

**SAMPLE
ISSUE**

New Ships

by **Ship&Offshore**

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The year ended and the new year began with multi-billion dollar newbuilding contracts in both the merchant and naval sectors. A massive USD 1.03 billion gas carrier order started 2026 newbuilding business in Korea. Other Korean orders included USD 769.5 million for gas carriers for a Greek customer and a USD 502 million gas carrier deal from Canada. But 2026 opened with Chinese yards continuing their domination of world newbuilding orders. A strong flow of Chinese orders included VLCC tankers for Europe, chemical tankers and ferries for Germany, container ships for Israel, ammonia carriers for Singapore and product carriers for Italy. Orders in a busy naval newbuilding sector included a new aircraft carrier in Europe, Finland winning an unusual icebreaker order from the United States and Korea gaining a USD 587 million naval order for Asia. South Korea's biggest yard group set a target for winning newbuilding orders in 2026 up almost 30% from its 2025 order wins.

INSIDE REPORTS

Hanwha's U.S. Philly Shipyard able to build nuclear submarine for U.S. Navy

South Korean shipbuilding group Hanwha said its U.S. yard Philly Shipyard has the capability to build nuclear-powered submarines for either the U.S. Navy or Korean navy.

So said Mr Alex Wong, global chief strategy officer at Hanwha Group, in a statement from the South Korean company. South Korea wants to receive nuclear submarines as part of its new shipbuilding cooperation agreement with the United States, but it is unclear whether they should be built in South Korea or the United States. Korea has said it wants to build nuclear submarines in a Korean yard, but Hanwha has now raised the idea of building subs for both the U.S. and Korean navies at its subsidiary Philly Shipyard in the U.S. "The U.S. government's commitment to nuclear-powered submarine capability, its own and of the allies is very strong," Wong said during the Hanwha's media day at the shipyard in Philadelphia. "We stand ready to fulfil the ability to build those submarines here in Philly when the governments are ready." South Korea's shipbuilders are betting on President Mr Donald Trump's ambition to revive the struggling U.S. shipbuilding industry. Seoul pledged to invest USD 150 billion in the U.S. shipbuilding sector in a trade deal in late 2025 to lower the U.S. tariffs on imports of Korean automobiles to 15% from 25%. Trump told a press conference in late December that Hanwha would participate in building frigates for the U.S. Navy. He called Hanwha "a good company", referring to its planned USD 5 billion expansion in the Philly Shipyard, which it bought in 2024 for USD 100 million. The company is hiring personnel with expertise in building a Virginia class submarine, executives said, as they see strong interest from Washington in expanding the U.S. submarine industrial base for such designs. Hanwha is also in talks with potential partners to buy land or an additional dock for the expansion, said Mr Jongwoo Cho, head of shipyard operations at the Hanwha Philly Shipyard, without elaborating.

Plans for new class of U.S. battleships announced

U.S. President Mr Donald Trump announced the U.S. Navy will build a new class of battleships called the Trump class, with the first ship to be named USS Defiant (BBG-1). There was considerable doubt among defence analysts about whether battleship-sized vessels would be able to survive against modern aircraft, missile and drone attacks. The ship will displace more than 35,000 tonnes and be capable of speeds exceeding 30 knots, according to the Navy. The battleship will carry nuclear-armed, sea-launched cruise missiles, hypersonic weapons, electromagnetic railguns and directed energy weapons. U.S. Navy Secretary Mr John Phelan said Trump plans to begin with two ships and eventually build 20 to 25 battleships. The announcement marks the first battleship construction plan since 1944, when the USS Missouri was delivered to the U.S. Navy. The USS Missouri was the last active battleship in U.S. service before it was decommissioned in 1992. Trump has set a goal to have the first two ships constructed within approximately two and a half years. However, some defence analysts and Navy reports suggest that construction may not realistically begin until the early 2030s due to time needed for design and lack of shipyard capacity. Trump claimed the new battleships will be "the fastest, the biggest, and by far 100 times more powerful than any battleship ever built." No yard has been named for the construction. Yards signaling readiness to be involved in the battleship construction included Hanwha Philly Shipyard, General Dynamics Bath Iron Works and Huntington Ingalls Industries (HII).

