

Danaos Corporation Reports Second Quarter and Half Year Results for the Period Ended June 30, 2025

Athens, Greece, August 4, 2025 – Danaos Corporation (“Danaos”) (NYSE: DAC), one of the world’s largest independent owners of container vessels and drybulk vessels, today reported unaudited results for the period ended June 30, 2025.

Financial Summary Three Months Ended June 30, 2025 and Three Months Ended June 30, 2024 Unaudited

(Expressed in thousands of United States dollars, except as otherwise stated)

Financial & Operating Metrics	Three Months Ended June 30, 2025				Three Months Ended June 30, 2024			
	Container Vessels	Dry bulk Vessels	Other	Total	Container Vessels	Dry bulk Vessels	Other	Total
Operating Revenues	\$239,446	\$22,708	-	\$262,154	\$230,586	\$15,720	-	\$246,306
Voyage Expenses, excl. commissions	\$(442)	\$(6,424)	-	\$(6,866)	\$(448)	\$(3,269)	-	\$(3,717)
Time Charter Equivalent Revenues ⁽¹⁾	\$239,004	\$16,284	-	\$255,288	\$230,138	\$12,451	-	\$242,589
Net income	\$115,893	\$266	\$14,745	\$130,904	\$133,683	\$2,290	\$5,179	\$141,152
Adjusted net income ⁽²⁾	\$116,680	\$266	\$11	\$116,957	\$127,063	\$2,290	\$2,955	\$132,308
Earnings per share, basic				\$7.14				\$7.30
Earnings per share, diluted				\$7.12				\$7.23
Adjusted earnings per share, diluted ⁽²⁾				\$6.36				\$6.78
Operating Days	6,623	908	-		6,088	604	-	
Time Charter Equivalent \$/day ⁽¹⁾	\$36,087	\$17,934	-		\$37,802	\$20,614	-	
Ownership days	6,734	910	-		6,253	694	-	
Average number of vessels	74.0	10.0	-		68.7	7.6	-	
Fleet Utilization	98.4%	99.8%	-		97.4%	87.0%	-	
Adjusted EBITDA ⁽²⁾	\$170,163	\$5,898	\$(20)	\$176,041	\$169,121	\$4,712	\$2,955	\$176,788
Consolidated Balance Sheet & Leverage Metrics				As of June 30, 2025	As of December 31, 2024			
Cash and cash equivalents				\$546,164	\$453,384			
Availability under Revolving Credit Facility				\$270,000	\$292,500			
Marketable securities ⁽³⁾				\$107,919	\$60,850			
Total cash liquidity & marketable securities ⁽⁴⁾				\$924,083	\$806,734			
Debt, gross of deferred finance costs				\$770,326	\$744,546			
Net Debt ⁽⁵⁾				\$224,162	\$291,162			
LTM Adjusted EBITDA ⁽⁶⁾				\$716,338	\$722,615			
Net Debt / LTM Adjusted EBITDA				0.31x	0.40x			

1. Time charter equivalent revenues and time charter equivalent US\$/day are non-GAAP measures. Refer to the reconciliation provided in the appendix.
2. Adjusted net income, adjusted earnings per share and adjusted EBITDA are non-GAAP measures. Refer to the reconciliation of net income to adjusted net income and adjusted earnings per share; and net income to adjusted EBITDA provided below.
3. Marketable securities refer to fair value of 6,256,181 and 4,070,214 shares of common stock of SBLK on June 30, 2025 and December 31, 2024 respectively.
4. Total cash liquidity & marketable securities includes: (i) cash and cash equivalents, (ii) availability under our Revolving Credit Facility and (iii) marketable securities.
5. Net Debt is defined as total debt gross of deferred finance costs less cash and cash equivalents.
6. Last twelve months Adjusted EBITDA. Refer to the reconciliation provided below.

For management purposes, the Company is organized based on operating revenues generated from container vessels and dry-bulk vessels and has two reporting segments: (1) a container vessels segment and (2) a dry-bulk vessels segment. The Company measures segment performance based on net income. Items included in the applicable segment’s net income are directly allocated to the extent that the items are directly or indirectly attributable to the segments. With regards to the items that are allocated by indirect calculations, their allocation is commensurate to the utilization of key resources. The Other column includes components that are not allocated to any of the Company’s reportable segments and includes investments in an affiliate accounted for using the equity method of accounting and investments in marketable securities.

Financial Summary
Six Months Ended June 30, 2025 and Six Months Ended June 30, 2024
Unaudited

(Expressed in thousands of United States dollars, except as otherwise stated)

Financial & Operating Metrics	Six Months Ended June 30, 2025				Six Months Ended June 30, 2024			
	Container Vessels	Dry bulk Vessels	Other	Total	Container Vessels	Dry bulk Vessels	Other	Total
Operating Revenues	\$475,636	\$39,825	-	\$515,461	\$463,997	\$35,758	-	\$499,755
Voyage Expenses, excl. commissions	\$(749)	\$(14,794)	-	\$(15,543)	\$(936)	\$(14,096)	-	\$(15,032)
Time Charter Equivalent Revenues ⁽¹⁾	\$474,887	\$25,031	-	\$499,918	\$463,061	\$21,662	-	\$484,723
Net income/(loss)	\$234,938	\$(6,276)	\$17,389	\$246,051	\$272,042	\$2,627	\$16,981	\$291,650
Adjusted net income / (loss) ⁽²⁾	\$236,483	\$(6,276)	\$172	\$230,379	\$265,919	\$2,627	\$3,778	\$272,324
Earnings per share, basic				\$13.27				\$15.05
Earnings per share, diluted				\$13.24				\$14.92
Adjusted earnings per share, diluted ⁽²⁾				\$12.39				\$13.93
Operating Days	13,074	1,740	-		12,107	1,200	-	
Time Charter Equivalent \$/day ⁽¹⁾	\$36,323	\$14,386	-		\$38,247	\$18,052	-	
Ownership days	13,371	1,810	-		12,438	1,331	-	
Average number of vessels	73.9	10.0	-		68.3	7.3	-	
Fleet Utilization	97.8%	96.1%	-		97.3%	90.2%	-	
Adjusted EBITDA ⁽²⁾	\$343,051	\$4,549	\$114	\$347,714	\$343,309	\$6,904	\$3,778	\$353,991

1. Time charter equivalent revenues and time charter equivalent US\$/day are non-GAAP measures. Refer to the reconciliation provided in the appendix.
2. Adjusted net income/(loss), adjusted earnings per share and adjusted EBITDA are non-GAAP measures. Refer to the reconciliation of net income to adjusted net income and adjusted earnings per share; and net income to adjusted EBITDA provided below.

Highlights for the Second Quarter and Half Year Results Ended June 30, 2025:

- In June 2025, we added one 6,014 TEU newbuilding containership to our orderbook, which has expected delivery in 2027. We took delivery of 6 newbuilding containerships in 2024 and 1 in January 2025.
- Our remaining orderbook currently consists of 16 newbuilding containership vessels with an aggregate capacity of 134,234 TEU with expected deliveries of one vessel in 2025, three vessels in 2026, ten vessels in 2027 and two vessels in 2028. All the vessels in our orderbook are designed with the latest eco characteristics, will be methanol fuel ready, fitted with open loop scrubbers (except for two 6,014 TEU vessels) and Alternative Maritime Power (AMP) units and will be built in accordance with the latest requirements of the International Maritime Organization (IMO) in relation to Tier III emission standards and Energy Efficiency Design Index (EEDI) Phase III.
- We have secured multi-year charter arrangements for all of our 16 newbuilding vessels orderbook, with an average charter duration of approximately 5.2 years weighted by aggregate contracted charter hire.
- Since the date of the previous earnings release, we added approximately \$113 million to our contracted revenue backlog through a combination of a new charter for our recent containership newbuilding vessel and charter extensions for three of our existing container vessels.
- As a result, total contracted cash operating revenues, on the basis of concluded charter contracts through the date of this release, currently stand at \$3.6 billion, including newbuildings. The remaining average contracted charter duration for our containership fleet is 3.8 years, weighted by aggregate contracted charter hire.
- Contracted operating days charter coverage for our container vessel fleet is currently 99% for 2025 and 88% for 2026. This includes newbuildings based on their scheduled delivery dates.

