August 2026
Corporate Presentation

united maritime

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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 **6 vessels**: 2 Capesize, 1 Kamsarmax and 3 Panamax dry bulk vessels, with an aggregate cargo carrying capacity of **666,260 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

Company’s Milestones

Positioned to convert market dislocations into shareholder value through active asset selection and disciplined capital recycling.

Launch & Positioning

- **Established as a spin-off** from Seanergy to pursue opportunistic shipping investments.
- Began **trading on NASDAQ** under ticker “USEA”.
- **Acquired four tanker** vessels (Aframax and LR2) **at highly attractive valuations.**
- Completed a **public offering, raising approximately $26.0 million** in gross proceeds.
- Executed a $3.0 million share repurchase program **(~20% of outstanding common shares** at the time).

Value Realization

- Sold both Aframax vessels at a **significant gain** (50% gain over purchase price)**.**
- Completed a **second buyback program of $3.0 million**.
- Declared a **special cash dividend of $1.00 per common share** following the Aframax sales.
- Sold two LR2 tankers (>80% gain over purchase price), **completing the initial tanker monetization phase**.
- Initiated a **regular quarterly dividend**, which continues until today.

Capital Redeployment

- Acquired two Capesize vessels **initiating capital redeployment phase**.
- **Expanded into additional dry bulk segments** via Kamsarmax and Panamax acquisitions.
- Completed the **profitable sale** of an older Kamsarmax vessel and **replaced by a younger vessel** of the same type.
- Executed the **sale of the two vintage Capesize vessels**, materially improving the fleet’s age profile.

Fleet Rebalancing & Growth

- Advanced **selective growth initiatives** to support a more balanced fleet and broader earnings profile.
- Participated in a **newbuilding ECV project**, entering early, creating value and exited timely delivering a meaningful cash return.
- **Completed ~$60 million of financing and refinancing** transactions to support fleet growth.
- **Re-entered Capesize sector** with two dry-bulk acquisitions.

Fleet Profile

Our quality fleet is diversified, providing operational and scheduling flexibility.

Vessel Name	Sector	Year of built	Capacity (dwt)	Type of Current Employment	Shipyard
Dukeship[1]	Dry Bulk / Capesize	2010	181,453	Period T/C[2]	Sasebo
Squireship	Dry Bulk / Capesize	2010	170,018	Period T/C[2]	Sundong
Nisea	Dry Bulk / Kamsarmax	2016	82,235	Period T/C[3]	Oshima
Chrisea	Dry Bulk / Panamax	2013	78,173	Period T/C[3]	Shin Kurushima
Synthesea	Dry Bulk / Panamax	2015	78,020	Period T/C[3]	Sasebo
Exelixsea[4]	Dry Bulk / Panamax	2011	76,361	Spot	Oshima

1. *Operated under an 18-month bareboat charter agreement, with a purchase obligation for United at the end of its term.*
2. *Period T/C contract based on the T/C average of the 5 main routes of the Baltic Capesize Index.*
3. *Period T/C contract based on the T/C average of the 5 main routes of the Baltic Panamax Index.*
4. *Agreed to be sold; delivery to her new owners expected by October 1, 2026.*

GLENCORE

MOL

NYK LINE
NIPPON YUSEN KAISHA

Cargill

SOLEBAY SHIPPING LIMITTED
恬吉海运有限公司

Experienced Leadership

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.

Stamatis Tsantanis

Chairman & CEO

- 28+ 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

- 20+ 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

OUR CORPORATE STRATEGY

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Strategic SnP Transactions

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.

Market scan
Identify undervalued shipping sectors with meaningful upside potential.

Technical filter
Prioritize design, technical specs and performance / energy efficiency.

Financing structure
Match the best financing mix to the company's strategic goals.

Commercial deployment
Operate vessels to capitalize on market upside.

Potential vessel sale
Evaluate selective vessel sales near market peaks to crystallize value for shareholders.