Russia gets its first home-built ice-class LNG tanker despite sanctions, eyes two more

Russia's leading tanker shipping group Sovcomflot received the first Russian-built ice-class LNG tanker from Russia's Zvezda shipyard with plans to get two more next year, Interfax reported on citing the company's CEO. Russia faces challenges in securing gas carriers due to Ukraine-related sanctions preventing equipment deliveries, especially for vessels that are able to cut through the thick Arctic ice and serve LNG projects. But the deliveries indicate that Russia is capable of building the vessels despite the western sanctions. Zvezda, one of Russia's most advanced shipyards, specialises in constructing large Arc7 ice-class tankers capable of breaking through ice up to 2m thick. These vessels are designed to transport LNG from Arctic projects, ensuring year-round deliveries in harsh conditions. The new tanker, named Alexey Kosygin, is due to join the fleet of vessels for the Arctic LNG 2 plant, which is sanctioned by the United States. Russian energy company Novatek which owns 60% of Arctic LNG 2, has said 15 Arc7 ice-class tankers will be eventually built at the Zvezda shipyard. In total, Novatek has ordered 21 such tankers from the yard. Ice-class tankers usually have double hulls to withstand the pressure of ice and reinforced propellers.

South Korean's biggest yard sets new year order target up 29.1%

South Korea's largest shipyard group HD Korea Shipbuilding & Offshore Engineering (KSOE) said its target is to win USD 23.31 billion of shipbuilding and offshore orders in 2026, 29.1% above its 2025 target of USD 18.05 billion. By main group yards, the order targets are USD 17.745 billion for HD Hyundai Heavy Industries, USD 4.9 billion for HD Hyundai Samho and USD 660 million for HD Hyundai Heavy Industries Philippines. Last year, KSOE won orders for a total of 133 ships worth USD 18.16 billion, achieving 100.6% of its annual target. KSOE sharply raised its new year order target although it expects overall global new ship contracts to slow in 2026 due to a downturn in shipping market conditions and a grace period delaying introduction of some International Maritime Organisation (IMO) environmental regulations for ships. "We plan to expand and diversify the market by increasing affiliate synergies through shipbuilding business reorganisation," KSOE said. "Based on our accumulated eco-friendly ship technologies and world-class construction capabilities, we will solidify our leading position in the global shipbuilding market."

Germany's Wismar yard being expanded

German naval shipbuilder TKMS, based in Kiel, said over 140 new employees started work at the TKMS yard in Wismar in eastern Germany in January. TKMS took over the Wismar yard in 2022 following the insolvency of MV-Werften. Alongside Kiel, Wismar is set to become one of TKMS's largest sites in Germany with the total number of employees at TKMS Wismar now over 400. The Wismar yard will be developed into a hybrid shipbuilder for future submarine and surface vessel projects over the next few years, TKMS said. "With the upgrading of our shipyard, we will gradually create up to 1,500 jobs in Wismar by the end of 2029, depending on the order situation," said Dr Dirk Steinbrink, chief technology officer of TKMS. In the past year, parts of the Wismar shipyard have been upgraded for TKMS's product portfolio. Investments of over EUR

200 million are planned in Wismar in the coming years, including the modernisation of the hall infrastructure and the installation of the new production line for submarines. The current plan is to build several underwater projects at Wismar including the 212CD submarines on option for Germany and parts of the possible F127 frigate project, as well as the new German research vessel Polarstern II.

