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**DIANA CONTAINERSHIPS INC. REPORTS FINANCIAL RESULTS  
FOR THE THIRD QUARTER AND NINE MONTHS ENDED SEPTEMBER 30, 2016**

ATHENS, GREECE, November 17, 2016 – Diana Containerships Inc. (NASDAQ: DCIX), (the “Company”), a global shipping company specializing in the ownership of containerships, today reported a net loss of \$126.8 million for the third quarter of 2016, compared to a net loss of \$9.1 million for the respective period of 2015. The loss for the third quarter of 2016 was mainly the result of \$118.9 million of impairment charges for seven of the Company’s vessels, without which the result for the quarter would have been a net loss of \$7.9 million.

Time charter revenues, net of prepaid charter revenue amortization, were \$8.0 million for the third quarter of 2016, compared to \$16.1 million for the same period of 2015, mainly due to reduced employment opportunities and time charter rates.

Net loss for the nine months ended September 30, 2016 amounted to \$140.6 million, compared to a net loss of \$8.7 million for the same period of 2015. The loss for the nine month period ended September 30, 2016, was mainly the result of \$118.9 million of impairment charges for seven of the Company’s vessels, without which the result for the period would have been a net loss of \$21.7 million. Time charter revenues, net of prepaid charter revenue amortization, for the nine months ended September 30, 2016, amounted to \$27.7 million, compared to \$47.3 million for the same period of 2015.

## Fleet Employment Profile (As of November 16, 2016)

Diana Containerships Inc.'s fleet is employed as follows:

Vessel		Sister Ships*	Gross Rate (USD Per Day)	Com**	Charterers	Delivery Date	Redelivery Date to Owners****	Notes
BUILT	TEU					to Charterers***		
<b>6 Panamax Container Vessels</b>								
SAGITTA		A	\$5,850	3.50%	CMA CGM	27-Jan-16	24-Nov-16 - 27-Jan-17	1
2010	3,426							
CENTAURUS		A	\$10,875 \$5,150	5.00% 5.00%	Maersk Line A/S	2-Oct-15 16-Sep-16	16-Sep-16 19-Sep-16	2 3,4,5
2010	3,426							
ANGELES (ex YM Los Angeles)		B	\$21,000	US\$350 per day	Yang Ming (UK) Ltd.	9-Apr-15	19-Oct-16	6,7
2006	4,923							
NEW JERSEY (ex YM New Jersey)		B	\$21,000	US\$350 per day	Yang Ming (UK) Ltd.	22-Apr-15	26-Sep-16	6,8
2006	4,923							
PAMINA (ex Santa Pamina)			\$15,325	4.00%	Zim Integrated Shipping Services Ltd	21-May-15	22-Mar-16	9
2005	5,042							
DOMINGO (ex Cap Domingo)		C	\$6,150	3.50%	CMA CGM	11-Apr-16	24-Nov-16 - 11-Apr-17	1
2001	3,739							
CAP DOUKATO (ex Cap San Raphael)		C	\$6,250	3.75%	Rudolf A. Oetker KG	23-Jan-16	25-Nov-16 - 23-Jan-17	1,10
2002	3,739							
<b>6 Post - Panamax Container Vessels</b>								
PUELO		D	\$6,500	3.75%	MSC- Mediterranean Shipping Co. S.A., Geneva	17-May-16	17-Apr-17 - 17-Jun-17	11
2006	6,541							
PUCON		D	\$17,000	3.75%	Hapag-Lloyd AG	20-Aug-15	1-Jun-16	12,13,14,15
2006	6,541							
MARCH (ex YM March)		E	\$6,075	5.00%	SeaGo Line A/S	3-Jul-16	3-Feb-17 - 3-Jul-17	16
2004	5,576							
GREAT (ex YM Great)		E	\$6,000	5.00%	Maersk Line A/S	15-Feb-16	18-May-16	17,18
2004	5,576							
HAMBURG		F	\$6,350	5.00%	Maersk Line A/S	31-May-16	14-Nov-16	19
2009	6,494							
ROTTERDAM		F	\$6,200	5.00%	Maersk Line A/S	27-Apr-16	24-Nov-16 - 11-Jun-17	1,20
2008	6,494							

\* Each container vessel is a "sister ship", or closely similar, to other container vessels that have the same letter.

