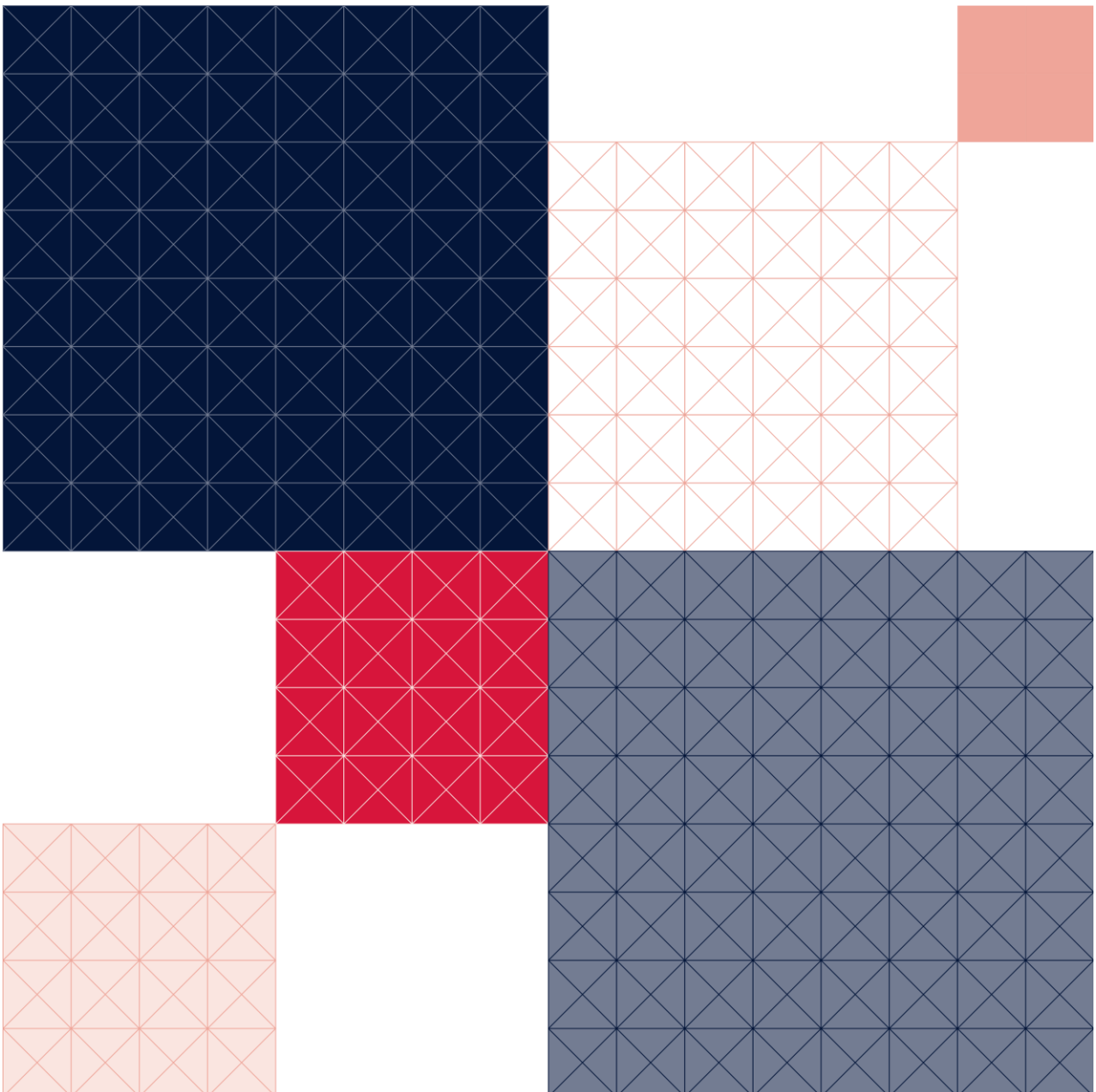




KONGSBERG

Maintenance Manual Kongsberg Classic Rudders CB, CM, and CS





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Safety

Please take the time to read this chapter carefully, as it concerns your safety.

