

# RUDDERS

## Service & maintenance Overhaul



### AVOID DOWNTIME

Did you know a rudder overhaul is just a fraction of your survey cost – but a full breakdown means 100% lost revenue?

Neuver Maritime rudders are built for reliability and easy maintenance.

During dry docking, we recommend an overhaul to replace wear parts and seals, preventing costly downtime.

Our complete maintenance pack includes all necessary spares and a service engineer – everything you need in one kit.

### Contact

All inquiries  
[support@neuver.com](mailto:support@neuver.com)

Contact Center  
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### NEUVER MARITIME RUDDERS

## Maintenance pack

### Rudder

Rudder spare parts are delivered based on our recommended spare parts lists to ensure a lean and efficient supply chain. Due to the large number of different sizes, it is recommended to plan well in advance to avoid long lead times and high rush fees. We separate between two different scopes, with minor overhaul every 5 years and major overhaul every 10 years. Minor overhauls typically involve lower seal replacement, while major overhauls include renewal of all liners, bearings, and seals.

### Rudder blade

The Rudder blade is the main part of the rudder and directs waterflow to change the vessel direction. We recommend replacing all seals and O-rings each time the rudders are dismantled. Wear parts should be replaced before or when the max-recommended clearance is reached.

### Rudder flap

A rudder flap is a hinged section on the rudder that enhances steering performance and maneuverability. On rudders with flaps it is recommended to disassemble the flap and link mechanism, including replacing plain bearings and wear liners.

**See next page for key considerations ↓**

# Key considerations for you as the customer:

<b>Estimated time needed (single rudder)</b>	If all required and recommended preparations are completed before arrival, an overhaul normally takes 6–10 days of uninterrupted work — about 5 days for a classic rudder and up to 10 days for a flapped rudder.
<b>Neuver Supplied Manpower</b>	One Field Service Engineer (FSE) from Neuver is typically assigned to support each rudder overhaul.
<b>Customer Supplied Manpower</b>	Each rudder overhaul requires two full-time qualified mechanics from the yard or customer, present for the entire duration of the work.
<b>Advance Notices</b>	<p>A Purchase Order for Spare Parts should be sent 90 days in advance, to secure parts availability and avoid potential rush fees.</p> <p>A Purchase Order for Field Service Engineer should ideally be sent 120 days prior to the assignment, to secure availability and reduced mobilization cost. PO's for FSE down to 60 days in advance is possible but guaranteed delivery cannot be warranted.</p>
<b>Budget Estimates</b>	<p><b>Parts:</b> Scope of supply varies greatly between models. Please contact our Sales Organisation for a cost estimate for your specific model(s).</p> <p><b>Labor:</b> Uninterrupted work of 6-7 days for one Field Service Engineer costs typically \$20 000-25 000, exclusive travel and lodging.</p>
<b>Customer preparations</b>	<p>The responsibles for the vessel (shore based and vessel based) needs to familiarise with the described processes, procedures and requirements in the maintenance manual.</p> <p>A special attention should be given to the section related to docking planning.</p> <p>Before Neuver service engineer attendance, check lists will be sent to prepare for the assignment.</p>

For more details see the Product manuals