ACTIVE ALARMS AND ALARMS IN CUT-OUT

Alarms serve an important role in keeping both equipment and personnel safe. They make the entire command aware of an alarm condition with audio and/or visual indicators. Rendering the alarm useless eliminates the Sailor's ability to identify and act during a hazardous situation.

B L U F

COMPROMISED ALARMS IS AN ELEVATED RISK TO FLEET

Naval Safety Command (NAVSAFECOM) identified 38 out of 60 afloat commands were found to have active alarms or alarms in cutout. The Local Area Assessments were conducted in 2022 and 2023 and also found the alarms were rendered useless without proper permission and with no corrective action being taken.

NAVSAFECOM has identified overall lack of adherence to fundamental policy, program structure and functional areas of responsibility. The most prominent concerns are:

- Alarms not reset after condition has been cleared
- By-passing interlocks or safety devices
- Ignoring faulty alarms / failure to report alarms
- Speakers covered by tape
- Acknowledgement button held by paper
- Desensitized Sailors
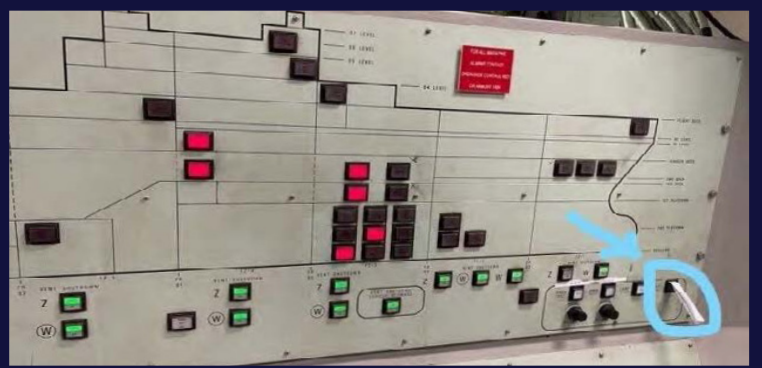
AN ALARMING EXAMPLE:

DDG Flooding aft steering 15K gallons
- Watchstanders failed to recognize AFT steering flooding alarm never reset
- Informal watch turnover, critical info regarding alarms not discussed
- Watchstanders failed to notify EDO of intermittent grounding anomalies

LHD FWD Compressor Room flooding
- Space flooding alarms placed in standby to disable audible tones

Drainage of ~ 300 gallons of water from SPY cooling skid
- Watchstander did not investigate cooling summary fault alarm
- CSOOW did not call away a Combat System casualty
- CSOOW did not log the alarm
- CSOOW did not turnover that the alarm was active and not cleared
- Oncoming CSOOW did not note the active alarm
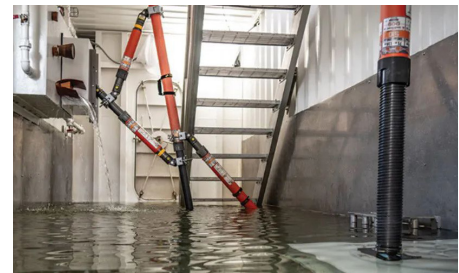
NAVSAFECOM RECOMMENDS THE FOLLOWING ACTIONS:

1. Establish a culture of reporting every alarm up the appropriate chain of command and investigate it. If an alarm is found to be erroneous, document in CSMP, document in 8 O'clock reports and track corrective action to completion.

2. Any alarm that needs to be placed into cut-out, get permission from the CO and file at appropriate watch station (i.e. DC Central, CSMC). Implement TSO's for personnel working in affected spaces to minimize risks.