

UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, D.C. 20549

FORM 6-K

REPORT OF FOREIGN PRIVATE ISSUER PURSUANT TO RULE 13A-16 OR 15D-16 OF THE SECURITIES  
EXCHANGE ACT OF 1934

For the month of November 2019

Commission File Number: 001-34153

**Global Ship Lease, Inc.**

(Translation of registrant's name into English)

**c/o Global Ship Lease Services Limited**

**25 Wilton Road**

**London SW1V 1LW**

**United Kingdom**

(Address of principal executive office)

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F.

Form 20-F  Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1): .

**Note:** Regulation S-T Rule 101(b)(1) only permits the submission in paper of a Form 6-K if submitted solely to provide an attached annual report to security holders.

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7): .

**Note:** Regulation S-T Rule 101(b)(7) only permits the submission in paper of a Form 6-K if submitted to furnish a report or other document that the registrant foreign private issuer must furnish and make public under the laws of the jurisdiction in which the registrant is incorporated, domiciled or legally organized (the registrant's "home country"), or under the rules of the home country exchange on which the registrant's securities are traded, as long as the report or other document is not a press release, is not required to be and has not been distributed to the registrant's security holders, and, if discussing a material event, has already been the subject of a Form 6-K submission or other Commission filing on EDGAR.

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## INFORMATION CONTAINED IN THIS FORM 6-K REPORT

Attached to this Report on Form 6-K (this “Report”) as Exhibit 99.1 is a copy of the press release issued by Global Ship Lease, Inc. (the “Company”) on November 25, 2019, announcing that the Company’s annual mandatory offer to purchase up to \$20.0 million of its outstanding 9.875% First Priority Secured Notes due 2022 (the “Annual Mandatory Offer”) has been extended to 5:00 p.m. New York City time on Friday, December 6, 2019.

Attached to this Report as Exhibit 99.2 is a copy of the press release issued by the Company on November 25, 2019, announcing that the Company has entered into an agreement to purchase two Post-Panamax containerships.

The information contained in this Report, except for the commentary of George Youroukos and Ian Webber contained in Exhibit 99.2, is hereby incorporated by reference into the Company’s registration statements on Form F-3 (File Nos. 333-231509 and 333-234343).

The information contained in this Report, except for the commentary of George Youroukos and Ian Webber contained in Exhibit 99.2, is hereby incorporated by reference into the Company’s Offer to Purchase, dated October 25, 2019, relating to the Annual Mandatory Offer.

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## SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

**GLOBAL SHIP LEASE, INC.**  
(registrant)

Dated: November 26, 2019

By: /s/ Ian J. Webber  
Ian J. Webber  
Chief Executive Officer



## Global Ship Lease Announces Extension of Annual Mandatory Offer to Purchase up to \$20.0 Million of First Priority Secured Notes

LONDON, November 25, 2019 (GLOBE NEWSWIRE) – Global Ship Lease, Inc. (NYSE: GSL) (the “Company” or “Global Ship Lease”) today announced that its previously announced cash tender offer (the “Annual Mandatory Offer”) to purchase up to \$20.0 million aggregate principal amount of its outstanding 9.875% First Priority Secured Notes due 2022 (the “Notes”) at a purchase price of 102% of the aggregate principal amount thereof plus accrued and unpaid interest to, but not including, the purchase date, has been extended until 5:00 p.m. New York City time on Friday, December 6, 2019, unless further extended or earlier terminated by the Company. Except for the extension of the Annual Mandatory Offer, all other terms and conditions of the Annual Mandatory Offer remain unchanged. As of November 25, 2019, \$17,277,000 aggregate principal amount of Notes had been validly tendered pursuant to the Annual Mandatory Offer and not properly withdrawn.

The Annual Mandatory Offer is being made pursuant to the requirements set forth in the indenture governing the Notes, and on the terms and conditions set forth in the Offer to Purchase, dated October 25, 2019, and related documents (collectively, the “Offer Documents”), which set forth the complete terms and conditions of the Annual Mandatory Offer. The Annual Mandatory Offer is made only by and pursuant to the terms set forth in the Offer Documents, and the information in this press release is qualified by reference to those documents. Subject to applicable law, the Company may amend, extend or terminate the Annual Mandatory Offer.

This press release is for informational purposes only and is neither an offer to purchase nor a solicitation of an offer to sell any Notes.

THE ANNUAL MANDATORY OFFER IS BEING MADE ONLY PURSUANT TO THE OFFER DOCUMENTS THAT THE COMPANY HAS DISTRIBUTED, OR WILL DISTRIBUTE, TO ITS NOTEHOLDERS AND NOTEHOLDERS SHOULD READ CAREFULLY THE OFFER DOCUMENTS BECAUSE THEY CONTAIN IMPORTANT INFORMATION, INCLUDING THE VARIOUS TERMS OF, AND CONDITIONS TO, THE ANNUAL MANDATORY OFFER. NOTEHOLDERS ARE URGED TO CAREFULLY READ THESE MATERIALS PRIOR TO MAKING ANY DECISION WITH RESPECT TO THE ANNUAL MANDATORY OFFER.

Any questions regarding the procedures for tendering Notes should be directed to the Depositary Agent for the Annual Mandatory Offer, Global Bondholder Services Corporation, toll free at (866) 807-2200 (banks and brokers call (212) 430-3774) or 65 Broadway, Suite 404, New York, NY 10006.

