02 Feb 2023

Waterfront Maintenance Note 26

Brow Security Gate Loaner Policy

1. **Purpose**. To establish and promulgate policy concerning the temporary usage of SERMC Brow Security Gates during ships availabilities.

2. **Background**. Waterfront Maintenance Note (WFMN) addresses Southeast Regional Maintenance Center's (SERMC) and ships force procedures for utilizing the Brow Security Gate loaner pool.

SERMC maintains a pool of brow Security Gates which are available upon request from ship's force. This loaner program was implemented to reduce contractor costs associated with the fabrication, installation and removal of these gates. This note details the responsibilities of SERMC and ships force in the handling of the brow gates.

3. **Responsibilities**.

    a. **Ship's Force shall**:

        1) Request brow gate be delivered via the ship's Superintendents; at least 48 hours in advance whenever possible.

        2) Coordinate with SERMC for delivery/return and provide an E-7 or above to complete and sign DD Form 1149.

        3) Maintain the gate in good working order. Notify SERMC, via ship's Superintendents, of any issues which degrades or compromises the integrity of the gate.

        4) Be responsible for properly securing gate to the brow using the provided hardware when delivered.

    b. **SERMC shall**:

        1) C911 will deliver and crane the brow security gate onto the ship's brow.

        2) C925 will issue and maintain DD 1149 in a folder for recordkeeping. C925 will ensure form DD 1149 details the associated

hardware issued with the gate. Additionally, C925 will escort the gate delivery and provide instruction on connecting if required.

        3) C925 will conduct pre-delivery/post-delivery inspections of gates and correct/repair any discrepancies prior to re-issuing the gate.

        4) Provide the ship with a copy of the signed DD Form 1149.

4. **Policy**. In the event a gate is damaged while under the custody of ship's force, C900 Department Head will determine if the damage was caused by negligence and communicate any concerns to the ship's chain of command.