



# LOCKING DEVICES

Locking devices maintain the physical security of engineering spaces and equipment. The locking devices ensure the integrity of equipment and mitigate risks.

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## UNSECURED SPACES ARE AN ELEVATED RISK TO FLEET

Engineering spaces must be secure in port and underway. If engineering spaces are left unlocked, several serious consequences may occur including a security breach, sabotage, theft, accidental damage, fire and flooding hazards and possible regulatory non-compliance.

NAVSAFECOM has identified overall lack of adherence to fundamental policy, program structure and functional areas of responsibility.

- The Engineering Department Organization and Regulations Manual (EDORM), paragraph 4406 dictates that ships **MUST** lock all main and auxiliary spaces when unmanned. The space is manned if "a roving patrol or system monitor enters at least hourly and inspects the space for fire, flooding, or sabotage."



## NAVSAFECOM RECOMMENDS THE FOLLOWING ACTIONS:

The EDORM specifies the minimum equipment and spaces that require locking devices. Ships may incorporate additional equipment into the Chief Engineer's standing orders. Revisit EDORM and the standing orders to ensure compliance. At minimum:

1. Main shaft reduction gear access covers
2. Emergency generator reduction gear inspection covers
3. Main, auxiliary and waste heat boiler safety valves
4. Gas turbine module access doors when in port
5. Potable and Feed Water sounding tubes
6. L/O Storage Tanks
7. Line shaft bearing access
8. MRG sight flow indicators
9. EOSS procedures/diagrams "locked" in a specific position
10. Main lubricating oil pump suction and discharge cutout valves
11. Ballast/de-ballast oil or oily waste valves
12. CHT system vent valves (open)
13. Stripping pump discharge valves (shut)
14. Stripping pump suction valves (shut)
15. Lubricating oil drains, rundowns or isolation valves
16. LSB sampling valve



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