

***Corporate Contact:***

Ioannis Zafirakis

Director, Chief Operating Officer and Secretary

Telephone: + 30-216-600-2400

Email: [izafirakis@dcontainerships.com](mailto:izafirakis@dcontainerships.com)

Website: [www.dcontainerships.com](http://www.dcontainerships.com)

***Investor and Media Relations:***

Edward Nebb

Comm-Counsellors, LLC

Telephone: + 1-203-972-8350

Email: [enebb@optonline.net](mailto:enebb@optonline.net)

**DIANA CONTAINERSHIPS INC. REPORTS FINANCIAL RESULTS  
FOR THE FIRST QUARTER ENDED MARCH 31, 2018**

ATHENS, GREECE, May 9, 2018 – Diana Containerships Inc. (NASDAQ: DCIX), (the “Company”), a global shipping company specializing in the ownership of containerships, today reported a net loss of \$3.9 million for the first quarter of 2018, compared to a net loss of \$7.4 million for the respective period of 2017.

Time charter revenues were \$8.0 million for the first quarter of 2018, compared to \$3.8 million for the same period of 2017. This increase was mainly the result of increased revenues generated by the improvement of the Company’s fleet utilization and increased time charter rates achieved.

As of May 8, 2018, the Company had 7,220,136 shares of common stock issued and outstanding.

## Fleet Employment Profile (As of May 8, 2018)

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

Vessel		Sister Ships*	Gross Rate (USD Per Day)	Com**	Charterers	Delivery Date	Redelivery Date to	Notes
BUILT	TEU					to Charterers***	Owners****	
<b>2 Panamax Container Vessels</b>								
SAGITTA		A	\$8,400	1.25%	Hapag-Lloyd AG	15-Aug-17	15-Feb-18	1
2010	3,426		\$8,400	1.25%		15-Feb-18	27-Apr-18	
CENTAURUS		A	\$7,950	3.50%	CMA CGM	23-Aug-17	2-May-18	2
2010	3,426							
NEW JERSEY (ex YM New Jersey)			-	-	-	-	-	3,4
2006	4,923							
PAMINA (ex Santa Pamina)			\$9,500	3.75%	Orient Overseas Container Line Ltd.	12-Sep-17	17-May-18 - 12-Sep-18	5
2005	5,042							
DOMINGO (ex Cap Domingo)			\$8,500	3.50%	CMA CGM	14-Sep-17	19-May-18 - 14-Aug-18	5
2001	3,739							
<b>4 Post - Panamax Container Vessels</b>								
PUELO		B	\$10,600/\$12,000	5.00%	Maersk Lines A/S	1-Aug-17	18-May-18 - 1-Feb-19	5,6
2006	6,541							
PUCON		B	\$10,750	3.75%	Orient Overseas Container Line Ltd.	27-Apr-17	18-May-18 - 26-Jun-18	5
2006	6,541							
MARCH (ex YM March)		C	\$6,850	1.25%	Hapag-Lloyd AG	15-Feb-17	19-Mar-18	7,8
2004	5,576							
GREAT (ex YM Great)		C	\$7,300	3.75%	Orient Overseas Container Line Ltd.	8-Apr-17	16-Mar-18	9
2004	5,576							
HAMBURG		D	\$11,000	3.75%	Wan Hai Lines (Singapore) Pte Ltd.	1-Dec-17	19-May-18 - 9-Jul-18	5
2009	6,494							
ROTTERDAM		D	\$6,890	3.50%	CMA CGM Wan Hai Lines (Singapore) Pte Ltd.	7-Mar-17	7-Jan-18	
			\$13,150	3.75%		25-Jan-18	25-May-18 - 14-Jul-18	
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 "Sagitta" sold and delivered to her new owners on April 27, 2018.

2 "Centaurus" sold and delivered to her new owners on May 2, 2018.

3 As of October 11, 2016, vessel was placed into lay-up, in Malaysia.

4 "New Jersey" sold and delivered to her new owners on March 12, 2018.

5 Based on the latest information.

6 The gross charter rate is US\$10,600 per day for the first eight (8) months of the charter period and US\$12,000 per day for the balance period of the time charter. The charterer has the option to redeliver the vessel any time between April 1, 2018 and February 1, 2019.

7 Charterers will pay US\$1 per day for the first 15 days of the charter period.

8 "March" sold and delivered to her new owners on March 19, 2018.

