

project coordinator, worked closely with key stakeholders to develop an action plan for Piraeus and Killini ports, combining cold-ironing and electric bunkering technologies to support the transition to a zero-emission marine future. Elemed's added value stems not only from the green credentials delivered to the Killini port, but also from the health and social benefits associated with the elimination of particulate matters in densely populated coastal areas.

The Elemed project and the Killini installation, which was inaugurated in December 2018, demonstrate that cold-ironing and electrification technologies are both technically and financially feasible and ready to use by other Greek ports. Although Elemed project was completed

in 2018, LR's collaboration with the authorities continues through our active participation to the Greek Ministry of Shipping Task force. A taskforce that drafts the guidance for the development of shore side electricity in ports and the requirements for Greek-flagged hybrid ships.

Europe's goal to reach climate neutrality by 2050, calls for collective action and industry collaboration, and Greek ports as clusters of energy, industry and blue economy, can help the European Green Deal happen. Within this context, Lloyd's Register is committed in nurturing collaboration with relevant stakeholders and ports, helping them to develop a roadmap towards the deployment of alternative fuels.

MarineShaft has a big growth strategy



Lisa Hjermitslev, CCO of MarineShaft

MarineShaft repairs rudder arrangements and propeller equipment and has a market niche in class approved cold straightening of rudder stocks and propeller shafts.

"Urgent repair workshop" could be one of our slogans, says CCO Lisa Hjermitslev. Our strategy is always to have the capacity for urgent repairs". We know the importance of time when you deal with unplanned damage due to incidents and others, and we receive equipment from customers worldwide for repair."

This strategy required fully equipped workshop facilities, and MarineShaft has 3 workshops at tree locations in Hirt-

shals. The workshop at Silvervej is 1600 m², and it is being extended with 60 meters. Almost doubling the size of the workshop with a new

1400 m². The lifting capacity will be increased from 100 tonnes to 200 tonnes. We expect the building to be ready for use end of the year," says CCO Lisa Hjermitslev. And what do MarineShaft plan to use the extra 1400 m² for?

"We will install a new 27-meter long SKODA lathe that we recently bought. It will be delivered this fall and besides this lathe, we also need space for our biggest hydraulic press". tells Lisa. The hydraulic press Lisa refers to, has a max press capacity of 8000



MarineShaft invested in a huge stock of material right outside the workshop ready to be taken into the workshop for machining and meet any request from a vessel owner

tonnes and can cold straighten shafts up to 1,5 meters in diameter. Raw material in stock to meet any request for new manufacturing MarineShaft also specializes in the manufacturing of new rudder stocks and propeller shafts.

And their strategy is to be among the best and fastest suppliers.

Therefore, MarineShaft decided to invest in a huge stock of material right outside the workshop ready to be taken into the workshop for machining and meet any request from a vessel owner.

Whether the inquiry is for a huge round bar, stainless steel or bronze liners in long lengths, plates etc. MarineShaft is known to have in stock. And everything comes with class certificate.

When required, MarineShaft also sell raw material from the stock, and they keep their stocklist updated and available on their website.

Having a large stock of material has been extra valued during these COVID19 times. Even with very solid an loyal suppliers delivery time for spare parts and material has taken longer.

When asked about the supply chains Lisa added: We have had urgent orders for new manufacturing and we have been lucky to have all the required material in stock, so we could maintain our fast delivery times. The Corona pandemic has affected the business of MarineShaft - when speaking of onsite work.

"It has been a lot more difficult and in some cases, impossible and unsafe to send service engineers to location."

"We follow the Authorities travel recommendations to keep our employees safe. When possible to travel and solve a repair on-site we do, and during the pandemic we have had repair work abroad," says Lisa Hjermitslev.

"We have been lucky to maintain a full workforce and we do look optimistic at the future of our business. Still, nobody really knows the effect of the pandemic."



MarineShaft is extending its workshops to achieve more capacity

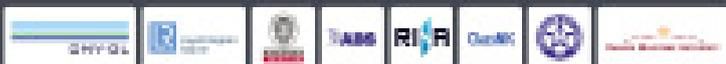


MarineShaft Silver Kenna New Rudder Stock

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