- **As of the date of this release, Danaos has repurchased a total of 2,937,158 shares of its common stock in the open market for \$205.7 million under its recently upsized \$300 million authorized share repurchase program that was originally introduced in June 2022 and was upsized twice in \$100 million increments, in November 2023 and in April 2025.**
- **Danaos has declared a dividend of \$0.85 per share of common stock for the Second Quarter of 2025. The dividend is payable on August 28, 2025, to stockholders of record as of August 19, 2025.**

Danaos' CEO Dr. John Coustas commented:

As we move through the second half of the year, some uncertainties around global trade are beginning to subside. In particular, there is increasing clarity about tariffs, many of which have been or are being finalized at much lower rates than feared. While tariffs on imports to the U.S. will be much higher than historic averages, the U.S. economy is stable, and the American consumer keeps purchasing foreign goods. As inventories normalize, we anticipate a gradual improvement in trade flows.

Geopolitically, there have been no major shifts, with the conflicts in Ukraine and Gaza ongoing. The absence of further escalation is somewhat reassuring, though the potential for volatility remains elevated. We continue to monitor developments closely, but we have not seen any new disruptions to global shipping routes in the past quarter.

Against this backdrop, we are maintaining our disciplined approach to capital allocation. We are not broadly participating in the current wave of speculative ordering, particularly in the feeder segment, where pricing appears disconnected from long-term fundamentals, and are only pursuing investments that meet our return criteria. In the second quarter, we added one additional 6,000 TEU vessel to our orderbook at a shipyard with which we have an existing relationship. Importantly, this vessel has already been fixed on a five year charter to a long standing client, locking in visibility and attractive returns.

Our chartering strategy continues to deliver results. We added approximately \$113 million to our contracted revenue backlog since the previous earnings release, and our \$3.6 billion total contracted revenue base provides meaningful insulation from short-term market fluctuations. Our contracted charter coverage stands at 99% for 2025 and 88% for 2026, including newbuildings scheduled for delivery during this period.

On the dry bulk side, we saw some seasonal firming in the market, but broader weakness persists, largely due to deflationary conditions in China. While we continue to evaluate opportunities in the sector, asset values for modern tonnage remain elevated, and we are in no rush to commit capital in an uncertain macroeconomic environment.

From a financial perspective, we remain in an enviable position. With minimal leverage and a growing base of contracted earnings, we have the luxury of patience. Our strong balance sheet and cash generation capacity provide ample firepower to support our strategic priorities and position Danaos for long-term success. We continue to focus on disciplined execution, operational excellence, and value creation for our shareholders.

Three months ended June 30, 2025 compared to the three months ended June 30, 2024

During the three months ended June 30, 2025, Danaos had an average of 74 container vessels and 10 drybulk vessels compared to 68.7 container vessels and 7.6 drybulk vessels during the three months ended June 30, 2024. Our container vessels utilization for the three months ended June 30, 2025 was 98.4% compared to 97.4% in the three months ended June 30, 2024. Our drybulk vessels utilization for the three months ended June 30, 2025 was 99.8% compared to 87.0% in the three months ended June 30, 2024.

Our adjusted net income amounted to \$117.0 million, or \$6.36 per diluted share, for the three months ended June 30, 2025 compared to \$132.3 million, or \$6.78 per diluted share, for the three months ended June 30, 2024. We have adjusted our net income in the three months ended June 30, 2025 for a \$14.7 million change in fair value of investments and a \$0.8 million of non-cash finance fees amortization.

Adjusted net income of our container vessels segment amounted to \$116.7 million for the three months ended June 30, 2025 compared to \$127.1 million for the three months ended June 30, 2024. We adjusted net income of container vessels segment in the three months ended June 30, 2025 for a \$0.8 million of non-cash finance fees amortization.

Adjusted net income of our drybulk vessels segment amounted to \$0.3 million income for the three months ended June 30, 2025 compared to \$2.3 million income for the three months ended June 30, 2024.

The \$15.3 million decrease in adjusted net income for the three months ended June 30, 2025 compared to the three months ended June 30, 2024 is primarily attributable to a \$24.7 million increase in total operating expenses, a \$3.6 million increase in net finance expenses, a \$2.7 million decrease in dividends received, and a \$0.2 million increase in equity loss on investments, partially off-set by a \$15.9 million increase in operating revenues.

Please refer to the Adjusted Net Income reconciliation tables, which appear later in this earnings release.

On a non-adjusted basis, our net income amounted to \$130.9 million, or \$7.12 earnings per diluted share, for the three months ended June 30, 2025 compared to net income of \$141.2 million, or \$7.23 earnings per diluted share, for the three months ended June 30, 2024. Our net income for the three months ended June 30, 2025 includes \$14.7 million gain on marketable securities compared to \$2.2 million gain on marketable securities in the three months ended June 30, 2024. On a non-adjusted basis, the net income of our container vessels segment amounted to \$115.9 million for the three months ended June 30, 2025 compared to \$133.7 million for the three months ended June 30, 2024. On a non-adjusted basis, the net income of our drybulk vessels segment amounted to \$0.3 million net income for the three months ended June 30, 2025 compared to \$2.3 million income for the three months ended June 30, 2024.

Operating Revenues

Operating revenues increased by \$15.9 million, to \$262.2 million in the three months ended June 30, 2025 from \$246.3 million in the three months ended June 30, 2024.

Operating revenues of our container vessels segment increased by 3.9%, or \$8.9 million, to \$239.4 million in the three months ended June 30, 2025, compared to \$230.5 million in the three months ended June 30, 2024, analyzed as follows:

- \$19.7 million increase in revenues as a result of newbuilding containership vessel additions;
- \$2.7 million increase in revenues as a result of higher fleet utilization between the two periods;
- \$8.2 million decrease in revenues as a result of lower charter rates between the two periods; and
- \$5.3 million decrease in revenues due to lower non-cash revenue recognition in accordance with US GAAP.

Operating revenues of our drybulk vessels segment increased by 44.3%, or \$7.0 million, to \$22.8 million in the three months ended June 30, 2025, compared to \$15.8 million of revenues in the three months ended June 30, 2024, analyzed as follows:

- \$6.9 million increase in revenues as a result of dry bulk vessel acquisitions; and
- \$0.1 million net increase in revenues as a result of higher dry bulk vessel utilization partially offset by lower charter rates between the two periods.

Vessel Operating Expenses

Vessel operating expenses increased by \$9.3 million to \$56.4 million in the three months ended June 30, 2025 from \$47.1 million in the three months ended June 30, 2024, primarily as a result of the increase in the average number of vessels in our fleet due to container vessel newbuilding deliveries and dry bulk vessels acquisitions, combined with an increase in the average daily operating cost of our vessels to \$7,556 per vessel per day for the three months ended June 30, 2025 compared to \$6,961 per vessel per day for the three months ended June 30, 2024, mainly due to increased total repairs & maintenance expenses between the two periods. Management believes that our daily operating costs remain among the most competitive in the industry.

Depreciation & Amortization

Depreciation & Amortization includes Depreciation and Amortization of Deferred Dry-docking and Special Survey Costs.

Depreciation

Depreciation expense increased by \$5.3 million, to \$40.7 million in the three months ended June 30, 2025 from \$35.4 million in the three months ended June 30, 2024, due to the increase in the average number of vessels in our fleet.

Amortization of Deferred Dry-docking and Special Survey Costs

Amortization of deferred dry-docking and special survey costs increased by \$4.5 million to \$11.5 million in the three months ended June 30, 2025, from \$7.0 million in the three months ended June 30, 2024, reflecting a larger number of vessels drydocked for which vessels drydocking amortization costs were recognized during the three months ended June 30, 2025 compared to the three months ended June 30, 2024.

General and Administrative Expenses

General and administrative expenses decreased by \$0.1 million, to \$11.2 million in the three months ended June 30, 2025 from \$11.3 million in the three months ended June 30, 2024.

Other Operating Expenses

Other Operating Expenses include Voyage Expenses.

Voyage Expenses

Voyage expenses increased by \$4.1 million to \$16.8 million in the three months ended June 30, 2025 from \$12.7 million in the three months ended June 30, 2024, mainly driven by a \$3.6 million increase in voyage expenses of our dry bulk vessels, attributed to the different mix of time charter and voyage charter contracts under which our dry bulk vessels were deployed between the two periods.

