

Hermann Lohmann exits container shipping with final vessel sales

Deal adds to trickle of sales from German market while asset values remain strong



The 1,368-teu Marina L (built 2009) is one of the last container ships in the fleet of Hermann Lohmann. Photo: Hermann Lohmann website

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German ship manager Hermann Lohmann Bereederungen has exited the container shipping segment following the sale of its last two boxships.

The Haren (Ems)-based company has divested the 1,368-teu Marina L (built

2009) and 1,368-teu Theodor (built 2006), European brokers said.



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The geared vessels were sold for undisclosed prices, but market estimates suggest values in the range of \$13 to \$15m each, according to data from VesselsValue.

Both ships were reportedly acquired by Dubai-based Lila Global, a company linked to Anil Sharma's GMS ship recycling group.

Lohmann had only recently acquired the Theodor and Marina L, purchasing them in 2022 and 2023, making the sale a relatively short-term investment.

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The disposal of the Chinese-built boxships leaves the German owner without any container ships in its fleet. Lohmann was contacted for comment.



The geared 1,368 teu Theodor (built 2006) is one of two vessels reported sold by Hermann Lohmann Bereederungen. Photo: Hermann Lohmann website

Lila is currently listed with a container fleet that includes the 1,202-teu Lila Haren (built 2002).

However, its scrapping division was recently granted a special licence to buy and recycle four sanctioned boxships previously employed by liner operator SeaLead for demolition.

Market observers say the Lohmann transactions reflect continued tight supply in the container ship segment, particularly for vessels available for prompt charter employment.

A limited pool of tonnage deliverable this year has supported charter rates and asset prices, with conditions in the sale-and-purchase market mirroring the strength seen in the charter sector.

As a result, ship values are expected to remain stable in the near term, underpinned by ongoing demand and constrained supply of suitable vessels.



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That has resulted in several German vessels being sold in recent weeks.

Last month, the 1,756-teu Nordtiger (built 2014) was reported sold by Hamburg-based Reederei Nord for about \$28m, possibly to a shipping interest linked to Israel's Carmel.

The vessel is said to have since secured a fresh two-year charter with Cosco Shipping Lines, reportedly at about \$24,650 per day, broadly in line with market expectations.

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