

U.S. Department
of Transportation

United States
Coast Guard



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made
25 Aug 89
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16711/II.10.F.
MVS8 38-89
22 August 1989

From: Commander, Eighth Coast Guard District
To: Distribution

Subj: MODU TAILSHAFT DRAWING INTERVALS

1. Enclosure (1) is forwarded for information and use.
2. Those MODU's which are equipped with tailshafts which are stress relieved and continuously lined are now subject to a 10 year interval between required withdrawals. This new cycle is contingent upon successful periodic examinations, as detailed in the enclosure.
3. The alternative examination provides for propeller tip to nozzle clearances to be taken at each propeller tip and at the same nozzle position at each inspection. Since this is based upon a Global Marine Drilling proposal, it is expected that prior to the first examination using this alternative, Global will provide a procedure to reproduce the same nozzle positions at subsequent examinations.

K. P. Pensom
K. P. PENSOM
By direction

Encl: (1) COMDT (G-MVI-4) letter 16711/18 dated 4 August 1989

Dist: All Eighth District MSO's

USCG MSC MORGAN CITY, LA			
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of Transportation

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Coast Guard



REC'D Commandant
United States Coast Guard

COG 89
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16711/18

04 AUG 1989

From: Commandant
To: Distribution

Subj: MODU TAILSHAFT DRAWING INTERVALS

Recently, Global Marine Drilling was authorized a ten year tailshaft examination interval for their MODUs GLOMAR ARCTIC I and GLOMAR ARCTIC III. These units are outfitted with stress relieved, continuously lined tailshafts. The stern tubes and propellers are designed to permit inspections to be carried out and clearance readings taken during an underwater examination in lieu of drydocking. Henceforth, MODUs fitted with similar tailshafts are extended the same benefit provided the following conditions are met:

a. A letter detailing the unit's operating history and the number of hours the shafts were in operation since the unit's previous USCG underwater body examination or drydocking must be presented to the cognizant Officer-In-Charge, Marine Inspection (OCMI) when scheduling the next examination.

b. At each USCG required drydocking or underwater body examination, a visual examination of the liner/coating shall be made through the stern tube inspection accesses.

c. At each USCG required drydocking or underwater body examination, the propeller tip to nozzle clearances shall be taken. Tip to nozzle clearances shall be taken at each propeller tip and at the same nozzle position at each inspection. Bearing wear down limits shall be in accordance with 46 CFR 61.20-23.

d. All inspections and bearing examinations shall be conducted to the satisfaction of the cognizant OCMI. If evidence of excessive wear or damage is found, the OCMI may require tailshafts to be drawn for further examination or repair. A copy of the inspection report will be forwarded to G-MVI by the OCMI for review.

e. At the end of the ten year interval the tailshafts will have to be withdrawn for examination of the shafts and bearings by a USCG inspector.

Please advise your field units of this recent determination. This policy will be incorporated into the Marine Safety Manual and ultimately into the future revision of 46 CFR, Subchapter IA.

Joseph J. Angelo
JOSEPH J. ANGELO
By direction

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