Voyage expenses of our container vessels segment increased by \$0.4 million to \$8.9 million in the three months ended June 30, 2025, from \$8.5 million in the three months ended June 30, 2024, mainly due to increased commissions. For the three months ended June 30, 2025, total voyage expenses of our container vessels comprised of \$8.5 million in commissions and \$0.4 million in other voyage expenses, compared to \$8.0 million in commissions and \$0.5 million in other voyage expenses for the three months ended June 30, 2024.

Voyage expenses of our drybulk vessels segment increased by \$3.7 million to \$7.9 million in the three months ended June 30, 2025 compared to \$4.2 million voyage expenses in the three months ended June 30, 2024. For the three months ended June 30, 2025, voyage expenses of our drybulk vessels comprised of \$1.5 million in commissions and \$6.4 million in other voyage expenses, mainly comprised of bunkers cost and port expenses, compared to \$0.9 million in commissions and \$3.3 million in other voyage expenses for the three months ended June 30, 2024.

Interest Expense and Interest Income

Interest expense increased by \$4.6 million, to \$9.7 million, in the three months ended June 30, 2025 from \$5.1 million in the three months ended June 30, 2024. The increase in interest expense is a result of:

- \$3.5 million increase in interest expense due to an increase in our average indebtedness by \$264.9 million between the two periods. Average indebtedness was \$776.9 million in the three months ended June 30, 2025, compared to average indebtedness of \$512.0 million in the three months ended June 30, 2024. This increase was also partially offset by a decrease in our debt service cost by approximately 0.9% as a result of lower SOFR rates between the two periods;
- \$0.8 million increase in interest expense due to a decrease in the amount of interest expense capitalized on our vessels under construction that was \$4.8 million in the three months ended June 30, 2025, when compared to capitalized interest of \$5.6 million in the three months ended June 30, 2024; and
- \$0.3 million increase in the amortization of deferred finance costs between the two periods.

As of June 30, 2025, our outstanding debt, gross of deferred finance costs, was \$770.3 million, which included \$262.8 million principal amount of our Senior Notes. These balances compare to debt of \$577.8 million, which included \$262.8 million principal amount of our Senior Notes, gross of deferred finance costs, as of June 30, 2024. The increase in our outstanding debt is due to loans drawn down to partially finance our container vessel newbuilding deliveries.

Interest income increased by \$0.8 million to \$3.7 million in the three months ended June 30, 2025 compared to \$2.9 million in the three months ended June 30, 2024, mainly driven by higher average cash balances between the two periods.

Gain on investments

The \$15.0 million gain on investments in the three months ended June 30, 2025 consisted of the change in fair value of our shareholding interest in Star Bulk Carriers Corp. ("SBLK") of \$14.7 million and dividend income on these shares of \$0.3 million. This compares to a \$5.3 million gain on investments in the three

months ended June 30, 2024, representing a \$2.2 million change in fair value on our Star Bulk Carriers Corp. ("SBLK") shareholding interest and dividend income on these shares of \$3.1 million.

Equity loss on investments

Equity loss on investments amounting to \$0.3 million loss and \$0.1 million loss in the three months June 30, 2025 and June 30, 2024, respectively, relates to our share of expenses of Carbon Termination Technologies Corporation ("CTTC"), currently engaged in the research and development of decarbonization technologies for the shipping industry.

Other finance expenses

Other finance expenses increased by \$0.1 million to \$1.0 million in the three months ended June 30, 2025 compared to \$0.9 million in the three months ended June 30, 2024.

Loss on derivatives

Amortization of deferred realized losses on interest rate swaps remained stable at \$0.9 million in each of the three months ended June 30, 2025 and June 30, 2024.

Other income/(expenses), net

Other income/(expenses), net amounted to an expense of \$1.4 million in the three months ended June 30, 2025 compared to an expense of \$0.1 million in the three months ended June 30, 2024.

Adjusted EBITDA

Adjusted EBITDA decreased by 0.5%, or \$0.8 million, to \$176.0 million in the three months ended June 30, 2025 from \$176.8 million in the three months ended June 30, 2024. The decrease was attributed to (i) \$14.6 million increase in total operating expenses, (ii) \$0.1 million increase in net financing expenses, (iii) \$2.7 million decrease in dividends received and (iv) \$0.2 million increase in equity loss on investments offset by (v) \$16.8 million increase in operating revenues. Adjusted EBITDA for the three months ended June 30, 2025 is adjusted for a \$14.7 million change in fair value of investments and stock based compensation of \$0.1 million. Tables reconciling Adjusted EBITDA to Net Income can be found at the end of this earnings release.

Adjusted EBITDA of container vessels segment increased by 0.7%, or \$1.1 million, to \$170.2 million in the three months ended June 30, 2025 from \$169.1 million in the three months ended June 30, 2024.

Adjusted EBITDA of drybulk vessels segment increased by \$1.2 million to \$5.9 million in the three months ended June 30, 2025 from \$4.7 million in the three months ended June 30, 2024.

Six months ended June 30, 2025 compared to the six months ended June 30, 2024

During the six months ended June 30, 2025, Danaos had an average of 73.9 container vessels and 10 drybulk vessels compared to 68.3 container vessels and 7.3 drybulk vessels during the six months ended June 30, 2024. Our container vessels utilization for the six months ended June 30, 2025 was 97.8% compared to 97.3% in the six months ended June 30, 2024. Our drybulk vessels utilization for the six months ended June 30, 2025 was 96.1% compared to 90.2% in the six months ended June 30, 2024.

Our adjusted net income amounted to \$230.4 million, or \$12.39 per diluted share, for the six months ended June 30, 2025 compared to \$272.3 million, or \$13.93 per diluted share, for the six months ended June 30, 2024. We have adjusted our net income in the six months ended June 30, 2025 for a \$17.2 million change in fair value of investments and a \$1.5 million of non-cash finance fees amortization.

Adjusted net income of our container vessels segment amounted to \$236.5 million for the six months ended June 30, 2025 compared to \$265.9 million for the six months ended June 30, 2024. We adjusted net income of container vessels segment in the six months ended June 30, 2025 for a \$1.5 million of non-cash finance fees amortization.

Adjusted net income / loss of our drybulk vessels segment amounted to \$6.3 million loss for the six months ended June 30, 2025 compared to \$2.6 million income for the six months ended June 30, 2024.

The \$41.9 million decrease in adjusted net income for the six months ended June 30, 2025 compared to the six months ended June 30, 2024 is primarily attributable to a \$44.2 million increase in total operating expenses, a \$9.7 million increase in net finance expenses, a \$3.3 million decrease in dividends received, a \$0.4 million increase in equity loss on investments, partially off-set by a \$15.7 million increase in operating revenues.

Please refer to the Adjusted Net Income reconciliation tables, which appear later in this earnings release.

On a non-adjusted basis, our net income amounted to \$246.1 million, or \$13.24 earnings per diluted share, for the six months ended June 30, 2025 compared to net income of \$291.7 million, or \$14.92 earnings per diluted share, for the six months ended June 30, 2024. Our net income for the six months ended June 30, 2025 includes \$17.2 million gain on marketable securities compared to \$13.2 million gain on marketable securities in the six months ended June 30, 2024. On a non-adjusted basis, the net income of our container vessels segment amounted to \$234.9 million for the six months ended June 30, 2025 compared to \$272.0 million for the six months ended June 30, 2024. On a non-adjusted basis, the net income / loss of our drybulk vessels segment amounted to \$6.3 million loss for the six months ended June 30, 2025 compared to \$2.6 million income for the six months ended June 30, 2024.

Operating Revenues

Operating revenues increased by \$15.7 million, to \$515.5 million in the six months ended June 30, 2025 from \$499.8 million in the six months ended June 30, 2024.

Operating revenues of our container vessels segment increased by 2.5%, or \$11.7 million, to \$475.7 million in the six months ended June 30, 2025, compared to \$464.0 million in the six months ended June 30, 2024, analyzed as follows:

- \$43.6 million increase in revenues as a result of newbuilding containership vessel additions;
- \$17.5 million decrease in revenues as a result of lower charter rates between the two periods;
- \$10.7 million decrease in revenues due to lower non-cash revenue recognition in accordance with US GAAP;
- \$3.5 million decrease in revenues as a result of lower fleet utilization between the two periods; and
- \$0.2 million decrease in revenues due to the disposal of one containership vessel.

Operating revenues of our drybulk vessels segment increased by 11.2%, or \$4.0 million, to \$39.8 million in the six months ended June 30, 2025, compared to \$35.8 million of revenues in the six months ended June 30, 2024, analyzed as follows:

- \$13.0 million increase in revenues as a result of dry bulk vessel acquisitions; and
- \$9.0 million net decrease in revenues as a result of lower charter rates partially offset by higher fleet utilization between the two periods.

