UNDERWATER CLEARANCE MEASUREMENTS

Ships under the regulations, it is necessary to measure the rudder clearances and the tail-end shaft wear down clearance measurements in order to ensure that they are seaworthy and safe for the cargo and the crew that mans it.

If the ship observes vibrations, then most often the cause lies in the axis system. It may be due to excessive clearances, or misalignment of the axial systems or propeller defects and cannot be detected without specific measurements and controls, such as pitch unevenness, imbalance etc. If the reported vibrations are accompanied by overheating of the bearings, then the bearing should be replaced even if clearances are less than 2% of the diameter.

During the underwater inspection **BEVALDIA (Manager of the branches PSOMAKARA & GAMSRO)**, uses a two-way communication system between diver and surveyor and real-time monitoring (CCTV) in order to achieve the best possible results. The whole underwater inspection process is videotaped and photographed, then delivered to the client and the inspector on DVD along with a detailed written report. **BEVALDIA (Manager of the branches PSOMAKARA & GAMSRO)** has been approved by all Classification Societies **IACS: ABS, BV, DNV, KR, LR, CLASSNK, RINA, CCS, RS, IRS, CRS, PRS and by the Turk Loydu and has been certified by ISO 9001:2015, ISO 14001:2015 & ISO 45001:2018 from Bureau Veritas and ISO 37001:2016 by TUV Austria** for underwater inspections. In this way decisively contributing to ships dry dock extension. It performs underwater clearance measurements of rudder pintles and tail – end shaft

124, Kifissias Ave, Maroussi 15125, Athens – Greece
Tel.: (+30) 2104001120, (+30) 2104004470, (+30) 2109582176
Email: info@bevaldia.com, Site: www.bevaldia.com