### About Global Ship Lease

Global Ship Lease is a leading independent owner of containerships with a diversified fleet of mid-sized and smaller containerships. Incorporated in the Marshall Islands, Global Ship Lease commenced operations in December 2007 with a business of owning and chartering out containerships under fixed-rate charters to top tier container liner companies. On November 15, 2018, it completed a strategic combination with Poseidon Containers.

Including two 6,650 TEU containerships and two 6,080 TEU containerships that the Company has contracted to purchase, Global Ship Lease owns 45 ships, ranging from 2,207 to 11,040 TEU, of which nine are fuel efficient new-design wide beam, with a total capacity of 249,622 TEU and an average age, weighted by TEU capacity, of 12.6 years as at September 30, 2019.

Including the four containerships that the Company has contracted to purchase, the average remaining term of the Company’s charters at September 30, 2019, to the mid-point of redelivery, including options under owner’s control, was 2.7 years on a TEU-weighted basis. Contracted revenue on the same basis was \$826 million. Contracted revenue was \$913 million, including options under charterers’ control and with latest redelivery date, representing a weighted average remaining term of 3.0 years.

## Safe Harbor Statement

This press release contains forward-looking statements. Forward-looking statements provide the Company's current expectations or forecasts of future events. Forward-looking statements include statements about the Company's expectations, beliefs, plans, objectives, intentions, assumptions and other statements that are not historical facts. Words or phrases such as "anticipate," "believe," "continue," "estimate," "expect," "intend," "may," "ongoing," "plan," "potential," "predict," "project," "will" or similar words or phrases, or the negatives of those words or phrases, may identify forward-looking statements, but the absence of these words does not necessarily mean that a statement is not forward-looking. These forward-looking statements are based on assumptions that may be incorrect, and the Company cannot assure you that the events or expectations included in these forward-looking statements will come to pass. Actual results could differ materially from those expressed or implied by the forward-looking statements as a result of various factors, including the factors described in "Risk Factors" in the Company's Annual Report on Form 20-F and the factors and risks the Company describes in subsequent reports filed from time to time with the U.S. Securities and Exchange Commission. Accordingly, you should not unduly rely on these forward-looking statements, which speak only as of the date of this press release. The Company undertakes no obligation to publicly revise any forward-looking statement to reflect circumstances or events after the date of this press release or to reflect the occurrence of unanticipated events.

### Investor and Media Contact:

The IGB Group  
Bryan Degnan  
646-673-9701

or

Leon Berman  
212-477-8438



## Global Ship Lease Announces Agreement to Acquire Two Post-Panamax Containerships on Long Term Charters

*6,080 TEU containerships to be employed on 52 – 60 months charters with a leading liner operator*

LONDON, November 25, 2019 (GLOBE NEWSWIRE) – Global Ship Lease, Inc. (NYSE: GSL) (the “Company” or “Global Ship Lease”) announced today that it has agreed to acquire two 2004-built, 6,080 TEU Post-Panamax containerships for an aggregate purchase price of \$24.5 million and with charters in place to a leading liner operator for minimum 52 months / maximum 60 months. The vessels, which have bows optimized for fuel efficiency at lower operating speeds, are scheduled for delivery by the end of this year. The vessels are expected to generate aggregate Adjusted EBITDA of approximately \$21 million over the term of the contracted charters, assuming the median expiry dates. With these additions, the Company’s fleet will comprise 45 vessels with a total capacity of 249,622 TEU.

The vessels are being acquired from Black Pearl Containers LLC, a company controlled by the former shareholders of Poseidon Containers, with which the Company merged in November 2018, and pursuant to the Company’s Right of First Refusal on all such containership purchase opportunities and divestments. The Company has agreed debt finance in connection with the acquisition of these ships.

George Youroukos, Executive Chairman of Global Ship Lease, commented, “These ships are the last remaining containerships owned by the former shareholders of Poseidon Containers and were originally acquired in a transaction with a German bank seeking to maximize its recovery of a pre-existing non-performing loan. With these acquisitions, we have now made seven highly attractive additions to our fleet since we merged with Poseidon Containers in November 2018, growing our fleet capacity by almost 25% and building on our base of multi-year charters for our high-specification vessels with best-in-class slot costs. With continuing anticipated net fleet contraction over the near-term in the majority of the market sub-segments represented by our fleet, combined with continued demand growth for these vessels, we are in an excellent position to unlock additional shareholder value moving forward.”

Ian Webber, Chief Executive Officer of Global Ship Lease, commented, “We are delighted with the acquisition of these well-specified, in-demand Post-Panamax containerships, at a below-market price that is close to scrap value, which enables us to realize strong returns on the below-market charters that were in place at the time of purchase. The economics are consistent with the three ships we acquired earlier this year, also against term charters to a first-class counterparty and we are, once again, limiting our downside while maintaining upside potential and supporting our ongoing refinancing program.”

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Including two 6,650 TEU containerships that the Company has contracted to purchase, together with the two ships in this announcement, Global Ship Lease owns 45 ships, ranging from 2,207 to 11,040 TEU, of which nine are fuel efficient new-design wide beam, with a total capacity of 249,622 TEU and an average age, weighted by TEU capacity, of 12.6 years as at September 30, 2019.

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