\*\* Total commission paid to third parties.

\*\*\* In case of newly acquired vessel with time charter attached, this date refers to the expected/actual date of delivery of the vessel to the Company.

\*\*\*\* Range of redelivery dates, with the actual date of redelivery being at the Charterers' option, but subject to the terms, conditions, and exceptions of the particular charterparty.

1 Based on latest information.

2 In September 2015, the Company agreed to extend as from October 2, 2015 the previous charter party with Maersk Line A/S for a period of minimum 11 months to maximum 18 months at a gross charter rate of US\$10,875 per day.

3 In September 2016, the Company agreed to extend as from September 16, 2016 (00:01) the previous charter party with Maersk Line A/S for a period of minimum 70 days to maximum 12 months at a gross charter rate of US\$5,150 per day. Charterer has the option to employ the vessel for a further 3 month period

plus or minus 30 days at a gross charter rate of US\$11,000 per day minus 5% commission paid to third parties. The optional period if exercised will start 12 months after the delivery of the vessel to the charterer and must be declared not later than 11 months prior to this date.

4 On September 23, 2016, charterers exercised their option to cancel the charterparty with immediate effect, insofar as the off-hire events were estimated to exceed fifty (50) consecutive days starting from September 19, 2016, the date in which the vessel was placed off-hire.

5 Vessel currently on unscheduled maintenance.

6 For financial reporting purposes, an asset is recognized upon the delivery of the vessel which represents the difference between the current fair market value of the charter and the net present value of future contractual cash flows. This asset is amortized over the period of the time charter agreement and is set off against the corresponding revenues during the same period.

7 "Angeles" sold and delivered to her new owners on November 15, 2016.

8 As of October 11, 2016, vessel has been placed on lay-up, in Malaysia.

9 As of October 10, 2016, vessel has been placed on lay-up, in Malaysia.

10 In January 2016, the Company agreed to extend as from January 23, 2016 the previous charter party with Rudolf A. Oetker KG for a period of minimum 3 months to maximum 12 months at a gross charter rate of US\$6,250 per day.

11 The charterer has the option to further employ the vessel for a twelve (12) month period, at a gross charter rate of US\$8,600 per day starting twelve (12) months after delivery of the vessel to the charterer. After that period the charterer has the option to employ the vessel for a further twelve (12) month period, at a gross charter rate of US\$20,000 starting twenty-four (24) months after delivery of the vessel to the charterer. Charterer has the option to employ the vessel for plus or minus thirty (30) days on final declaration. All gross charter rates include a 3.75% commission paid to third parties. Options must be declared by the charterer not later than nine (9) months for the first option and twenty (20) months for the second option after the delivery of the vessel to the charterer.

12 The charterers paid the owners a compensation for the early redelivery of the vessel equal to the amount of US\$6,000 per day for the period between August 20, 2015 and up to March 20, 2016.

13 Charterers changed to Norasia Container Lines Limited, as per Novation Agreement signed in September 2014 with a retroactive effect from July 1, 2014. As per same Novation Agreement, with effect from April 28, 2015, charterers have changed to Hapag-Lloyd AG.

14 In July 2015, the Company agreed to extend as from August 20, 2015 (00:01) the previous charter party with Hapag-Lloyd AG for a period of up to minimum May 10, 2016 to maximum July 20, 2016 at a gross charter rate of US\$17,000 per day.

15 As of July 27, 2016, vessel has been placed on lay-up, in Malaysia.

16 The charter rate commenced 10 days after the delivery of the vessel to the charterers.

17 In January 2016, the Company agreed to extend as from February 15, 2016 the previous charter party with Maersk Line A/S for a period of minimum 2 months to maximum 12 months at a gross charter rate of US\$6,000 per day.

18 As of September 27, 2016, vessel has been placed on lay-up, in Malaysia.

19 Currently without an active charterparty.

20 In March 2016, the Company agreed to extend as from April 27, 2016 (00:01) the previous charter party with Maersk Line A/S for a period of minimum 6 months to about 13 months at a gross charter rate of US\$6,200 per day.

