Press release

Business Area
Industrial Solutions

May 15, 2013

**Naming ceremony of fuel cell submarine "U36" for the German Navy in Kiel**

**One of the most modern non-nuclear submarines in the world was named today at the shipyard of ThyssenKrupp Marine Systems GmbH, a company of ThyssenKrupp Industrial Solutions AG, under the name of "U36". This marks another important milestone in the ongoing shipbuilding programme for the German Navy. U36 is the second boat of the second batch of HDW Class 212A submarines destined for operation in the German Navy. The German town of Plauen has assumed sponsorship for U36. The ultra-modern submarine was named by Silke Elsner, companion to the Mayor.**

"We at ThyssenKrupp Marine Systems are committed as a naval shipyard enterprise characterised by maximum technological competence, geared first and foremost to the production of non-nuclear submarines and high-end naval surface vessels", says Andreas Burmester, Chairman of the Board of Directors. "We will shortly be proud to hand over this newly named submarine to the German Navy as another "masterpiece" of German engineering."

The contract to deliver a second batch of two HDW Class 212A submarines was signed on 22nd September 2006 in Koblenz with the German Office for Military Technology and Procurement/BWB (now the German Office for Equipment, Information Technology and Employment of the Bundeswehr/BAAINBW). The submarine building activities are taking place at the shipyards of ThyssenKrupp Marine Systems in Kiel and Emder Werft- und Dockbetriebe in Emden.

The two additional units will be largely identical to their sister ships from the first batch. They are also equipped with the HDW air-independent fuel cell propulsion system which has already given excellent results in operations with the boats of the first batch. The German Navy submarine U32 gave renewed proof of this in April 2013. On the way to participate in naval exercises in the USA the boat produced a new record for non-nuclear submarines with 18 days in submerged transit without snorkelling.

To meet changes in operational scenarios and to take constant technological advances into account, a number of modifications have been made in the second batch:
- Integration of a communications system for Network Centric Warfare
- Installation of an integrated Sonar and Command and Weapon Control System

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• Installation of a superficial lateral antenna sonar
• Replacement of one periscope by an optronics mast
• Installation of a hoistable mast with towable antenna-bearing buoy to enable communication from the deep submerged submarine
• Integration of a lock system for Special Operation Forces
• Tropicalisation to enable world-wide operations

The Italian Navy has also decided in favour of a second batch of two HDW Class 212A submarines, which are being built under licence by the Italian shipyard Fincantieri. That means that the Italian Navy will soon also have four boats of this class available for operations.

**U36 – Technical Data:**

**General boat data:**
Length over all: approx. 57 m
Height including sail: approx. 11.5 m
Maximum hull diameter: approx. 7 m
Displacement: approx. 1,500 t
Crew: 28
Pressure hull built of non-magnetic steel

**Propulsion system:**
Diesel generator
SIEMENS Permasyn® motor
HDW Fuel cell system
Low-noise skew-back propeller

*A full range of specialist engineering and construction services and a shipbuilding history stretching back centuries are the strengths of the Industrial Solutions business area. High-quality engineering is at the center*

*of our success. Global project management skills, first-class system integration expertise, reliable procurement and supplier management, and a service offering meeting the highest standards form the basis for lasting customer satisfaction. 18,000 employees at over 70 locations form a global network with a technology portfolio that guarantees maximum productivity and cost-efficiency.*

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