PROSPECTS & ORDERS

EUROPE

FINLAND

Finland to build two icebreakers for the U.S. Coast Guard

Finland's Rauma Marine Constructions yard has signed a deal to build two icebreaker ships for the U.S. Coast Guard, the company said in a statement, as the U.S. seeks to improve national security in the Arctic. The vessels are the first to be constructed under a memorandum of understanding signed in October 2025 by U.S. President Mr Donald Trump and Finnish President Mr Alexander Stubb laying the foundation for commercial agreements on icebreakers. They will be delivered in 2028. Under October's memorandum, Finland will build up to four medium sized Arctic Security Cutters at Finnish shipyards, with the U.S. later constructing up to seven more vessels in U.S. yards using Finnish expertise. RMC did not disclose the contract value of the two ships, or the vessel sizes, but said construction will begin immediately. The two vessels are based on the Multi-Purpose Icebreaker (MPI) design and are believed to be about 109m in length, 25m in breadth and 7m in draught. While specific gross tonnage for the RMC order was not explicitly detailed in the December 2025 contract announcement, the MPI design they are based on is characterised as a "medium" class icebreaker. They are notably smaller than the U.S. Coast Guard's separate "heavy" Polar Security Cutters, which displace about 22,900 long tons. The procurement of 11 icebreakers is expected to cost about USD 6.1 billion in total, a White House official said in October. "Due to our fast delivery time, we are the most affordable option on the market," RMC's CEO Mr Mika Nieminen said, calling the deal a historic milestone. The U.S. Coast Guard currently operates only two polar icebreakers while Russia has around 40, officials have said, prompting Washington to bolster its Arctic presence. "Finnish shipyards build the world's best icebreakers and largest cruise ships. Securing this icebreaker order is a great thing for Finland and our entire maritime industry," said Finnish Minister of Economic Affairs Mr Sakari Puisto.

CONTACT

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FRANCE

France will build another aircraft carrier, Macron says

France will build another aircraft carrier with a capacity for 30 fighter jets with a crew of 2,000, French President Mr Emmanuel Macron announced. He said the vessel will be ordered for "the display of our nation's power in the service of freedom on the seas and amid the turbulence of our times" and will cost about EUR 10.25 billion. The new vessel is planned to be ready in 2038, replacing the French navy's aging Charles de Gaulle

aircraft carrier, which came into service in 2001. The new vessel will have a displacement of about 78,000 tonnes and a length of 310m compared to 42,000 tonnes displacement and 260.9m length for the Charles de Gaulle. Like its predecessor, France's new aircraft carrier will be nuclear-powered and equipped with French Rafale M fighter jets. The construction of the vessel, known as the Porte-Avions Nouvelle Génération (PANG), will be a collaborative industrial effort. French yard Naval Group will act as a lead industrial partner and will oversee the overall design, combat systems integration, and the production of nuclear reactor components. French yard Chantiers de l'Atlantique will be responsible for building the 310m hull and integrating major systems at its Saint-Nazaire yard. Assembly is expected to begin in Saint-Nazaire in 2032. The prime contractor for the ship's two K22 nuclear reactors is TechnicAtome. Once the initial construction in Saint-Nazaire is complete, the ship is scheduled to transfer to Toulon in mid-2035 for final outfitting, fuelling and subsequent sea trials in 2036. President Macron stated that the project will involve roughly 800 suppliers across France and the ship is scheduled to enter active service in 2038. "In an age of predators, we must be strong in order to be feared, and especially strong at sea. This is why, in line with the last two military programming laws, and after a thorough and careful review, I have decided to equip France with a new aircraft carrier," Macron told French troops stationed in Abu Dhabi. Macron said the project will benefit hundreds of suppliers, most of them small and medium-size businesses. "I will personally guarantee this commitment in support of our companies, and I will visit the shipyard next February to meet them," he said. The new carrier will be able to engage in heavily armed, long-range deployments at short notice, repeatedly and for extended periods of time, the French defence ministry added. In 2023, the cost of a new aircraft carrier was estimated at about USD 11.7 billion by Mr Sebastien Lecornu, French defence minister at the time and now French prime minister. Macron has announced USD 7.6 billion in extra military spending in the next two years.