## Summary of Selected Financial & Other Data

	For the three months ended September 30,		For the nine months ended September 30,	
	2016	2015	2016	2015
	(unaudited)	(unaudited)	(unaudited)	(unaudited)
<b>STATEMENT OF OPERATIONS DATA (in thousands of US Dollars):</b>				
Time charter revenues, net of prepaid charter revenue amortization	\$ 7,983	\$ 16,071	\$ 27,747	\$ 47,289
Voyage expenses	834	949	2,785	1,566
Vessel operating expenses	7,918	8,887	24,696	26,880
Net loss	(126,778)	(9,096)	(140,556)	(8,708)
<b>FLEET DATA</b>				
Average number of vessels	13.0	13.2	13.2	12.3
Number of vessels	13.0	13.0	13.0	13.0
Ownership days	1,196	1,215	3,630	3,358
Available days	1,196	1,195	3,585	3,273
Operating days	899	1,058	2,650	3,117
Fleet utilization	75.2%	88.5%	73.9%	95.2%
<b>AVERAGE DAILY RESULTS</b>				
Time charter equivalent (TCE) rate (1)	\$ 5,977	\$ 12,654	\$ 6,963	\$ 13,970
Daily vessel operating expenses (2)	\$ 6,620	\$ 7,314	\$ 6,803	\$ 8,005

- (1) Time charter equivalent rates, or TCE rates, are defined as our time charter revenues, net, less voyage expenses during a period divided by the number of our available days during the period, which is consistent with industry standards. Voyage expenses include port charges, bunker (fuel) expenses, canal charges and commissions. TCE is a non-GAAP measure. TCE rate is a standard shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charter hire rates for vessels on voyage charters are generally not expressed in per day amounts while charter hire rates for vessels on time charters are generally expressed in such amounts.
- (2) Daily vessel operating expenses, which include crew wages and related costs, the cost of insurance and vessel registry, expenses relating to repairs and maintenance, the costs of spares and consumable stores, lubricant costs, tonnage taxes, regulatory fees, environmental costs and other miscellaneous expenses, are calculated by dividing vessel operating expenses by ownership days for the relevant period.

## Conference Call and Webcast Information

The Company's management will conduct a conference call and simultaneous Internet webcast to review these results at 9:00 A.M. (Eastern Time) on Monday, November 28, 2016.

Investors may access the webcast by visiting the Company's website at [www.dcontainerships.com](http://www.dcontainerships.com), and clicking on the webcast link. The conference call also may be accessed by telephone by dialing 1-877-407-8029 (for U.S.-based callers) or 1-201-689-8029 (for international callers), and asking the operator for the Diana Containerships Inc. conference call.

A replay of the webcast will be available soon after the completion of the call and will be accessible for 30 days on [www.dcontainerships.com](http://www.dcontainerships.com). A telephone replay also will be available for 30 days by dialing 1-877-660-6853 (for U.S.-based callers) or 1-201-612-7415 (for international callers), and providing the Replay ID number 13646685.

## About the Company

Diana Containerships Inc. is a global provider of shipping transportation services through its ownership of

containerships. The Company's vessels are employed primarily on time charters with leading liner companies carrying containerized cargo along worldwide shipping routes.

### **Cautionary Statement Regarding Forward-Looking Statements**

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.

The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe," "anticipate," "intends," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending" and similar expressions identify forward-looking statements.

The forward-looking statements in this press release are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe 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 our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

In addition to these important factors, other important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including fluctuations in charter rates and vessel values, changes in demand for containership capacity, changes in our operating expenses, including bunker prices, drydocking and insurance costs, the market for our vessels, availability of financing and refinancing, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, vessel breakdowns and instances of off-hires and other factors. Please see our filings with the Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties.