9 "Great" sold and delivered to her new owners on March 22, 2018.

## Summary of Selected Financial & Other Data

	For the three months ended March 31,	
	2018	2017
	(unaudited)	(unaudited)
<b>STATEMENT OF OPERATIONS DATA (in thousands of US Dollars):</b>		
Time charter revenues	\$ 7,991	\$ 3,775
Voyage expenses	380	463
Vessel operating expenses	5,625	5,201
Net loss	(3,945)	(7,393)
<b>FLEET DATA</b>		
Average number of vessels	10.5	12.0
Number of vessels	8.0	12.0
Ownership days	948	1,080
Available days	948	1,080
Operating days	854	652
Fleet utilization	90.1%	60.4%
<b>AVERAGE DAILY RESULTS</b>		
Time charter equivalent (TCE) rate (1)	\$ 8,028	\$ 3,067
Daily vessel operating expenses (2)	\$ 5,934	\$ 4,816

- (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, lay-up expenses and other miscellaneous expenses, are calculated by dividing vessel operating expenses by ownership days for the relevant period.

## 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**

	<b>For the three months ended March 31,</b>	
	<b>2018</b>	<b>2017</b>
	(unaudited)	(unaudited)
<b>REVENUES:</b>		
Time charter revenues	\$ 7,991	\$ 3,775
<b>EXPENSES:</b>		
Voyage expenses	380	463
Vessel operating expenses	5,625	5,201
Depreciation and amortization of deferred charges	1,825	1,994
General and administrative expenses	1,945	1,640
Gain on vessels' sale	(2,289)	-
Foreign currency losses	8	8
<b>Operating gain / (loss)</b>	<u>497</u>	<u>(5,531)</u>
<b>OTHER INCOME / (EXPENSES):</b>		
Interest and finance costs	(4,457)	(1,877)
Interest income	15	15
<b>Total other expenses, net</b>	<u>(4,442)</u>	<u>(1,862)</u>
<b>Net loss</b>	<u>\$ (3,945)</u>	<u>\$ (7,393)</u>
<b>Loss per common share, basic and diluted *</b>	<u>\$ (0.67)</u>	<u>\$ (4,968.41)</u>
<b>Weighted average number of common shares, basic and diluted*</b>	<u>5,927,964</u>	<u>1,488</u>

\* Adjusted to give effect to the reverse stock splits that became effective in 2017.

**UNAUDITED INTERIM CONSOLIDATED STATEMENTS OF COMPREHENSIVE LOSS**

	<b>For the three months ended March 31,</b>	
	<b>2018</b>	<b>2017</b>
	(unaudited)	(unaudited)
<b>Net loss</b>	\$ (3,945)	\$ (7,393)
<b>Comprehensive loss</b>	<u>\$ (3,945)</u>	<u>\$ (7,393)</u>

**CONDENSED CONSOLIDATED BALANCE SHEET DATA**

(Expressed in thousands of US Dollars)

	<u>March 31, 2018</u>	<u>December 31, 2017**</u>
	(unaudited)	
<b><u>ASSETS</u></b>		
Cash and cash equivalents	\$ 5,079	\$ 6,444
Vessels held for sale	21,151	18,378
Vessels' net book value	168,586	201,308
Other fixed assets, net	908	911
Other assets	4,123	5,266
<b>Total assets</b>	<b>\$ 199,847</b>	<b>\$ 232,307</b>

**LIABILITIES AND STOCKHOLDERS' EQUITY**

Unrelated party financing, net of unamortized deferred financing costs	\$ 5,478	\$ 12,119
Related party financing, net of unamortized deferred financing costs	55,137	84,832
Other liabilities	4,792	4,584
Total stockholders' equity	134,440	130,772
<b>Total liabilities and stockholders' equity</b>	<b>\$ 199,847</b>	<b>\$ 232,307</b>

\*\* The balance sheet data as of December 31, 2017 has been derived from the audited consolidated financial statements at that date.

**OTHER FINANCIAL DATA**

	<b>For the three months ended March 31,</b>	
	<b>2018</b>	<b>2017</b>
	(unaudited)	(unaudited)
Net Cash used in Operating Activities	\$ (21)	\$ (3,681)
Net Cash provided by Investing Activities	30,606	785
Net Cash provided by / (used in) Financing Activities	(31,950)	4,632