

# MAIN PROPULSION SHAFT VISUAL PRESERVATION INSPECTION REPORT

SHAFT CONDITION CODE (A, F, ETC.): \_\_\_\_\_

## IDENTIFICATION DATA (SEE NOTE 5)

IS THE IDENTIFICATION DATA FROM THE STAMPED INFORMATION ON THE SHAFT OR THE PACKAGING MARKINGS?

[ ] STAMPED INFO [ ] PACKAGING MARKINGS

SERIAL NO.

SHIP CLASS

STOCK NO.

DRAWING NO. & REV.

MANUFACTURER

PACKAGED WEIGHT

MATERIAL

## INSPECTION

INSPECTING ACTIVITY

LOCATION OF INSPECTION (ACTIVITY)

PRINTED NAME AND TITLE OF QUALIFIED INSPECTOR

TELEPHONE NUMBER

SIGNATURE

DATE OF INSPECTION

REVIEWED BY (SEE NOTE 6)

DATE

## INSTRUCTIONS

1. Use this form by placing a check mark in the appropriate column -- YES, NO, or NA (not applicable).
2. Answer all questions. Use additional comments block if more space is needed.
3. If an answer indicates the possibility of an unsatisfactory shaft, explain in the REMARKS column.
4. Show the approximate size and location of all defects and damage on the appropriate sketch.
5. If accessible, obtain identification data from the information stamped on the shaft.
6. Government verification in contractor facility. Independent reviewer in government facility. Signature must be on all distribution copies.

### DISTRIBUTION:

One copy to NSWCCD-SSES 9323

One copy to NAVICP 05824 (Surface Ships) or NAVICP 8423G (Submarines)

One copy to Contracting Officer

One copy to File

Other:

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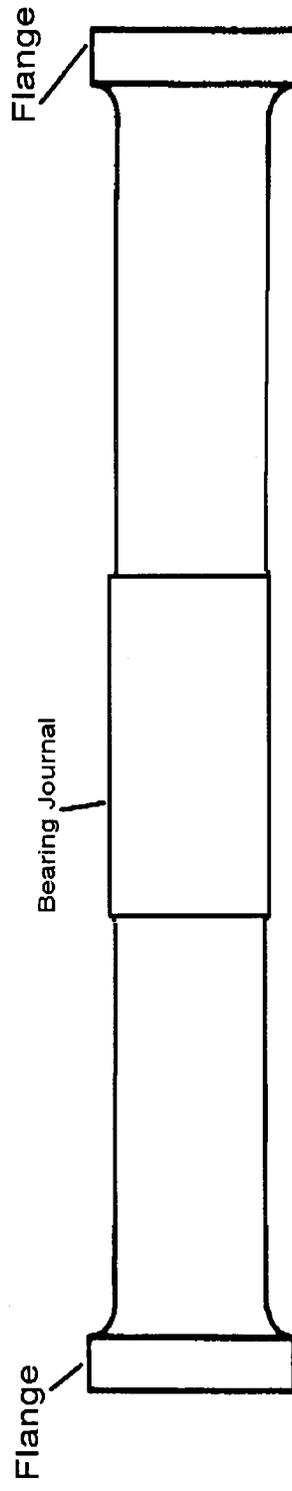
ITEM	YES	NO	NA	REMARKS
<b>1. Storage</b>				
a. Is the shaft stored in open covered storage or better?				
b. Is the shaft stored in an east-west direction?				
c. Is the shaft stored on a flat rigid surface?				
d. Is the shaft skid base supported along the entire length?				
<b>2. Preservation and Packaging</b>				
a. Is the shaft packaged with a steel wrap?				
1) Is the wrap 26 gage (0.0179") galvanized steel?				
2) Are there a minimum of two stainless steel bands per section of steel wrap?				
3) Are horizontal seams of steel wrap positioned to preclude the entry of water?				
4) Are the seams of steel wrap covered with a double layer of tape?				
b. Is the shaft packaged with wood lagging?				
1) Is the lagging 1"X2"?				
2) Is the wood pressure treated?				
3) Does the lagging run the entire length of the shaft?				
4) Are the lagging strips spaced 1" or less apart?				
5) Are the lagging strips secured by a minimum of two stainless steel straps?				
6) Is there an additional layer of wood lagging at the sling points?				
c. Are the shaft flange faces protected by a wood disk?				
1) Is the wood disk a minimum 2" (nominal) thick?				
2) Is the wood pressure treated?				
SHAFT SERIAL NO.: _____				

