

Transformed

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

**ISO RECOMMENDATION
R 151**

**SHIPBUILDING DETAILS
MARKING OF HATCHWAY BEAMS**

1st EDITION

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BRIEF HISTORY

The ISO Recommendation R 151, *Marking of Hatchway Beams*, was drawn up by Technical Committee ISO/TC 8, *Shipbuilding Details*, the Secretariat of which is held by the Stichting Nederlands Normalisatie-instituut (NNI).

A draft proposal for the marking of hatchway beams, based on the Netherlands Standard N 1334, was discussed at the third meeting of Technical Committee ISO/TC 8, held in Genoa, in November 1956. This draft proposal, with the addition of a minimum dimension of 500 mm for the distance between the holes in the web of the beam and the extreme end of the beam, was unanimously accepted by the members of the Technical Committee present at that third meeting.

In the final letter ballot within the Technical Committee, the draft proposal was adopted as a Draft ISO Recommendation by all the members of the Technical Committee, except New Zealand, which uses a system of marking by colours.

On 4 December 1958, the Draft ISO Recommendation (No. 260) was distributed to all the ISO Member Bodies and was approved by the following Member Bodies:

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

No Member Body opposed the approval of the Draft.

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in February 1960, to accept it as an ISO RECOMMENDATION.

SHIPBUILDING DETAILS

MARKING OF HATCHWAY BEAMS

1. 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 consists of one or more holes drilled on the starboard side in the web or in the upper part of the beam.

2. MARKING A

Marking A, relating to the deck, is 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, are drilled with one hole,
those of the second deck are drilled with two holes,
and so on.

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

In order not to weaken the web of the beam, the holes should 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.

3. MARKING B

Marking B, relating to the hatchway, is 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 are drilled with one hole,
those of the second hatchway are drilled with two holes,
and so on.

The holes, 15 mm in diameter, are 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.