



## **PRESS INFORMATION**

### **Schoenrock expands into the river cruise business**

- **Excellent order situation**
- **140 doors ordered by the Meyer Werft and Neptun Werft shipyards**

**Schenefeld, May 2013 – Shipbuilding supplier Schoenrock Hydraulik Marine Systems, headquartered in Schenefeld near Hamburg, is pleased with an excellent order situation in the first half of 2013, also including the river cruise business. The company is supplying a total of 140 doors to shipyards Neptun Werft (Rostock-Warnemünde) and Meyer Werft (Papenburg) for new river cruise boats being built for Viking River Cruises.**

“We have never had such a good order situation in the river cruise segment before,” says a pleased Dr Volker Behrens, Schoenrock’s managing director. The specialist for ship’s doors is currently manufacturing 70 doors solely for new river cruise boats being built for Viking River Cruises and ordered by shipyards Neptun Werft and Meyer Werft. 20 doors have already been delivered to Meyer Werft in May 2013 and 50 doors will be supplied to Neptun Werft by the middle of September this year. In addition to this Schoenrock has received options for a further 50 doors from Neptun Werft and 20 doors from Meyer Werft. “We are very pleased to be able to continue our good partnership with both shipyards in the shape of these orders,” says Behrens.

## **Five doors for every ship**

Every ship will be fitted with a total of five Schoenrock doors. Four of these doors will be the "Hydraulic Watertight Sliding Door" model; one will be the SHIPTIGHT hydraulic watertight sliding door model. In comparison to competing products the SHIPTIGHT hydraulic watertight door has variable opening times and, compared to its compact construction, is very light. This allows the door to be opened and shut frequently without problems. It can be supplied in various sizes and is able to withstand a water column pressure of up to 15 metres. The use of a frame profile with a high degree of stiffness plus a Y-section seal make for optimum equalisation of mounting tolerance when welding in place and thus, in the final instance, lower commissioning costs. The guide rail and guide rollers are manufactured from stainless steel and are thus rust-proof. The sealing surface is also rust-proofed.

## **18 new vessels for Viking**

Viking River Cruises had already placed an order for a further ten "Viking Longship Class" river cruise ships with Neptun Werft in late 2012. Two of these ships will be delivered to the shipping line in August and September 2013, thus supplementing an existing series of eight ships already commissioned from Neptun Werft by Viking. A further eight new vessels will be delivered by April 2014. Neptun Werft thus has a total of 18 new vessels for Viking River Cruises on its order books, whereby ten new vessels will be taken into service this year and eight in 2014. Over and above this, eight options have been signed for a consignment in spring 2015.

## **How it all began**

"It all began with a first order from SET Tangermünde for the 'Viking Legend' environmental ship in 2008 – at that time the world's first river cruise ship with diesel-electric engines," reports Anja Werner, sales manager at Schoenrock. In September 2010 this was followed by an order from Neptun Werft for the delivery of doors for the 'Viking Prestige', a copy of the 'Viking Legend'. Just six months later the next order from Viking was received, for the equipping of four modern river cruise

ships with Schoenrock doors. "This year our work to manufacture doors for the Viking cruise ships has taken on a conveyor belt quality," concludes Werner. The river cruise business thus represents over half the total order volume for 2013.

## **Background**

Schoenrock Hydraulik Marine Systems GmbH, headquartered in Schenefeld near Hamburg, is one of the world's leading shipbuilding suppliers in the field of watertight sliding doors; shell doors and ventilation dampers. The company has been fitting out merchant and passenger ships, ferries, cruise liners, yachts and naval ships as well as special ships and offshore plants for over 60 years. Its competences lie in the construction, manufacturing and start-up of demanding "turnkey" projects which are clearly focused on the client's requirements.

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