

# INTERNATIONAL STANDARD



151

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

## Shipbuilding — Marking of hatchway beams

*Construction navale — Marquage des barrots d'écouille*

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## FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up has the right to be represented on that Committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

Prior to 1972, the results of the work of the Technical Committees were published as ISO Recommendations; these documents are now in the process of being transformed into International Standards. As part of this process, Technical Committee ISO/TC 8 has reviewed ISO Recommendation R 151 and found it technically suitable for transformation. International Standard ISO 151 therefore replaces ISO Recommendation R 151-1960, to which it is technically identical.

ISO Recommendation R 151 was approved by the Member Bodies of the following countries :

Austria	France	Romania
Belgium	Israel	Spain
Bulgaria	Italy	Sweden
Czechoslovakia	Japan	Turkey
Denmark	Netherlands	United Kingdom
Finland	Pakistan	U.S.S.R.

No Member Body expressed disapproval of the Recommendation.

No Member Body disapproved the transformation of ISO/R 151 into an International Standard.

# Shipbuilding — Marking of hatchway beams

## 1 SCOPE AND FIELD OF APPLICATION

This International Standard specifies the way in which hatchway beams shall be marked.

## 2 GENERAL

Each hatchway beam requires in general three markings :

- *marking A* indicates the deck to which the hatchway beam belongs,
- *marking B* indicates, for a given deck, the hatchway to which the beam belongs,
- *marking C* indicates the position of the beam in the hatchway concerned.

Each marking shall consist of one or more holes drilled on the starboard side in the web or in the upper part of the beam.

## 3 MARKING A

*Marking A, relating to the deck*, shall be located on the starboard side in the web of the beam, as shown in the figure.

Assuming the decks to be numbered consecutively from the top downwards,

the beams of the upper deck, or first deck, shall be drilled with one hole, those of the second deck shall be drilled with two holes, and so on.

Each hole shall be 15 mm in diameter. If there are more holes than one, they shall be drilled in a horizontal row, with their centres 40 mm apart.

In order not to weaken the web of the beam, the holes shall be drilled at least 500 mm from the edge of the web of the beam.

If requested, the word "deck" may be painted near the hole or holes, as shown in the figure.

## 4 MARKING B

*Marking B, relating to the hatchway*, shall be located on the forward starboard side of the upper part of the beam, as shown in the figure.

Assuming the hatchways in one deck to be numbered consecutively from fore to aft of the ship,

the beams of the first hatchway shall be drilled with one hole,

those of the second hatchway shall be drilled with two holes, and so on.

The holes shall be 15 mm in diameter and arranged in the same manner as dice are usually marked and spaced, as shown in the figure.

If requested, the word "hatchway" may be painted near the hole or holes, as shown in the figure.