Vessel Operating Expenses

Vessel operating expenses increased by \$17.9 million to \$108.1 million in the six months ended June 30, 2025 from \$90.2 million in the six months ended June 30, 2024, primarily as a result of the increase in the average number of vessels in our fleet due to container vessel newbuilding deliveries and dry bulk vessels acquisitions, combined with an increase in the average daily operating cost of our vessels to \$7,294 per vessel per day for the six months ended June 30, 2025 compared to \$6,729 per vessel per day for the six months ended June 30, 2024, mainly due to increased total repairs & maintenance expenses between the two periods. Management believes that our daily operating costs remain among the most competitive in the industry.

Depreciation & Amortization

Depreciation & Amortization includes Depreciation and Amortization of Deferred Dry-docking and Special Survey Costs.

Depreciation

Depreciation expense increased by \$11.5 million, to \$80.7 million in the six months ended June 30, 2025 from \$69.2 million in the six months ended June 30, 2024, due to the increase in the average number of vessels in our fleet.

Amortization of Deferred Dry-docking and Special Survey Costs

Amortization of deferred dry-docking and special survey costs increased by \$10.1 million to \$22.5 million in the six months ended June 30, 2025, from \$12.4 million in the six months ended June 30, 2024, reflecting a larger number of vessels drydocked for which vessels drydocking amortization costs were recognized during the six months ended June 30, 2025 compared to the six months ended June 30, 2024.

General and Administrative Expenses

General and administrative expenses increased by \$1.9 million, to \$23.4 million in the six months ended June 30, 2025 from \$21.5 million in the six months ended June 30, 2024. The increase was mainly attributable to

\$1.6 million higher management fees due to the increase in the average number of vessels in our fleet and a \$0.3 million increase in corporate general and administrative expenses.

Other Operating Expenses

Other Operating Expenses include Voyage Expenses.

Voyage Expenses

Voyage expenses increased by \$1.9 million to \$34.9 million in the six months ended June 30, 2025 from \$33.0 million in the six months ended June 30, 2024, mainly driven by a \$1.4 million increase in commissions.

Voyage expenses of our container vessels segment increased by \$1.0 million to \$17.7 million in the six months ended June 30, 2025, from \$16.7 million in the six months ended June 30, 2024, mainly due to increased commissions. For the six months ended June 30, 2025, total voyage expenses of our container vessels comprised of \$17.0 million in commissions and \$0.7 million in other voyage expenses compared to \$15.8 million in commissions and \$0.9 million in other voyage expenses for the six months ended June 30, 2024.

Voyage expenses of our drybulk vessels segment increased by \$0.9 million to \$17.2 million in the six months ended June 30, 2025 compared to \$16.3 million voyage expenses in the six months ended June 30, 2024. For the six months ended June 30, 2025, voyage expenses of our drybulk vessels comprised of \$2.4 million in commissions and \$14.8 million in other voyage expenses, mainly comprised of bunkers cost and port expenses, compared to \$2.2 million in commissions and \$14.1 million in other voyage expenses for the six months ended June 30, 2024.

Interest Expense and Interest Income

Interest expense increased by \$11.5 million, to \$19.7 million, in the six months ended June 30, 2025 from \$8.2 million in the six months ended June 30, 2024. The increase in interest expense is a result of:

- \$8.7 million increase in interest expense due to an increase in our average indebtedness by \$314.4 million between the two periods. Average indebtedness was \$777.2 million in the six months ended June 30, 2025, compared to average indebtedness of \$462.8 million in the six months ended June 30, 2024. This increase was also partially offset by a decrease in our debt service cost by approximately 1% as a result of lower SOFR rates between the two periods;
- \$2.2 million increase in interest expense due to a decrease in the amount of interest expense capitalized on our vessels under construction that was \$9.3 million in the six months ended June 30, 2025, when compared to capitalized interest of \$11.5 million in the six months ended June 30, 2024; and
- \$0.6 million increase in the amortization of deferred finance costs between the two periods.

As of June 30, 2025, our outstanding debt, gross of deferred finance costs, was \$770.3 million, which included \$262.8 million principal amount of our Senior Notes. These balances compare to debt of \$577.8 million, which included \$262.8 million principal amount of our Senior Notes, gross of deferred finance costs, as of June 30, 2024. The increase in our outstanding debt is due to loans drawn down to partially finance our container vessel newbuilding deliveries.

Interest income increased by \$1.5 million to \$7.3 million in the six months ended June 30, 2025 compared to \$5.8 million in the six months ended June 30, 2024, mainly driven by higher average cash balances between the two periods.

Gain on investments

The \$17.9 million gain on investments in the six months ended June 30, 2025 consisted of the change in fair value of our shareholding interest in Star Bulk Carriers Corp. ("SBLK") of \$17.2 million and dividend income on these shares of \$0.7 million. This compares to a \$17.2 million gain on investments in the six months ended June 30, 2024, representing an \$13.2 million change in fair value on our Star Bulk Carriers Corp. ("SBLK") shareholding interest and dividend income on these shares of \$4.0 million.

Equity loss on investments

Equity loss on investments amounting to \$0.6 million and \$0.2 million loss in the six months June 30, 2025 and June 30, 2024, respectively, relates to our share of expenses of Carbon Termination Technologies Corporation ("CTTC"), currently engaged in the research and development of decarbonization technologies for the shipping industry.

Other finance expenses

Other finance expenses increased by \$0.3 million to \$2.0 million in the six months ended June 30, 2025 compared to \$1.7 million in the six months ended June 30, 2024.

Loss on derivatives

Amortization of deferred realized losses on interest rate swaps remained stable at \$1.8 million in each of the six months ended June 30, 2025 and June 30, 2024.

Other income/(expenses), net

Other income/expenses, net amounted to expense of \$0.9 million in the six months ended June 30, 2025 compared to income of \$0.2 million in the six months ended June 30, 2024.

Adjusted EBITDA

Adjusted EBITDA decreased by 1.8%, or \$6.3 million, to \$347.7 million in the six months ended June 30, 2025 from \$354.0 million in the six months ended June 30, 2024. This decrease was attributed to (i) a \$22.5 million increase in total operating expenses, (ii) a \$0.4 million increase in net finance expenses, (iii) a \$3.3 million decrease in dividends received and (iv) a \$0.4 million increase in equity loss on investments partially offset by (v) a \$20.3 million increase in operating revenues (excluding \$4.5 million decrease in amortization of assumed time-charters). Adjusted EBITDA for the six months ended June 30, 2025 is adjusted for a \$17.2 million change in fair value of investments and stock based compensation of \$0.3 million.

Adjusted EBITDA of container vessels segment decreased by 0.1%, or \$0.2 million, to \$343.1 million in the six months ended June 30, 2025 from \$343.3 million in the six months ended June 30, 2024.

Adjusted EBITDA of drybulk vessels segment decreased by \$2.4 million to \$4.5 million in the six months ended June 30, 2025 from \$6.9 million in the six months ended June 30, 2024.

Dividend Payment

Danaos has declared a dividend of \$0.85 per share of common stock for the Second Quarter of 2025, which is payable on August 28, 2025, to stockholders of record as of August 19, 2025.

Conference Call and Webcast

On Tuesday, August 5, 2025 at 9:00 A.M. ET, the Company's management will host a conference call to discuss the results.

Participants should dial into the call 10 minutes before the scheduled time using the following numbers: 1 877 270 2148 (US Toll Free Dial In), 0800 279 9489 (UK Toll Free Dial In) or +44 (0) 2075 441 375 (Standard International Dial In). Please indicate to the operator that you wish to join the Danaos Corporation earnings call.

A telephonic replay of the conference call will be available until August 12, 2025 by dialing 1 877 344 7529 (US Toll Free Dial In) or 1-412-317-0088 (Standard International Dial In) and using 5422088# as the access code.

Audio Webcast

There will also be a live and then archived webcast of the conference call on the Danaos website (www.danaos.com). Participants of the live webcast should register on the website approximately 10 minutes prior to the start of the webcast.

Slide Presentation

A slide presentation regarding the Company and the container and dry bulk industry will also be available on the Danaos website (www.danaos.com).