General statement

"UNDERTAKING ANY WORK ENVISAGED BY THIS DOCUMENT MAY EITHER DIRECTLY OR INDIRECTLY CREATE RISKS TO:

[1] THE SAFETY AND HEALTH OF THE PERSON UNDERTAKING THE WORK OR,

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IF, WHILST UNDERTAKING ANY WORK ENVISAGED BY THIS DOCUMENT, YOU BECOME AWARE OF ANY KONGSBERG MARITIME PRODUCT DESIGN RELATED FEATURE WHICH COULD CREATE RISK TO A PERSON UNDERTAKING WORK OR TO THE PRODUCT AND/OR ITS COMPONENTS PLEASE CONTACT THE RESPECTIVE TECHNICAL PRODUCT MANAGER AT KONGSBERG MARITIME IMMEDIATELY."

Safety annotations

All safety directions must be respected in order to avoid damage to personnel, environment and equipment. In this document the following annotations are used with belonging significance:



WARNING

Indicates possibilities for hazards or unsafe practices, which **COULD** result in fatal or severe personnel injuries or substantial product or property damage, if the required precautions are not taken.



Note!

Draws attention to specific information of technical significance which might not be obvious to specialist personnel, or points at important remarks in the procedures to follow.



1. Introduction

This manual provides the Kongsberg Maritime maintenance recommendations and instructions for the Rudder type CB, CM, and CS, Promas system included. All recommendations are provided in relation to general Class requirements and guidelines.

2. Maintenance overview

Kongsberg Maritime (KM) Rudders are designed for safe operation with a minimum of maintenance. To prevent unexpected problems or downtime, it is recommended that the users maintain the Rudder system at regular intervals.

For scheduled class survey and general service or repair, it is recommended to use Kongsberg Maritime service engineers. This will decrease the time of repair to a minimum and ensure continuous safe operation.

This document describes all relevant maintenance procedures and activities to be carried out by the crew, in addition to the maintenance recommended to be performed by Kongsberg Maritime engineers. Any other information may be found in the Rudder INSTALLATION AND USER MANUAL or by contacting service.dmmc@km.kongsberg.com

After a certain number of years in operation it is, however, necessary to service the equipment and replace wear parts in order to achieve a predictable and safe life cycle for the rudder equipment. The service intervals are depending on factors such as:

- Class rules and regulations
- In-water survey and clearance measurement
- Leakage, seawater ingress
- Cathodic protection / ICCP
- Steering gear / autopilot performance
- Other conditions such as DP operations, trawling, seismic

It is important to monitor the condition and performance of the equipment and take notice of any changes. This is important in order to reveal any problems before a breakdown occur.



Note!

It is requested that any failures or maintenance work on the equipment, no matter how small, should be reported to Kongsberg Maritime at; service.dmmc@km.kongsberg.com

By reporting, any failures and maintenance work, an accurate equipment history can be maintained. This history will be continuously monitored and compared to other vessels with similar equipment. With this information, we can provide better service, faster delivery of spare parts, and guidance for preventive maintenance.



3. Docking related service and maintenance tasks

Please see below recommended intervals for service and maintenance, with relation to scheduled class surveys or docking.

Service and maintenance	5 YEAR	10 YEAR	15 YEAR	20 YEAR	25 YEAR
Visual inspection Rudder	x	x	x	x	x
Measure & record bearing clearance	x	x	x	x	x
Watertight air pressure test rudder	(x)	x	(x)	x	(x)
Replace Rudder stock seals inboard*		x		x	
Replace Rudder stock seals outboard*	x	x	x	x	x
Replace Seal washers*		x		x	
Replace Seal liners*		x		x	
Replace O-rings, lock washers, bolts*	x	x	x	x	x
Replace Inlet/drain plugs*	x	x	x	x	x
Replace Sacrificial anodes	x	x	x	x	x
Replace neck bearing*			(x)	(x)	(x)
Check coating, Touching-up	x	x	x	x	x

**Recommended to be carried out by Kongsberg Maritime service engineers.*

(x) - Service or maintenance recommendation dependent on equipment condition and service history.

x - Recommendation based on number of years in service.

Note: Changing outboard seals and liners are not applicable for water lubricated rudder systems.