(See financial tables attached)

**DIANA CONTAINERSHIPS INC.**

**FINANCIAL TABLES**

Expressed in thousands of U.S. Dollars, except for share and per share data

**UNAUDITED INTERIM CONSOLIDATED STATEMENTS OF OPERATIONS**

	For the three months ended September 30,		For the nine months ended September 30,	
	2016	2015	2016	2015
	(unaudited)	(unaudited)	(unaudited)	(unaudited)
<b>REVENUES:</b>				
Time charter revenues	\$ 8,970	\$ 18,430	\$ 31,443	\$ 54,130
Prepaid charter revenue amortization	(987)	(2,359)	(3,696)	(6,841)
Time charter revenues, net	<u>7,983</u>	<u>16,071</u>	<u>27,747</u>	<u>47,289</u>
<b>EXPENSES:</b>				
Voyage expenses	834	949	2,785	1,566
Vessel operating expenses	7,918	8,887	24,696	26,880
Depreciation and amortization of deferred charges	3,597	3,376	10,704	9,521
General and administrative expenses	1,732	1,535	5,454	4,386
Impairment losses	118,861	-	118,861	-
Loss on vessels' sale	-	8,300	497	8,300
Foreign currency losses / (gains)	58	(32)	143	(87)
<b>Operating loss</b>	<u>(125,017)</u>	<u>(6,944)</u>	<u>(135,393)</u>	<u>(3,277)</u>
<b>OTHER INCOME / (EXPENSES):</b>				
Interest and finance costs	(1,792)	(2,176)	(5,259)	(5,522)
Interest income	31	24	96	91
<b>Total other expenses, net</b>	<u>(1,761)</u>	<u>(2,152)</u>	<u>(5,163)</u>	<u>(5,431)</u>
<b>Net loss</b>	<u>\$ (126,778)</u>	<u>\$ (9,096)</u>	<u>\$ (140,556)</u>	<u>\$ (8,708)</u>
<b>Loss per common share, basic and diluted *</b>	<u>\$ (13.84)</u>	<u>\$ (1.00)</u>	<u>\$ (15.37)</u>	<u>\$ (0.96)</u>
<b>Weighted average number of common shares, basic and diluted*</b>	<u>9,160,297</u>	<u>9,114,754</u>	<u>9,147,309</u>	<u>9,107,803</u>

\* Adjusted to give effect to the 1 for 8 reverse stock split that became effective on June 9, 2016.

**UNAUDITED INTERIM CONSOLIDATED STATEMENTS OF COMPREHENSIVE LOSS**

	For the three months ended September 30,		For the nine months ended September 30,	
	2016	2015	2016	2015
	(unaudited)	(unaudited)	(unaudited)	(unaudited)
<b>Net loss</b>	\$ (126,778)	\$ (9,096)	\$ (140,556)	\$ (8,708)
<b>Comprehensive loss</b>	<u>\$ (126,778)</u>	<u>\$ (9,096)</u>	<u>\$ (140,556)</u>	<u>\$ (8,708)</u>

**CONDENSED CONSOLIDATED BALANCE SHEET DATA**

(Expressed in thousands of US Dollars)

	<u>September 30, 2016</u>	<u>December 31, 2015**</u>
	(unaudited)	
<b><u>ASSETS</u></b>		
Cash, cash equivalents and restricted cash	\$ 16,614	\$ 38,388
Vessels' net book value	250,701	384,549
Other fixed assets, net	959	987
Prepaid charter revenue	102	3,798
Other assets	7,561	8,001
<b>Total assets</b>	<b>\$ 275,937</b>	<b>\$ 435,723</b>

**LIABILITIES AND STOCKHOLDERS' EQUITY**

Bank debt, net of unamortized deferred financing costs	\$ 127,060	\$ 142,678
Related party financing	45,617	48,950
Other liabilities	4,180	4,921
Total stockholders' equity	99,080	239,174
<b>Total liabilities and stockholders' equity</b>	<b>\$ 275,937</b>	<b>\$ 435,723</b>

\*\* The balance sheet data as of December 31, 2015 has been derived from the audited consolidated financial statements at that date.

**OTHER FINANCIAL DATA**

	<b>For the three months ended</b>		<b>For the nine months ended</b>	
	<b>September 30,</b>		<b>September 30,</b>	
	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>
	(unaudited)	(unaudited)	(unaudited)	(unaudited)
Net Cash provided by / (used in) Operating Activities	\$ (2,049)	\$ 3,882	\$ (6,392)	\$ 12,945
Net Cash provided by / (used in) Investing Activities	(6)	(33,995)	4,301	(76,974)
Net Cash provided by/ (used in) Financing Activities	(9,121)	21,307	(19,683)	20,938