CONTACT

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GREECE Tugs for Greek customer with options for more

Greek customer Megatugs Salvage & Towage has ordered two escort tugs of 28m length from Greece's ONEX yard. The deal confirms ONEX's return to newbuilding. The order includes two options for repeat vessels. The azimuth stern drive tugs will be of the Robert Allan Ltd RAstar 2800 design with a bollard pull of 85 tonnes, a top speed of over 12 knots and accommodation for eight crew members. Propulsion will come from two MAN main engines, each developing 2,560 kW. "The ONEX-Megatugs partnership enhances maritime security, operational readiness and protection of the marine environment, while creating a stable and sustainable production base for the Greek shipbuilding industry," said ONEX. "For ONEX, this is the first new shipbuilding contract with Greek customers in decades, a measurable result of the restart of the shipyards and the investment in modern production lines, know-how and human resources."

CONTACT

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NETHERLANDS Experimental zero-emission, autonomous cargo vessel ordered

U.S. Company Clippership said it has ordered a 24m long zero-emission, autonomous cargo vessel from Dutch shipyard KM Yachtbuilders. The vessel, which has received design approval from Italian classification society RINA, is scheduled for launch in late 2026. It will operate on test services offering zero-emission freight sailings across the transatlantic, Caribbean and South American regions. The vessel will feature twin foldable rigid wings providing wind power for main propulsion. Its climate-controlled cargo hold can carry up to 75 cargo pallets. It will be classed as a WAPS general cargo ship under RINA rules and will sail under the Maltese flag. Naval architecture for the vessel was led by Dykstra Naval Architects while structural engineering was carried out by U.S. marine architects Glosten.

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Belgian fishing company orders trawler

Dutch yard Padmos has an order for a fishing trawler from Belgian fishing company Surcouf. It will be delivered in the second quarter of 2027. The vessel named Shaun N-68 will measure 21m in length and will have a 221 kW Mitsubishi main engine.

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SPAIN Bunker tanker ordered for Portuguese operations

Spanish yard Astilleros de Murueta has an order from Spanish customer Mureloil to build a bunker tanker for operations in Portuguese waters. It will handle maritime supply and transport of liquid fuels including biofuels and methanol, Mureloil said. The ship will be classed by Bureau Veritas, registered in Spain, and is scheduled for delivery by the end of 2027. Along with conventional fuel propulsion, the vessel will be equipped with batteries giving it the capacity to operate in electric mode for several hours. It will also be capable of connecting to an onshore power supply, Mureloil said.

CONTACT

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ASIA**CHINA Very large ammonia carriers for Singapore**

China's CSSC Jiangnan Shipyard said it has won an order for two very large ammonia carriers (VLACs) of 90,000 cu.m from Singapore-based shipping group Eastern Pacific Shipping (EPS). The post-Panamax vessels will have a new low-resistance hull design, aiming to achieve a balance between maximising cargo capacity and minimising water resistance by optimizing bow and stern profiles and waterline distribution. They will also be able to transit the Panama Canal. Their LPG dual-fuel propulsion system aims to

reduce carbon dioxide emissions by about 20% compared to previous ships of this type. EPS is part of the group around Israeli shipowner Mr Idan Ofer.

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13 container ships contracted

China's Wuchang Shipbuilding Industry Group said it has signed an order for four 6,000 TEU container ships plus five 1,100 TEU feeder container ships and four 1,800 TEU feeder container ships. No more details were immediately given. Brokers say the 6,000 TEU vessels were ordered by Israeli-based shipping company XT Shipping. Wuchang Shipbuilding, part of the China Shipbuilding Group, has built a wide range of new ships in the past year including LNG-powered offshore vessels, wind-assisted methanol-powered RoRo vessels, chemical tankers and feeder container ships.