Service and maintenance tasks:

- 5 years:**
- Measure and record bearing clearances
 - Disconnect and lower rudder blade
 - Replace seals, O-rings and locking washers (seawater side)
 - Reinstall rudder blade
 - Fill up rudder trunk and lubricate neck bearing
 - Function- and maneuvering test
- 10 years:**
- Measure and record bearing clearances
 - Disconnect and lower rudder blade
 - Replace all seals, O-rings, locking washers, and wear liners
 - Reinstall rudder blade
 - Fill up rudder trunk and lubricate neck bearing
 - Function- and maneuvering test
- 15 years:**
- Recommended service and maintenance according to above service and maintenance table, previous service history and measuring reports
 - Same tasks as 5 years' service
- 20 years:**
- Recommended service and maintenance according to above service and maintenance table, previous service history and measuring reports
 - Same tasks as 10 years' service
- 25 years:**
- Recommended service and maintenance according to above service and maintenance table, previous service history and measuring reports
 - Same tasks as 15 years' service



4. Routine Maintenance tasks

The maintenance instructions below details all preventative maintenance activities to be carried out by the crew on a regular basis. Please add below tasks to applicable vessel maintenance system.

System (a)	Sub-System (b)	Part (c)	Maintenance Task (d)	Maint (e)	Freq (f)	Type (g)	Skill Level (h)	Facility (I)
Rudder System	Trunk	Rudder stock sealing Inboard	Check for leakages around rudder stock on top of the rudder trunk	Prev	1 wk	INSP	A	A
Rudder System	Trunk	Neck bearing	Open trunk ventilation (swan's neck) Pump few strokes of grease through the neck bearing inlet until grease returns from the ventilation	Prev	1 wk	LUB	A	A
Rudder System	Trunk	Grease overflow	Check a.m. grease return flow for any water content	Prev	1 wk	CHK	A	A
Rudder System	Trunk	Automatic lubrication system, if applicable	Check grease volume pump unit reservoir. Function test pump according to instructions. Check grease return flow	Prev	1 wk	CHK	A	A
Rudder System	Rudder unit	Rudder	Test rudder movement h.o.h.o. Check noise, irregular movement	Prev	1 wk	CHK	A	B
Rudder System	Rudder unit	Inwater Survey (IWS)*	Measure and record bearing clearance according to IWS instructions	Prev	2,5 yr	MEA	B	Diver
Rudder System	Rudder Unit	Rudder	Check painting, damages, corrosion, cavitation, anodes etc	Prev	2,5 yr	CHK	B	Diver/ROV

* if applicable, depending on class notation

Note: Lubrication of neck bearing is not applicable for water lubricated rudder systems.

Column descriptions:

- Columns **a**, **b** & **c** illustrate the hierarchical relationship between the components/sub-assemblies (column c) on which maintenance is performed and the high level module (column a).
- Column **d** describes the maintenance activity.
- Column **e** identifies the maintenance activity as either Preventative or Corrective.
- Column **f** details the frequency of the maintenance activity.
- Column **g** groups the maintenance activity into a category which facilitates the rapid analysis of the maintenance data, eg one can search on OC to identify when the equipment underwent an oil change.
- Column **h** identifies which skill level is required for the maintenance activity.
- Column **i** identifies what facility is required for the maintenance activity.



Maintenance categories:

Abbreviation	Description
BC	Bearing Change
CHK	Check
CL	Clean
FC	Filter Change
FLU	Flush
INSP	Inspect
LUB	Lubricate
MEA	Measure
MEG	Megger
OC	Oil Change
OVH	Overhaul
REP	Replace
KM OVH	Kongsberg Maritime Overhaul
SAM	Sample
TST	Test

Skill level and facility codes:

The skill levels indicate the skill level of the person responsible for the maintenance task:

- Maintenance Level A is general operational maintenance carried out by the ships crew on board, with no additional support or facilities.
- Maintenance Level B is maintenance carried out in port, using ships crew and local port supplied support and facilities.
- Maintenance Level C is maintenance carried out in port, requiring specialist Kongsberg Maritime support.
- Maintenance Level D is repair and overhaul activities undertaken in a Kongsberg Maritime specialist workshop.

The facility codes indicates the physical location of the vessel during the maintenance procedure:

- A – Onboard
- B – Harbour
- C – In dry dock
- D – In Workshop (Kongsberg Maritime or port workshop facilities)

5. In-water survey

The purpose of in-water survey (IWS) is to measure clearance between the rudder stock and bearing, to determine bearing wear without dismantling of the rudder in dry-dock, and to fulfill classification society's requirements where applicable.

Kongsberg Maritime – Rudders have developed special equipment for IWS clearance measurement:

- Electronic sensor monitoring system (RIWS)
- Mechanical systems

A separate operating- and instruction manual is delivered with the equipment.

