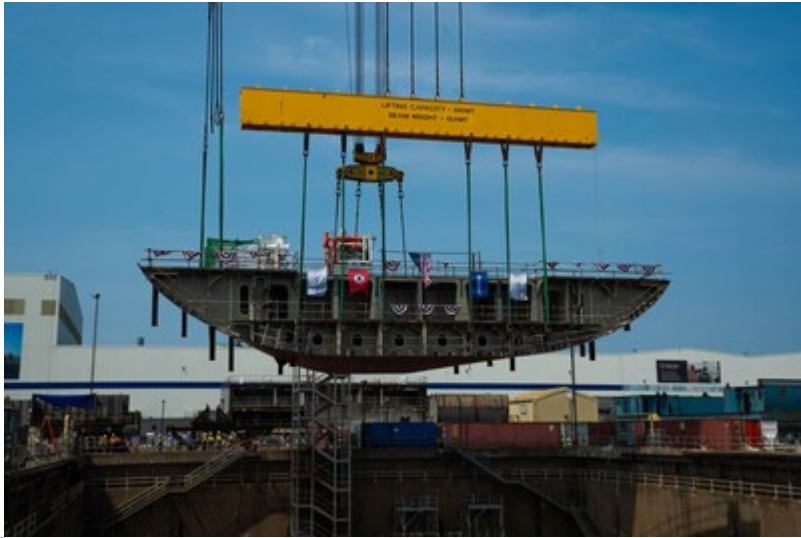




Matson, Hanwha Philly Shipyard Mark "Aloha Class" Ship Construction Milestone with Dock-Mounting Ceremony

August 4, 2025

PHILADELPHIA, Aug. 4, 2025 /PRNewswire/ -- Hanwha Philly Shipyard, Inc. (HPSI), a wholly-owned U.S. subsidiary of Hanwha Systems and Hanwha Ocean, and Matson, Inc. (NYSE: MATX), a leading U.S. carrier in the Pacific, today marked an important milestone in the construction of the first of three new "Aloha Class" containerships to be delivered to Matson in 2027 and 2028. Matson plans to deploy the new vessels in its Hawaii, Guam, and China-Long Beach Express (CLX) services.



During the event, the first engine room section of the vessel — weighing 420 metric tons — was lowered into the dry dock, marking the official start of hull assembly. In keeping with maritime tradition, senior executives from both companies placed ceremonial coins beneath the section to invoke good fortune and safe passage for the ship.

The ceremony, which marks the lowering of the first "grand block" segment of a new vessel's hull into the construction dry dock, was attended by a team of Matson executives led by Capt. Jack Sullivan, Senior Vice President of Vessel Operations & Engineering, and Archibald Morgan, Vice President of New Construction and Marine Engineering at Matson, along with HPSI representatives David Kim, CEO, and John Bond, Project Director and NSMV Program Manager.

"These new ships are just the latest Jones Act vessels Matson has built with Philly Shipyard over the past 22 years, supporting 1,500 jobs for skilled American workers and providing additional opportunities for American mariners," said Matt Cox, Chairman and Chief Executive Officer of Matson.

"Our existing Aloha Class ships are among the fastest, most efficient vessels in the Matson fleet," added Cox. "These new vessels will expand Matson's Jones Act fleet and enhance our service capabilities in the Asia-U.S. trade lane, while providing additional capacity and speed benefitting customers of our Hawaii and Guam services."

The 854-foot Aloha Class ships will each have a carrying capacity of 3,600 TEU* and are designed to operate at speeds exceeding 23 knots, supporting Matson's reputation for fast, reliable delivery across its Hawaii, Guam, and CLX trade lanes. The new vessels also feature a more fuel-efficient hull design and dual-fuel engines that will allow operation on liquefied natural gas (LNG) from delivery.

The three new Aloha Class ships will replace three vessels currently deployed in Matson's Hawaii, Guam, and CLX services.

Founded in 1882 as a Hawaii-focused business, Matson has a long tradition of giving Hawaiian names to its vessels, and also reusing vessel names from the early 20th century. The company plans to name the new containerships *Makua*, *Malama*, and *Makena*, names originally used for three freighters in the WWI era. *Makua* ("mah-KOO-ah") is a Hawaiian word meaning parent, elder, ancestor, or family.

HPSI has long been recognized as a leader in U.S. commercial shipbuilding, constructing vessels for operation in the domestic Jones Act trade lanes. Prior to delivering Matson's first two Aloha Class ships in 2018 and 2019, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006. With the backing of Hanwha Systems and Hanwha Ocean since 2024, HPSI is leveraging the global capabilities of one of South Korea's largest and most diversified conglomerates to usher in a new era of U.S. shipbuilding.

"Today's keel laying marks more than the beginning of another great ship — it symbolizes the strength of our ongoing partnership with Matson and our shared commitment to American shipbuilding," remarked David Kim, Hanwha Philly Shipyard CEO. "We're honored that Matson has entrusted us with three series of ships, and we remain committed to excellence with every block."

* Twenty-foot Equivalent Units, the standard unit of measurement for container capacity

About Matson

Founded in 1882, Matson is a leading U.S. carrier in the Pacific. Matson provides a vital lifeline to the economies of Hawaii, Alaska, Guam, Micronesia and select South Pacific islands, and operates a premium, expedited service from China to Southern California. The Company's fleet of 22 owned vessels includes containerships, combination container and roll-on/roll-off ships and custom-designed barges. Matson Logistics, established in 1987, extends the geographic reach of Matson's transportation network throughout the continental U.S. Its integrated, asset-light logistics services include rail intermodal, highway brokerage, warehousing, and less-than-container load freight consolidation and forwarding to Alaska. Additional information about Matson Inc. is available at www.matson.com.

About Hanwha Philly Shipyard, Inc.

Hanwha Philly Shipyard is a leading U.S. shipbuilder that has earned a reputation as a preferred provider of ocean-going merchant vessels with a track record of delivering quality ships, having delivered around 50% of all large ocean-going [U.S. Jones Act](#) commercial ships since 2000. The shipyard is part of Hanwha Group, a multinational company with a robust network of affiliates in the energy, shipbuilding, defense, aerospace, finance, and retail & services industries. To learn more about what's on the horizon, visit www.hanwhaphillyshipyard.com.

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