CONTACT

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German customer orders two tankers

Hamburg-based shipping company John T. Essberger (JTE) is continuing its fleet modernisation programme with an order for two stainless steel chemical tankers of 7,900 dwt placed with Chinese yard China Merchants Industry Yangzhou Dingheng. The order includes two options for repeat vessels. They will have ice class 1A. The chemical tankers were designed to meet changing operational requirements, JTE said. The tankers will be just under 120m in length, 18m in breadth and 6.85m in draught. The cargo tank capacity will be 8,950 cu.m. The first delivery is planned for August 2028. "We are committed to replacing our older vessels with new, environmentally optimized tonnage," said Dr Eberhart von Rantzau, managing partner of John T. Essberger.

CONTACT

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Italian customer orders product tankers worth USD 86.4 million

Italian shipping group d'Amico International Shipping said its subsidiary d'Amico Tankers has signed a shipbuilding contract with China's Guangzhou Shipyard International for two 40,000 dwt product tankers. The contract is worth about USD 43.2 million per ship. The type Medium Range 1 (MR1) vessels are expected to be delivered in April 2029 and July 2029. In addition, d'Amico Tankers has an option, exercisable within three months of signing the shipbuilding contract, to order one or two additional ships of the same type. The d'Amico International fleet currently comprises 29 double-hulled product tankers of which 27 are owned and 2 bareboat chartered-in with an average age of about 9.5 years. D'Amico International CEO Mr Carlos di Mottola said the two vessels now ordered will be of an environmentally-friendly design. They will be by far the

most efficient MR1s in the company's fleet, consuming at their design draft and at the engine's normal continuous rating, around four tonnes of fuel oil per day less or about 20% less than previous vessels. They will also be able to transport around 4,000 cu.m of additional cargo, about 8% more than existing vessels. They will also be methanol ready, certified to burn biofuels, cyber resilient and ready to receive onshore power.

CONTACT

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Order for up to two shuttle tankers

Chinese shipping group China Merchants Energy Shipping (CMES) said it has signed a contract with China's Dalian Shipbuilding Industry Company for one suezmax shuttle tanker of 154,000 dwt. The order includes one option for a repeat vessel. The contract is worth about USD 258 million for the two vessels, CMES said. They will have DP2 dynamic positioning systems and will be delivered in 2028.

CONTACT

CSSC Dalian Shipbuilding Industry Company (DSIC), No. 1, Haifang Street, Xigang District, Dalian City, Liaoning Province, China. Tel. ++86 411 844 82 888. ebuy@csem.com <http://www.dsic.cn/gylxt/index.htm>

European customer seen behind USD 540 million orders

Brokers say Greek shipping company Capital Maritime has placed orders at Chinese yard Hengli Heavy Industry for two VLCC tankers and four Capesize bulk carriers. Brokers say the contract is worth about USD 540 million. Capital Maritime is part of the group around shipowner Mr Evangelos Marinakis. Some of the orders were previously announced by Hengli Heavy, but the customer was not revealed.

CONTACT

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European operator signs contract for LNG-hybrid RoPax vessel

German ferry operator TT-Line said it has signed a contract with China Merchants Jinling Shipyard to build one LNG-hybrid RoRo passenger ferry as part of the company's Green Ship programme. The contract is valued at about USD 230 million, TT-Line said. Delivery is scheduled for late 2027. An initial order had been placed in October 2025 which has now been confirmed. The vessel will be about 240m long, with a breadth of 31 m and a draught of 7m. It will have a capacity for about 1,000 passengers and 4,600 lane metres of RoRo cargo. The ship will feature dual-fuel engines capable of running on LNG and diesel, combined with a hybrid battery system to reduce emissions and improve energy efficiency. The 23,000 dwt vessel is designed to modernise TT-Line's fleet and meet tightening environmental regulations in the Baltic Sea. TT-Line said the newbuild will include modern passenger amenities such as cabins, lounges and restaurants, as well as improved cargo handling systems for faster turnaround in port. The

LNG-hybrid design aims to cut greenhouse gas emissions by up to 50% compared with conventional ferries. The order follows TT-Line's earlier investment in two green ships delivered in 2022 and 2023, which also feature LNG propulsion.