Strategic track record

>$300M	vessel acquisitions since inception
9 Deals	successful divestiture; ~$50 million profit
5 Sectors	with direct and indirect involvement over the years
>$200M	financings fueling fleet growth

Shareholder Rewards

United is committed to delivering shareholder returns via dividends and repurchase programs

Capital returned through two channels

Dividends and buybacks create a clear shareholder-return track record.

$16.8M dividends	$7.4M buybacks

DIVIDENDS

$16.8M[1] distributed since 2022

Special $1/share dividend after SnP execution
Regular quarterly dividends since Q4 2022

$2.04/share[1]

BUYBACKS

$7.4M repurchased since 2022

Active authorization for further buybacks of up to $1.6 million

TOTAL SHAREHOLDER REWARDS

>$24.0M

returned since 2022

1. Including dividend declared, but not paid yet, for Q2 2026

Financings Profile & Strategy

Financing capacity anchored by lender relationships, asset-backed structures and balanced leverage.

CAPITAL PROVIDERS & FACILITIES (as of June 30, 2026)

Capital Provider	Facility	Outstanding Amount	Vessel
中国华融 CHINA HUARONG	Finance Lease	$17.9m	Nisea
	Finance Lease	$15.6m	Squireship
SEPTENI (V7)	Finance Lease	$8.4m	Exelixsea
大西海運株式会社 Onishi Kaiun Co.,LTD.	Finance Lease	$14.7m	Synthesea
永豐金控 SinoPac Holdings	Senior Facility	$13.7m	Chrisea

*Dukeship is treated as a $25.0 million lease liability under the current 18-month bareboat charter agreement.

$95.4M

total financings as of June 30, 2026

~60%

fleet LTV[1]

FINANCING STRATEGY

Focus on maintaining capital access and balance-sheet flexibility for attractive fleet opportunities.

- ✓ **Well-adjusted leverage:** Use efficient leverage while preserving liquidity and covenant headroom.
- ✓ **Relationship access:** Leverage on repeat lenders and management experience to secure attractive terms.
- ✓ **Deal-matched structures**: Align facility type and tenor with vessel cash flows and market timing.

1. Based on Exelixsea sale price & third-party broker valuations and senior loans / finance leases outstanding as of June 30, 2026.

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Financial Summary & Highlights

Robust fleet utilization and positive EBITDA underpin a solid asset-backed balance sheet

Amounts in thousand $ except daily figures	Q2 2026	6M 2026
Fleet Data:		
Operating days	526	1,000
Fleet utilization[1]	100.0%	97.8%
TCE Rate[2]	**$18,654**	**$17,202**
Daily Vessel OPEX	$6,620	$6,442
Income Statement Highlights:		
Net Revenue[3]	$9,992	$17,937
Net Income (Loss)	$1,160	$1,021
EBITDA[4]	$4,851	$7,729

		June 30, 2026
Balance Sheet Highlights:		
Cash & Cash equivalents[5]		$12,140
Vessels, Net[6]		$143,495
Long-term debt[7]		$94,224
Total Equity		$53,269