ITEM	YES	NO	NA	REMARKS
d. Are the flange peripheries protected by wood lagging?				
1) Is the lagging 1"X2"?				
2) Is the wood pressure treated?				
3) Are the lagging strips spaced 1" or less apart?				
4) Are the lagging strips secured by a minimum of two stainless steel straps?				
<b>3. Packing</b>				
a. Is the shaft supported by a skid base?				
b. Is the wood pressure treated?				
c. Are the skid cradles no more than 4 feet apart?				
d. Are the main members of the skid rails spliced?				
1) Are splices within 1/3 of the skid length from the end?				
2) Are splices on opposite ends of the two side rails?				
e. Is the shaft braced on the ends to prevent fore and aft movement?				
f. Are the shaft flanges enclosed in a box?				
<b>4. Accessories</b>				
a. Is the accessory box attached to the skid base?				
b. Is the accessory box free of damage?				
<b>5. Technical Report</b>				
a. Is there a box for the Technical Report?				
b. Is the box free of damage?				
c. Is the box access cover installed?				
<b>6. Container Marking</b>				
a. Is there a painted contrasting color under the container markings?				
b. Are the letters 1 inch in height and stencilled?				
c. Are the following markings present?				
1) Shaft serial number				
2) National stock number				
3) Level of preservation/packaging and date?				
4) Ship class				
5) Weight and cube				
SHAFT SERIAL NO.: _____				PAGE 3 OF _____

ITEM	YES	NO	NA	REMARKS
6) Condition code of the shaft				
7) "REUSABLE CONTAINER"				
8) "SLING HERE"				
9) "CENTER OF BALANCE"				
10) "DO NOT STACK"				
11) "STOW FLAT ON CONTAINER SKIDS"				
12) "FORK HERE" (small shafts only)				
13) "CONTAINER/PACKAGING TO BE OPENED ONLY BY THE INSTALLATION ACTIVITY"				
14) "CAUTION: STORE ON LEVEL CONCRETE OR STEEL SURFACE ONLY. TRANSPORT BY RAIL OR VEHICLE IN A MANNER THAT THE SKID SYSTEM IS FULLY SUPPORTED. OVERHANG IS NOT PERMITTED. FOR OCEAN TRANSPORT THE CONTAINER MUST BE STOWED IN/ON FLAT LEVEL HOLD OR DECK. LIFT CONTAINER AT SLING POINTS ONLY. DO NOT LIFT FROM ONE END."				
15) TECHNICAL REPORT ENCLOSED (on technical report box)				
d. For NAVICP managed surface craft shafting, additional marking required:				
1) "IF PACKAGING/PRESERVATION IS DAMAGED, NOTIFY NAVICP 05824, MECHANICSBURG, PA."				
e. For NAVICP managed submarine shafting, additional marking required:				
1) "IF PACKAGING/PRESERVATION IS DAMAGED, NOTIFY NAVICP 84211H, MECHANICSBURG, PA."				
2) Item description				
3) Quantity and unit of issue				
4) Contract number				
SHAFT SERIAL NO.: _____				PAGE 4 OF _____

ITEM	YES	NO	NA	REMARKS
5) Material identification and control(MIC) number.				
6) "SUBSAFE", Marked in RED and placed on all sides of the container.				
<b>7. Are the approximate size and location of all damage shown on the attached sketches?</b>				
<b>8. Does the condition of the shaft preservation indicate that it will provide satisfactory service?</b>				
<b>9. Provide a brief description of the repairs considered necessary to restore the preservation.</b>				
<b>10. Additional Comments.</b> (Use additional sheets if necessary.)				
<div style="display: flex; justify-content: space-between;"> <span>SHAFT SERIAL NO.: _____</span> <span>PAGE 5 OF _____</span> </div>				