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Turkish customer takes chemical tanker

Chinese yard Zhejiang Yongxin Shipping said it has signed a contract with Turkish customer Borealis Denizcilik to build one 7,300 dwt stainless steel chemical tanker. The vessel was developed by Chinese company Milestone International Shipbuilding Development (Taizhou). Featuring high loading efficiency, it achieves over 20% reduction in propulsion power requirement without performance loss compared to similar vessels without energy-saving devices. It is ice-strengthened to Class 1C, has unrestricted navigation zones, meets EU requirements and EEDI 3 standards. This order was facilitated by Milestone International Shipbuilding Development (Taizhou).

CONTACT

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Multipurpose heavy-lift freighters for European joint venture

Chinese-Polish shipping Chipolbrok has placed an order with Chinese yard Taizhou Sanfu Ship Engineer for four large multipurpose heavy-lift freighters of 60,800 dwt. Designed for both heavy and oversized cargo consignments, the vessels will measure around 200m in length and 32.3 m in breadth with a large, flat deck with upgraded strength of 4.5 tonnes per square metre. Each ship will have three 200 tonne cranes, giving a combined lifting capacity of 400 tonnes. Contract value was not given. They will be of a new design fitted with bow thrusters, aimed at improving manoeuvrability during port operations. They will also feature accommodation moved to the bow to free up deck space. The ships will have four cargo holds, including an open hatch arrangement, and a container capacity of 3,180 TEU.

CONTACT

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Heavy lift freighters for the wind power market

Chinese shipping group Cosco Shipping Specialised Carriers said it has ordered four multipurpose heavy lift freighters of 40,000 dwt from China's CSSC Chengxi Shipyard. The contract is worth about USD 213 million for all four vessels. They will be aimed at the wind power sector and will be fitted with heavy lift cranes. The first ship will be delivered in June 2028, with the remaining three following by the end of February 2029. Cosco Shipping said the order reflects a strong outlook for wind power transport of larger and heavier turbine components as wind farm projects move further offshore.

CONTACT

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USD 157.2 million deep-water crane ship rebuilding contract

Chinese yard Shanghai Zhenhua Heavy Industries said it has signed a contract worth CNY 1.1 billion (USD 157.2 million) to rebuild and retrofit a deep-water crane ship. The customer is China's Guangzhou Salvage Bureau. The yard said in a statement the renovation of the pipe-laying system of the ship Chuangli constitutes a key component of the "Three Construction and One Renovation" project launched by Shanghai Salvage Bureau in 2025.

CONTACT

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USD 502 million gas carrier order from Canada

South Korean yard Samsung Heavy Industries said it has a contract for two LNG carriers worth about USD 502 million. The customer was separately revealed as Canadian shipping group Seapeak. Delivery is scheduled by March 2029. With this signing, Samsung Heavy won orders for 43 new ships worth about USD 7.9 billion in 2025, achieving 80.6% of its full year 2025 annual order target of USD 9.8 billion.

CONTACT

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New Turkish shipping company orders bulkers

China's Wuhu Shipyard said it has signed an order with newly-established Turkish shipping company Aqmaris for two 64,500 dwt bulk carriers. The order includes two options for repeat vessels. Wuhu said this is its first contract in 2026 but did not give delivery dates or price. The vessels are of the new-generation Dolphin class Supramax design offering low-carbon operations and a high level of digitalisation. They are equipped with an integrated intelligent navigation and energy efficiency management system, delivering a high level of cybersecurity. This system enables intelligent navigation, engine room management and energy optimisation functions, improving the vessel's operational economy and environmental performance.

CONTACT

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Up to two VLCC tankers for Greece

China's CSSC Qingdao Beihai Shipbuilding said it has signed a contract with Greek shipowner Cape Shipping for one VLCC oil tanker of 319,000 dwt. The order inclu-

des one option for a repeat vessel. They are of the Morning Star design independently developed by Beihai Shipbuilding. They will measure 339.5m in length and 60m in breadth. They will have ammonia-ready propulsion and can be equipped with two 6,000 cu.m ammonia fuel tanks in the future, enabling zero-carbon sailings throughout entire voyages. Cape Shipping is led by Greece's Andrianopoulos family.