About Danaos Corporation

Danaos Corporation is one of the largest independent owners of modern, large-size container vessels. Our current fleet of 74 container vessels aggregating 471,477 TEUs and 16 under construction container vessels aggregating 134,234 TEUs ranks Danaos among the largest container vessels charter owners in the world based on total TEU capacity. Danaos has also recently invested in the dry bulk sector with the acquisition of 10 capesize drybulk vessels aggregating 1,760,861 DWT. Our container vessels fleet is chartered to many of the world's largest liner companies on fixed-rate charters. Our long track record of success is predicated on our efficient and rigorous operational standards and environmental controls. Danaos Corporation's shares trade on the New York Stock Exchange under the symbol "DAC".

Forward-Looking Statements

Matters discussed in this release may constitute forward-looking statements within the meaning of the safe harbor provisions of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934. Forward-looking statements reflect our current views with respect to future events and financial performance and may 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 forward-looking statements in this release are based upon various assumptions. Although Danaos Corporation believes 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, Danaos Corporation cannot assure you that it will achieve or accomplish these expectations, beliefs or projections. 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, geopolitical conditions, including any trade disruptions resulting from tariffs or other protectionist measures imposed by the United States or other countries, general market conditions, including changes in charter hire rates and vessel values, charter counterparty performance, changes in demand that may affect attitudes of time charterers to scheduled and unscheduled drydocking, changes in Danaos Corporation's operating expenses, including bunker prices, drydocking and insurance costs, our ability to operate profitably in the drybulk sector, performance of shipyards constructing our contracted newbuilding vessels, ability to obtain financing and comply with covenants in our financing arrangements, actions taken by regulatory authorities, potential liability from pending or future litigation, domestic and international political conditions, including the conflict in Ukraine and related sanctions, the conflict in Israel and the Gaza Strip, potential disruption of shipping routes such as Houthi attacks in the Red Sea and the Gulf of Aden, due to accidents and political events or acts by terrorists.

Risks and uncertainties are further described in reports filed by Danaos Corporation with the U.S. Securities and Exchange Commission.

Visit our website at www.danaos.com

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APPENDIX

Container vessels fleet utilization

	Three months ended June 30, 2025	Three months ended June 30, 2024	Six months ended June 30, 2025	Six months ended June 30, 2024
Vessel Utilization (No. of Days)				
Ownership Days	6,734	6,253	13,371	12,438
Less Off-hire Days:				
Scheduled Off-hire Days	(103)	(95)	(270)	(162)
Other Off-hire Days	(8)	(70)	(27)	(169)
Operating Days	6,623	6,088	13,074	12,107
Vessel Utilization	98.4%	97.4%	97.8%	97.3%
Operating Revenues (in '000s of US\$)	\$239,446	\$230,586	\$475,636	\$463,997
Less: Voyage Expenses excluding commissions (in '000s of US\$)	(442)	(448)	(749)	(936)
Time Charter Equivalent Revenues (in '000s of US\$)	239,004	230,138	474,887	463,061
Time Charter Equivalent US\$/per day	\$36,087	\$37,802	\$36,323	\$38,247

Drybulk vessels fleet utilization

	Three months ended June 30, 2025	Three months ended June 30, 2024	Six months ended June 30, 2025	Six months ended June 30, 2024
Vessel Utilization (No. of Days)				
Ownership Days	910	694	1,810	1,331
Less Off-hire Days:				
Scheduled Off-hire Days	-	(90)	(56)	(121)
Other Off-hire Days	(2)	-	(14)	(10)
Operating Days	908	604	1,740	1,200
Vessel Utilization	99.8%	87.0%	96.1%	90.2%
Operating Revenues (in '000s of US\$)	\$22,708	\$15,720	\$39,825	\$35,758
Less: Voyage Expenses excluding commissions (in '000s of US\$)	(6,424)	(3,269)	(14,794)	(14,096)
Time Charter Equivalent Revenues (in '000s of US\$)	16,284	12,451	25,031	21,662
Time Charter Equivalent US\$/per day	\$17,934	\$20,614	\$14,386	\$18,052

- 1) We define Operating Days as the total number of Ownership Days net of Scheduled off-hire days (days associated with scheduled repairs, drydockings or special or intermediate surveys or days) and net of off-hire days associated with unscheduled repairs or days waiting to find employment but including days our vessels were sailing for repositioning. The shipping industry uses Operating Days to measure the number of days in a period during which vessels actually generate revenues or are sailing for repositioning purposes. Our definition of Operating Days may not be comparable to that used by other companies in the shipping industry.
- 2) Time charter equivalent US\$/per day ("TCE rate") represents the average daily TCE rate of our container vessels segment and drybulk vessels segment calculated dividing time charter equivalent revenues of each segment by operating days of each segment. TCE rate is a standard shipping industry performance measure used primarily to compare period to period changes in a shipping company's performance despite changes in the mix of charter types i.e., voyage charters, time charters, bareboat charters under which its vessels may be employed between the periods. Our method of computing TCE rate may not necessarily be comparable to TCE rates of other companies due to differences in methods of calculation. We include TCE rate, a non- GAAP measure, as it provides additional meaningful information in conjunction with operating revenues, the most directly comparable GAAP measure, and it assists our management in making decisions regarding the deployment and use of our operating vessels and assists investors and our management in evaluating our financial performance.

Fleet List

The following table describes in detail our container vessels deployment profile as of August 1, 2025:

Vessel Name	Vessel Size (TEU) ⁽¹⁾	Year Built	Expiration of Charter⁽²⁾
<i>Ambition (ex Hyundai Ambition)</i>	13,100	2012	April 2027
<i>Speed (ex Hyundai Speed)</i>	13,100	2012	March 2027
<i>Kota Plumbago (ex Hyundai Smart)</i>	13,100	2012	July 2027
<i>Kota Primrose (ex Hyundai Respect)</i>	13,100	2012	April 2027
<i>Kota Peony (ex Hyundai Honour)</i>	13,100	2012	March 2027
<i>Express Rome</i>	10,100	2011	May 2027
<i>Express Berlin</i>	10,100	2011	December 2029
<i>Express Athens</i>	10,100	2011	May 2027
<i>Le Havre</i>	9,580	2006	June 2028
<i>Pusan C</i>	9,580	2006	May 2028
<i>Bremen</i>	9,012	2009	January 2028
<i>C Hamburg</i>	9,012	2009	January 2028
<i>Niledutch Lion</i>	8,626	2008	May 2028
<i>Kota Manzanillo</i>	8,533	2005	December 2028
<i>Belita</i>	8,533	2006	June 2028
<i>CMA CGM Melisande</i>	8,530	2012	January 2028
<i>CMA CGM Attila</i>	8,530	2011	May 2027
<i>CMA CGM Tancredi</i>	8,530	2011	July 2027
<i>CMA CGM Bianca</i>	8,530	2011	September 2027
<i>CMA CGM Samson</i>	8,530	2011	November 2027
<i>America</i>	8,468	2004	April 2028
<i>Europe</i>	8,468	2004	May 2028
<i>Kota Santos</i>	8,463	2005	June 2029
<i>Catherine C⁽³⁾</i>	8,010	2024	June 2029
<i>Greenland⁽³⁾</i>	8,010	2024	August 2029
<i>Greenville⁽⁴⁾</i>	8,010	2024	October 2029
<i>Greenfield⁽⁵⁾</i>	8,010	2024	November 2029
<i>Interasia Accelerate⁽³⁾</i>	7,165	2024	April 2027
<i>Interasia Amplify⁽⁴⁾</i>	7,165	2024	September 2027
<i>CMA CGM Moliere</i>	6,500	2009	March 2027
<i>CMA CGM Musset</i>	6,500	2010	July 2027
<i>CMA CGM Nerval</i>	6,500	2010	November 2025
<i>CMA CGM Rabelais</i>	6,500	2010	January 2026
<i>Racine</i>	6,500	2010	June 2029
<i>YM Mandate</i>	6,500	2010	January 2028
<i>YM Maturity</i>	6,500	2010	April 2028
<i>Savannah (ex Zim Savannah)</i>	6,402	2002	June 2027
<i>Dimitra C</i>	6,402	2002	April 2027
<i>Phoebe⁽⁶⁾</i>	6,014	2025	October 2031
<i>Suez Canal</i>	5,610	2002	April 2028
<i>Kota Lima</i>	5,544	2002	September 2025
<i>Wide Alpha</i>	5,466	2014	January 2030
<i>Stephanie C</i>	5,466	2014	September 2028
<i>Euphrates (ex Maersk Euphrates)</i>	5,466	2014	September 2028
<i>Wide Hotel</i>	5,466	2015	March 2030
<i>Wide India</i>	5,466	2015	October 2028
<i>Wide Juliet</i>	5,466	2015	August 2026
<i>Seattle C</i>	4,253	2007	October 2026
<i>Vancouver</i>	4,253	2007	November 2026
<i>Derby D</i>	4,253	2004	January 2027
<i>Tongala</i>	4,253	2004	November 2026
<i>Rio Grande</i>	4,253	2008	November 2026
<i>Merve A</i>	4,253	2008	August 2027
<i>Kingston</i>	4,253	2008	June 2027
<i>Monaco (ex ZIM Monaco)</i>	4,253	2009	September 2026