LINE SHAFT

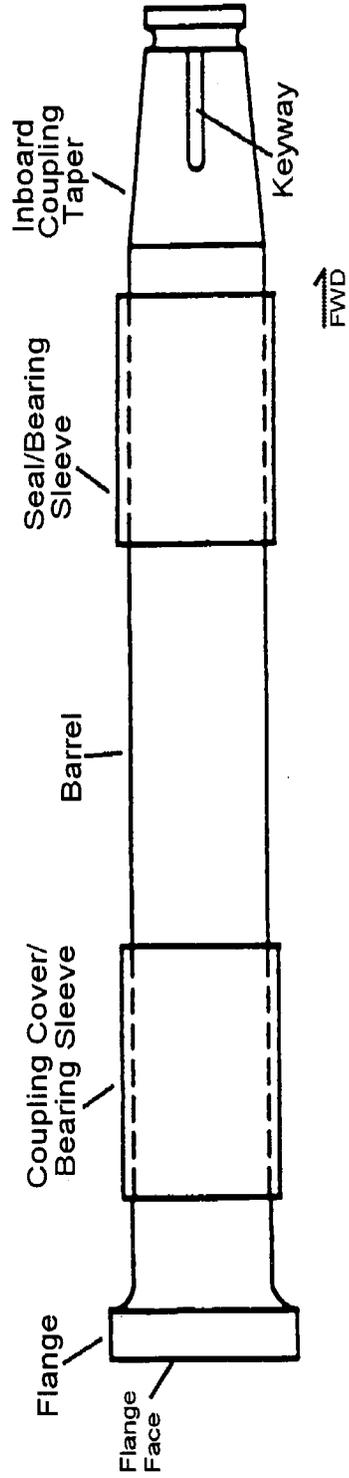


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STERN TUBE SHAFT

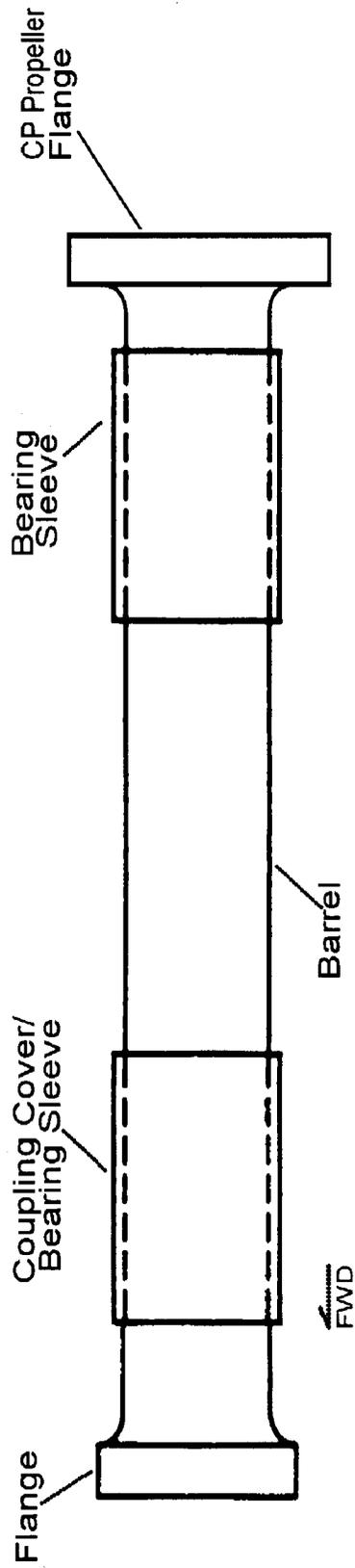


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CP PROPELLER SHAFT

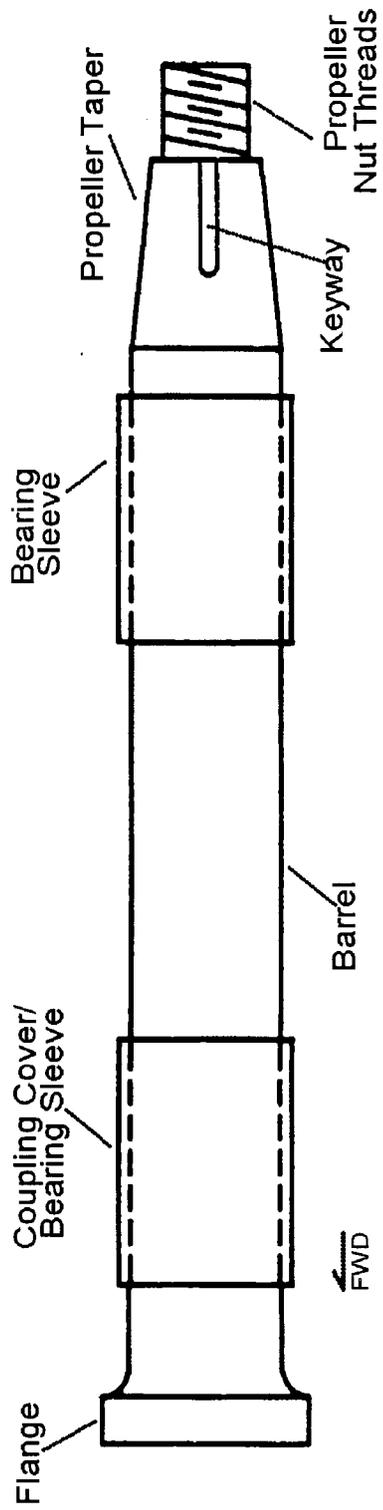


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MONOBLOC PROPELLER SHAFT