CONTACT

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JAPAN New liquid hydrogen carrier seen as one of world's largest

Japanese yard Kawasaki Heavy Industries said it has signed a contract with Japanese customer Japan Suiso Energy (JSE) to build a 40,000 cu.m liquid hydrogen carrier, believed to be one of the largest of this type in the world. JSE is the project operator for the Japanese green energy development project New Energy and Industrial Technology Development Organisation (NEDO). The newbuilding will measure 250m in length, 35m in breadth and 8.5m in draught with a service speed of 18 knots. Classed by NK, it will be Japanese-registered. The electric propulsion system features a hydrogen/oil-based dual-fuel generator engine in addition to a conventional oil-based generator engine. The installation of a hydrogen gas supply system with a compressor and a heat exchanger enables boiled off gas generated from the liquefied hydrogen cargo tanks to be used as ship fuel, reducing carbon dioxide emissions during liquid hydrogen transport.

CONTACT

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SOUTH KOREA USD 1.03 billion gas carrier order starts 2026 yard contracts

South Korean yard HD Hyundai Heavy Industries said it has secured its first order of 2026, winning a contract worth about USD 1.03 billion to build four very large LNG carriers of 200,000 cu.m capacity. The company said the vessels were ordered by an unnamed shipping company based in the Americas. The contract is worth some USD 259.9 million per ship. They will be delivered in stages by the first half of 2029. "As the market for eco-friendly vessels continues to expand, we will accelerate the development of green technologies," said HD Korea Shipbuilding & Offshore Engineering, HD Hyundai's parent group. "Our focus remains on securing high-value-added orders to strengthen our leadership in advanced shipbuilding." The latest order reflects sustained global demand for high-value vessels, particularly LNG carriers, as energy projects expand and older fleets are replaced, HD Korea said.

CONTACT

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Gas carrier order from Greek customer worth USD 769.5 million

Greek shipping company Capital Clean Energy Carriers Corporation (CCEC) said it has placed an order with South Korean yard HD Hyundai Samho for three LNG carriers. The contract is worth about USD 769.5 million. One ship is for delivery in the third quarter of 2028 and two others in the first quarter of 2029. The vessels, which have been designed to incorporate multiple upgrades in their specification, are expected to be amongst the most efficient LNG carriers in the global fleet in terms of fuel consumption and gas boil-off rates (cargo loss). With its latest order for three additional vessels, CCEC said it is seeking to reaffirm its strategic position as the largest U.S. listed LNG shipping company with 12 LNG carriers currently in operation and nine on order.

CONTACT

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USD 587 million naval order for Asia

South Korean yard HD Hyundai Heavy Industries has a contract worth USD 587 million to build two frigates for the Philippines' navy. The two 3,200 tonne displacement vessels will be delivered by December 20, 2029, according to a statement from the Korean state defence procurement agency, the Defence Acquisition Programme Administration (DAPA). The DAPA said the order is a result of the Korean government's active "defence sales diplomacy," as well as the competitive edge of South Korean defence firms and their strong maintenance, repair and overhaul support capabilities. The Philippines is expanding its navy to counter China's expansive naval policy.

