

It all began with cold straightening of shafts

In the tough competition in the maritime industry MarineShaft from Denmark relies on an own development for cold straightening of shafts and – in a growing business – on mobile machining

The company is a specialist approved to straighten shafts and rudder stocks with a unique cold straightening technique, carried out with a hydraulic press. The method is a huge timesaver and fully approved by all the leading classification societies as a permanent repair. It began more than 50 years ago with straightening of small shafts for local fishermen, but in 1972 when the technique was approved by BV and followed by all the other leading classification societies, MarineShaft was put on the world map for its straightening technique.

Today, the company has the capacity to face even the largest shafts. A new hydraulic press can straighten shafts of up to 1,500 mm in diameter and press with up to 8,000 t. Almost 80% of the turnover come from international trade of the Hirtshals-based company.

»Every hour is important in the marine repair business and we make decisions fast and provide our customers with the best solutions within hours,« says Senior Project Manager Allen Nielsen. »We are committed to delivering high quality service and, if needed, our team will work around the clock to meet a deadline. That is a must in this business if you are to be successful.«

MarineShaft has a large stock of class approved material. Round steel in various grades from Ø 80 mm to Ø 900 mm with lengths of up to 17 m, stainless steel and bronze liners and composite bushings – all with class certification mean the work can start as soon as the order is received.

Mobile Machining

A business area that has increased tremendously over the years is mobile machining. MarineShaft continuously develops mobile devices that enable them to perform on-site tasks. This includes, for example, propeller repair, laser alignment, boring of stern tube/rudder horn, machining of cones in rudder blades, final fitting etc.

Very often a job consists of both repair in the workshop and on-site work.



This was the case for the vessel »Commencement« that suffered an unfortunate grounding causing damage to the rudder system. For this job a new rudder stock Ø 336 x 7334 mm was manufactured as well as a new pintle and nuts. The rudder stock was delivered with 10 mm oversize, and MarineShaft service engineers were sent to location in Argentina to carry out conical boring of the rudder blade cones,

machining and final fitting of the rudder stock. MarineShaft also has a logistic department taking care of transport and all necessary documents for custom clearance, which was the case for this job. The company can step in as supervisor and assist with the complete project. Today many jobs come directly from a ship management company, which was also the case with »Commencement«. ED