<i>Dalian</i>	4,253	2009	April 2028
<i>ZIM Luanda</i>	4,253	2009	August 2028
<i>Dimitris C</i>	3,430	2001	September 2027
<i>Express Black Sea</i>	3,400	2011	January 2027
<i>Express Spain</i>	3,400	2011	January 2027
<i>Express Argentina</i>	3,400	2010	December 2026
<i>Express Brazil</i>	3,400	2010	April 2027
<i>Express France</i>	3,400	2010	July 2027
<i>Singapore</i>	3,314	2004	March 2027
<i>Colombo</i>	3,314	2004	January 2027
<i>Zebra</i>	2,602	2001	November 2025
<i>Artotina</i>	2,524	2001	January 2026
<i>Advance</i>	2,200	1997	June 2026
<i>Future</i>	2,200	1997	May 2026
<i>Sprinter</i>	2,200	1997	May 2026
<i>Bridge</i>	2,200	1998	January 2028
<i>Progress C</i>	2,200	1998	April 2026
<i>Phoenix D</i>	2,200	1997	March 2026
<i>Highway</i>	2,200	1998	January 2028

- (1) Twenty-foot equivalent unit, the international standard measure for containers and container vessels capacity.
- (2) Earliest date charters could expire. Some charters include options for the charterer to extend their terms.
- (3) The newbuilding vessels were delivered in the second quarter of 2024.
- (4) The newbuilding vessels were delivered in the third quarter of 2024.
- (5) The newbuilding vessel was delivered in the fourth quarter of 2024.
- (6) The newbuilding vessel was delivered in the first quarter of 2025.

Container vessels under construction as of August 1, 2025:

Hull Number	Vessel Size (TEU)	Expected Delivery Year	Minimum Charter Duration
<i>Hull No. CV5900-08</i>	6,014	2025	6.8 Years
<i>Hull No. YZJ2023-1556</i>	8,258	2026	5 Years
<i>Hull No. YZJ2023-1557</i>	8,258	2026	5 Years
<i>Hull No. YZJ2024-1612</i>	8,258	2026	5 Years
<i>Hull No. YZJ2024-1613</i>	8,258	2027	5 Years
<i>Hull No. YZJ2024-1625</i>	8,258	2027	5 Years
<i>Hull No. YZJ2024-1626</i>	8,258	2027	5 Years
<i>Hull No. YZJ2024-1668</i>	8,258	2027	5 Years
<i>Hull No. C9200-7</i>	9,200	2027	4.8 Years
<i>Hull No. C9200-8</i>	9,200	2027	4.8 Years
<i>Hull No. C9200-9</i>	9,200	2027	4.8 Years
<i>Hull No. C9200-10</i>	9,200	2028	4.8 Years
<i>Hull No. C9200-11</i>	9,200	2028	4.8 Years
<i>Hull No. H2596</i>	9,200	2027	6 Years
<i>Hull No. H2597</i>	9,200	2027	6 Years
<i>Hull No. CV5900-09</i>	6,014	2027	4.8 Years

The following table describes the details of our Capesize drybulk vessels as of August 1, 2025:

Vessel Name	Capacity (DWT) ⁽¹⁾	Year Built
<i>Achievement</i>	175,966	2011
<i>Genius</i>	175,580	2012
<i>Ingenuity</i>	176,022	2011
<i>Integrity</i>	175,966	2010
<i>Peace</i>	175,858	2010
<i>W Trader</i>	175,879	2009
<i>E Trader</i>	175,886	2009
<i>Gouverneur (ex Xin Hang) ⁽²⁾</i>	178,043	2010
<i>Valentine (ex Star Audrey) ⁽²⁾</i>	175,125	2011
<i>Danaos (ex Guo May) ⁽³⁾</i>	176,536	2011

- (1) DWT, dead weight tons, the international standard measure for drybulk vessels capacity.
- (2) The vessels were delivered in the second quarter of 2024.
- (3) The vessel was delivered in the third quarter of 2024.

DANAOS CORPORATION
Condensed Consolidated Statements of Income - Unaudited
(Expressed in thousands of United States dollars, except per share amounts)

	Three months ended June 30, 2025	Three months ended June 30, 2024	Six months ended June 30, 2025	Six months ended June 30, 2024
OPERATING REVENUES	\$262,154	\$246,306	\$515,461	\$499,755
OPERATING EXPENSES				
Vessel operating expenses	(56,385)	(47,090)	(108,087)	(90,204)
Depreciation & amortization	(52,213)	(42,352)	(103,211)	(81,667)
General & administrative	(11,206)	(11,297)	(23,428)	(21,541)
Other operating expenses	(16,810)	(12,678)	(34,945)	(33,020)
Net gain on disposal of vessel	-	7,094	-	7,094
Income From Operations	125,540	139,983	245,790	280,417
OTHER INCOME/(EXPENSES)				
Interest income	3,661	2,923	7,266	5,859
Interest expense	(9,711)	(5,106)	(19,714)	(8,230)
Gain on investments	15,047	5,276	17,896	17,187
Other finance expenses	(973)	(868)	(1,960)	(1,750)
Equity loss on investments	(333)	(97)	(565)	(206)
Other income/(expenses), net	(1,424)	(56)	(866)	179
Realized loss on derivatives	(903)	(903)	(1,796)	(1,806)
Total Other Income/(Expenses), net	5,364	1,169	261	11,233
Net Income	130,904	141,152	246,051	291,650
EARNINGS PER SHARE				
Basic earnings per share	\$7.14	\$7.30	\$13.27	\$15.05
Diluted earnings per share	\$7.12	\$7.23	\$13.24	\$14.92
Basic weighted average number of common shares (in thousands of shares)	18,344	19,348	18,546	19,380
Diluted weighted average number of common shares (in thousands of shares)	18,396	19,520	18,588	19,552

Non-GAAP Measures¹
Reconciliation of Net Income to Adjusted Net Income – Unaudited

	Three months ended June 30, 2025	Three months ended June 30, 2024	Six months ended June 30, 2025	Six months ended June 30, 2024
Net Income	\$130,904	\$141,152	\$246,051	\$291,650
Change in fair value of investments	(14,734)	(2,224)	(17,217)	(13,203)
Net gain on disposal of vessel	-	(7,094)	-	(7,094)
Amortization of financing fees	787	474	1,545	971
Adjusted Net Income	\$116,957	\$132,308	\$230,379	\$272,324
Adjusted Earnings Per Share, diluted	\$6.36	\$6.78	\$12.39	\$13.93
Diluted weighted average number of shares (in thousands of shares)	18,396	19,520	18,588	19,552

¹ The Company reports its financial results in accordance with U.S. generally accepted accounting principles (GAAP). However, management believes that certain non-GAAP financial measures used in managing the business may provide users of this financial information additional meaningful comparisons between current results and results in prior operating periods. Management believes that these non-GAAP financial measures can provide additional meaningful reflection of underlying trends of the business because they provide a comparison of historical information that excludes certain items that impact the overall comparability. Management also uses these non-GAAP financial measures in making financial, operating and planning decisions and in evaluating the Company's performance. See the Table above for supplemental financial data and corresponding reconciliations to GAAP financial measures for the three and six months ended June 30, 2025 and 2024. The non-GAAP financial measures should be viewed in addition to, and not as an alternative for, the Company's reported results prepared in accordance with GAAP. The non-GAAP financial measures as presented above may not be comparable to similarly titled measures of other companies in the shipping or other industries.

