

The new class: "Valparaíso Express"

At a glance: the most important features of the five new 10,500-TEU ships Hapag-Lloyd will be bringing into operation as of fall 2016



LENGTH: 333 meters
WIDTH: 48 meters
 These Post-Panamax vessels are able to transit the expanded Panama Canal.

CAPACITY: 10,500 TEU
SIDE BY SIDE: max. 18 rows of containers
TIERS: max. 18 containers (max. 9 below and 9 above deck)
CARGO HOLDS: 8 in total
HEIGHT: 63.5 meters (from keel to top of superstructure)
MAX. LOAD CAPACITY: 123,490 metric tonnes
MAX. DRAUGHT: 14 meters
SHIPYARD: Hyundai Samho Heavy Industries (South Korea)
CLASS: DNVGL

DANGEROUS GOODS
 On principle, all hatches are prepared to carry this special kind of cargo – providing more flexibility during loading.

NEW LASHING AND LOADING SYSTEM
 The new system means there are now up to four hatch covers – instead of the usual three. This provides greater flexibility during loading and unloading. Also: the lashing bridges are now three-tiered (container layers).

OUT-OF-GAUGE CARGO
 Oversized cargo that does not fit into a container is often stored below deck.

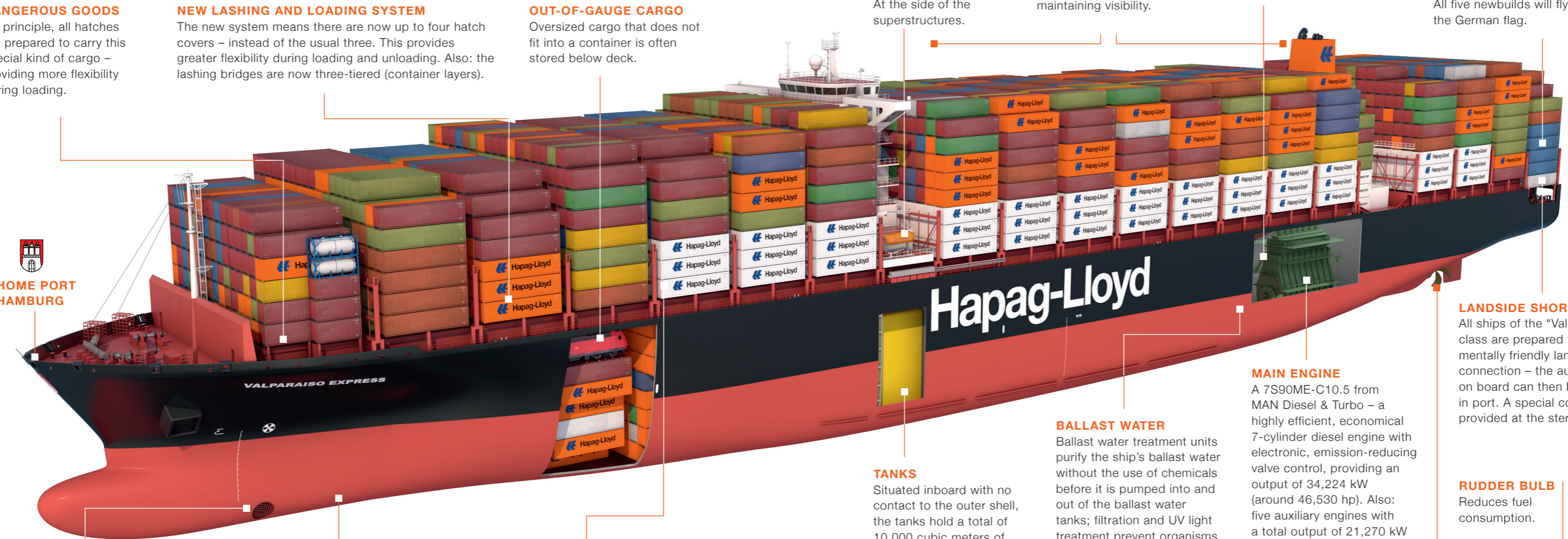
LIFEBOATS
 At the side of the superstructures.

TWIN ISLAND
 The separation of superstructure and engine room improves the stability and provides more loading capacity while maintaining visibility.

FREQUENCY CONTROLLED PUMPS
 These increase energy savings at lower speeds.

GERMAN FLAG
 All five newbuilds will fly the German flag.

HOME PORT HAMBURG



BOW THRUSTER
 The thruster with around 2,500 kW (circa 3,400 hp) facilitates manoeuvres in narrow waterways like port basins.

OPTIMIZED SHIP'S HULL
 Optimized for special loading cases and speed profiles in South American trade lanes.

SLOTS FOR REFRIGERATED CONTAINERS
 A total of 2,100 sockets – of which around 1,250 are above and 850 are below deck – make these ships particularly suited to the transport of perishable goods like fruit, vegetables, meat or pharmaceutical products.

TANKS
 Situated inboard with no contact to the outer shell, the tanks hold a total of 10,000 cubic meters of fuel, in particular MDO (Marine Diesel Oil for Emission Control Areas).

BALLAST WATER
 Ballast water treatment units purify the ship's ballast water without the use of chemicals before it is pumped into and out of the ballast water tanks; filtration and UV light treatment prevent organisms from inadvertently entering foreign ecosystems via the ballast water tanks.

MAIN ENGINE
 A 7S90ME-C10.5 from MAN Diesel & Turbo – a highly efficient, economical 7-cylinder diesel engine with electronic, emission-reducing valve control, providing an output of 34,224 kW (around 46,530 hp). Also: five auxiliary engines with a total output of 21,270 kW (28,920 hp).

LANDSIDE SHORE CONNECTION
 All ships of the "Valparaíso Express" class are prepared for an environmentally friendly landside shore connection – the auxiliary diesels on board can then be switched off in port. A special container will be provided at the stern.

RUDDER BULB
 Reduces fuel consumption.

PROPULSION
 The five-blade propeller can accelerate the ship to speeds of up to 21 knots – during slow steaming the vessel sails much slower. The range is around 30,000 nautical miles (around 55,000 km).

