



Commander  
U. S. Coast Guard Group

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GRUCHASNINST 9000.3A

GROUP CHARLESTON INSTRUCTION 9000.3A

Subj GROUP CHARLESTON NAVAL ENGINEERING SUPPORT DOCTRINE  
:

Ref: (a) Naval Engineering Manual, COMDTINST M9000.6D  
(b) MLCA Naval Engineering SOP  
(c) Group Small Boat Availability Policy, GRUCHASNINST 9000.1B

1. **PURPOSE:** Defines and clarifies the support role of Group Charleston Naval Engineering Department. Updates the Group role in repair and CASREP funding for boats.
2. **ACTION:** Commanding Officers and Officers in Charge shall ensure the guidelines of this instruction are adhered to by all personnel.
3. **DIRECTIVES AFFECTED:** GRUCHASNINST 9000.3 is cancelled.
4. **DISCUSSION:** The Group Engineer of Group Charleston SC is responsible for all engineering matters within the Group as per references (a) and (b). The Group Engineering Department will strive to provide superior service and support to field units.
  - a. Group Engineering will:
    - (1) Make regular inspections of all cutters and boats assigned within the Group.
    - (2) Check unit spare parts and records regularly.
    - (3) Maintain an up-to-date boat Management Information for Configuration and Allowances (MICA) inventory.

DISTRIBUTION – SDL No.

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NON-STANDARD DISTRIBUTION:

- (4) Assist the Group Commander, Cutter Commanding Officers, Station Officer-in-Charge, Station Engineers, and unit Engineer Petty Officers with any engineering problems including procurement of parts and emergency repairs to station equipment and boats.
- (5) Advise the Group Commander of any engineering problems which are beyond the unit's capability to correct.
- (6) Supervise the preparation and submission of all annual availability work lists.
- (7) Review and maintain copies of all reports from Group units pertaining to or concerning engineering matters, such as Current Ships Maintenance Projects (CSMP) forms and boat reports ensuring all data is accurate.
- (8) Group Charleston Engineering Department will also provide intermediate level naval engineering support as well as a limited amount of unit level and depot level maintenance support for cutters and boats within Group Charleston. Reference (c) describes the small boat availability policy in greater detail.

b. Cutter Support and Funding:

- (1) Engineering support for Group cutters is divided into two areas. The primary support for all cutters 65 feet and over comes from the NESU Charleston Port Engineer and the MLC Type Desk for that cutter. Cutters 65 feet and over are funded for all minor HM&E maintenance and PMS with AFC-30 funds. Chapter 81 of references (a) and (b) provide the details for normal cutter funding support issues. Group Engineering is guided by Chapter 81 of reference (a) in its responsibility for engineering supervision and support.

c. Boat Support and Funding:

- (1) Boats below 65 feet are funded for all minor HM&E maintenance and PMS with AFC-30 funds. These funds are to provide for outfit, maintenance, engine overhauls, annual availability and Engineering Changes (EC). The District, Group, and Unit share these funds. The District funds UTB engine overhauls and major boat CASREP's. The Group will normally fund intermediate level HM&E maintenance, some engine repairs, outboard overhaul and renewal, boat CASREP's over \$500.00, annual availability's, and EC's. The unit normally

funds all minor HM&E maintenance and PMS items, as well as CASREP's and engine repairs below \$500.00. This will include life raft and ramp inspections. Group Engineering will manage the pooled assets and units will fund inspection of turned in items. Repairs resulting from a fire, flooding, or grounding are funded by MLC as per reference (b).

- (2) Unit level MICA items are funded by the Unit and Group level MICA items are funded by the Group. All non-allowance MICA items less than \$500.00 are funded by the Unit. Non-allowance MICA items greater than \$500.00 will be cost shared by the Group and Unit. The Group has funded placement of Group MICA high failure spare items (starter, alternator, turbocharger, exhaust risers) at each station to assist the stations with making repairs quickly and reducing the delays associated with transporting spares from the Group. Units must immediately contact Group Engineering if a Group MICA asset is used so that repairs or replacement of that asset can be arranged.
- (3) All units are directed by reference (a) to use SCAMP for inventory tracking until replaced with CMplus. Units must ensure the inventory database is maintained. All transfers of parts will be accompanied by a DD-1149.
- (4) Units are not to inflate the cost of a CASREP or repair until it is over \$500.00 with the expectation that Group will pay for it. Efforts must be taken to make proper repairs economically. Units are required to pay the first \$500.00 of a CASREP, repair, part, or engine replacement.

d. Cutter and Small Boat Availability's

- (1) While the primary support for all cutters 65 feet and over comes from the NESU Port Engineer and the MLC Type Desk, Group Engineering is able to provide limited industrial service support. Cutters must submit an Industrial Service Order (CG-3103) to Group Engineering detailing the requested work. Group Engineering will handle the coordination of work with Base Industrial. Units desiring industrial service support should contact the Group Engineer Officer for further information.

- (2) Boats below 65 feet will be scheduled for a 28 day biennial haul out availability period. The boats will normally be scheduled for a one to two week haul-out for the purpose of an underwater body inspection in the alternate year.
- (A) The Annual (one week) haul-out package will include a boat inspection, cleaning of the sea chest and transducer, touch-up of the bottom coating system, and check or renewal of the zinc's.
- (B) The Biennial (28 days) haul-out package will include the above Annual package plus rudder bushing renewal (if needed), shaft bearing renewal (if needed), shaft packing renewal, sea chest valve renewal, and other items developed using CSMP's.
- (3) Group Engineering maintains and manages the Intermediate Level Boat Maintenance Facility described in reference (a). The Boat Maintenance Facility is located at Base Charleston and is capable of lifting and cradling boats up to the size of UTB's. Units should expect the boats to come to the Group for intermediate level work and availability's unless the Group Engineer makes other arrangements.

The Group Engineer Officer will be notified promptly of any incidences of fire, flooding, grounding, collision, equipment casualty, or any change of boat status from B-0 for longer than two hours with any Group unit.

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P. J. DINICOLA