DANAOS CORPORATION
Condensed Consolidated Balance Sheets - Unaudited
(Expressed in thousands of United States dollars)

	As of June 30, 2025	As of December 31, 2024
ASSETS		
CURRENT ASSETS		
Cash, cash equivalents and restricted cash	\$546,164	\$453,384
Accounts receivable, net	27,454	25,578
Other current assets	233,824	192,005
	<u>807,442</u>	<u>670,967</u>
NON-CURRENT ASSETS		
Fixed assets, net	3,284,665	3,290,309
Advances for vessels acquisition and vessels under construction	304,686	265,838
Deferred charges, net	64,079	58,759
Other non-current assets	60,288	57,781
	<u>3,713,718</u>	<u>3,672,687</u>
TOTAL ASSETS	<u>\$4,521,160</u>	<u>\$4,343,654</u>
LIABILITIES AND STOCKHOLDERS' EQUITY		
CURRENT LIABILITIES		
Long-term debt, current portion	\$37,660	\$35,220
Accounts payable, accrued liabilities & other current liabilities	113,058	133,734
	<u>150,718</u>	<u>168,954</u>
LONG-TERM LIABILITIES		
Long-term debt, net	723,534	699,563
Other long-term liabilities	54,355	50,337
	<u>777,889</u>	<u>749,900</u>
STOCKHOLDERS' EQUITY		
Common stock	183	190
Additional paid-in capital	601,653	650,864
Accumulated other comprehensive loss	(68,053)	(70,430)
Retained earnings	3,058,770	2,844,176
	<u>3,592,553</u>	<u>3,424,800</u>
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	<u>\$4,521,160</u>	<u>\$4,343,654</u>

DANAOS CORPORATION
Condensed Consolidated Statements of Cash Flows - Unaudited
(Expressed in thousands of United States dollars)

	Three months ended June 30,	Three months ended June 30,	Six months ended June 30,	Six months ended June 30,
	2025	2024	2025	2024
Operating Activities:				
Net income	\$130,904	\$141,152	\$246,051	\$291,650
<i>Adjustments to reconcile net income to net cash provided by operating activities:</i>				
Depreciation	40,698	35,380	80,726	69,243
Amortization of deferred drydocking & special survey costs and finance costs	12,302	7,446	24,030	13,395
Amortization of assumed time charters	-	(1,036)	-	(4,534)
Prior service cost and periodic cost	1,722	458	2,807	715
Gain on investments	(14,734)	(2,224)	(17,217)	(13,203)
Net gain on disposal of vessel	-	(7,094)	-	(7,094)
Payments for drydocking/special survey	(12,016)	(10,449)	(27,805)	(14,618)
Amortization of deferred realized losses on cash flow interest rate swaps	903	903	1,796	1,806
Equity loss on investments	333	97	565	206
Stock based compensation	1,723	1,577	3,428	3,153
Accounts receivable	(2,758)	(9,343)	(2,586)	(12,795)
Other assets, current and non-current	17,909	9,320	11,525	21,207
Accounts payable and accrued liabilities	(3,148)	11,995	(5,703)	5,767
Other liabilities, current and long-term	(11,059)	(23,907)	(20,978)	(47,331)
Net Cash provided by Operating Activities	162,779	154,275	296,639	307,567
Investing Activities:				
Vessel additions and advances for vessels under construction	(21,331)	(217,728)	(107,021)	(341,855)
Net proceeds and insurance proceeds from disposal of vessel	-	9,923	1,681	10,639
Investments in affiliates/marketable securities	(30,270)	-	(30,270)	-
Net Cash used in Investing Activities	(51,601)	(207,805)	(135,610)	(331,216)
Financing Activities:				
Proceeds from long-term debt	-	126,000	44,000	181,000
Debt repayment	(9,415)	(6,875)	(18,220)	(13,750)
Dividends paid	(15,559)	(15,476)	(31,449)	(31,011)
Repurchase of common stock	(19,438)	(1,094)	(53,212)	(5,223)
Finance costs	(1,145)	(905)	(9,368)	(6,730)
Net Cash (used in) / provided by Financing Activities	(45,557)	101,650	(68,249)	124,286
Net increase in cash and cash equivalents	65,621	48,120	92,780	100,637
Cash and cash equivalents, beginning of period	480,543	324,326	453,384	271,809
Cash and cash equivalents, end of period	\$546,164	\$372,446	\$546,164	\$372,446

DANAOS CORPORATION
Reconciliation of Net Income to Adjusted EBITDA - Unaudited
(Expressed in thousands of United States dollars)

	Three months ended June 30,	Three months ended June 30,	Six months ended June 30,	Six months ended June 30,
	2025	2024	2025	2024
Net income	\$130,904	\$141,152	\$246,051	\$291,650
Depreciation	40,698	35,380	80,726	69,243
Amortization of deferred drydocking & special survey costs	11,515	6,972	22,485	12,424
Amortization of assumed time charters	-	(1,036)	-	(4,534)
Amortization of deferred finance costs and commitment fees	1,349	1,026	2,685	2,299
Amortization of deferred realized losses on interest rate swaps	903	903	1,796	1,806
Interest income	(3,661)	(2,923)	(7,266)	(5,859)
Interest expense excluding amortization of finance costs	8,924	4,632	18,169	7,259
Change in fair value of investments	(14,734)	(2,224)	(17,217)	(13,203)
Stock based compensation	143	-	285	-
Net gain on disposal of vessel	-	(7,094)	-	(7,094)
Adjusted EBITDA⁽¹⁾	\$176,041	\$176,788	\$347,714	\$353,991

	Last twelve months ended June 30,	Last twelve months ended June 30,
	2025	2024
Net income	\$459,474	\$574,727
Depreciation	159,827	135,091
Amortization of deferred drydocking & special survey costs	39,222	22,750
Amortization of assumed time charters	-	(13,366)
Amortization of deferred finance costs and commitment fees	5,291	4,673
Amortization of deferred realized losses on interest rate swaps	3,622	3,632
Interest income	(14,297)	(11,673)
Interest expense excluding amortization of finance costs	34,769	14,179
Change in fair value of investments	21,165	(24,632)
Stock based compensation	8,503	6,340
Net gain on disposal of vessel	(1,238)	(7,094)
Adjusted EBITDA⁽¹⁾	\$716,338	\$704,627

- 1) Adjusted EBITDA represents net income before interest income and expense, depreciation, amortization of deferred drydocking & special survey costs, amortization of assumed time charters, amortization of deferred finance costs and commitment fees, amortization of deferred realized losses on interest rate swaps, adjusted for the change in fair value of investments, stock based compensation, loss on debt extinguishment and net gain on disposal/sale of vessels. However, Adjusted EBITDA is not a recognized measurement under U.S. generally accepted accounting principles, or "GAAP." We believe that the presentation of Adjusted EBITDA is useful to investors because it is frequently used by securities analysts, investors and other interested parties in the evaluation of companies in our industry. We also believe that EBITDA and Adjusted EBITDA assist investors and analysts in comparing our performance across reporting periods on a consistent basis by excluding items that we do not believe are indicative of our core operating performance. In evaluating Adjusted EBITDA, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of Adjusted EBITDA should not be construed as an inference that our future results will be unaffected by unusual or non-recurring items.

The non-GAAP financial measures as presented above may not be comparable to similarly titled measures of other companies in the shipping or other industries.

Note: Items to consider for comparability include gains and charges. Gains positively impacting net income are reflected as deductions to net income. Charges negatively impacting net income are reflected as increases to net income.

The Company reports its financial results in accordance with U.S. generally accepted accounting principles (GAAP). However, management believes that certain non-GAAP financial measures used in managing the business may provide users of this financial information additional meaningful comparisons between current results and results in prior operating periods. Management believes that these non-GAAP financial measures can provide additional meaningful reflection of underlying trends of the business because they provide a comparison of historical information that excludes certain items that impact the overall comparability. Management also uses these non-GAAP financial measures in making financial, operating and planning decisions and in evaluating the Company's performance. See the Tables above for supplemental financial data and corresponding reconciliations to GAAP financial measures for the three and six months ended June 30, 2025 and June 30, 2024. Non-GAAP financial measures should be viewed in addition to, and not as an alternative for, the Company's reported results prepared in accordance with GAAP.

