

SERM
LOCAL STANDARD ITEM

FY-2028

ITEM NO: 099-077SE

REVISED: 02 FEB 2026

CATEGORY: II

1. SCOPE:

1.1 Title: Requirements When Accomplishing Shipboard Work Using a Government Installed Cofferdam; accomplish

2. REFERENCES:

2.1 Standard Items

3. REQUIREMENTS:

3.1 Coordinate the installation, oversight, maintenance and removal of the Government installed cofferdam with contractor's work.

3.2 Accomplish the requirements of 009-009 of 2.1 for the installation, control, removal and conduct of work. The Process Control Procedure (PCP) must include the following additional information and requirements:

3.2.1 SERMC Formal Work Package (FWP) number for the cofferdam being installed.

3.2.2 Specific identification of all disturbed work boundaries.

3.2.3 Submission of the PCP is industry concurrence that the cofferdam type identified shall support the scope of work required by the Work Specification.

3.2.4 Align the (V) (G) Checkpoint and SERMC Code 900 Divers Pre-Job Briefs.

(V) (G) "LEAK TEST"

3.2.5 Verification of cofferdam tightness prior to initiating each removal affecting watertight integrity.

3.2.6 Communication plan that includes the following as a minimum:

3.2.6.1 Provision for notification to the SERMC Project Manager 24 hours prior to requiring removal of the cofferdam.

3.2.6.2 Provision for notification to SERMC Dive Supervisor prior to each job start and stop.

3.2.6.3 Written statement that Ship's Force is responsible for an on-site Emergency Flooding Plan, which includes additional emergency dewatering equipment that must be operationally ready before commencing work and available for the entire time single valve protection is in place when single valve is authorized.

3.2.6.4 Provision for verification of dewatering equipment readiness prior to commencing work.

3.2.6.5 Provision to ensure cognizant personnel have direct knowledge of each requirement before starting the process including a pre-job safety brief.

3.2.6.6 Provision for and verification of mandatory two-way communication between the SERMC Dive Team, Ship's Force and

Contractor.

3.2.6.7 Provision for verification that monitoring watertight integrity by cognizant personnel (e.g., SERMC Dive Team or Ship's Force) with dewatering equipment secured and while providing single valve protection at an interval no greater than every 7 days for each patch has been established.

3.2.6.8 Provision for verification that the SERMC Dive Team is on standby to reestablish watertight integrity of the cofferdam or until successful reinstallation of the component or completion of the repair has been established.

3.2.7 Provision for posting safety precautions and warning signs and description of each of the following (e.g., figure, sketch, etc.):

3.2.7.1 Warning sign posted at Quarterdeck to space that contains the system impacted by the PCP.

3.2.7.2 Warning sign posted at entrance to space that contains the system impacted by the PCP.

3.2.7.3 Warning sign posted at seawater supply manifold (eductor), if applicable. (See 4.2)

3.2.7.4 Warning sign posted at deck edge in way of support rigging, if applicable. (See 4.2)

3.2.7.5 Hull opening number referenced from the docking drawing or access cut size and location.

3.2.7.6 Type of cofferdam as specified in the FWP.

3.3 When single valve is authorized by the Ship's Commanding Officer, Attachment A must be utilized to establish each single barrier control, communication, and notification.

3.3.1 Each single valve evolution (start and complete) must be accomplished between the hours of 0700 and 1500 weekdays unless requested by the Contractor in writing and approved by the SUPERVISOR. Each repair requiring an extension must work around the clock until complete.

3.4 This Local Standard Item takes precedence over 009-077 of 2.1 when invoked.

4. NOTES:

4.1 The FWP will be made available for review upon request from the SUPERVISOR.

4.2 Each warning sign at seawater supply manifold and deck edge is to be turned over to the SERMC Dive Team for installation and returned to the Contractor upon completion of the evolution, if requested.

4.3 This Standard Item does not imply authorization of single valve protection. Single valve authorization can only be made by the Ship's Commanding Officer, case by case, based on each specific condition at the time of execution. Contractor must consider each job to require double valve protection when submitting the proposal.

ATTACHMENT A

FY-28

ITEM NO: 099-077SE

DATE: 15 JAN 2026

CATEGORY: I

AUTHORIZATION FOR SINGLE VALVE ISOLATION

Date _____

Subj: PROVIDE NOTIFICATION OF SINGLE VALVE ISOLATION REQUIREMENT AND PROVIDE EACH PRECAUTIONARY PROCEDURE TO BE EMPLOYED DURING REPAIR/ALTERATION TO A SEA-CONNECTED SYSTEM.

1. Each procedure involved in this repair/alteration will subject the affected area to a flooding hazard during the time the repair is being accomplished. The purpose of this notification is to outline each responsibility for each precautionary measure placed upon the contractor and the ship while the repair/alteration is in progress.
2. System: The repair/alteration to be accomplished to the following system:
_____ Component/Space _____
3. Prior to Commencing work, the contractor must provide:
 - a. A procedure, in accordance with each requirement of SERMC Local Standard Item 099-077SE, has been developed and approved by the SUPERVISOR (Copy Attached).
 - b. The sequence of each repair to be accomplished, including each drawing of the system and each valve location. The proposed system isolation must be discussed and mutually agreed upon between the ship, SUPERVISOR, and the contractor.
 - c. Identify each possible hazard of single valve isolation failure. _____
 - d. Expected start _____ and completion _____ for single valve isolation evolution.
 - e. Each watertight boundary has been defined, sighted, tagged out and verified. _____
4. During the period of this repair, each following minimum precaution is required:
 - a. Ship's Supervisor, E-7 or above, must be present to verify single valve isolation and breaking of pressure boundary.
 - b. Ship's Force will provide a watch on the affected system and monitor for leakage, etc.
 - c. Ship will maintain appropriate state of damage control readiness.
5. See attached drawing of system and each valve location.

Ship's SRA Coordinator

Engineering Officer

Commanding Officer/approval

SRO/PMO (Notification made to Waterfront Operations Officer)

(Held on site for SBS Review)