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AUG 21 2006

Mr. John Konrad  
Transocean Offshore Deepwater Drilling Inc.  
1311 Broadfield Blvd.  
Houston, TX 77084

Dear Mr. Konrad:

This letter is in reply to your letter of June 7, 2006 appealing the decision of my Regional Exam Center (REC) to deny your request for time and one-half (12 hour day) sea service to be applied toward your March 17, 2006 application for a raise of grade from Chief Mate of Steam or Motor Vessels of Any Gross Tons, upon Oceans, to Master.

Your appeal package contained a letter of January 21, 1980 from Rear Admiral Henry Bell of the Headquarters office of Merchant Marine Safety, the forerunner to the National Maritime Center (NMC). In that letter, overturning the Eighth Coast Guard District's denial of time and one half credit for another mariner, Rear Admiral Bell wrote "...future license applicants presenting service aboard drill ships will be given credit for such service toward an unlimited license, including 1.5 times credit if such service involved working a normal 12 hour work day." However, regulations promulgated in Title 46 Code of Federal Regulations (CFR) 15.705 from 1987-2002, clearly indicate no vessel specific exception to the three watch system is allowed for drill ships. Follow-on guidance is found in the Coast Guard's Marine Safety Manual, Volume III, Marine Industry Personnel, Chapter 2, G.. That publication, addresses the issue by stating: "Time and one-half credit will not be given for overtime nor for other work days that do not involve six on, six off watch standing even if the work days are more than eight hours long."

In the case of the 63,003 gross registered ton drill ship you sailed on, a six on six off watch rotation is illegal. Title 46 United States Code (USC) section 8104(d) and the regulations codified in 46 CFR 15.705, clearly indicate crewmembers aboard a vessel of this type and tonnage are to be divided into three watches when at sea. That is why you worked in a three watch system. That you worked beyond eight hours in an "overlap" manner is not germane. Therefore, your appeal is denied.

If you are aggrieved by this decision, you have the right to appeal it to the Commander of the Eleventh Coast Guard District as set forth in Title 46, Code of Federal Regulations (CFR), Part 1.03. Should you choose to appeal, send any materials to this office. We will forward them to the District Commander. This decision will remain in effect until it is revised or reversed.

Sincerely,



H. M. HAMILTON

Captain, U.S. Coast Guard

By direction of the Officer in Charge,  
Marine Inspection