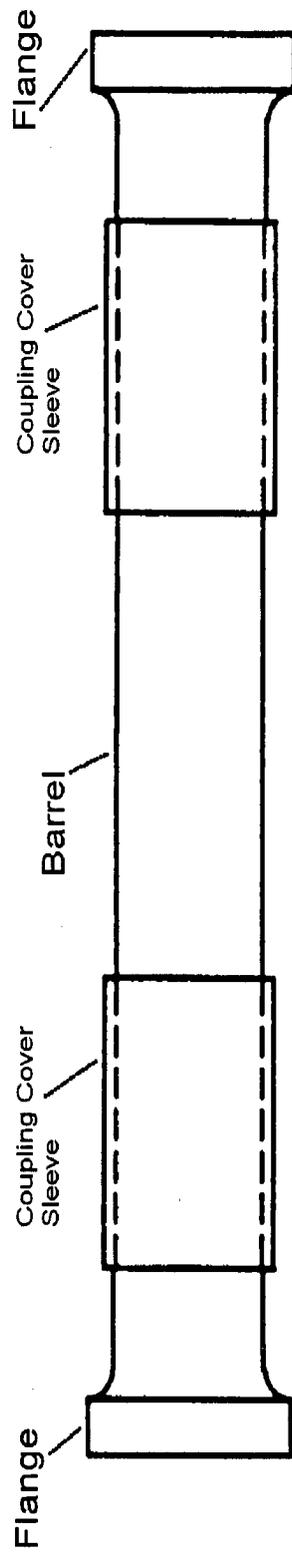


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INTERMEDIATE SHAFT

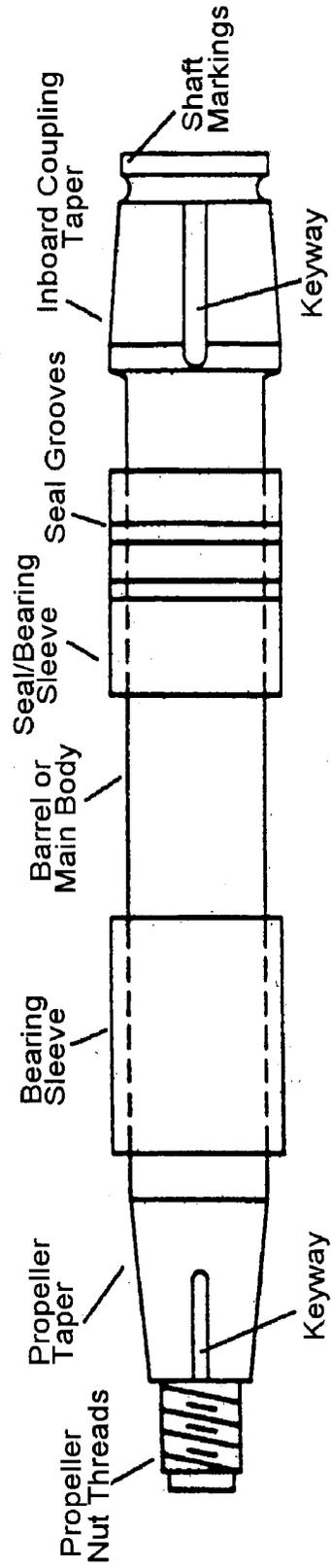


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SINGLE OUTBOARD SHAFT



DATE: \_\_\_\_\_

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