

IN-SITU JOURNAL MACHINING BULK CARRIER RUDDERSTOCK REPAIR

When a 260 meter Bulk Carrier ran aground in 2007, the vessel's rudderstock was severely damaged. Once the rudderstock had been straightened in Denmark it was transported to Rotterdam where Goltens was engaged to complete the machining of the rudderstock using its In-Situ tooling.

Goltens' evaluation of the rudderstock revealed that the stock's surface had damage that required machining and that part of the shaft had been filled with Belzona, but that it could be salvaged.

REPAIRS CONSISTED OF:

- Machining rudderstock from original damaged diameter of 660mm to finish diameter of 658mm over a length of 1,000mm.

RESULTS:

- Repairs approved by Marine Class Society
- Ship returned to service months sooner than would have been otherwise possible if shaft had needed to be replaced.
- Significant costs avoided by the owner

STATISTICS: Bulk Carrier Rudderstock

Ship Length:	260 Meters
Vessel Dead Weigh Tonnage:	150,000 DWT
Pre-machining Shaft Diameter:	660 mm
Post Machining Shaft Diameter:	658 mm
Length Machined:	1,000 mm

