

***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. ANNOUNCES THE REACTIVATION AND  
THE TIME CHARTER CONTRACT FOR M/V PUCON WITH OOCL**

ATHENS, GREECE, March 13, 2017 – Diana Containerships Inc. (NASDAQ: DCIX), (the “Company”), a global shipping company specializing in the ownership of containerships, today announced that it plans to reactivate one of its Post-Panamax container vessels, the m/v Pucon. The company also announced that, through a separate wholly-owned subsidiary, it has entered into a time charter contract with Orient Overseas Container Line Ltd., Hong Kong, for the m/v Pucon. The gross charter rate is US\$10,750 per day, minus a 3.75% commission paid to third parties, for a period of thirteen (13) months, plus or minus thirty (30) days. The charter is expected to commence on April 27, 2017.

The “Pucon” is a 6,541 TEU container vessel built in 2006.

This employment is anticipated to generate approximately US\$3.87 million of gross revenue for the minimum scheduled period of the time charter.

Diana Containerships Inc.’s fleet currently consists of 12 container vessels (6 Post-Panamax and 6 Panamax). A table describing the current Diana Containerships Inc. fleet can be found on the Company’s website, [www.dcontainerships.com](http://www.dcontainerships.com). Information included on the Company’s website does not constitute a part of this press release.

**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.