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## **Shipbuilding and marine structures — Numbering of equipment and structural elements in ships**

*Construction navale et structures maritimes — Numérotation des matériels et éléments de  
structure des navires*

Reference number  
ISO 5572:1987 (E)

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established 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. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 5572 was prepared by Technical Committee ISO/TC 8, *Shipbuilding and marine structures*.

Users should note that all International Standards undergo revision from time to time and that any reference made herein to any other International Standard implies its latest edition, unless otherwise stated.

# Shipbuilding and marine structures — Numbering of equipment and structural elements in ships

## 1 Scope and field of application

This International Standard specifies the conventions to be used in numbering reference stations, waterlines, structural frames, transverse bulkheads, decks, compartments (holds, 'tween-decks, tanks), hatchways, masts and cargo-handling equipment where reference numbers are required for use in computer programs.

It applies in particular to conventional mono-hull merchant ships, and may require adaptation for other configurations and for warships.

The existence of this International Standard does not release the designers of computer programs from the obligation to provide flexibility to accommodate other conventions which may be required in particular circumstances but the conventions specified may be used as default options.

## 2 Reference stations

Design stations used as reference stations in the length of the ship shall be numbered according to a decimal system based on either 10 or 100 primary intervals between the perpendiculars, the after perpendicular being designated station 0.0 and the forward perpendicular either station 10.0 or station 100.0. The remaining primary stations shall be expressed as decimal numbers having zero as the fractional part (e.g. 5.0 or 50.0). Where intermediate stations are required they should be identified by decimal fractions (e.g. 9.75 or 97.5). The scale may be extended beyond the perpendiculars, stations aft of the after perpendicular being given negative decimal numbers.

This system of numbering is intended primarily as a means of labelling stations for reference purposes, but it is preferable that the numbers correspond to the actual positions of the stations according to a linear scale.

## 3 Waterlines

Waterlines shall be identified by their heights in metres above the baseline; they may be spaced as required. Where hull form data is presented in non-dimensional form, waterline heights shall be normalized as decimal fractions of the designed load waterline height.

## 4 Structural frames

Structural frames shall be identified by integer numbers. The first frame forward of the after perpendicular, or the frame at the after perpendicular if coincident, shall be designated frame 0 (zero) and the remaining frames shall be numbered in sequence, frames forward of frame 0 being given positive integer numbers and frames after frame 0 negative integer numbers.

Transverse bulkheads, web frames and part frames which do not extend around the whole section shall be included in the sequence of frame numbers. Bulkheads shall also be numbered in the bulkhead sequence given in clause 5.