



Nobiskrug's Managing Directors Susanne Wiegand and Holger Kahl aboard the Siren.



Susanne Wiegand, Managing Director of Nobiskrug:

## 'Serving the top segment with reliable partners'

'A mega yacht is the business card of our client', says Susanne Wiegand, Managing Director of Nobiskrug, a prominent shipyard in Rendsburg, Germany. 'That means our ships meet the very highest standards. They are outstanding in design and technology. That is also why we select our subcontractors in the first place based on professional expertise, reliability and involvement. We have built up a close partnership throughout the years with the people of HDW-Hagenuk Schiffstechnik.'

Nobiskrug has about a hundred years of experience in shipbuilding, most of which have been in the category highest standard and ambitious technology. 'Two other areas of expertise are repair and conversion or renovation of ships. We do that for naval ships, commercial vessels, for anything that sails really', says Wiegand. 'We have a well equipped shipbuilding yard for this purpose.' Holger Kahl and Susanne Wiegand are at the helm of Nobiskrug. 'Nobiskrug's strength lies in the specialised professionals who have often worked for us for a long time. Their commitment allows Nobiskrug to further develop its expertise and to produce ships that are 'top of the bill'. That's why we are very pleased with the project manager of HDW-Hagenuk Schiffstechnik, who has been involved with our yard for many years.'

### Innovative

The innovation of the North-German yard is reflected in the motoryacht Siren, a 73 metre ship

with an unparalleled level of technology. 'It is the first ship with a foldable helicopter platform. One minute a helicopter is landing and on the same night it's a dance floor. The line of the ship is elegant, with a lot of deck space. People say 'wow' when the Siren passes by.'

'HDW-Hagenuk Schiffstechnik supplies all our ships with the complete electrical package required. They take care of the integrated bridge system, the power generation and energy distribution and the electrical engineering for all features. There are rather a lot of features on luxury yachts', says Wiegand. 'We are very satisfied with the team at our yard. Service depends on people.' When asked what she thinks of the Imtech Marine Group, Wiegand says: 'Imtech is a strong player; if the companies could exchange know-how and join forces, we would all benefit.'

Masterpiece of German design and craftsmanship: (motor) yacht Siren.



Axel Rothe, Managing Director of HDW - Hagenuk Schiffstechnik:

## 'Electronic partner for shipyards'

HST is a company with a long-lasting tradition in Germany and international shipbuilding. It has been established in 1975 and has its roots in the former Hagenuk as a specialist in ships electronics for navigation and communication as well as HDW-Schiffstechnik focussed on electrical equipment like switchboards. These two strong players joined forces, giving birth to HDW - Hagenuk Schiffstechnik GmbH (HST). 'Our particular strength is our comprehensive product and service range in the two dominant business segments of marine electronics and marine electrical engineering', says Axel Rothe, Managing Director of HST. In 2004 HST was taken over by Imtech and integrated into its Marine & Offshore division.



HDW - Hagenuk Schiffstechnik Managing Director Axel Rothe.

HST has its headquarters in Hamburg, a production site in Kiel and a service centre in Bremerhaven. 'We have some 200 employees in Germany and a joint venture with Hao Hua Electrical Engineering Shanghai Co. Ltd (HHEC) in China. Sixty per cent of our turnover is

generated in China, so a production site close to our customer enhances our flexibility. The successful development that started in the early 1980s bears this out. In the meantime we have set up a company of our own in China, HDW-Hagenuk Marine Engineering Shanghai Co. Ltd (HHME), but at home, too, we have excellent relations of many years' standing with shipyards. An illustrative example is Nobiskrug Shipyard, where we have a permanent site team presence as electrical partner. This partnership enables us even during the production period of the ship to accommodate changing requirements of Nobiskrug's customers, many of whom own highly luxurious yachts. Such a form of cooperation is conceivable with other shipyards as well, like Fassmer, Lloyd Werft and TKMS.' Rothe considers the access to other technologies to be a major asset of the Imtech Marine Group. 'Diesel-electric propulsion and complex automation systems are for example technologies for which the demand will only increase in the future.'