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.*

MARKET FUNDAMENTALS

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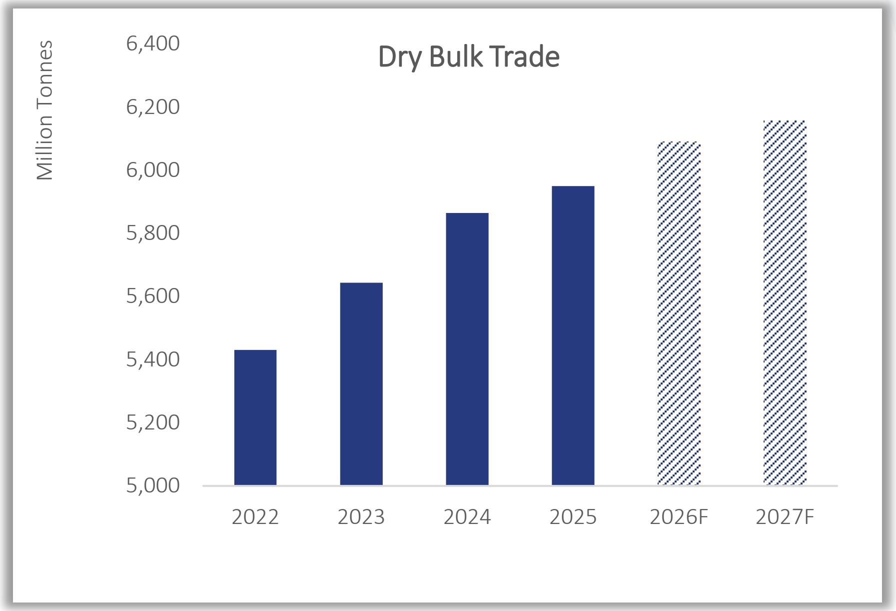
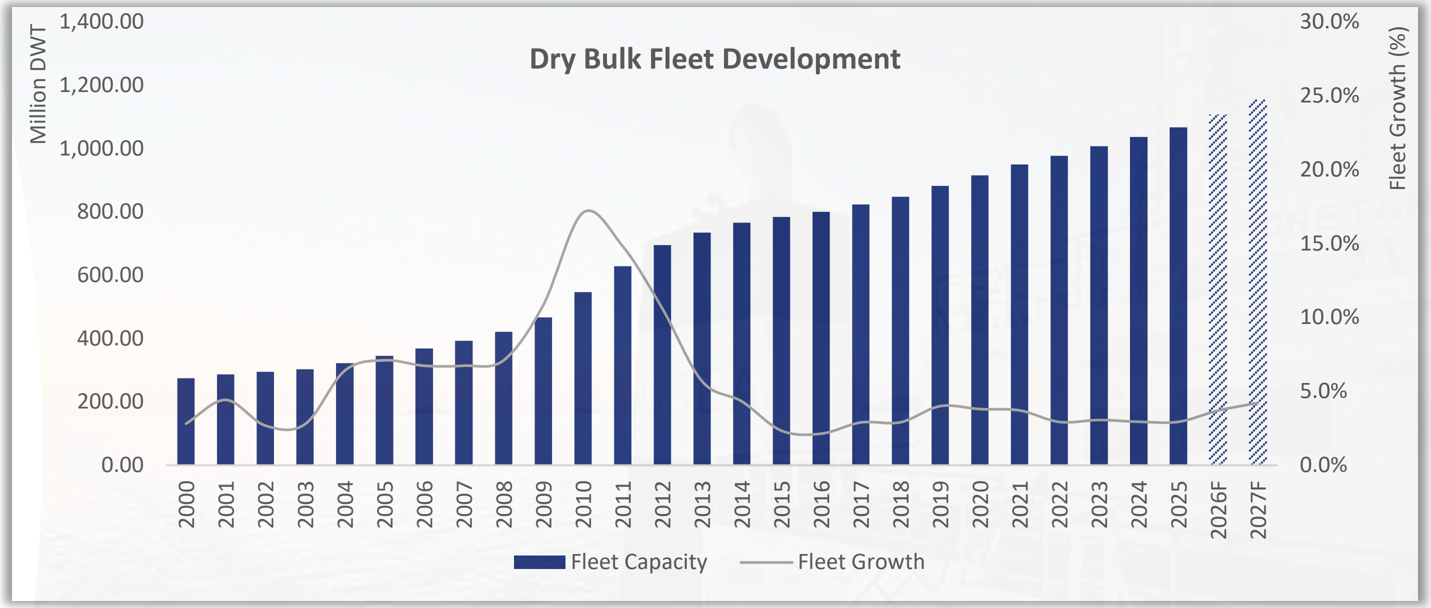
Supportive Supply - Demand Fundamentals

Resilient tonne-mile demand and disciplined fleet growth underpin a constructive dry bulk market backdrop



Source: Clarksons Research



Source: Clarksons Research

- **Resilient demand driven by diversification of cargo mix and trade flows,** with strong growth in minor bulks (bauxite, grains, energy-transition commodities) and longer-haul routes supporting tonne-mile demand.
- **Orderbook remains moderate (~14% of fleet)** while the current pace of newbuilding construction is insufficient to deliver the required vessels ahead of upcoming regulations.

THANK YOU

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