessel Financings

Bank / Capital Provider	Facility	Amount Outstanding ($ million)	Vessels
SEPTENI (V7)	1 Finance Lease	$10.7	Exelixsea
Neptune Maritime Leasing Ltd	1 Finance Lease	$9.7	Cretansea
中国华融 CHINA HUARONG	2 Finance Leases[2]	$15.0	Goodship, Tradership
大西海運株式会社 Onishi Kaiun Co.,LTD.	1 Finance Lease	$16.5	Synthesea
永豐金控 SinoPac Holdings	1 Senior Facility	$15.3	Chrisea

- Total Financings as of June 30, 2025: **$67.2 million**
- Fleet Loan-to-Value: ~**64%**[1]

1. *Based on 3rd party broker (Simpson Spence and Young) valuations, sale price of M/V Tradership and senior loans and finance leases outstanding as of as of June 30, 2025.*
2. *Following the sale of the respective Capesize vessels, the related finance leases were fully repaid.*

THANK YOU

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