CONTACT

HD Hyundai/HD Hyundai Heavy Industries, Mr Kim Som-, Purchasing Department. New supplier registration Kimsomi Temple, 1000, Bangeojinsunhwan-doro, Dong-gu, Ulsan, 44032, South Korea. Tel. ++82 52 202 48 45. [purchasing registration for suppliers and https://hiproscm.hhi.co.kr/HomePage/Register/regist](https://hiproscm.hhi.co.kr/HomePage/Register/regist) <https://hiproscm.hhi.co.kr/HomePage/Register/contact>

TURKEY Tug for port in New Zealand

New Zealand's Port of Tauranga said it has signed a contract with Turkish yard Uzmar to build a 32m long diesel-electric tug. It will be delivered in mid-2027 and will have a bollard pull of at least 80 tonnes. "The rotortug design will provide us with enhanced manoeuvrability and precision, with greater strength in emergency situations, and reduce our reliance on diesel, reducing greenhouse gas emissions thanks to the hybrid technology," Port of Tauranga chief executive Mr Leonard Sampson said. Alternative fuel technologies were also considered, but the development of alternative fuel technology and availability of supply of fuels such as hydrogen, methanol, ammonia or LNG is still in the early stages for this type of vessel.

CONTACT

Uzmar Gemi Insa San. ve Tic. A.S. (Uzmar Shipyard), KOSBAS Sepetlipinar SB Mah. 102. Cad. No:14-16 Basiskele, 41090 Kocaeli, Turkey. Tel. ++90 262 341 45 10. sales@uzmar.net <https://www.uzmar.com/>

NORTH AMERICA**UNITED STATES****Deal for new type of frigate for U.S. Navy**

U.S. yard group Huntington Ingalls Industries (HII) said its Ingalls Shipbuilding subsidiary has been selected by the U.S. Navy to design and build the future small surface combatant ship type called FF(X) of frigate size. The new vessel will be based on the design of the Ingalls-built Legend class patrol vessel or national security cutter (NSC) which are 127.4m in length, 16.5m in breadth and 6.9m in draught. Using an existing design aims to achieve rapid service entry of the FF(X) class in around 2028. They will replace the troubled Constellation class frigate construction programme, most of which have been cancelled by the U.S. Navy. With a full-load displacement of around 4,500 tonnes, the NSC is built for endurance and seakeeping rather than coastal operations and is capable of undertaking patrols of up to 90 days without resupply. The FF(X) will be a smaller, more agile surface combatant designed to complement the U.S. Navy's larger, multi-mission warships and enhance operational flexibility around the globe, the yard said. The primary mission of the ships will be surface warfare, but they will be able to carry modular payloads and command unmanned systems. U.S. yard Fincantieri Marinette Marine, part of Italian yard group Fincantieri, won the contract in 2020 to build the Constellation class frigates. Originally based on a slightly modified version of a frigate already in service with France and Italy, the Constellation programme has been troubled by cost overruns, delays, worker shortages and dozens of design changes. A U.S. Navy report said construction was 36 months behind schedule on the USD 22 billion contract. In cancelling the programme in late 2025, the Navy said it would accept the first two ships already under construction, USS Constellation and USS Congress. But the additional four ships would be cancelled. The USS Constellation is projected to be delivered in 2029. At the time of the programme cancellation, Fincantieri said it was counting on new work from the Navy to keep its Fincantieri Marinette Marine yard open and its workforce in place.

CONTACT

Huntington Ingalls, 1000 Jerry St. Pe Highway, Pascagoula, MS 39568, United States. Supplier site: <https://ingalls.huntingtoningalls.com/suppliers/>

OCEANIA**AUSTRALIA****Contract for Western Australia's electric ferry fleet**

Australian yard Echo Marine Group has secured a contract worth about USD 44 million to design and build five electric ferries for Western Australia's Metronet Swan River expansion, the Western Australian state government said. The ferries will each be about 25m long, 8m broad and will carry about 140 passengers. They will feature passenger toilets, bike storage and external seating. The vessels are designed to produce a low wake and will have a maximum operating speed of 25 knots. The contract marks the first introduction of electric ferries in Western Australia and is part of the largest expansion of Perth's ferry network. Construction is expected to start in the coming weeks with delivery scheduled for late 2027. The project aims to modernise public transport along the Swan River and reduce emissions compared with conventional diesel-powered ferries. The contract award follows a tender process launched earlier in 2025. Early advice has also been issued for the design and construction of the two ferry terminals with a formal

tender expected early in 2026.

CONTACT

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