DANAOS CORPORATION
Reconciliation of Net Income to Adjusted EBITDA per segment
Three Months Ended June 30, 2025 and Three Months Ended June 30, 2024
Unaudited
(Expressed in thousands of United States dollars)

	Three Months Ended June 30, 2025				Three Months Ended June 30, 2024			
	Container Vessels	Drybulk Vessels	Other	Total	Container Vessels	Drybulk Vessels	Other	Total
Net income/(loss)	\$115,893	\$266	\$14,745	\$130,904	\$133,683	\$2,290	\$5,179	\$141,152
Depreciation	37,390	3,308	-	40,698	33,247	2,133	-	35,380
Amortization of deferred drydocking & special survey costs	9,201	2,314	-	11,515	6,683	289	-	6,972
Amortization of assumed time charters	-	-	-	-	(1,036)	-	-	(1,036)
Amortization of deferred finance costs and commitment fees	1,349	-	-	1,349	1,026	-	-	1,026
Amortization of deferred realized losses on interest rate swaps	903	-	-	903	903	-	-	903
Interest income	(3,630)	-	(31)	(3,661)	(2,923)	-	-	(2,923)
Interest expense excluding amortization of finance costs	8,924	-	-	8,924	4,632	-	-	4,632
Change in fair value of investments	-	-	(14,734)	(14,734)	-	-	(2,224)	(2,224)
Stock based compensation	133	10	-	143	-	-	-	-
Net gain on disposal of vessel	-	-	-	-	(7,094)	-	-	(7,094)
Adjusted EBITDA⁽¹⁾	\$170,163	\$5,898	\$ (20)	\$176,041	\$169,121	\$4,712	\$2,955	\$176,788

- 1) Adjusted EBITDA represents net income before interest income and expense, depreciation, amortization of deferred drydocking & special survey costs, amortization of assumed time charters, amortization of deferred finance costs and commitment fees, amortization of deferred realized losses on interest rate swaps and adjusted for the change in fair value of investments and stock based compensation. However, Adjusted EBITDA is not a recognized measurement under U.S. generally accepted accounting principles, or "GAAP." We believe that the presentation of Adjusted EBITDA is useful to investors because it is frequently used by securities analysts, investors and other interested parties in the evaluation of companies in our industry. We also believe that EBITDA and Adjusted EBITDA assist investors and analysts in comparing our performance across reporting periods on a consistent basis by excluding items that we do not believe are indicative of our core operating performance. In evaluating Adjusted EBITDA, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of Adjusted EBITDA should not be construed as an inference that our future results will be unaffected by unusual or non-recurring items. The non-GAAP financial measures as presented above may not be comparable to similarly titled measures of other companies in the shipping or other industries.

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DANAOS CORPORATION
Reconciliation of Net Income to Adjusted EBITDA per segment
Six Months Ended June 30, 2025 and Six Months Ended June 30, 2024
Unaudited
(Expressed in thousands of United States dollars)

	Six Months Ended June 30, 2025				Six Months Ended June 30, 2024			
	Container Vessels	Drybulk Vessels	Other	Total	Container Vessels	Drybulk Vessels	Other	Total
Net income/(loss)	\$234,938	\$(6,276)	\$17,389	\$246,051	\$272,042	\$2,627	\$16,981	\$291,650
Depreciation	74,154	6,572	-	80,726	65,255	3,988	-	69,243
Amortization of deferred drydocking & special survey costs	18,252	4,233	-	22,485	12,135	289	-	12,424
Amortization of assumed time charters	-	-	-	-	(4,534)	-	-	(4,534)
Amortization of deferred finance costs and commitment fees	2,685	-	-	2,685	2,299	-	-	2,299
Amortization of deferred realized losses on interest rate swaps	1796	-	-	1796	1,806	-	-	1,806
Interest income	(7,208)	-	(58)	(7,266)	(5,859)	-	-	(5,859)
Interest expense excluding amortization of finance costs	18,169	-	-	18,169	7,259	-	-	7,259
Change in fair value of investments	-	-	(17,217)	(17,217)	-	-	(13,203)	(13,203)
Stock based compensation	265	20	-	285	-	-	-	-
Net gain on disposal of vessel	-	-	-	-	(7,094)	-	-	(7,094)
Adjusted EBITDA⁽²⁾	\$343,051	\$4,549	\$114	\$347,714	\$343,309	\$6,904	\$3,778	\$353,991

- 2) Adjusted EBITDA represents net income before interest income and expense, depreciation, amortization of deferred drydocking & special survey costs, amortization of assumed time charters, amortization of deferred finance costs and commitment fees, amortization of deferred realized losses on interest rate swaps and adjusted for the change in fair value of investments and stock based compensation. However, Adjusted EBITDA is not a recognized measurement under U.S. generally accepted accounting principles, or "GAAP." We believe that the presentation of Adjusted EBITDA is useful to investors because it is frequently used by securities analysts, investors and other interested parties in the evaluation of companies in our industry. We also believe that EBITDA and Adjusted EBITDA assist investors and analysts in comparing our performance across reporting periods on a consistent basis by excluding items that we do not believe are indicative of our core operating performance. In evaluating Adjusted EBITDA, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of Adjusted EBITDA should not be construed as an inference that our future results will be unaffected by unusual or non-recurring items. The non-GAAP financial measures as presented above may not be comparable to similarly titled measures of other companies in the shipping or other industries.

Note: Items to consider for comparability include gains and charges. Gains positively impacting net income are reflected as deductions to net income. Charges negatively impacting net income are reflected as increases to net income.

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DANAOS CORPORATION
Reconciliation of Net Income to Adjusted Net Income per segment
Three Months Ended June 30, 2025 and Three Months Ended June 30, 2024
Unaudited
(Expressed in thousands of United States dollars)

	Three Months Ended				Three Months Ended			
	June 30, 2025				June 30, 2024			
	Container Vessels	Drybulk Vessels	Other	Total	Container Vessels	Drybulk Vessels	Other	Total
Net income/(loss)	\$115,893	\$266	\$14,745	\$130,904	\$133,683	\$2,290	\$5,179	\$141,152
Change in fair value of investments	-	-	(14,734)	(14,734)	-	-	(2,224)	(2,224)
Amortization of financing fees	787	-	-	787	474	-	-	474
Net gain on disposal of vessel	-	-	-	-	(7,094)	-	-	(7,094)
Adjusted Net income/(loss)⁽¹⁾	\$116,680	\$266	\$11	\$116,957	\$127,063	\$2,290	\$2,955	\$132,308
Adjusted Earnings per Share, diluted				\$6.36		-	-	\$6.78
Diluted weighted average number of shares (in thousands of shares)				18,396				19,520

DANAOS CORPORATION
Reconciliation of Net Income to Adjusted Net Income per segment
Six Months Ended June 30, 2025 and Six Months Ended June 30, 2024
Unaudited
(Expressed in thousands of United States dollars)

	Six Months Ended				Six Months Ended			
	June 30, 2025				June 30, 2024			
	Container Vessels	Drybulk Vessels	Other	Total	Container Vessels	Drybulk Vessels	Other	Total
Net income/(loss)	\$234,938	\$(6,276)	\$17,389	\$246,051	\$272,042	\$2,627	\$16,981	\$291,650
Change in fair value of investments	-	-	(17,217)	(17,217)	-	-	(13,203)	(13,203)
Amortization of financing fees	1,545	-	-	1,545	971	-	-	971
Net gain on disposal of vessel	-	-	-	-	(7,094)	-	-	(7,094)
Adjusted Net income/(loss)⁽¹⁾	\$236,483	\$(6,276)	\$172	\$230,379	\$265,919	\$2,627	\$3,778	\$272,324
Adjusted Earnings per Share, diluted				\$12.39		-	-	\$13.93
Diluted weighted average number of shares (in thousands of shares)				18,588				19,552

- 1) The Company reports its financial results in accordance with U.S. generally accepted accounting principles (GAAP). However, management believes that certain non-GAAP financial measures used in managing the business may provide users of this financial information additional meaningful comparisons between current results and results in prior operating periods. Management believes that these non-GAAP financial measures can provide additional meaningful reflection of underlying trends of the business because they provide a comparison of historical information that excludes certain items that impact the overall comparability. Management also uses these non-GAAP financial measures in making financial, operating and planning decisions and in evaluating the Company's performance. See the Table above for supplemental financial data and corresponding reconciliations to GAAP financial measures for the three and six months ended June 30, 2025 and 2024. Non-GAAP financial measures should be viewed in addition to, and not as an alternative for, the Company's reported results prepared in accordance with GAAP. The non-GAAP financial measures as presented above may not be comparable to similarly titled measures of other companies in the shipping or other industries.