6. Corrosion protection

KONGSBERG recommends carrying out underwater inspections of the rudders at suitable intervals between dry dockings, to ensure that corrosion protection is intact and active.

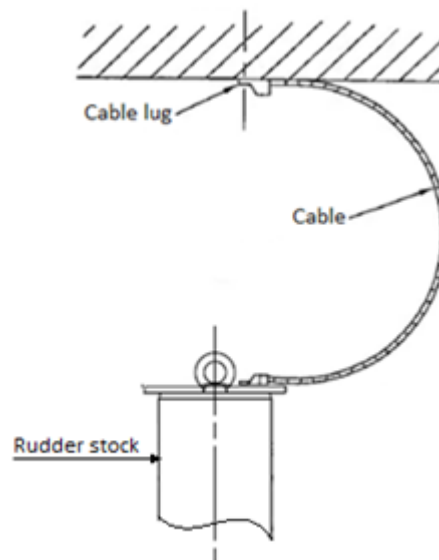
Insufficient corrosion protection can lead to following issues:

- Corrosion of welds, fittings, and structural parts
- Galvanic corrosion of fasteners
- Crevice corrosion of fasteners

This can result in major Rudder damage which will require costly repairs.

If the vessel has installed an impressed cathodic current system (ICCP), make sure the system is functioning according to makers specifications.

Note: There must be an earthing wire connected between the rudder stock and hull structure.



Additional cathodic protection of the rudder by sacrificial anodes should be considered.

Note: Minimum **one anode should be installed** on every rudder for monitoring purpose.



7. Recommendations



Warning

Using oil/grease other than specified by KONGSBERG may cause malfunctions when maneuvering the boat, and lead to personal injuries, and equipment damage.

7.1 Recommended grease

Manufacturer	Type	Bio-degradable type	NLGI-grade
Castrol	Spheerol SX2	BioTac MP2	2
Klüber		Klüberbio AG 39-602 N	1 - 2
		Klüberbio LG 39-700 N	0
		Klüberbio LG 39-701 N	1
ExxonMobil	Mobilgrease XHP222	SHC Aware EP 2	2
Panolin		Margrease W EP O Biogrease LL-EP 2	
Shell	Gadus S2 V220 2	Naturelle S5 V120P 2	2
Fuchs Lubricants Norway	RENOLIT Chassis Grease Winter		2
Texaco	Delo Starplex EP 2		2
Texaco	Multifak T EP 2		2
Total		Biomultis EP 2	2
Vickers		Biogrease EP 2	2

7.2 Recommended liquid seals

Manufacturer	Type
Permatex	Hylomar
Loctite	5922
E. Epple & Co. GMBH	33

7.3 Approved hydraulic oil for hydraulic nut and conical connection

Standard	Grade
ISO	VG 32-68

Viscosity at actual temperature should be between 20-75cSt.



8. Tightening torques

MATERIAL QUALITY: **A4-80**

Note!

Given figures are with no lubrication. If lubrication is used, multiply with 0.84.

Size	Torque [Nm]
M10	47
M12	81
M16	197
M20	385
M24	681
M30	1310
M42	3640
M48	5450

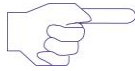
Note!

Nord-Lock Washer and Loctite to be used to secure the bolts, ref. the installation drawings.



9. Spare parts

KONGSBERG will assist you with recommended parts for all service- and maintenance jobs.



Note!


- Information regarding the Rudder system and unit number is found in the instruction manual

When ordering spare parts, please make sure to include the following information to spares department:

Vessel name:		Shipping address:	
Owner name:		Invoicing address:	
IMO number:		Drawing number:	
Rudder system:		Position number	
Unit number:		Article number	
		Quantity	

Please note: Rudder parts are equipment specific and will vary between rudder types.

10. Contact:

Country	Contact information
NORWAY	<p>KONGSBERG MARITIME AS Deck Machinery and Motion Control Aarsundveien 24 N-6270 Brattvaag</p>  <p>Support and Spares for Deck Machinery and Motion Control: Phone: +47 700 13 300 E-mail: service.dmmc@km.kongsberg.com</p> <p>24/7 Global Customer Support: Phone: +47 33 03 24 07, E-mail: km.support@km.kongsberg.com</p> <p>Home page: www.kongsberg.com</p>